equity environmental engineering
A Division of GZA



123-12 Sutphin Boulevard Rezoning

Environmental Assessment Statement

Address: 123-12 Sutphin Boulevard Queens, New York

Affected Area: Block 12051, Lots p/o 71, p/o 74, p/o 57, and p/o 155
Block 12045, Lots p/o 10, p/o 13, p/o 14, and p/o 15

CEQR Reference: 24DCP015Q

ULURP Reference: TBD

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

Prepared for:
Full Gospel Mission Church of God in Christ and SBR Equities Inc.

Prepared by:
Equity Environmental Engineering, a Division of GZA

Date Submitted:
July 28, 2023

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EAS SHORT FORM

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

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

Part I: GENERAL INFORMATION

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

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

2. *Project Name* 123-12 Sutphin Blvd Rezoning

3. *Reference Numbers*

CEQR REFERENCE NUMBER (to be assigned by lead agency)	BSA REFERENCE NUMBER (if applicable)
24DCP015Q	
ULURP REFERENCE NUMBER (if applicable)	OTHER REFERENCE NUMBER(S) (if applicable) (*e.g.*, legislative intro, CAPA)

4a. *Lead Agency Information*			**4b. *Applicant Information***		
NAME OF LEAD AGENCY New York City Department of City Planning			NAME OF APPLICANT Full Gospel Mission Church of God in Christ and SBR Equities Inc.		
NAME OF LEAD AGENCY CONTACT PERSON Stephanie Shellooe, AICP, Director of EARD			NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON Kira Xiang		
ADDRESS 120 Broadway, 31st Floor			ADDRESS 500 International Drive, Suite 150		
CITY New York	STATE NY	ZIP 10271	CITY Mount Olive	STATE NJ	ZIP 07828
TELEPHONE 212-720-3328	EMAIL sshellooe@planning.nyc.gov		TELEPHONE 917-470-3077	EMAIL kira.xiang@equityenvironmental.com	

5. *Project Description*

The Applicant, Full Gospel Mission Church of God in Christ and SBR Equities Inc., requests approval of a zoning map amendment and a zoning text amendment (the "Proposed Actions") on an area of approximately 47,485 square feet (sf) comprising Block 12051, Lots p/o 71, p/o 74, p/o 57, p/o 155 and Block 12045, Lots p/o 10, p/o 13, p/o 14, p/o 15 (the "Affected Area"). The Affected Area is bounded by 120th Avenue to the north, Sutphin Boulevard to the east, Rockaway Boulevard to the south, and 147th Street to the west, and is split by 123rd Avenue in the South Jamaica neighborhood within Queens Community District 12.

The zoning map amendment would rezone Block 12051 p/o Lot 71 from an R3A zoning district to an R6A zoning district; Block 12051 p/o Lot 74 from an R3A/R6 zoning district to an R6A zoning district; Block 12051 Lots p/o 57 and p/o 155 from an R6 zoning district to an R3A zoning district; Block 12045 Lots p/o 10, p/o 13, p/o 14, and p/o 15 from an R3A/C1-3 zoning district to an R6A/C1-3 zoning district. The zoning text amendment would modify Zoning Resolution ("ZR") Appendix F: Inclusionary Housing Designated Areas and Mandatory Inclusionary Housing ("MIH") Areas for Community District 12, Queens to establish an MIH Area coterminous with the proposed R6A zoning boundary, which includes Block 12051 Lots p/o 71, p/o 74, p/o 57, and Block 12045 Lots p/o 10, p/o 13, p/o 14, p/o 15. The Applicant proposes mapping both MIH Option 1 and Option 2 to provide maximum flexibility for future development of the non-Applicant-controlled sites.

The Proposed Actions would facilitate the development of a 109,527 GSF (88,257 ZSF; 3.50 FAR), 8-story plus cellar, 83-foot-tall mixed residential and community facility building on Block 12051, Lot 74 (Projected Development Site 1). The building would include 99,690 GSF (83,892 ZSF; 3.33 FAR) of residential floor area and 9,837 GSF (4,365 ZSF; 0.17 FAR) of community facility floor area for planned occupancy by a church. The building would provide 125 dwelling units (approximately 798 GSF per unit), 25%-30% (31-38 units) of which would be set aside as permanently affordable units for households with incomes averaging 60%-80% AMI depending on the MIH Option selected. Final selection of the MIH Option on Projected Development Site 1 would be completed during ULURP, after certification. The building would include 55 residential accessory vehicular parking spaces and 63 bicycle parking spaces on the first floor level accessible

via a new curb cut that would replace an existing curb cut on Sutphin Boulevard.

Project Location

BOROUGH Queens	COMMUNITY DISTRICT(S) 12	STREET ADDRESS 122-10, 122-14, 122-16, 122-18, 123-04, 123-12 Sutphin Boulevard/ 123-23, 123-25 147th Street
TAX BLOCK(S) AND LOT(S) Block 12051, Lots p/o 71, p/o 74, p/o 57, p/o 155 and Block 12045, Lots p/o 10, p/o 13, p/o 14, p/o 15		ZIP CODE 11434

DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS The Affected Area is bounded by 120th Avenue to the north, Sutphin Boulevard to the east, Rockaway Boulevard to the south, and 147th Street to the west.

EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY	ZONING SECTIONAL MAP NUMBER 18c
R3A, R3A/C1-3, R6	

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

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

- ☐ CITY MAP AMENDMENT
- ☒ ZONING MAP AMENDMENT
- ☒ ZONING TEXT AMENDMENT
- ☐ SITE SELECTION—PUBLIC FACILITY
- ☐ HOUSING PLAN & PROJECT
- ☐ SPECIAL PERMIT (if appropriate, specify type: ☐ modification; ☐ renewal; ☐ other); EXPIRATION DATE:

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

- ☐ ZONING CERTIFICATION
- ☐ ZONING AUTHORIZATION
- ☐ ACQUISITION—REAL PROPERTY
- ☐ DISPOSITION—REAL PROPERTY
- ☐ OTHER, explain:

- ☐ CONCESSION
- ☐ UDAAP
- ☐ REVOCABLE CONSENT
- ☐ FRANCHISE

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

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

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

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

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

- ☐ LEGISLATION
- ☐ RULEMAKING
- ☐ CONSTRUCTION OF PUBLIC FACILITIES
- ☐ 384(b)(4) APPROVAL
- ☐ OTHER, explain:

- ☐ FUNDING OF CONSTRUCTION, specify:
- ☐ POLICY OR PLAN, specify:
- ☐ FUNDING OF PROGRAMS, specify:
- ☐ PERMITS, specify:

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

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

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

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

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

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

Physical Setting (both developed and undeveloped areas)

Total directly affected area (sq. ft.): 47,485

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

Waterbody area (sq. ft) and type:

Other, describe (sq. ft.):

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

SIZE OF PROJECT TO BE DEVELOPED (gross square feet): 109,527

NUMBER OF BUILDINGS: 1

GROSS FLOOR AREA OF EACH BUILDING (sq. ft.): 109,527

HEIGHT OF EACH BUILDING (ft.): 83 NUMBER OF STORIES OF EACH BUILDING: 8

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

If "yes," specify: The total square feet owned or controlled by the applicant: 25,235

The total square feet not owned or controlled by the applicant: 22,250

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

If "yes," indicate the estimated area and volume dimensions of subsurface permanent and temporary disturbance (if known):

AREA OF TEMPORARY DISTURBANCE: 25,235 sq. ft. (width x length) VOLUME OF DISTURBANCE: 25,235*15 = 378,525 cubic ft. (width x length x depth)

AREA OF PERMANENT DISTURBANCE: 25,235 sq. ft. (width x length)

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

	Residential	***Commercial***	***Community Facility***	***Industrial/Manufacturing***
Size (in gross sq. ft.)	99,690		9,837	
Type (*e.g.,* retail, office, school)	125 units		UG 4- House of Worship	

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

If "yes," please specify: NUMBER OF ADDITIONAL RESIDENTS: 394 NUMBER OF ADDITIONAL WORKERS: 5

Provide a brief explanation of how these numbers were determined: 3.15 persons per household in Queens CD 12 as per 2020 decennial census; 5 full-time employees assumed for the church

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

Has a No-Action scenario been defined for this project that differs from the existing condition? ☐ YES ☒ NO

If "yes," see Chapter 2, "Establishing the Analysis Framework" and describe briefly:

9. *Analysis Year* CEQR Technical Manual Chapter 2

ANTICIPATED BUILD YEAR (date the project would be completed and operational): 2026

ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: 18 months

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

BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE: The Build Year assumes a 12-month pre-certification time frame, a 7-month ULURP review, and an 18-month construction period for Projected Development Site 1.

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

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

Part II: TECHNICAL ANALYSIS

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

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

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

	YES	NO
(a) Does the proposed project site or an adjacent site contain any architectural and/or archaeological resource that is eligible for or has been designated (or is calendared for consideration) as a New York City Landmark, Interior Landmark or Scenic Landmark; that is listed or eligible for listing on the New York State or National Register of Historic Places; or that is within a designated or eligible New York City, New York State or National Register Historic District? (See the GIS System for Archaeology and National Register to confirm)	☐	☒
(b) Would the proposed project involve construction resulting in in-ground disturbance to an area not previously excavated?	☒	☐
(c) If "yes" to either of the above, list any identified architectural and/or archaeological resources and attach supporting information on whether the proposed project would potentially affect any architectural or archeological resources. See Section 2.4		
7. *URBAN DESIGN AND VISUAL RESOURCES*: CEQR Technical Manual Chapter 10		
(a) Would the proposed project introduce a new building, a new building height, or result in any substantial physical alteration to the streetscape or public space in the vicinity of the proposed project that is not currently allowed by existing zoning?	☒	☐
(b) Would the proposed project result in obstruction of publicly accessible views to visual resources not currently allowed by existing zoning?	☐	☒
8. *NATURAL RESOURCES*: CEQR Technical Manual Chapter 11		
(a) Does the proposed project site or a site adjacent to the project contain natural resources as defined in Section 100 of Chapter 11?	☐	☒
○ If "yes," list the resources and attach supporting information on whether the proposed project would affect any of these resources.		
(b) Is any part of the directly affected area within the Jamaica Bay Watershed?	☒	☐
○ If "yes," complete the Jamaica Bay Watershed Protection Plan Project Tracking Form, and submit according to its instructions.		
9. *HAZARDOUS MATERIALS*: CEQR Technical Manual Chapter 12		
(a) Would the proposed project allow commercial or residential uses in an area that is currently, or was historically, a manufacturing area that involved hazardous materials?	☐	☒
(b) Would the proposed project introduce new activities or processes using hazardous materials and increase the risk of human or environmental exposure?	☐	☒
(c) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to hazardous materials that preclude the potential for significant adverse impacts?	☐	☒
(d) Would the project require soil disturbance in a manufacturing area or any development on or near a manufacturing area or existing/historic facilities listed in the Hazardous Materials Appendix (including nonconforming uses)?	☐	☒
(e) Would the project result in the development of a site where there is reason to suspect the presence of hazardous materials, contamination, illegal dumping or fill, or fill material of unknown origin?	☐	☒
(f) Would the project result in development on or near a site that has or had underground and/or aboveground storage tanks (*e.g.*, gas stations, oil storage facilities, heating oil storage)?	☐	☒
(g) Would the project result in renovation of interior existing space on a site with the potential for compromised air quality; vapor intrusion from either on-site or off-site sources; or the presence of asbestos, PCBs, mercury or lead-based paint?	☐	☒
(h) Would the project result in development on or near a site with potential hazardous materials issues such as government-listed voluntary cleanup/brownfield site, current or former power generation/transmission facilities, coal gasification or gas storage sites, railroad tracks or rights-of-way, or municipal incinerators?	☐	☒
(i) Has a Phase I Environmental Site Assessment been performed for the site?	☒	☐
○ If "yes," were Recognized Environmental Conditions (RECs) identified? Briefly identify: No RECs were identified.	☐	☒
(j) Based on the Phase I Assessment, is a Phase II Investigation needed?	☒	☐
10. *WATER AND SEWER INFRASTRUCTURE*: CEQR Technical Manual Chapter 13		
(a) Would the project result in water demand of more than one million gallons per day?	☐	☒
(b) If the proposed project located in a combined sewer area, would it result in at least 1,000 residential units or 250,000 square feet or more of commercial space in Manhattan, or at least 400 residential units or 150,000 square feet or more of commercial space in the Bronx, Brooklyn, Staten Island, or Queens?	☐	☒
(c) If the proposed project located in a separately sewered area, would it result in the same or greater development than the amounts listed in Table 13-1 in Chapter 13?	☒	☐
(d) Would the proposed project involve development on a site that is 5 acres or larger where the amount of impervious surface would increase?	☐	☒
(e) If the project is located within the Jamaica Bay Watershed or in certain specific drainage areas, including Bronx River, Coney Island Creek, Flushing Bay and Creek, Gowanus Canal, Hutchinson River, Newtown Creek, or Westchester Creek, would it involve development on a site that is 1 acre or larger where the amount of impervious surface would increase?	☐	☒
(f) Would the proposed project be located in an area that is partially sewered or currently unsewered?	☐	☒

	YES	NO
(g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a Wastewater Treatment Plant and/or generate contaminated stormwater in a separate storm sewer system?	☐	☒
(h) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits?	☐	☒
11. *SOLID WASTE AND SANITATION SERVICES*: CEQR Technical Manual Chapter 14		
(a) Using Table 14-1 in Chapter 14, the project's projected operational solid waste generation is estimated to be (pounds per week): 5,190 = (41 * 125) + (13 * 5)		
○ Would the proposed project have the potential to generate 100,000 pounds (50 tons) or more of solid waste per week?	☐	☒
(b) Would the proposed project involve a reduction in capacity at a solid waste management facility used for refuse or recyclables generated within the City?	☐	☒
12. *ENERGY*: CEQR Technical Manual Chapter 15		
(a) Using energy modeling or Table 15-1 in Chapter 15, the project's projected energy use is estimated to be (annual BTUs): 15,096,859 = (126.7 * 99,690) + (250.7 * 9,837)		
(b) Would the proposed project affect the transmission or generation of energy?	☐	☒
13. *TRANSPORTATION*: CEQR Technical Manual Chapter 16		
(a) Would the proposed project exceed any threshold identified in Table 16-1 in Chapter 16?	☒	☐
(b) If "yes," conduct the screening analyses, attach appropriate back up data as needed for each stage and answer the following questions:		
○ Would the proposed project result in 50 or more Passenger Car Equivalents (PCEs) per project peak hour?	☒	☐
If "yes," would the proposed project result in 50 or more vehicle trips per project peak hour at any given intersection? ***It should be noted that the lead agency may require further analysis of intersections of concern even when a project generates fewer than 50 vehicles in the peak hour. See Subsection 313 of Chapter 16 for more information.*	☐	☒
○ Would the proposed project result in more than 200 subway/rail, bus trips, or 50 Citywide Ferry Service ferry trips per project peak hour?	☐	☒
If "yes," would the proposed project result, per project peak hour, in 50 or more bus trips on a single line (in one direction), 200 subway/rail trips per station or line, or 25 or more Citywide Ferry Service ferry trips on a single route (in one direction), or 50 or more passengers at a Citywide Ferry Service landing?	☐	☐
○ Would the proposed project result in more than 200 pedestrian trips per project peak hour?	☐	☒
If "yes," would the proposed project result in more than 200 pedestrian trips per project peak hour to any given pedestrian or transit element, crosswalk, subway stair, or bus stop, or Citywide Ferry Service landing?	☐	☐
14. *AIR QUALITY*: CEQR Technical Manual Chapter 17		
(a) *Mobile Sources*: Would the proposed project result in the conditions outlined in Section 210 in Chapter 17?	☐	☒
(b) *Stationary Sources*: Would the proposed project result in the conditions outlined in Section 220 in Chapter 17?	☒	☐
○ If "yes," would the proposed project exceed the thresholds in Figure 17-3, Stationary Source Screen Graph in Chapter 17? (Attach graph as needed) See Section 2.9	☒	☐
(c) Does the proposed project involve multiple buildings on the project site?	☐	☒
(d) Does the proposed project require federal approvals, support, licensing, or permits subject to conformity requirements?	☐	☒
(e) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts?	☐	☒
15. *GREENHOUSE GAS EMISSIONS*: CEQR Technical Manual Chapter 18		
(a) Is the proposed project a city capital project or a power generation plant?	☐	☒
(b) Would the proposed project fundamentally change the City's solid waste management system?	☐	☒
(c) If "yes" to any of the above, would the project require a GHG emissions assessment based on the guidance in Chapter 18?	☐	☒
16. *NOISE*: CEQR Technical Manual Chapter 19		
(a) Would the proposed project generate or reroute vehicular traffic?	☒	☐
(b) Would the proposed project introduce new or additional receptors (see Section 114 in Chapter 19) near heavily trafficked roadways, within one horizontal mile of an existing or proposed flight path, or within 1,500 feet of an existing or proposed rail line with a direct line of site to that rail line?	☒	☐
(c) Would the proposed project cause a stationary noise source to operate within 1,500 feet of a receptor with a direct line of sight to that receptor or introduce receptors into an area with high ambient stationary noise?	☐	☒
(d) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to noise that preclude the potential for significant adverse impacts?	☐	☒

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

20. *APPLICANT'S CERTIFICATION*

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

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

APPLICANT/REPRESENTATIVE NAME	DATE
Kira Xiang	3/21/2023

SIGNATURE

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

Figure 1.1-1: Site Location Map

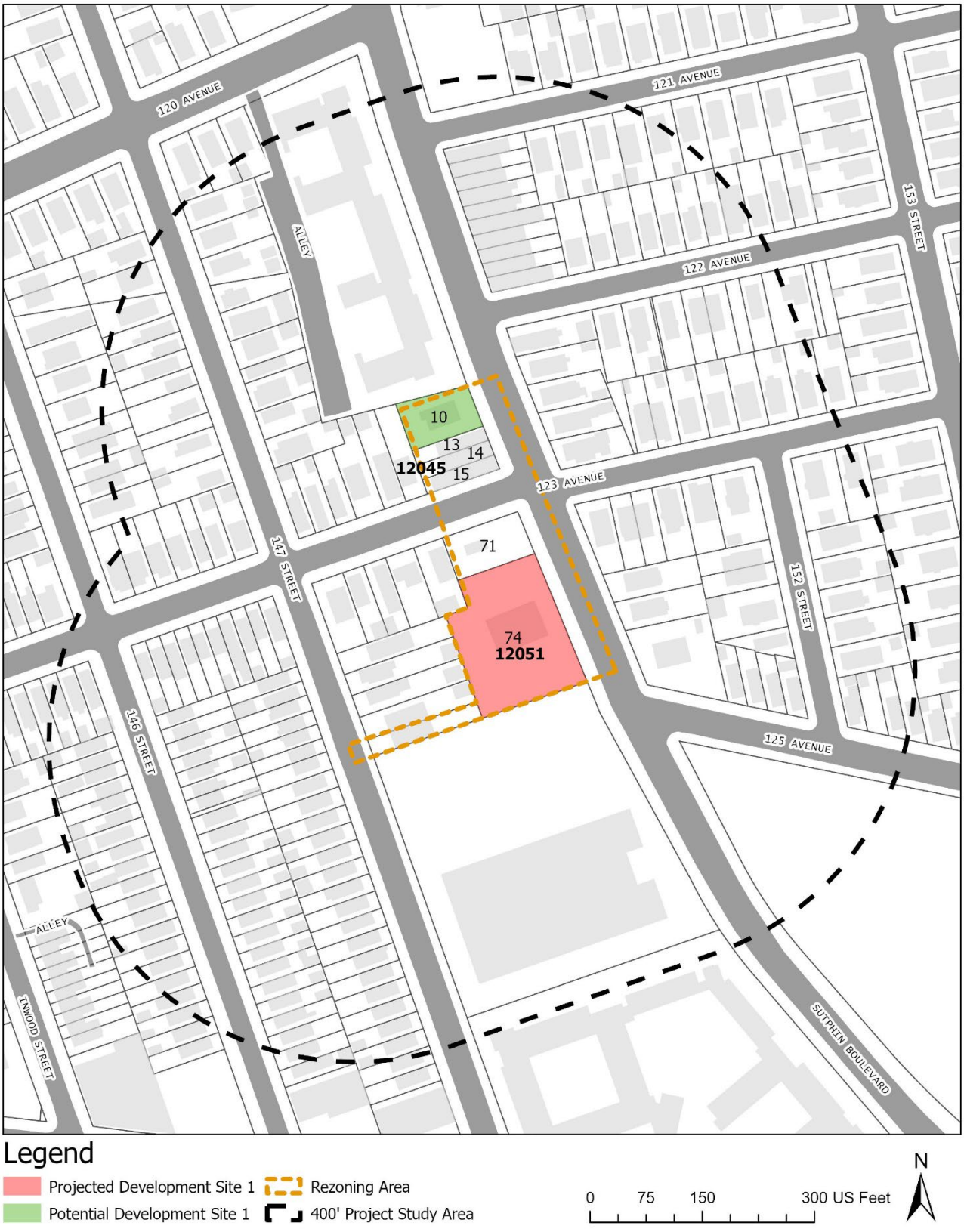


Figure 1.1-2: Existing Land Use Map

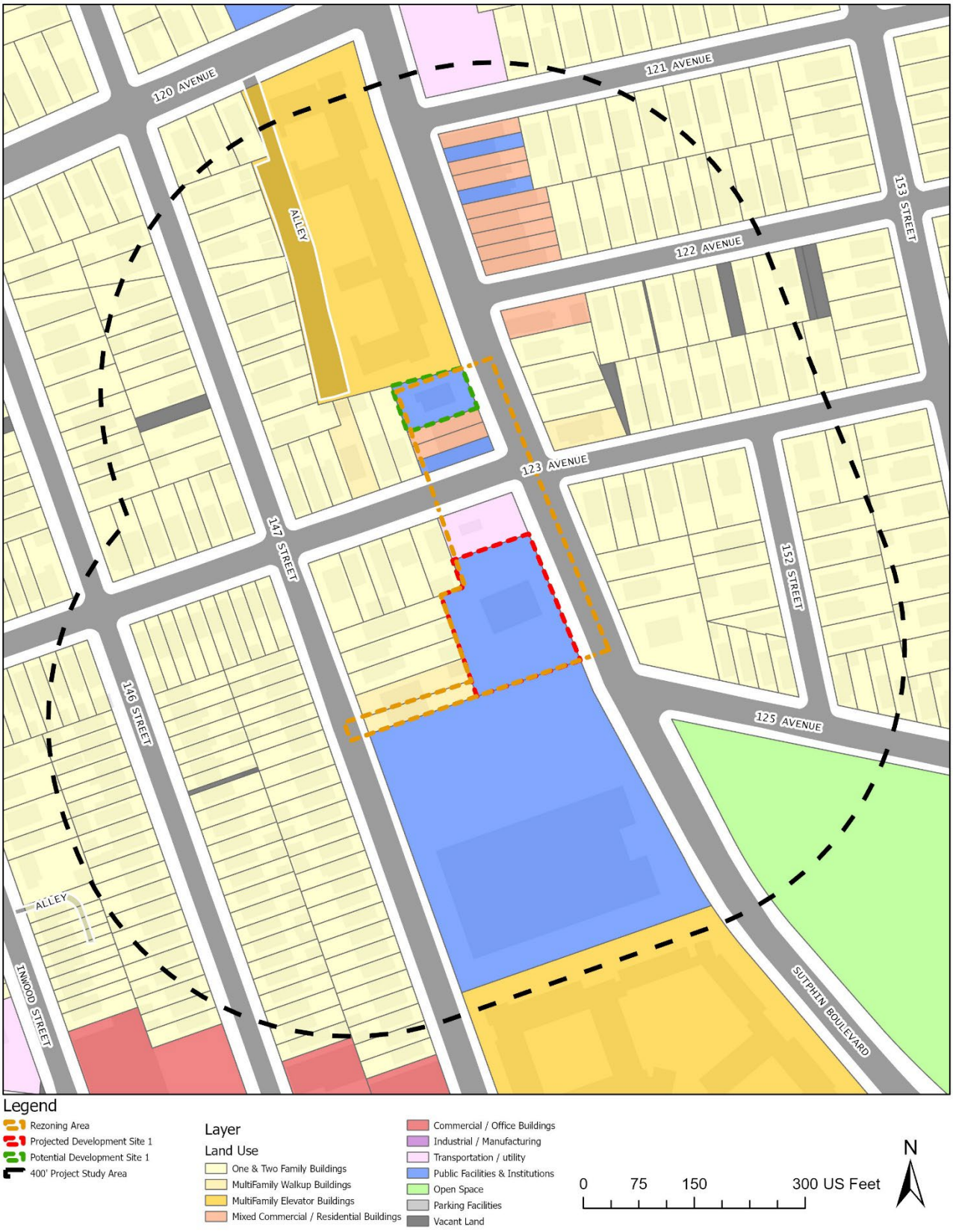


Figure 1.1-3: Zoning Sectional Map

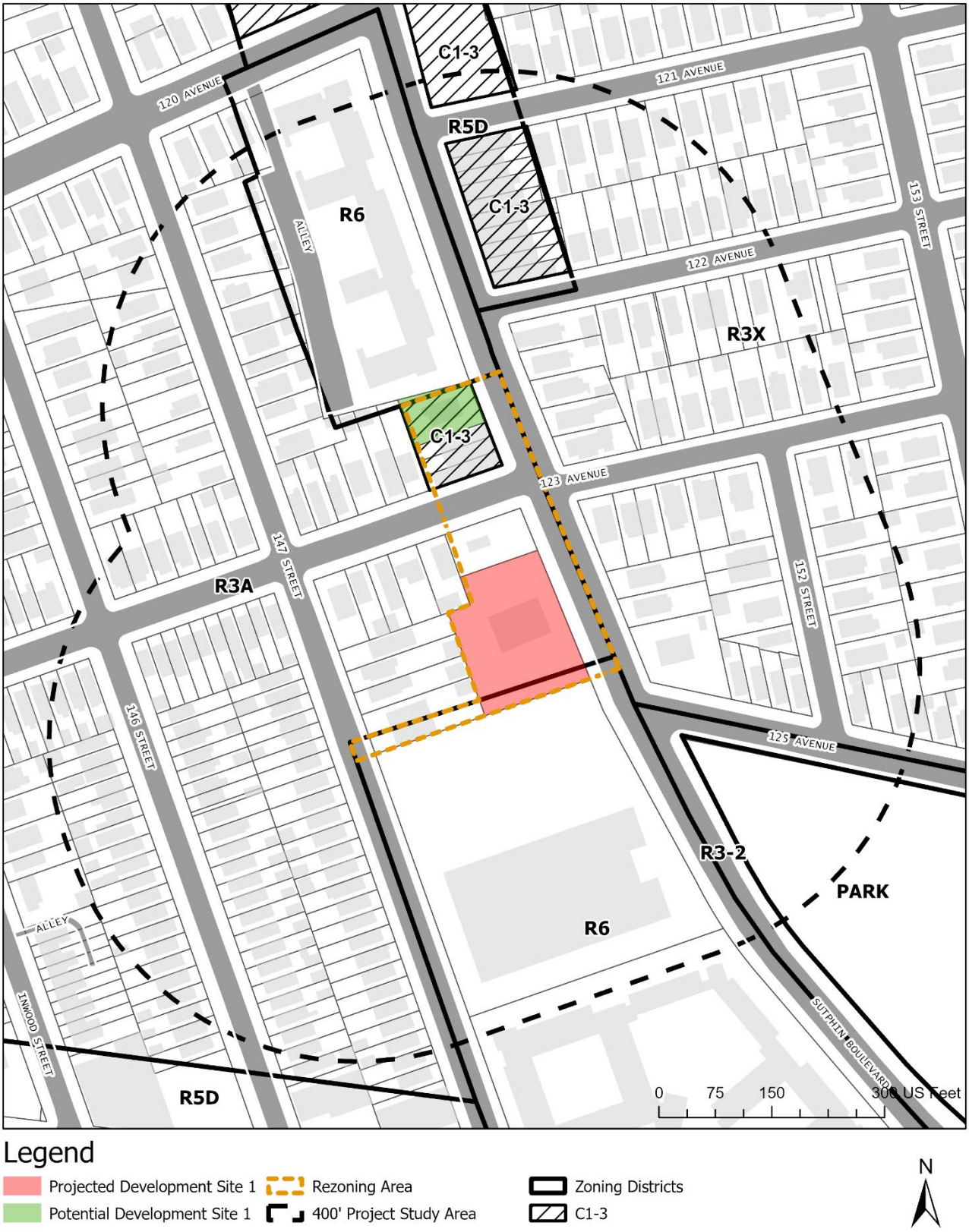


Figure 1.1-4: Zoning Change Map



Figure 1.1-5: Tax Map

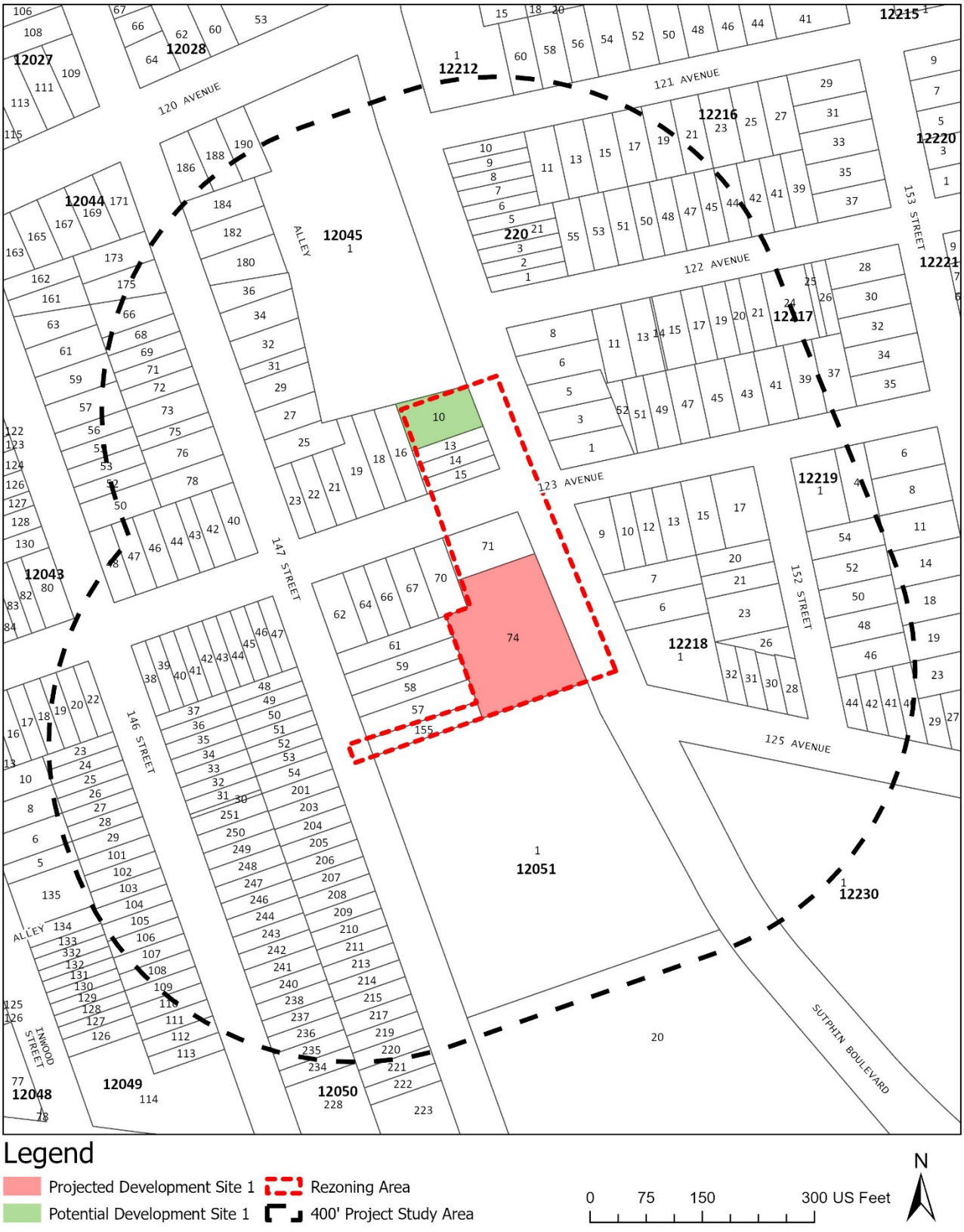


Figure 1.1-6: Site Photos (1) – Photos taken on 1/18/2023



1 View of Potential Development Site 1 from Sutphin Blvd facing west



Study Area Map with Photo Key



2 View of the Rezoning Area at the intersection of Sutphin Blvd and 123rd Street facing west



3 View of Projected Development Site 1 from Sutphin Blvd facing west

Figure 1.1-7: Site Photos (2) – Photos taken on 1/18/2023



4 View of Sutphin Blvd toward the Rezoning Area facing south



Study Area Map with Photo Key



5 View of 122nd Street from the intersection of Sutphin Blvd and 122nd Street facing east



6 View of 123rd Street from the intersection of Sutphin Blvd and 123rd Street facing east

h

Figure 1.1-8: Site Photos (3) – Photos taken on 1/18/2023



7 View of 125th Street from the intersection of Sutphin Blvd and 125th Street facing southeast



Study Area Map with Photo Key



8 View of Sutphin Playground from the intersection of Sutphin Blvd and 125th Street



9 View of Public School 223Q adjacent to the Rezoning Area facing northwest

Figure 1.1-9: Site Photos (4) – Photos taken on 1/18/2023



10 View of 147th Street from the intersection of 147th Street and 123rd Street facing north



Study Area Map with Photo Key



11 View of 123rd Street from the intersection of 147th Street and 123rd Street facing west



12 View of the Rezoning Area from 147th Street facing southwest

1 Project Description

1.1 Introduction

The “Applicant,” Full Gospel Mission Church of God in Christ and SBR Equities Inc., requests approval of a Zoning Map Amendment and a Zoning Text Amendment (the "Proposed Actions") on an area of approximately 47,485 square feet (sf) comprising Block 12051, Lots p/o 71, p/o 74, p/o 57, p/o 155 and Block 12045, Lots p/o 10, p/o 13, p/o 14, p/o 15 (the “Affected Area”). The Affected Area is bounded by 120th Avenue to the north, Sutphin Boulevard to the east, Rockaway Boulevard to the south, and 147th Street to the west, and is split by 123rd Avenue in the South Jamaica neighborhood within Queens Community District 12.

The Zoning Map Amendment would rezone Block 12051 p/o Lot 71 from an R3A zoning district to an R6A zoning district; Block 12051 p/o Lot 74 from R3A and R6 zoning districts to an R6A zoning district; Block 12051 Lots p/o 57 and p/o 155 from an R6 zoning district to an R3A zoning district; Block 12045 Lots p/o 10, p/o 13, p/o 14, and p/o 15 from an R3A/C1-3 zoning district to an R6A/C1-3 zoning district. The Zoning Text Amendment would modify Zoning Resolution (“ZR”) Appendix F: Inclusionary Housing Designated Areas and Mandatory Inclusionary Housing (“MIH”) Areas for Community District 12, Queens to establish an MIH Area coterminous with the proposed R6A rezoning boundary, which includes Block 12051 Lots p/o 71, p/o 74, and Block 12045 Lots p/o 10, p/o 13, p/o 14, p/o 15. The Applicant proposes mapping both MIH Option 1 and Option 2 to provide maximum flexibility for future development of the non-Applicant-controlled sites.

The Proposed Actions would facilitate the development of a 109,527 GSF (88,257 ZSF; 3.50 FAR), 8-story plus cellar, 83-foot-tall mixed residential and community facility building on Block 12051, Lot 74 (Projected Development Site 1). The building would include 99,690 GSF (83,892 ZSF; 3.33 FAR) of residential floor area and 9,837 GSF (4,365 ZSF; 0.17 FAR) of community facility floor area for planned occupancy by a church. The building would provide 125 dwelling units (approximately 800 GSF per unit), 25%-30% (31-38 units) of which would be set aside as permanently affordable units pursuant to MIH at an average of 60-80% AMI depending on the Option selected. Final selection of the MIH Option on Projected Development Site 1 would be completed during ULURP, after certification. The development would also include 55 residential accessory vehicular parking spaces on the paved open land at the back of the building and 63 bicycle parking spaces on the first-floor level accessible via a new curb cut that would replace an existing curb cut on Sutphin Boulevard.

The Proposed Actions are discretionary actions subject to environmental review. The New York City Department of City Planning (DCP) is the lead agency on behalf of the NYC City Planning Commission (CPC) for environmental review under the City Environmental Quality Review Act (CEQR).

1.2 Background and Site History

The Affected Area is located in the southern portion of the South Jamaica neighborhood within Queens Community District 12. It was originally zoned R3-2 in the 1961 zoning ordinance. A portion of the Affected Area (Block 12051, Lots p/o 74, 57, and 155) was rezoned to the existing R6 zoning district in 1978 as part of 120th Avenue, Sutphin Boulevard, Rockaway Boulevard Rezoning (C 770450 ZMQ, effective April 20, 1978) that affected the southern portion of Block 12051 and the northern portion of Block 12045.

In 2011, the majority of the Affected Area (Block 12051 Lots 71, p/o 74, 57 and Block 12045 Lots p/o 10, 13, 14, 15) was further affected as part of the South Jamaica Rezoning (C 110145 ZMQ, C 110146 ZRQ, effective May 11, 2011), which was initiated by DCP and approved by the City Council. The portion of the Affected Area that fell within the South Jamaica Rezoning was rezoned from the original R3-2 zoning district to the existing R3A zoning district. South Jamaica Rezoning amended the Zoning Map on all or portions of 530 blocks in South Jamaica and portions of adjacent communities, including St. Albans and Springfield Gardens in Queens Community District 12, to protect the lower-density character of these neighborhoods while allowing for a moderate increase in residential and commercial density along main corridors. The rezoning was the result of close consultation with the "One Block at A Time" civic organization, the South Jamaica Steering Committee, Community Board 12, local elected officials and local community organizations.

Aside from the large-scale South Jamaica Rezoning proposed by DCP, no small-scale rezoning was proposed by private owners in the adjacent area for the past decade, as the area has long been predominantly residential in the history and the ownership of the residential buildings are separate. It is indicated that the existing residential uses with supplemental commercial and community facility uses are in context with the scale of the existing buildings.

A 1947 Certificate of Occupancy (CO) exists for Block 12051 Lot 71 to be used as an outdoor electric substation yard enclosure. A 2010 CO for Block 12051 Lot 57 permits the building's use as a three-family residence with three Class A apartments and three open accessory parking spaces. A 2010 CO for Block 12051 Lot 155 permits the building's use as a three-family residence with one off-street parking space. A 1926 CO for Block 12045 Lot 14 permits the building's use as a two-family residence with one dwelling unit on each floor. A 1973 CO for Block 12045 Lot 15 permits the building's use as storage and heating at the cellar level, church on the ground floor, and two dwelling units on the second floor.

Though no CO was identified on Block 12051 Lot 74, Block 12045 Lot 10, or Block 12045 Lot 13 and historic uses of the three lots are not clear, currently there are existing structures on these lots. Block 12051 Lot 74 is vacant, occupied by a dilapidated, partially built structure since approximately 1995. Block 12045 Lot 10 is occupied by a 2-story public facility building used as a cultural lodge room. Block 12045 Lot 13 is occupied by a 2-story mixed residential and commercial building with three residential units and a local retail store on the street level.

1.3 Description of the Surrounding Area

The Affected Area is located within the South Jamaica neighborhood of Queens Community District 12. The area is bounded by 120th Avenue to the north, Sutphin Boulevard to the east, Rockaway Boulevard to the south, and 147th Street to the west, and is split by 123rd Avenue. 120th Avenue is a wide east-west, right-of-way (80 feet wide) classified as a Major Collector Road by the New York State Department of Transportation (NYS DOT) with one moving lane of traffic in each direction and curbside parking. Sutphin Boulevard is a wide south-north, right-of-way (75 feet wide) classified as a Principal Arterial Road with one moving lane of traffic in each direction and curbside parking. Rockaway Boulevard is a wide east-west right-of-way (100 feet wide) classified as a Principal Arterial Road with two moving lanes of traffic in each direction and curbside parking. 147th Street is a narrow south-to-north one-way right-of-way (60 feet wide) classified as a Local Road with two moving lanes of traffic and curbside parking. 123rd Avenue is a narrow east-west right-of-way (60 feet wide) classified as a Local Road with one moving lane of traffic in each direction and curbside parking.

Existing land uses within a 400-foot buffer around the Affected Area ("the Surrounding Area") primarily consist of residential buildings, mixed commercial and residential buildings, and public facilities and institutions. Residential buildings make up the majority of the existing land uses within the Surrounding Area, which mainly consist of two- and three-family walk-up buildings throughout the area and two large-scale elevator apartment developments intersecting with the 400-foot area boundary. Mixed commercial and residential buildings are mainly two-story buildings with one store or office unit on the ground floor located along Sutphin Boulevard between 121st Avenue and 123rd Avenue. Public facility and institution buildings within the Surrounding Area are occupied by a public assembly place (a cultural lodge room), a church (Full Gospel Mission Cogic Church), and a public primary school (P.S. 223Q Lyndon B. Johnson School).

Built form in the Surrounding Area varies by use, and generally consists of low-rise multi-family walk-up buildings of two to three stories and low-rise public facility and institution buildings of one to three stories. It should be noted that two large-scale residential developments are identified to the north and south of the Affected Area along Sutphin Boulevard. Located on the northern boundary of the Affected Area, Block 12045 Lot 1 is improved with a 4-story multi-family elevator building of approximately 85,000 GSF with a total of 62 dwelling units. Another large-scale residential development is located on Block 12051 Lot 20, which includes four 8-story multi-family elevator buildings totaling approximately 195,000 GSF or 148 dwelling units. Meanwhile, the largest public facility and institution building in the area is the educational structure of approximately 104,824 GSF on Block 12051 Lot 1 on the southern boundary of the Affected Area, which is occupied by P.S. 223Q Lyndon B. Johnson School featured with a fenced playground on the northern portion of the lot and a 3-story brick building on the southern portion of the lot.

The Affected Area is mainly controlled by an R3A zoning district that is generally bounded by Rockaway Boulevard on the south, Sutphin Boulevard on the east, 110th Avenue-Brinkerhoff Avenue on the north, and Van Wyck Expressway on the west, which was established as part of the South Jamaica Rezoning (C 110145 ZMQ, C 110146 ZRQ, effective May 11, 2011). Immediately to the north and south of the Affected Area maps the R6 zoning district, which was established by 120th Avenue, Sutphin Boulevard, Rockaway Boulevard Rezoning (C 770450 ZMQ, effective April 20, 1978). C1-3 commercial overlays are mapped along Sutphin Boulevard to the north of the Affected Area. In addition to the zoning districts covering the Affected Area, the 400-foot area also intersects with R5D zoning district on the north and R3X zoning district on the east. Major commercial corridors in the area include Sutphin Boulevard to the east and Rockaway Boulevard to the south.

The area is not located within a transit zone and has limited access to public transit. The closest subway stations are the combined subway/LIRR/AirTrain stations located at Sutphin Boulevard and Archer Avenue to the far north of the Affected Area, which is approximately 15-minute driving distance and is considered too far to properly serve the residents living in the area. As an alternative of the subway services, two bus lines (Q6 and Q7) are identified accessible to residents in the area. The Q6 bus, which connects JFK Airport and Jamaica via Sutphin Boulevard and Rockaway Boulevard, has two bus stops in different directions located on the east boundary of the Affected Area near the intersection of Sutphin Boulevard and 123rd Avenue, connecting the Affected Area to the AirTrain/LIRR/subway station. Serving as a link between JFK Airport and East New York via Rockaway Boulevard, the Q7 bus line runs one block to the south of the Affected Area, which has two bus stops in different directions near the intersection of Rockway Boulevard and 150th Street. The Q7 bus provides service from the Affected Area to the Rockaway Boulevard A train station.

1.4 Description of the Affected Area

The Affected Area consists of Block 12051, Lots p/o 71, p/o 74, p/o 57, p/o 155 and Block 12045, Lots p/o 10, p/o 13, p/o 14, p/o 15. The Affected Area is bounded by 120th Avenue to the north, Sutphin Boulevard to the east, Rockaway Boulevard to the south, and 147th Street to the west, and is split by 123rd Avenue in the South Jamaica neighborhood within Queens Community District 12.

Applicant-Controlled Sites

The Applicant-Owned Development Site is located at 123-12 Sutphin Boulevard (Block 12051, Lot 74). Lot 74 is a 25,235-sf interior lot with approximately 185 feet of frontage along Sutphin Boulevard. Approximately 22,215-sf of the lot is within an R3A district, while the southernmost 20 feet, as measured from Lot 1 of the same block, is within an R6 district - or approximately 3,020-sf. Currently, the lot is vacant, occupied by a dilapidated, partially built structure since approximately 1995.

In addition to the Development Site, Block 12045, Lot 15 is also owned by the Applicant. Lot 15 is a 2,031-sf corner lot with approximately 20 feet of frontage along Sutphin Boulevard and approximately 102 feet of frontage along 123rd Avenue. Entirely located within an R3A/C1-3 district, the lot is improved with a 3,600 GSF two-story church (community facility use) that was built in 1930. Given the small size of Lot 15 (less than 5,000 sf), redevelopment is not considered practical on the lot.

Non-Applicant-Controlled Sites

The other lots in the Affected Area are Block 12051 Lots p/o 71, p/o 57, p/o 155 and Block 12045, Lots p/o 10, p/o 13, p/o 14, which are all independently owned:

- Block 12051, Lot 71 is a 6,506-sf corner lot with approximately 108 feet of frontage on 123rd Avenue and approximately 60 feet of frontage on Sutphin Boulevard. This Lot is located entirely in an R3A district. The lot is improved with an electric sub-station owned and operated by Con Edison.

- Block 12051, Lot 57 is a 4,775-sf interior lot with approximately 32 feet of frontage along 147th Street. Owned by Ammar Syed, a 4,624 portion of this lot is located in an R3A district, while the remaining 151-sf portion is within an R6 district. The lot is improved with two multi-family walk-up buildings with rear yard garage, totaling 3,519 GSF with 3 dwelling units constructed in 2008.

- Block 12051, Lot 155 is a 3,543-sf interior lot with approximately 24 feet of frontage along 147th Street. Owned by Robin Cross, an approximately 123-sf portion of this lot is located in an R3A district, while the remaining 3,421-sf portion is in an R6 district. The lot is improved with a 3-story, 3-family walk-up building with 3,519 GSF of floor area, which was constructed in 2008.

- Block 12045, Lot 10 is a 6,183-sf interior lot with approximately 58 feet of frontage along Sutphin Boulevard. Owned by Pride of Jamaica Lodge #217, a 5,772-sf portion of this lot is located in an R3A/C1-3 district while the remaining 411-sf portion is located in an R6 district. The irregularly shaped lot is improved with a 1,664 GSF two-story cultural lodge room (community facility use), which was constructed in 1931.

- Block 12045, Lot 13 is a 1,981-sf interior lot with approximately 20 feet of frontage along Sutphin Boulevard. Owned by Rong & Feng LLC, the lot is entirely located within an R3A/C1-3 district. The lot is improved with a 2,392 GSF two-story mixed-use building containing both commercial and residential uses (3 dwelling units) that was built in 1925.

- Block 12045, Lot 14 is a 2,002-sf interior lot with approximately 20 feet of frontage along Sutphin Boulevard. Owned by Shun and Jing Realty LLC, the lot is entirely located within an R3A/C1-3 district. The lot is improved with a 2,392 GSF two-story mixed-use

building containing both commercial and residential uses (2 dwelling units) that was built in 1925.

1.5 Description of the Proposed Development

The Proposed Development is to demolish the existing structure on Block 12051, Lot 74 (Projected Development Site 1), and to construct a new mixed residential and community facility building on the site.

The Applicant-Owned lot would have a projected lot size of 25,235 SF, and would be developed with a 109,527 GSF (88,257 ZSF; 3.50 FAR), 8-story plus cellar, 83-foot-tall mixed residential and community facility building. There would be 9,837 GSF (4,365 ZSF; 0.17 FAR) of community facility floor area for planned occupancy by a church at the cellar level and on the ground floor and 99,690 GSF (83,892 ZSF; 3.33 FAR) of residential floor area on the second floor through the eighth floor. The building would provide 125 dwelling units (approximately 800 GSF per unit), 25%-30% (31-38 units) of which would be set aside as permanently affordable units pursuant to MIH at an average of 60-80% AMI depending on the Option selected. Final selection of the MIH Option on Projected Development Site 1 would be completed during ULURP, after certification. The development would also include 55 residential accessory vehicular parking spaces on the paved open land at the back of the building and 63 bicycle parking spaces on the first-floor level accessible via a new curb cut that would replace an existing curb cut on Sutphin Boulevard.

Given that Sutphin Boulevard (75 feet wide) is a wide street, the Proposed Development would reach the building height of 83 feet after a 10-foot setback on Sutphin Boulevard above the base height of 63 feet. In addition, the Proposed Development would leave a rear yard of approximately 38’-4” in depth, which is deeper than the required minimum rear yard depth of 30 feet.

1.6 Action(s) Necessary to Facilitate the Project

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

(1) a Zoning Map Amendment to change Block 12051 p/o Lot 71 from an R3A zoning district to an R6A zoning district; Block 12051 p/o Lot 74 from R3A and R6 zoning districts to an R6A zoning district; Block 12051 Lots p/o 57 and p/o 155 from an R6 zoning district to an R3A zoning district; Block 12045 Lots p/o 10, p/o 13, p/o 14, and p/o 15 from an R3A/C1-3 zoning district to an R6A/C1-3 zoning district.

(2) a Zoning Text Amendment to amend Queens Community District 12, Map 1 in Appendix F: Inclusionary Housing Designated Area to establish an MIH Area coterminous with the proposed R6A rezoning boundary, which includes Block 12051 Lots p/o 71, p/o 74, and Block 12045 Lots p/o 10, p/o 13, p/o 14, p/o 15.

1.7 Purpose and Need

The Applicant-owned lot (Block 12051, Lot 74) has remained undeveloped with the same vacant dilapidated structure on site since approximately 1995. Though the lot is mapped with R6 and R3A zoning districts, according to the 25-foot rule, the predominant underlying R3A zoning regulations are applied to the entire lot. The existing R3A zoning district does not allow for the development of higher density residential development on the Projected Development Site, nor does it require the development of affordable housing units pursuant to Mandatory Inclusionary Housing (MIH). The Applicant believes that the approval of the Proposed Actions would permit the productive redevelopment of an underutilized lot on Sutphin Boulevard, a 75-foot-wide street, which allows for moderately dense mixed-use residential and community facility development with mandatory inclusionary housing units.

In addition, an R6 zoning district is mapped to the north and south of the Affected Area, fronting Sutphin Boulevard. The R3A zoning district, currently mapped over the majority of the Affected Area, is a remnant one-and two-family zone between the two medium-density mapped zones. The Applicant believes that the proposed R6A zoning district would match the immediate context of the medium-density R6 zoning districts more closely on Sutphin Boulevard from the intersection at Rockaway Boulevard to 120th Avenue. Meanwhile, the Proposed Actions respond to a city-wide need for additional housing development, and in particular, the provision of and creation of affordable housing units.

The Proposed Actions also include non-Applicant-owned lots (Block 12051 Lots p/o 71, p/o 57, p/o 155 and Block 12045, Lots p/o 10, p/o 13, p/o 14) and another Applicant-owned lot (Block 12045, Lot p/o 15) to create continuity between two medium-density R6 districts mapped immediately to the north and south of the Affected Area with contextual residential development. Furthermore, the Applicant also proposes a zoning change on Block 12051 Lots p/o 57 and p/o 155 from an R6 zoning district to an R3A zoning district to assure portions of Lot 57 and 155 remain within the context of the surrounding R3A and continue to reflect the built environment of the one- and two-family structures on the narrow 60-foot-wide 147th Street.

1.8 Analysis Framework

The analysis framework compares the incremental difference between the proposed and potential development under the Proposed Actions (Future With-Action Scenario) and the development which could occur under the existing zoning (Future No-Action Scenario) by the build year specified below. This EAS studies the potential for individual and cumulative environmental impacts related to the Proposed Actions occurring in a study area of approximately 400 feet around the Affected Area. The analysis framework is described below:

Reasonable Worst-Case Development Scenario

Discretionary actions sometimes permit a range of project characteristics, or development scenarios, to occur even though the action may be sought in order to facilitate a specific

development. From the range of possible scenarios that are considered reasonable and likely, the scenario with the worst environmental consequences is chosen for analysis. This is considered to be the Reasonable Worst-Case Development Scenario (RWCDS), the use of which ensures that, regardless of which scenario actually occurs, its impacts would be no worse than those considered in the environmental review. The environmental assessment examines the incremental differences between the RWCDS of the future without the project in place (No-Action Scenario) and the future with the Proposed Actions (With-Action Scenario).

The *2021 CEQR Technical Manua*l categorizes soft sites as either "projected" or "potential" development sites. Projected development sites are defined as those sites that are more likely to be developed as a result of the proposed project. Potential sites are defined as sites that could be developed but have been determined to have less development potential than the projected development sites, based on observed historic and current market conditions, location, site configuration, proximity to transit, infrastructure and other facilities, and other factors that affect the likelihood that they would be developed under the Proposed Actions. Projected Development Sites are analyzed for both site-specific and density-related effects, whereas potential development sites are only analyzed for site-specific effects.

Pursuant to *2021 CEQR Technical Manual* methodology, sites may be considered 'soft' if they are built to substantially less than the maximum permitted floor area ratio and are of a sufficient size or could be assembled into a parcel of sufficient size, to support a feasible development. Sites that have recently been developed or redeveloped are considered less likely to be soft, due to the significant recent investment in the current use.

Build Year

The build year for the analysis is anticipated to be 2026 in consideration of a 12-month pre-certification time frame, a 7-month ULURP review, and an 18-month construction schedule for Projected Development Site 1.

Future Without the Proposed Actions (No-Action Condition)

The No-Action Condition for the Affected Area would be the same as existing conditions. The Applicant's Proposed Development is not considered likely in the No-Action Scenario because of the limited bulk permitted (0.50 residential and 1.00 community facility) and the high parking requirement (1 space per dwelling unit) under the current R3A district.

Future With the Proposed Actions (With-Action Condition)

Projected Development Site 1 (Block 12051, Lot 74; Applicant-Owned Lot)

In the future with the Proposed Actions, of the Applicant-Owned 25,235-sf interior lot, approximately 21,895 square feet would be rezoned from an R3A district to an R6A district; the southernmost 20 feet, or approximately 3,020 square feet, as measured from Lot 1 of the same Block would be rezoned from an R6 district to an R6A district; and a small 8' x 40' or 320-

square-foot portion in the northwest corner would remain an R3A district. Per ZR 77-11, the 25-foot rule would not apply to this small R3A portion of the split lot zoning condition as one of the dimensions of the R3A portion would exceed 25 feet from the proposed R6A zoning district boundary. Per ZR, an R3A district would be evaluated as an R3-2 district when adjacent to a zone allowing multi-family development.

The Applicant-Owned lot would be developed with a 109,527 GSF (88,257 ZSF; 3.50 FAR), 8-story plus cellar, 83-foot-tall mixed residential and community facility building. There would be 9,837 GSF (4,365 ZSF; 0.17 FAR) of community facility floor area for planned occupancy by a church at the cellar level and on the ground floor and 99,690 GSF (83,892 ZSF; 3.33 FAR) of residential floor area on the second floor through the eighth floor. The building would provide 125 dwelling units (approximately 800 GSF per unit), 25%-30% (31-38 units) of which would be set aside as permanently affordable units pursuant to MIH at an average of 60-80% AMI depending on the Option selected. For the purposes of Early Childhood Programs analysis, 20% (25 units) of residential floor area is assumed to be affordable at or below 60% AMI. The development would also include 55 residential accessory vehicular parking spaces on the paved open land at the back of the building and 63 bicycle parking spaces on the first-floor level accessible via a new curb cut that would replace an existing curb cut on Sutphin Boulevard. It is noted that only the Projected Development Site will be analyzed in density related impact analysis in the EAS while such analysis will not be applied to the Potential Development Site.

Given that Sutphin Boulevard (75 feet wide) is a wide street, the Proposed Development would reach the building height of 83 feet after a 10-foot setback on Sutphin Boulevard above the base height of 63 feet. In addition, the Proposed Development would leave a rear yard of approximately 38’-4” in depth, which is deeper than the required minimum rear yard depth of 30 feet.

The Applicant’s proposed building is assumed to be the RWCDS in terms of bulk, height, and uses (9,837 GSF of community facility uses and 99,690 GSF of residential uses) for Projected Development Site 1 as it nearly maximizes FAR (3.50 as opposed to maximum of 3.60) and nearly maximizes height (83' as opposed to maximum of 85') in the proposed R6A district. The dwelling unit factor of the Applicant's Proposed Development zoning documents is 800 GSF per dwelling unit. Although this is more conservative than generally warranted under CEQR review, the RWCDS will use this unit factor for the assessment of environmental impact for Projected Development Site 1. For the purposes of a conservative shadow analysis, a 17-foot-tall bulkhead is assumed, with the Projected Development built at 100% lot coverage and no setback.

Potential Development Site 1 (Block 12045, Lot 10; Non-Applicant-Owned Lot)

Under the With-Action Condition, approximately 5,498 square feet on the southern portion of the lot (100 feet by 54.98 feet, as measured from the adjacent Lot 13) would be rezoned from an R3A/C1-3 district to an R6A/C1-3 district. An approximately 685-square-foot triangular

shaped area on the northern portion of the lot is outside of the Affected Area and would remain its underlying R6 zoning district. Per ZR 77-11, the 25-foot rule would apply to this split lot zoning condition and therefore provisions of the R6A/C1-3 district would apply to the entire lot.

The lot could be developed with an 8-story mixed-use residential and community facility building at a building height of 85 feet with 23,437 GSF of floor area (22,262 ZSF; 3.60 FAR). The building could have a maximum base height of 65 feet and a maximum permitted building height of 45 feet within 25 feet of the adjacent R3A zoning district. The building could include 3,308 GSF (3,092 ZSF; 0.50 FAR) of community facility uses (cultural lodge room) on the ground floor and 20,129 GSF (19,170 ZSF; 3.10 FAR) of residential uses with 24 total dwelling units (850 GSF per dwelling unit) on the second to eighth floors, 25%-30% (6-7 units) of which would be affordable pursuant to MIH at an average of 60-80% AMI depending on the Option selected. For the purposes of Early Childhood Programs analysis, 20% (5 units) of residential floor area is assumed to be affordable at or below 60% AMI. Parking requirements could be waived as fewer than 15 spaces would be required under the R6A district.

As noted above in **Section 1.4**, Block 12045 Lot 10 is a 6,183-sf irregularly shaped interior lot that is improved with a 1,664 GSF two-story cultural lodge room (community facility use). The building was originally constructed in 1931. The current owner, Pride of Jamaica Lodge #217, is a not-for-profit corporation established in 1978. Considering that the site is currently developed with a long-standing community facility use (cultural lodge room), redevelopment of the site by the build year is unlikely. However, due to the significant development potential of Lot 10 induced by the zoning map change from R3A/C1-3 to R6A/C1-3, it is assumed to be a Potential Development Site for conservative analysis purposes.

The other lots within the Affected Area (Other Affected Sites) not projected to redevelop include:

- Block 12051, Lot 71 currently contains an electrical substation owned by Con Edison. Because of the difficulty in relocating such utility uses, sites that contain infrastructure are not considered as soft sites.
- Block 12051, Lots 155 and 57 would see a reduction in the allowable floor area in the With-Action versus the No-Action Condition with the zoning map change from R6 to R3A. For this reason, these two lots are excluded as soft sites.
- Block 12045, Lots 13, 14, and 15 are under separate ownership. Typically, a RWCDS does not assume an assemblage of lots involving more than two separate owners. The combination of two lots would not result in a lot larger than 5,000 SF. which is typically the minimum lot size needed for project redevelopment. In some neighborhoods, market conditions may allow for the redevelopment of lots smaller than 5,000 SF. A study of New Building Permits in South Jamaica in 2022, has demonstrated that the

construction of multi-family buildings on small lots is not common in this area. Furthermore, Lot 15 is an active church and institutional uses are generally excluded as soft sites per the CEQR Technical Manual. As a result, these three lots are not likely to be considered as soft sites.

The Projected, Potential, and Other Affected Sites are shown in **Figure 1.1-1**.

Because only the Projected Development Site is considered in the increment between the No-Action and With-Action, the Potential Development Site and Other Affected Sites will not be considered in the analysis of density-related aspects of the environmental review (such as open space and transportation). This incremental development would consist of 125 dwelling units, 25%-30% (31-38 units) of which would be set aside as permanently affordable units pursuant to MIH at an average of 60-80% AMI depending on the Option selected. The net residential square footage would equal 99,690 GSF or 83,892 ZSF and the net community facility square footage would equal 9,837 GSF or 4,365 ZSF. Further, an increase of 55 parking spaces would result in the With-Action Condition compared to the No-Action Condition to accommodate the future residential parking demands.

The RWCDS Existing, No-Action, and With-Action Scenarios at the Projected Development Site are shown below in **Table 1.8-1**. The RWCDS increment of Analysis on the Projected Development Site within the Affected Area is presented in **Table 1.8-2**.

Table 1.8-1: Projected Development Site 1 RWCDS Analysis Framework - Existing, No-Action, and With-Action Conditions

Site Info				Existing Condition						No-Action Condition						With-Action Condition					
Site ID	Block	Lot	Lot Area	Zoning	CF (gsf)	Res. (gsf)	Total gsf	Afford. DU	Total DU	Zoning	CF (gsf)	Res. (gsf)	Total gsf	Afford. DU	Total DU	Zoning	CF (gsf)	Res. (gsf)	Total gsf	Afford. DU	Total DU
Projected Site 1	12051	74	25,235	R3A/R6	0	0	0	0	0	R3A/R6	0	0	0	0	0	R6A	9,837	99,690	109,527	38	125
Total				**-**	**0**	**0**	**0**	**0**	**0**	**-**	**0**	**0**	**0**	**0**	**0**	**-**	**9,837**	**99,690**	**109,527**	**38**	**125**

DU = Dwelling Units

gsf = gross square feet

Res. = Residential

CF = Community Facility

Afford. = Affordable

Table 1.8-2: Projected Development Site 1 RWCDS Incremental Analysis Table

Use	No-Action Condition	With-Action Condition	Increment
Community Facility GSF	0	9,837	9,837
Residential GSF	0	99,690	99,690
Total GSF	0	109,527	109,527
Residential DUs	0	125	125
Residents[1]	0	394	394
Workers[2]	0	5	5

1: Assumes 3.15 residents per household in Queens Community District 12 - 2020 Decennial Census data

2: Assumes 5 full-time employees for the church based on existing church uses in the area

2 Environmental Review

The following technical sections are provided as supplemental assessments to the Environmental Assessment Statement ("EAS") Short Form. Part II: Technical Analyses of the EAS forms a series of technical thresholds for each analysis area in the respective chapter of the *CEQR Technical Manual*. If the proposed project was demonstrated not to meet or exceed the threshold, the 'NO' box in that section was checked; thus, additional analyses were not needed. If the proposed project was expected to meet or exceed the threshold, or if this was not able to be determined, the 'YES' box was checked on the EAS Short Form, resulting in a preliminary analysis to determine whether further analyses were needed. For those technical sections, the relevant chapter of the *2021 CEQR Technical Manual* was consulted for guidance on providing additional analyses (and supporting information, if needed) to determine whether detailed analysis was needed.

A 'YES' answer was provided in the following technical analyses areas on the EAS Short Form:

- Land Use, Zoning, and Public Policy
- Open Space
- Shadows
- Historic and Cultural Resources
- Urban Design and Visual Resources
- Natural Resources
- Hazardous Materials
- Water and Sewer Infrastructure
- Transportation
- Air Quality
- Noise
- Construction

2.1 Land Use, Zoning, and Public Policy

The *2021 CEQR Technical Manual* recommends procedures for analysis of land use, zoning and public policy to ascertain the impacts of a project on the Surrounding Area. Land use, zoning, and public policy are described in detail below. This section considers existing conditions, development trends, and zoning and other public policies in relation to the Affected Area and the Surrounding Area as well as the larger area in which the Proposed Actions may have an effect. Because the Proposed Actions would permit the development of mixed residential and community facility uses with a larger bulk, a preliminary assessment of Land Use, Zoning, and Public Policy is provided.

Methodology

Existing land uses were determined by reference to the New York City Zoning and Land Use (Zola) database and PLUTO™ 22v3 shapefiles. These uses were then confirmed through site visits. The evaluation of lots within the 400-foot Study Area was performed with reference to New York City Zoning Maps and the Zoning Resolution of the City of New York and served as the basis for the zoning evaluation of the Future No-Action and Future With-Action Conditions. Public Policy research was performed through an evaluation of NYCDCP and other city agencies programs and documentation.

2.1.1 Land Use

The *CEQR Technical Manual* suggests that a land use, zoning, and public policy Study Area should generally extend 400 feet from the Affected Area ("the Surrounding Area"). Existing land uses within approximately 400 feet of the Affected Area are presented in **Figure 1.1-1**.

Existing Conditions

Land Use Study Area

As shown in **Figure 1.1-2** and stated in **Section 1.3**, the land uses in the Surrounding Area primarily consists of residential buildings, mixed commercial and residential buildings, and public facilities and institutions. Residential buildings make up the majority of the existing land uses within the Surrounding Area, which mainly consist of two- and three-family walk-up buildings throughout the area and two large-scale elevator apartment developments intersecting with the 400-foot area boundary. Mixed commercial and residential buildings are mainly two-story buildings with one store or office unit on the ground floor located along Sutphin Boulevard between 121st Avenue and 123rd Avenue. Public facility and institution buildings within the Surrounding Area are occupied by a public assembly place (a cultural lodge room), a church (Full Gospel Mission Cogic Church), and a public primary school (P.S. 223Q Lyndon B. Johnson School).

Built form in the Surrounding Area varies by use, and generally consists of low-rise multi-family walk-up buildings of two to three stories and low-rise public facility and institution buildings of

one to three stories. It should be noted that two large-scale residential developments are identified to the north and south of the Affected Area along Sutphin Boulevard respectively. Located right on the northern boundary of the Affected Area, Block 12045 Lot 1 is improved with a 4-story multi-family elevator building of approximately 85,000 GSF with a total of 62 dwelling units. Another large-scale residential development is located on Block 12051 Lot 20, which includes four 8-story multi-family elevator buildings totaling approximately 195,000 GSF or 148 dwelling units. Meanwhile, the largest public facility and institution building in the area is the educational structure of approximately 104,824 GSF on Block 12051 Lot 1 on the southern boundary of the Affected Area, which is occupied by P.S. 223Q Lyndon B. Johnson School featured with a fenced playground on the northern portion of the lot and a 3-story brick building on the southern portion of the lot.

Affected Area

A full breakdown of each lot within the Affected Area can be found in **Section 1.4**.

The Applicant-owned Development Site contains only one lot (Block 12051, Lot 74) along Sutphin Boulevard. Lot 74 is a 25,235-sf interior lot with approximately 185 feet of frontage along Sutphin Boulevard. Currently, the lot is vacant and unimproved, which is occupied by a dilapidated, partially built structure since approximately 1995.

Other land uses within the Affected Area include an electric sub-station owned and operated by Con Edison on Block 12051 Lot 71; two multi-family walk-up buildings totaling 3,519 GSF with 3 dwelling units and rear yard garage on Block 12051 Lot 57 (0.74 FAR); a 3-story, 3,519 GSF multi-family walk-up building with 3 dwelling units on Block 12051, Lot 155 (0.99 FAR); a 1,664 GSF 2-story cultural lodge room (community facility use) on Block 12045, Lot 10 (0.27 FAR); a 2,392 GSF 2-story mixed-use building containing both commercial and residential uses (3 dwelling units) on Block 12045, Lot 13 (1.20 FAR); a 2,392 GSF 2-story mixed-use building containing both commercial and residential uses (2 dwelling units) on Block 12045, Lot 14 (1.19 FAR); and a 3,600 GSF 2-story church (community facility use) on Block 12045, Lot 15 (1.77 FAR).

Future No-Action Condition

Land Use Study Area

There are no active construction permits or proposed rezonings identified within the 400-foot Study Area. Therefore, land use and development patterns in the Study Area are anticipated to remain unchanged in the future without the Proposed Actions.

Affected Area

Within the Affected Area, existing conditions are expected to remain the same within the No-Action Condition. The existing structure on the Applicant-owned Projected Development Site would continue to be vacant as redevelopment is not considered likely provided the bulk

permitted (0.50 residential and 1.00 community facility) and the parking requirement (1 space per dwelling unit) under the current R3A district.

Future With-Action Condition

Land Use Study Area

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

Affected Area

Projected Development Site 1 (Block 12051, Lot 74; Applicant-Owned Lot)

In the future with the Proposed Actions, of the Applicant-Owned 25,235-sf interior lot, approximately 21,895 square feet would be rezoned from an R3A district to an R6A district; the southernmost 20 feet, or approximately 3,020 square feet, as measured from Lot 1 of the same Block would be rezoned from an R6 district to an R6A district; and a small 8' x 40' or 320-square-foot portion in the northwest corner would remain an R3A district. Per ZR 77-11, the 25-foot rule would not apply to this small R3A portion of the split lot zoning condition as one of the dimensions of the R3A portion would exceed 25 feet from the proposed R6A zoning district boundary. Per ZR, an R3A district would be evaluated as an R3-2 district when adjacent to a zone allowing multi-family development.

The Applicant-Owned lot would be developed with a 109,527 GSF (88,257 ZSF; 3.50 FAR), 8-story plus cellar, 83-foot-tall mixed residential and community facility building. There would be 9,837 GSF (4,365 ZSF; 0.17 FAR) of community facility floor area for planned occupancy by a church at the cellar level and on the ground floor and 99,690 GSF (83,892 ZSF; 3.33 FAR) of residential floor area on the second floor through the eighth floor. The building would provide 125 dwelling units (approximately 800 GSF per unit), 25%-30% (31-38 units) of which would be set aside as permanently affordable units pursuant to MIH at an average of 60-80% AMI depending on the Option selected. For the purposes of Early Childhood Programs analysis, 20% (25 units) of residential floor area is assumed to be affordable at or below 60% AMI. The development would also include 55 residential accessory vehicular parking spaces on the paved open land at the back of the building and 63 bicycle parking spaces on the first-floor level accessible via a new curb cut that would replace an existing curb cut on Sutphin Boulevard.

Given that Sutphin Boulevard (75 feet wide) is a wide street, the Proposed Development would reach the building height of 83 feet after a 10-foot setback on Sutphin Boulevard above the base height of 63 feet. In addition, the Proposed Development would leave a rear yard of approximately 38’-4” in depth, which is deeper than the required minimum rear yard depth of 30 feet.

Potential Development Site 1 (Block 12045, Lot 10; Non-Applicant-Owned Lot)

Under the With-Action Condition, approximately 5,498 square feet on the southern portion of the lot (100 feet by 54.98 feet, as measured from the adjacent Lot 13) would be rezoned from an R3A/C1-3 district to an R6A/C1-3 district. An approximately 685-square-foot triangular shaped area on the northern portion of the lot is outside of the Affected Area and would remain its underlying R6 zoning district. Per ZR 77-11, the 25-foot rule would apply to this split lot zoning condition and therefore provisions of the R6A/C1-3 district would apply to the entire lot.

The lot could be developed with an 8-story mixed-use residential and community facility building at a building height of 85 feet with 23,437 GSF of floor area (22,262 ZSF; 3.60 FAR). The building could have a maximum base height of 65 feet and a maximum permitted building height of 45 feet within 25 feet of the adjacent R3A zoning district. The building could include 3,308 GSF (3,092 ZSF; 0.50 FAR) of community facility uses (cultural lodge room) on the ground floor and 20,129 GSF (19,170 ZSF; 3.10 FAR) of residential uses with 24 total dwelling units (850 GSF per dwelling unit) on the second to eighth floors, 25%-30% (6-7 units) of which would be affordable pursuant to MIH at an average of 60-80% AMI depending on the Option selected. For the purposes of Early Childhood Programs analysis, 20% (5 units) of residential floor area is assumed to be affordable at or below 60% AMI. Parking requirements could be waived as fewer than 15 spaces would be required under the R6A district.

Conclusion

The Applicant believes that the density and uses permitted by the Proposed Actions would be consistent with nearby medium-density residential or mixed-use buildings, mostly along Sutphin Boulevard to the east and Rockaway Boulevard to the south. The Proposed Actions would not be incompatible with surrounding uses, which are predominantly residential and include community facility and commercial uses, and would not alter or accelerate development patterns in the area. Therefore, there would be no adverse impacts on land use as a result of the Proposed Actions, and further analysis is not required.

2.1.2 Zoning

The *CEQR Technical Manual* suggests that a zoning Study Area should extend 400 feet from the Affected Area. The proposed zoning map amendment would affect the following lots: Block 12051 p/o Lot 71 from an R3A zoning district to an R6A zoning district; Block 12051 p/o Lot 74 from R3A and R6 zoning districts to an R6A zoning district; Block 12051 Lots p/o 57 and p/o 155 from an R6 zoning district to an R3A zoning district; Block 12045 Lots p/o 10, p/o 13, p/o 14, and p/o 15 from an R3A/C1-3 zoning district to an R6A/C1-3 zoning district. Existing zoning districts within approximately 400 feet of the Affected Area are presented in **Figure 1.1-3**.

Existing Conditions

Zoning Study Area

The zoning districts within 400 feet of the Affected Area are R3-2, R3A, R3X, R5D, R6, and C1-3 commercial overlays, as illustrated in **Table 2.1-2**.

Table 2.1-1: Zoning Districts in the Surrounding Area[1]

Zoning District	Type and Use Group	Floor Area Ratio (FAR)	Parking
R3-2	Residential UGs 1-4	0.50 FAR - Residential 0.60 FAR - Residential with Attic Allowance 1.00 FAR - Community Facility	1 per DU; 50% of IRHU[2]
R3A	Contextual Residential UGs 1-4	0.50 FAR - Residential 0.60 FAR - Residential with Attic Allowance 1.00 FAR - Community Facility	1 per DU
R3X	Contextual Residential UGs 1-4	0.50 FAR - Residential 0.60 FAR - Residential with Attic Allowance 1.00 FAR - Community Facility	1 per DU
R5D	Contextual Residential UGs 1-4	2.00 FAR - Residential 2.00 FAR - Community Facility	66% of DU; 35% of IRHU
R6	Residential UGs 1-4	0.78-2.43 FAR - Residential 4.80 FAR - Community Facility	70% of DU; 25% of IRHU
C1-3 Commercial Overlay	Local Retail UGs 1-9, 14	1.00 FAR - Commercial (R1-R5) 2.00 FAR - Commercial (R6-R10)	1 per 400 sf

Existing zoning districts in the surrounding area include:

R3-2

R3-2 districts are general residence districts that allow a variety of housing types, including low-rise attached houses, small multi-family apartment houses, and detached and semi-detached one- and two-family residences. It is the lowest density zoning district in which multiple dwellings are permitted.

The maximum permitted 0.5 residential FAR may be increased by an attic allowance of up to 20% for the inclusion of space beneath a pitched roof. The perimeter wall may rise to 21 feet before sloping or being set back to a maximum building height of 35 feet. Lots with detached homes must be at least 40 feet wide; if occupied by semi-detached and attached buildings, lots

[1] Zoning Handbook, New York City Department of City Planning, 2019
[2] Income-Restricted Housing Units

must be at least 18 feet wide. The maximum street wall length for a building on a zoning lot is 125 feet. The maximum lot coverage of any residence is 35%. Front yards must be at least 15 feet deep.

Cars may park in the side or rear yard, in the garage or in the front yard within the side lot ribbon; parking is also allowed within the front yard when the lot is wider than 35 feet. One off-street parking space is required for each dwelling unit. However, off-street parking spaces are required for 50% of income-restricted housing units (IRHU) and affordable independent residences for seniors (AIRS) outside of the Transit Zone, which could further be waived within the Transit Zone.

R3A

R3A contextual districts feature modest single- and two-family detached residences on zoning lots as narrow as 25 feet in width in many of the city's older neighborhoods. The maximum floor area ratio (FAR) of 0.50 may be increased up to 20% by an attic allowance for the inclusion of space beneath a pitched roof. The perimeter wall may rise to 21 feet before sloping or being set back to a maximum building height of 35 feet. Parking is in the side or rear yard but an in-house garage is allowed if the lot is 35 feet or wider, provided the driveway is at least 18 feet deep. One off-street parking space is required for each dwelling unit.

The amount of required open space on residential lots in R3A districts is governed by yard requirements. New detached homes must have two side yards totaling at least eight feet, but there is no minimum width requirement for either one. R3A districts also permit zero lot line buildings which are set along a side lot line and have one side yard at least eight feet wide. The front yard of a new home must be at least 10 feet deep and, to promote a unified streetscape, it must be as deep as an adjacent front yard but need not exceed a depth of 20 feet.

R3X

R3X contextual districts, mapped extensively in lower-density neighborhoods, permit only one- and two-family detached homes on lots that must be at least 35 feet wide. The maximum permitted 0.5 residential FAR in R3X districts may be increased by an attic allowance of up to 20% for the inclusion of space beneath a pitched roof. The perimeter wall may rise to 21 feet before sloping or being set back to a maximum building height of 35 feet. The amount of required open space on a lot is governed by yard requirements. Two side yards that total at least 10 feet are required and there must be a minimum distance of eight feet between houses on adjacent lots. The front yard of a new home must be at least 10 feet deep and, to promote a unified streetscape, it must be at least as deep as an adjacent front yard but need not exceed a depth of 20 feet. An in-house garage is permitted within the building provided the driveway is at least 18 feet deep. One off-street parking space is required for each dwelling unit.

R5D

R5D districts are contextual residential districts characterized by moderate-density, multi-family housing and serve as a transition between lower-density districts and moderate-density districts. R5D districts allow for all types of residences in all building types – detached, semi-detached, attached and zero-lot line residences. Within an R5D district, the maximum permitted residential and community facility FAR are both 2.0, and the maximum permitted building height is 40 feet (45 feet with a Qualifying Ground Floor). R5D districts require a minimum front yard of 5 feet and a minimum rear yard of 30 feet. Side yards are not required for lots less than 30 feet wide. For lots at least 30 feet wide, zero lot line buildings require one side yard at least eight feet wide, and a minimum of eight feet is required between buildings on adjacent zoning lots. Off-street parking, which is not permitted in front of the building, is required for 66% of the dwelling units and for 35% of IRHU.

R6

R6 are medium-density non-contextual zoning districts widely mapped in built-up, medium-density areas. Developers can choose between two sets of bulk regulations. Standard height factor regulations, introduced in 1961, produce small multi-family buildings on small zoning lots and, on larger lots, tall buildings that are set back from the street. Optional Quality Housing regulations produce high lot coverage buildings within height limits that often reflect the scale of older, pre-1961 apartment buildings in the neighborhood. In districts mapped R6 within an MX-8 district, all buildings shall comply with the height and setback regulations as set forth in ZR 123-662, Table A.

Height Factor Option

Buildings developed pursuant to height factor regulations are often tall buildings set back from the street and surrounded by open space and on-site parking. The floor area ratio (FAR) in R6 districts ranges from 0.78 (for a single-story building) to 2.43 at a typical height of 13 stories; the open space ratio (OSR) ranges from 27.5 to 37.5. Generally, the more open space, the taller the building. The maximum floor area ratio is achievable only where the zoning lot is large enough to accommodate a practical building footprint as well as the required amount of open space. There are no height limits for height factor buildings, although they must be set within a sky exposure plane, which begins at the height of 60 feet above the street line and then slopes inward over the zoning lot.

Off-street parking is generally required for 70 percent of a building's dwelling units, but requirements are lower for IRHU's and are further modified in certain areas, such as within the Transit Zone and the Manhattan Core, or for lots less than 10,000 square feet. Parking can be waived if five or fewer spaces are required.

Quality Housing Option

The optional Quality Housing regulations produce high lot coverage buildings set at or near the street line. Height limitations ensure that these buildings are often more compatible with older buildings in the neighborhood. As an incentive for developers to choose the Quality Housing option outside the Manhattan Core, greater floor area ratio, and therefore, more apartments, is permitted for buildings on or within 100 feet of a wide street than would be permitted under height factor regulations. The FAR is 3.0; the maximum base height before setback is 65 feet with a maximum building height of 75 with a qualifying ground floor (70 feet without). On a narrow street (beyond 100 feet of a wide street), the maximum FAR is 2.2; the maximum base height before setback is 45 feet with a maximum building height of 55 feet. The area between a building's street wall and the street line must be planted, and the buildings must have interior amenities for the residents pursuant to the Quality Housing Program. Higher maximum FAR and heights are available for buildings participating in the Inclusionary Housing Program or that provide certain senior facilities.

Off-street parking is generally required for 50 percent of a building's dwelling units, but requirements are lower for IRHU's and are further modified in certain areas, such as within the Transit Zone and the Manhattan Core, or for lots less than 10,000 square feet. Parking can be waived if five or fewer spaces are required.

C1-3 Commercial Overlay

C1-3 districts are commercial overlays mapped within residence districts. Mapped along streets that serve local retail needs, they are found extensively throughout the city's lower- and medium-density areas and occasionally in higher-density districts. Typical retail uses include neighborhood grocery stores, restaurants and beauty parlors. In mixed buildings, commercial uses are limited to one or two floors and must always be located below the residential use.

When commercial overlays are mapped in R1 through R5 districts, the maximum commercial floor area ratio (FAR) is 1.0; when mapped in R6 through R10 districts, the maximum commercial FAR is 2.0. Commercial buildings are subject to commercial bulk rules.

Overlay districts differ from other commercial districts in that residential bulk is governed by the residence district within which the overlay is mapped. All other commercial districts that permit residential use are assigned a specific residential district equivalent. Unless otherwise indicated on the zoning maps, the depth of overlay districts ranges from 100 to 200 feet.

<u>Affected Area</u>

The Affected Area is zoned R3A and R6, which permits low- to medium-density residential developments along with community facility uses. C1-3 commercial overlay is also mapped on the R3A portion of Affected Area located within Block 12045, where commercial uses are permitted at a maximum FAR of 1.0.

Future No-Action Condition

Zoning Study Area and Affected Area

Within the 400-foot zoning Study Area, no changes to zoning would occur in the future without the Proposed Actions. Existing zoning patterns would remain, and the Affected Area would continue to be subject to R3A, R3A/C1-3, and R6 zoning regulations.

Future With-Action Condition

Zoning Study Area

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

Affected Area

Block 12051 p/o Lot 71 would be rezoned from an R3A zoning district to an R6A zoning district and Block 12051 p/o Lot 74 would be rezoned from R3A and R6 zoning districts to an R6A zoning district. In contrast, Block 12051 Lots p/o 57 and p/o 155 would be rezoned from an R6 zoning district to an R3A zoning district. Further, Block 12045 Lots p/o 10, p/o 13, p/o 14, and p/o 15 would be rezoned from an R3A/C1-3 zoning district to an R6A/C1-3 zoning district.

Under the With-Action condition, the proposed R6A district is a contextual district where the Quality Housing bulk regulations are mandatory. These regulations would produce high lot coverage, six- to eight-story apartment buildings set at or near the street line. The R6A district would permit a maximum of 3.0 FAR for residential use and 3.0 for community facility uses. The maximum building height within the R6A zoning district would be 75 feet with a qualifying ground floor after a setback from the base height of up to 65 feet. Buildings must set back above the maximum base height to a depth of 10 feet on a wide street and 15 feet on a narrow street before rising to a maximum of 7 floors. Off-street parking is required for 50 percent of the residential dwelling units but is not required for income-restricted housing units within the Transit Zone. Higher maximum FAR (3.6 residential FAR) and heights (85 feet or 8 stories) are available for buildings participating in the Inclusionary Housing Program or that provide certain senior facilities.

In comparison with the existing R3A, R3A/C1-3, and R6 zoning districts mapped in the Affected Area currently, the proposed R6A and R6A/C1-3 zoning districts would allow for larger bulks and higher building heights within the Affected Area, which would enhance the zoning conformity in the surrounding area which is predominantly zoned as medium-density residential districts. Furthermore, the Applicant also proposes a zoning change on Block 12051 Lots p/o 57 and p/o 155 from an R6 zoning district to an R3A zoning district to assure portions of Lot 57 and 155 remain within the context of the surrounding R3A and continue to reflect the built environment of the one- and two-family structures on the narrow 60-foot-wide 147th Street.

Conclusion

The Applicant believes that the proposed zoning would induce development consistent with nearby medium-density mixed-use buildings, mostly along Sutphin Boulevard to the east and Rockaway Boulevard to the south. The proposed zoning district is mapped along Sutphin Boulevard, which, from the Applicant's perspective, is appropriate for a higher density of mixed residential and community facility uses while maintaining the residential character of nearby side streets. The rezoning would not adversely affect surrounding land uses, nor would it be incompatible with those land uses. Therefore, no significant adverse impacts are anticipated to zoning, and further analysis is not required.

2.1.3 Public Policy

According to the *2021 CEQR Technical Manual*, a project that would be located within areas governed by public policies controlling land use, or that has the potential to substantially affect land use regulation or policy controlling land use, requires an analysis of public policy. A preliminary assessment of public policy should identify and describe any public policies, including formal plans or published reports, which pertain to the Study Area. If the Proposed Actions could potentially alter or conflict with identified policies, a detailed assessment should be conducted; otherwise, no further analysis of public policy is necessary.

The Affected Area is not part of, or subject to, an Urban Renewal Plan (URP), adopted community 197-a Plan, Solid Waste Management Plan, Business Improvement District (BID), Industrial Business Zone (IBZ), or the New York City Landmarks Law. In addition, the Affected Area is located within a designated FRESH-eligible area but would not include any FRESH programming.

The Proposed Actions include a Zoning Text Amendment to ZR Appendix F: Inclusionary Housing Designated Areas and Mandatory Inclusionary Housing Areas for Community District 12, Queens, to establish the Affected Area as an MIH Area under both Program Option 1 and 2. As a result, analysis of the Proposed Development's alignment with Housing New York is warranted.

Though the Proposed Actions are not a large publicly sponsored project, consistency with the City's OneNYC for sustainability is also provided below. In addition, the Proposed Actions consistency with "Rebuild, Renew, Reinvent: A Blueprint for New York City's Economic Recovery" is provided below.

Existing Conditions

Housing New York 2.0

Carried out by Housing Preservation and Development (HPD), Housing New York is the Mayor's plan to build or preserve 300,000 affordable homes by 2026. The plan outlines a

comprehensive set of policies and programs to address the city's affordable housing crisis and retain the diversity and vitality of its neighborhoods.

OneNYC

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

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

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

1. Restarting the city's economic engines and reactivating the public realm, supporting small businesses, entrepreneurship, and a more equitable economy;
2. Driving inclusive sector growth;
3. Building a future-focused economy;
4. Connecting New Yorkers to quality jobs and in-demand skills;
5. Planning and building for inclusive growth now and in the future.

Future No-Action Condition

No changes to *Housing New York 2.0, OneNYC*, or *Rebuild, Renew, Reinvent: A Blueprint for New York City's Economic Recovery* are anticipated under Future No-Action Conditions.

Future With-Action Condition

Housing New York 2.0

The Proposed Actions are consistent with the goals of Housing New York as an MIH area would be established over the Affected Area to introduce more affordable residential units to the area. In contrast with the existing conditions where no dwelling unit is provided on the Applicant-owned site (Block 12051, Lot 74), the development of the Projected Development Site would set aside 31-38 dwelling units as permanently affordable units for households making an income averaging 60%-80% AMI, which makes up 25%-30% of the total 125 project induced dwelling units. The affordable units that would be provided pursuant to the Proposed Actions would foster diverse and livable neighborhoods, preserve the affordability and quality of the housing stock, and build new affordable housing for all New Yorkers.

OneNYC

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

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

The Proposed Development would provide new-built spaces for small-size community facilities (a church), increase the community's economic diversity, and create quality jobs for New Yorkers. Thus, the Proposed Actions are supportive of this policy.

Conclusion

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

2.2 Open Space

The *2021 CEQR Technical Manual* defines the need for an open space assessment if the Proposed Action(s) would have a direct or indirect effect on open space resources. Direct effects would occur if the Proposed Action(s) would result in the physical loss of a public open space; change of use of an open space so that it no longer serves the same user population; limit public access to an open space; or cause increased noise or air pollutant emissions, odors, or shadows on public open space that would affect its usefulness, whether temporary or permanent. Indirect effects would occur if the proposed action would result in an increase in population sufficiently large enough to noticeably diminish the ability of an area's open space to serve the future population.

Open space is defined as publicly or privately-owned land that is publicly accessible and operates, functions, or is available for leisure, play, or sport, or set aside for the protection and/or enhancement of the natural environment.

Pursuant to Chapter 7, Section 100 of the *2021 CEQR Technical Manual*, Open Space Resources are defined as active and/or passive, and may include, but is not limited to, the following:

- Parks operated or managed by the City, State, or Federal governments and include neighborhood and regional parks, beaches, pools, golf courses, boardwalks, playgrounds, ballfields, and recreation centers that are available to the public at no cost or through a nominal fee, as in the case of recreation centers and golf courses;
- Open space designated through regulatory approvals (such as zoning), including large-scale permits that prescribe publicly accessible open space, such as public plazas;
- Outdoor schoolyards if available to the public during non-school hours;
- Publicly-accessible institutional campuses;
- Esplanades;
- Designated greenways, as shown on the City's Bike Map, and defined as multi-use pathways for non-motorized recreation and transportation along natural and manmade linear spaces such as rail and highway rights-of-way, river corridors, and waterfront spaces;
- Landscaped medians with seating;
- Housing complex grounds, if publicly accessible;
- Nature preserves, if publicly accessible;
- Gardens, if publicly accessible on a constant and regular basis;

- Church yards (with seating) or cemeteries, if publicly accessible on a constant and regular basis for passive recreation such as strolling; or
- Waterfront piers used for recreation.

Methodology

According to the guidelines of the *2021 CEQR Technical Manual* for analysis of residential development, census tracts with at least half of their geographic area within a one-half mile radius of the Affected Area comprise the open space Study Area. Using current population figures, an open space ratio is calculated for both the future no-action and future with-action conditions, expressed as the amount of open space acreage per 1,000 user population. Typically, a comparison is made to the city's planning goal of 2.50 acres per 1,000 residents. Ideally, this would comprise 0.50 acres (20 percent) of passive space and 2.0 acres (80 percent) of active open space per 1,000 residents. For nonresidents who tend to use passive open space, for example, workers taking a break in a park, the optimal ratio for nonresidential populations is 0.15 acres of passive open space per 1,000 nonresidents.

In addition to field surveys, information from the NYC DCP Community District Needs Statements, NYC Parks Department website, and U.S. Census data were utilized in preparing the open space analysis.

Direct Effects

Direct effects to open space are addressed in the sections for those specific technical areas where warranted. Construction impacts to open space are not anticipated as there would be no physical loss of public open space, no change in existing open space so that it no longer serves the same user population, would not limit public access, and would not increase noise or air pollutant emissions, odors, or shadows on public open space that would affect its usefulness. An assessment of the effects of the Proposed Actions related to shadows on open space resources is provided in **Section 2.3: Shadows**.

Indirect Effects

The threshold for assessment of the potential for indirect open space impacts is 200 new residents or 500 additional employees. As discussed below, the Proposed Action would introduce 394 residents and 5 full-time employees. Therefore, an assessment of indirect effects on public open space resources is warranted.

2.2.1 Preliminary Open Space Assessment

The Proposed Actions would result in a net increment of 109,527 GSF of development, including 99,690 GSF of residential floor area and 9,837 GSF of community facility floor area. The Proposed Actions are projected to result in the incremental development of 125 dwelling units within the Affected Area. Assuming an average occupancy of 3.15 persons based on the

average household size within Queens Community District 12 (2020 Decennial Census data), the incremental population introduced as a result of the Proposed Actions would be approximately 394 residents. Based on the personnel size of the churches in the surrounding area, there would be approximately 5 more employees for the proposed church induced by the Proposed Actions. Therefore, an assessment of indirect effects on public open space resources is warranted. The Proposed Actions would introduce fewer than 125 additional employees. As such, the preliminary assessment addresses the residential population introduced by the Proposed Actions.

Study Area Definition

In accordance with the guidelines established in the City's *2021 CEQR Technical Manual*, the Open Space Study Area is defined to analyze both the nearby open spaces and the population using those open space resources. It is generally defined by a reasonable walking distance that users would travel to reach local open spaces and recreational areas. Pursuant to the *2021 CEQR Technical Manual*, the Open Space Study Area includes all U.S. Census Tracts that have 50 percent or more of their area within a half-mile radius of the Affected Area for residential users. As shown in **Figure 2.2-1**, the Census Tracts with 50% or more of their area within the 1/2-mile Study Area are 182, 184.01, 184.02, 186, 272, 288.01, 288.03, 788, and 790.

Existing Condition Residential Population

Based on the 2020 ACS, the Study Area shown in **Figure 2.2-1** has a population of 18,818 residents, as shown in below **Table 2.2-1.**

Figure 2.2-1: Open Space Study Area Census Tracts

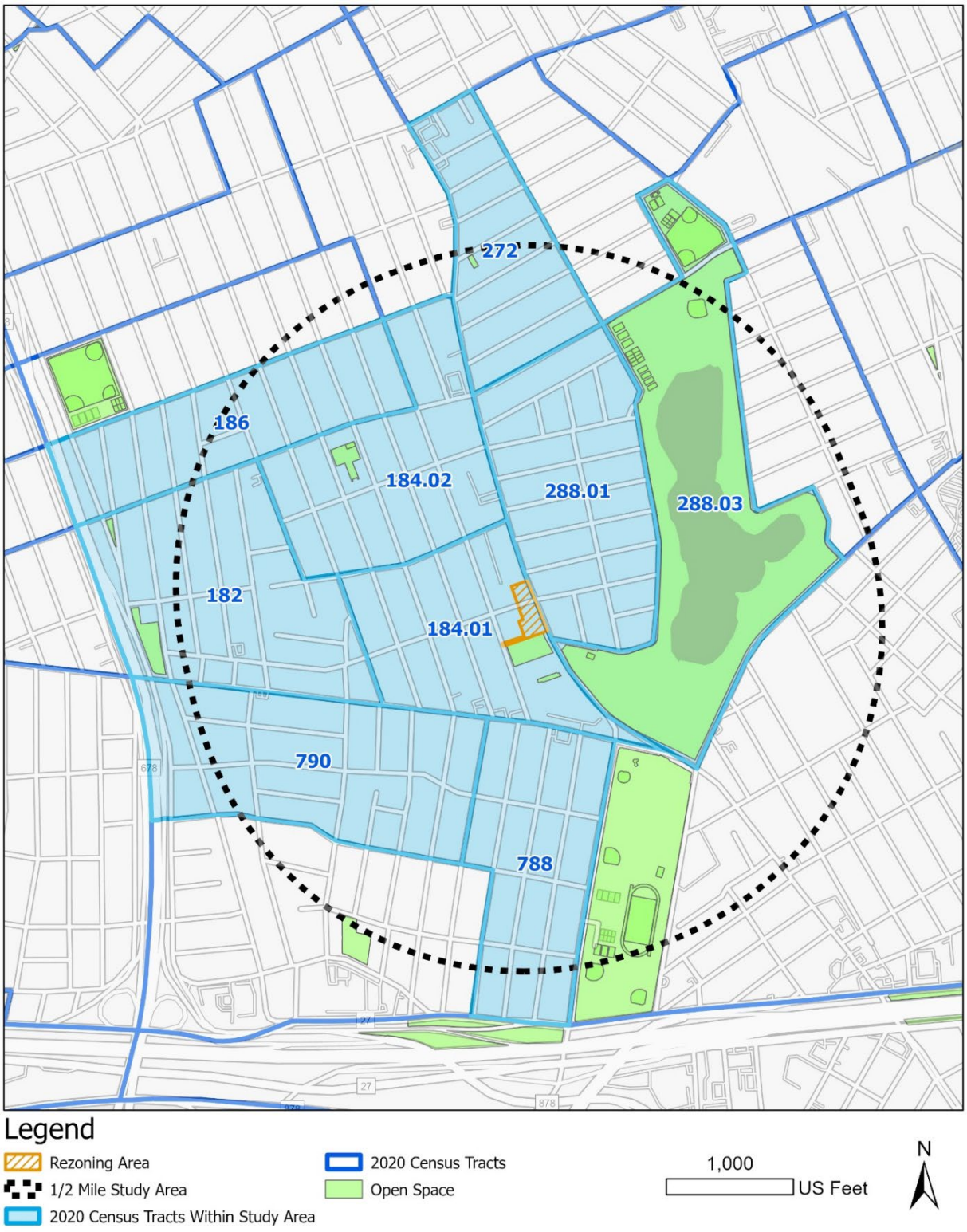


Table 2.2-1: Study Area Population 2020

Census Tract	2020 Population
182	2,540
184.01	2,174
184.02	2,412
186	1,802
272	2,065
288.01	2,940
288.03	8
788	2,002
790	2,875
Total	**18,818**

Future No-Action Condition Residential Population

There are 17 active construction permits with 31 proposed new dwelling units within the open space Study Area while no undergoing or proposed rezonings were identified within the same area.

Using the same 3.15 residents per household figure above, the No-Action Condition would have 98 new residents introduced by the 17 active construction projects to the Study Area by the 2026 build year. The No-Action population would therefore be the existing population of 18,818 residents plus the 98 new residents introduced by the active construction permit projects, for a total no-action population of 18,916 residents.

Future With-Action Condition Residential Population

The With-Action population would be the No-Action population of 18,916 residents described above plus the 394 residents anticipated as a result of the Proposed Actions. The With-Action population would be 19,310 residents, as shown below in **Table 2.2-2**.

Table 2.2-2: Existing, No-Action, and With-Action Populations[3]

Existing	No-Action	With-Action
18,818	18,916	19,310

[3] Existing = 2020 American Community Survey; No-Action = Existing plus 31 proposed dwelling units; With-Action = No-Action plus 394 additional residents from the Projected Development Site 1

2.2.2 Open Space Resources

There are three open space resources with regular open access to the public within the Study Area identified in **Table 2.2-3**. There are 111.92 acres of open space resources in the Study Area—83.94 are considered active, and 27.98 are considered passive based on field visits and a review of open space site plans. The location of these resources in the Study Area are shown in **Figure 2.2-2**.

Table 2.2-3: Open Space Resources

Name	Address	Use	Responsible Agency	Acreage	Active		Passive		Features
					Acres	%	Acres	%	
Baisley Pond Park	North Conduit Ave and 116 Ave between 150 St, Sutphin Blvd, and Baisley Blvd South	Community Park	NYC DPR	109.61	82.21	75%	27.40	25%	BA, BC, BF, BG, Ba, CF, DA, Fi, FE, FF, HC, Pg, RT, SF, SS, TC
P.S. 223 Playground*	Sutphin Blvd and 147 St between 123 Ave and Rockaway Blvd	School Yard to Playground	NYC DOE	1.46	1.10	75%	0.37	25%	HC, RT, Pg, TC
P.S. 123 Playground*	Inwood St and 145 St between 119 Ave and Foch Blvd	School Yard to Playground	NYC DOE	0.85	0.64	75%	0.21	25%	BC, RT, Pg
			Total	**111.92**	**83.94**		**27.98**		

* This is a Schoolyards to Playgrounds site regularly open to the public during non-school hours.

BA = Barbecuing Areas; BC = Basketball Courts; BF = Baseball Fields; BG = Bicycling and Greenways; Ba = Bathrooms; CF = Cricket Fields; DA = Dog-Friendly Areas; Fi = Fishing; FE = Fitness Equipment; FF = Football Fields; HC = Handball Courts; Pg = Playgrounds; RT = Running Tracks; SF = Soccer Fields; SS = Spray Showers, TC = Tennis Courts

Figure 2.2-2: Open Space Location in Study Area



Existing Condition Open Space Ratio

The Study Area has 111.92 acres of open space and an existing residential population of 18,818. The open space ratio (OSR) under existing conditions is 5.95 acres per thousand residents.

Future No-Action Condition Open Space Ratio

In the future, without the Proposed Actions, the population for the Study Area in the 2026 build year is forecasted to be 18,916 and is projected to be served by the same 111.92 acres of open space as in the existing condition. With this population, the OSR would be 5.92.

Future With-Action Condition Open Space Ratio

The Proposed Actions would result in an increase in the No-Action population by 394 residents by the 2026 build year. The total 2026 build year With-Action population would be 19,310. With this increase in population, the OSR would be 5.80 acres per 1,000 residents, or a 2.04 percent reduction from the No-Action OSR.

2.2.3 NYC Parks Walk to a Park Initiative

New York City, as part of the OneNYC 2050 Building a Strong and Fair City plan, has put forth a goal for 85 percent of New York City residents living within walking distance of a park by 2030. To help the City reach this goal, NYC Parks has a Walk to a Park initiative that focuses on increasing access to parks and open space in areas of the City where residents live further than walking distance to a park. Areas outside of Walk to a Park Service Areas are considered "walk gaps" – i.e., areas of the city that are not within walking distance to a park.

As part of the preliminary assessment for open space, a project should be reviewed to determine if it is located in an area of the city within a Walk to a Park Service Area. Project sites that are located outside of a Walk to a Park Service Area (i.e., located in a known walk gap areas) suggests there is a need for a detailed analysis to be performed to determine if the project may further exacerbate a condition of residents living in areas of the city with inadequate park access, potentially leading to a significant impact. While the focus of the Walk to a Park initiative is on residents living within walking distance to a park, projects that create a non-residential population (e.g., new workers) should also review if the project is located within a known walk gap and assess if the project would generate a new non-residential population within areas of the City with inadequate access to open space resources.

As shown in **Figure 2.2-3**, the entirety of the Affected Area is within a Walk to a Park service area, such that no further analysis is needed.

Figure 2.2-3: Walk to a Park Service Area Map



2.2.4 Conclusion

Pursuant to the *2021 CEQR Technical Manual*, projects expected to result in a decrease in the open space ratio should consider the following to determine if a more detailed analysis is warranted:

- Projects in study areas where the open space ratio approaches or exceeds the City's planning goal of 2.5 acres per 1,000 residents, may generally tolerate up to a five percent decrease of the open space ratio before considering the need for more detailed analysis.
- For projects in study areas where the open space ratio is not near the City's planning goal of 2.5 acres per 1,000 residents, the percentage decrease in open space ratio is weighed against how the open space ratio of the study area compares to the City's planning goal for open space. Table 7-1 of the *2021 CEQR Technical Manual* (**Table 2.2-5** below) provides general guidelines for ranges of open space ratios and acceptable percentage changes.
- Projects that have an effect on a nonresidential population's use of passive open space would not follow the guidelines presented in the below table, and should consider the need for a detailed assessment based on a comparison of the open space ratio to the optimal ratio of 0.15 acres of passive space per 1,000 nonresidents. Projects that lead to the non-residential open space ratio to drop below the optimal ratio of 0.15 acres of passive open space per 1,000 non-residents may warrant a more detailed assessment.

As shown below in **Table 2.2-4**, under the No-Action and With-Action conditions, the overall residential OSR in the area would be far above the planning goal in NYC of 2.5 acres per thousand residents. Under Future With-Action conditions, the OSR would be 5.80 acres per 1,000 residents, or a 2.04 percent reduction from the No-Action OSR. Referencing **Table 2.2-5** below, the Proposed Actions would not warrant a detailed analysis of open space. Further, the Affected Area is within a Walk-to-a-Park service area, indicating all future projected residents are within a reasonable walking distance to public open spaces. Accordingly, the Proposed Actions are not anticipated to result in significant adverse impacts associated with open space.

Table 2.2-4: Existing, No-Action and With-Action Open Space Ratios

	Residential Total	Residential Active	Residential Passive
Existing OSR	5.95	4.46	1.49
No-Action OSR	5.92	4.44	1.48
With-Action OSR	5.80	4.35	1.45
% Change	2.04%	2.04%	2.04%

Table 2.2-5: Preliminary Assessment Guidance for Percentage Change in Open Space Ratio

Open Space Ratio Range	Percentage Change in Open Space Ratio
2.01 to 2.50* or greater	5%
1.51 to 2.00	4%
1.01 to 1.50	3%
0.51 to 1.00	2%
0.50 or Less	1%
*2.5 OSR is the planning goal in NYC	

Source: Table 7-1 of the *2021 CEQR Technical Manual*

2.3 Shadows

The *2021 CEQR Technical Manual* defines a shadow as the condition that results when a building or other built structure blocks the sunlight that would otherwise directly reach a certain area, space or feature. An incremental shadow is the additional or new shadow that a building or other built structure resulting from a Proposed Actions would cast on a sunlight-sensitive resource during the year. The sunlight-sensitive resources of concern are those resources that depend on sunlight or for which direct sunlight is necessary to maintain the resource's usability or architectural integrity, including public open space, architectural resources and natural resources. Shadows can have impacts on publicly accessible open spaces or natural features by adversely affecting their use and important landscaping and vegetation. In general, increases in shadow coverage make parks feel darker and colder, affecting the experience of park patrons. Shadows can also have impacts on historic resources whose features are sunlight-sensitive, such as stained-glass windows, by obscuring the features or details, which make the resources significant.

The duration and dimensions of shadows are determined by the geographic location of the area from which the shadow is cast and the time of day and season. Shadows cast during the morning and evening, when the sun is low in the sky, are longer, while midday shadows are shorter in length. Shadows in winter, when the sun arcs low across the southern sky, are also longer throughout the day than at corresponding times in spring and fall seasons. In summer, the high arc of the sun casts shorter shadows than at any other time of year, and early and late shadows during the summer are cast farther towards the south than shadows cast in early and late winter months.

The *CEQR Technical Manual* states that a shadow assessment considers projects that result in new shadows long enough to reach a sunlight-sensitive resource. Therefore, a shadow assessment is warranted only if the project would either result in: (a) new structures (or additions to existing structures, including the addition of rooftop mechanical equipment) of 50 feet or more; or, (b) be located adjacent to, or across the street from, a sunlight-sensitive resource.

The sunlight-sensitive resources of concern are those resources that depend on sunlight or for which direct sunlight is necessary to maintain the resource's usability or architectural integrity, including public open space, architectural resources and natural resources. In general, shadows on city streets and sidewalks or on other buildings are not considered significant. Some open spaces also contain facilities that are not sensitive to sunlight. These are usually paved, such as handball or basketball courts, places containing no seating areas and no vegetation, no unusual or historic plantings, or containing only unusual or historic plantings that are shade tolerant. These types of facilities do not need to be analyzed for shadow impacts. Additionally, it is generally not necessary to assess resources located to the south of projected development sites, as shadows cast by the action-generated development would not be cast in the direction

of these resources. Furthermore, shadows occurring within one and one-half hour of sunrise or sunset generally are not considered significant in accordance with *CEQR Technical Manual* guidance.

Methodology

This preliminary analysis of shadows follows the guidelines set forth in the *2021 CEQR Technical Manual* for a preliminary assessment (Section 310). According to the *2021 CEQR Technical Manual*, a preliminary shadow assessment includes the development of a base map showing the site location in relationship to any sunlight-sensitive resources as per guidelines provided in the *2021 CEQR Technical Manual*. Following these guidelines, the longest shadow Study Area is determined, and a Tier 1 screening assessment is conducted to determine if any sunlight-sensitive resources fall within the Study Area. If no resources are identified, no further analysis would be required. If sunlight-sensitive resources lay within the longest shadow Study Area, the next tier of screening assessment should be conducted. This preliminary assessment includes a basic description of the proposed project that would be facilitated by the Proposed Actions in order to determine whether a more detailed assessment would be appropriate.

Analysis Framework

The Projected Development Site is located on Block 12051, Lot 74 and the Potential Development Site is located on Block 12045, Lot 10 in the South Jamaica neighborhood of Queens, Community District 12. The development proposed by the Applicant would consist of an 8-story building that would reach a height of 83 feet. Additionally, the development would be expected to exceed the proposed building height by 17 feet to accommodate the rooftop mechanical space that would result in a total potential building height of 100 feet. Similarly, it is assumed that the development on the Potential Development Site would reach the maximum permitted building height of 85 feet under the proposed R6A/C1-3 zoning district. The total building height for shadow analysis on the Potential Development Site is also expected to be 100 feet with an additional height of 15 feet for building mechanicals on the roof.

As the Projected Development Site is vacant, occupied by a dilapidated, partially built structure since approximately 1995 and the Potential Development Site is currently occupied by a 2-story public facility building, the Proposed Actions would result in an incremental change in height greater than 50 feet, a preliminary assessment for shadows is warranted. No other sites within the Affected Area are anticipated to be redeveloped as a result of the Proposed Actions, thus the only sites that will be assessed for potential shadow impacts will be the Projected and Potential Development Sites.

2.3.1 Tier 1 Shadow Screening Assessment

Under the Future With-Action Condition, Projected Development Site 1 (Block 12051, Lot 74) and Potential Development Site 1 (Block 12045, Lot 10) could be developed with a new building having a maximum height of 100 feet and the longest action-induced shadow would be

approximately 430 feet (4.3 x 100 feet) in length. The first step in a shadow analysis is to determine there are any sunlight sensitive resources located within the length of the 430-foot radius.

As **Figure 2.3-1** shows below, there are three sunlight sensitive resources within the longest Shadow Study Area. These resources include the P.S. 223Q Lyndon B Johnson School Playground – Northern Portion (Resource 1), P.S. 223Q Lyndon B Johnson School Playground – Southern Portion (Resource 2), and Baisley Pond Park (Resource 3). Accordingly, a Tier 2 screening assessment is required.

2.3.2 Tier 2 Shadow Screening Assessment

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

As shown in **Figure 2.3-2**, the Tier 2 screening assessment shows that the P.S. 223Q Lyndon B Johnson School Playground – Northern Portion (Resource 1) and Baisley Pond Park (Resource 3 are within of the -108/+180-degree area. Accordingly, a tier 3 shadow screening assessment is required.

2.3.3 Tier 3 Shadow Screening Assessment

The *CEQR Technical Manual* states that if any portion of a sunlight-sensitive resource is within the area that could be shaded by the Proposed Project, a Tier 3 screening assessment should be performed. Because the sun rises in the east and travels across the southern part of the sky to set in the west, a project's earliest shadows would be cast almost directly westward. Throughout the day, they would shift clockwise (moving northwest, then north, then northeast) until sunset, when they would fall east. Therefore, a project's earliest shadow on a sunlight-sensitive resource would occur in a similar pattern, depending on the location of the resource in relation to the Projected Development Sites. For a Tier 3 screening assessment, if the assessment determines that no shadows from the development would reach any of the sunlight-sensitive resources on any of the representative analysis days, then no further assessment for those days is needed. If, however, in the absence of intervening buildings shadows from the proposed buildings would reach sunlight-sensitive resources on any of the representative analysis days, then a detailed shadow analysis would be warranted for those days.

As shown in **Figure 2.3-3** to **Figure 2.3-6** below, shadows from the projected development would reach the sunlight-sensitive resource, P.S. 223Q Lyndon B Johnson School Playground – Northern Portion (Resource 1) during March 21st/September 21st, May 6th/August 6th, and June 21st analysis periods and Baisley Pond Park (Resource 3) during June 21st analysis period. P.S. 223Q Lyndon B Johnson School Playground – Southern Portion (Resource 2) would not be affected by the shadows of the Proposed Development. Therefore, a detailed shadow analysis is required to determine the impacts on P.S. 223Q Lyndon B Johnson School Playground – Northern Portion (Resource 1) and Baisley Pond Park (Resource 3).

Figure 2.3-1: Tier 1 Shadow Screening Assessment



Figure 2.3-2: Tier 2 Shadow Screening Assessment

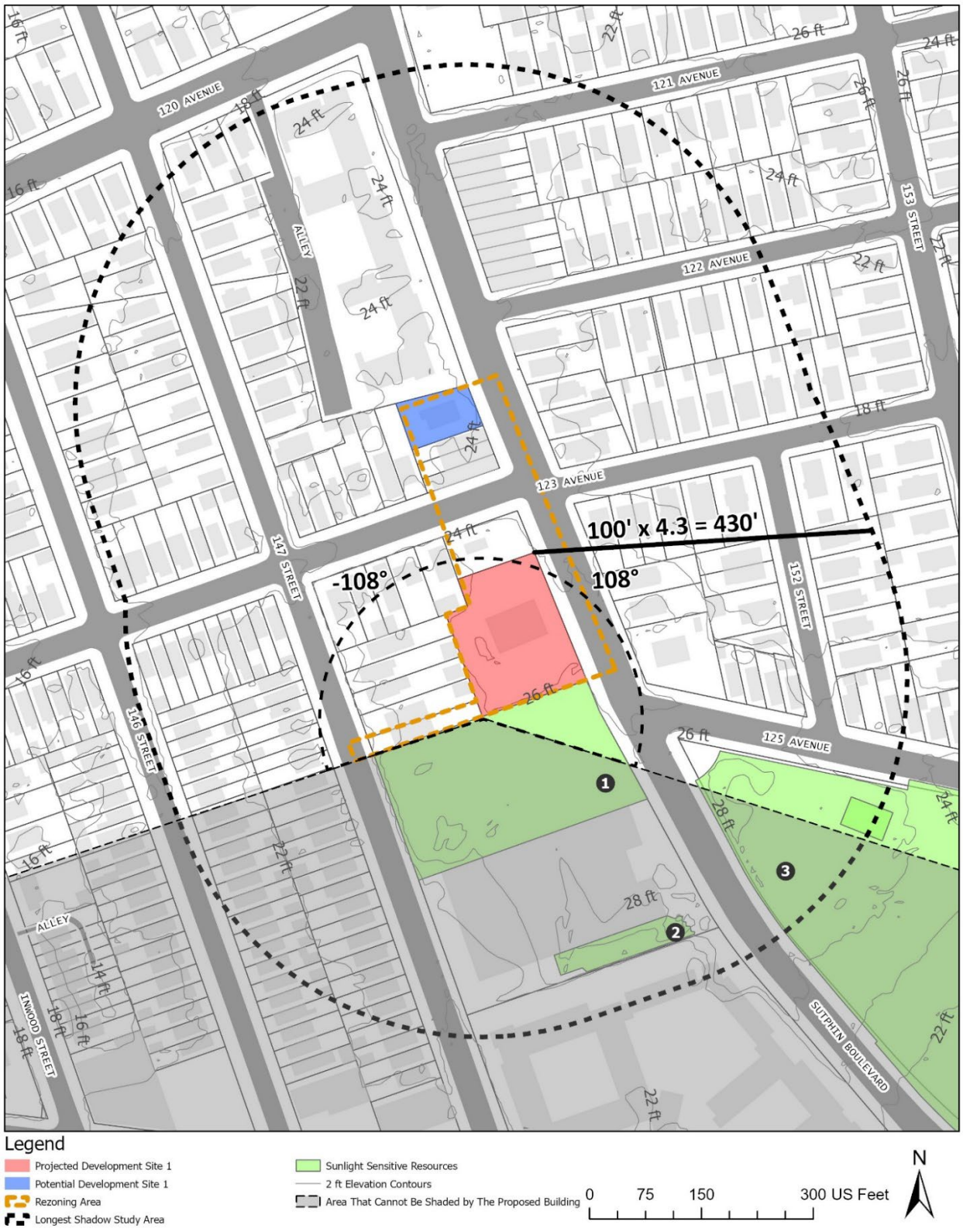


Figure 2.3-3: Tier 3 Shadow Screening December 21st (Winter Solstice)

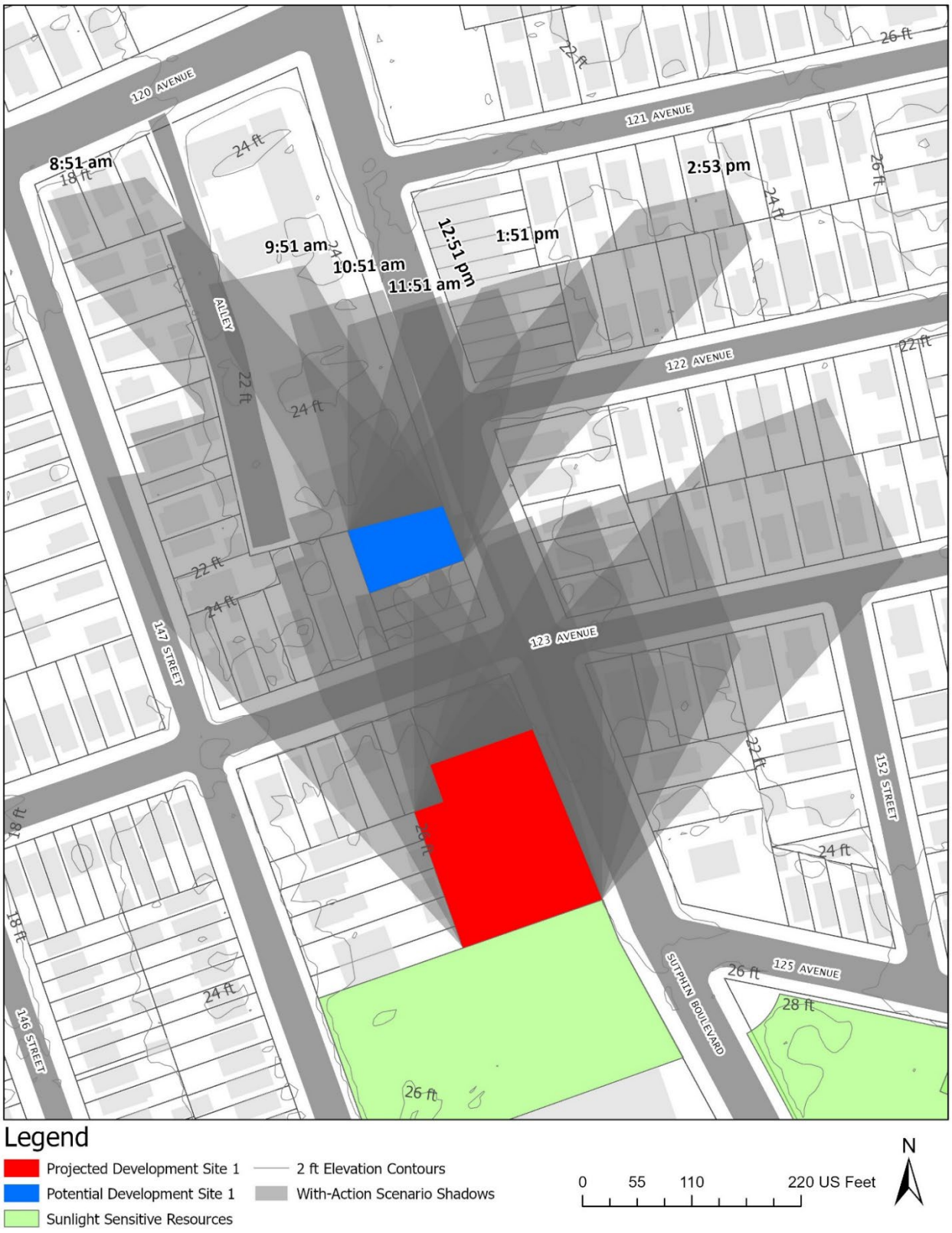


Figure 2.3-4: Tier 3 Shadow Screening March/ September 21st (Vernal and Autumnal Equinox)



Figure 2.3-5: Tier 3 Shadow Screening May 6th/August 6th

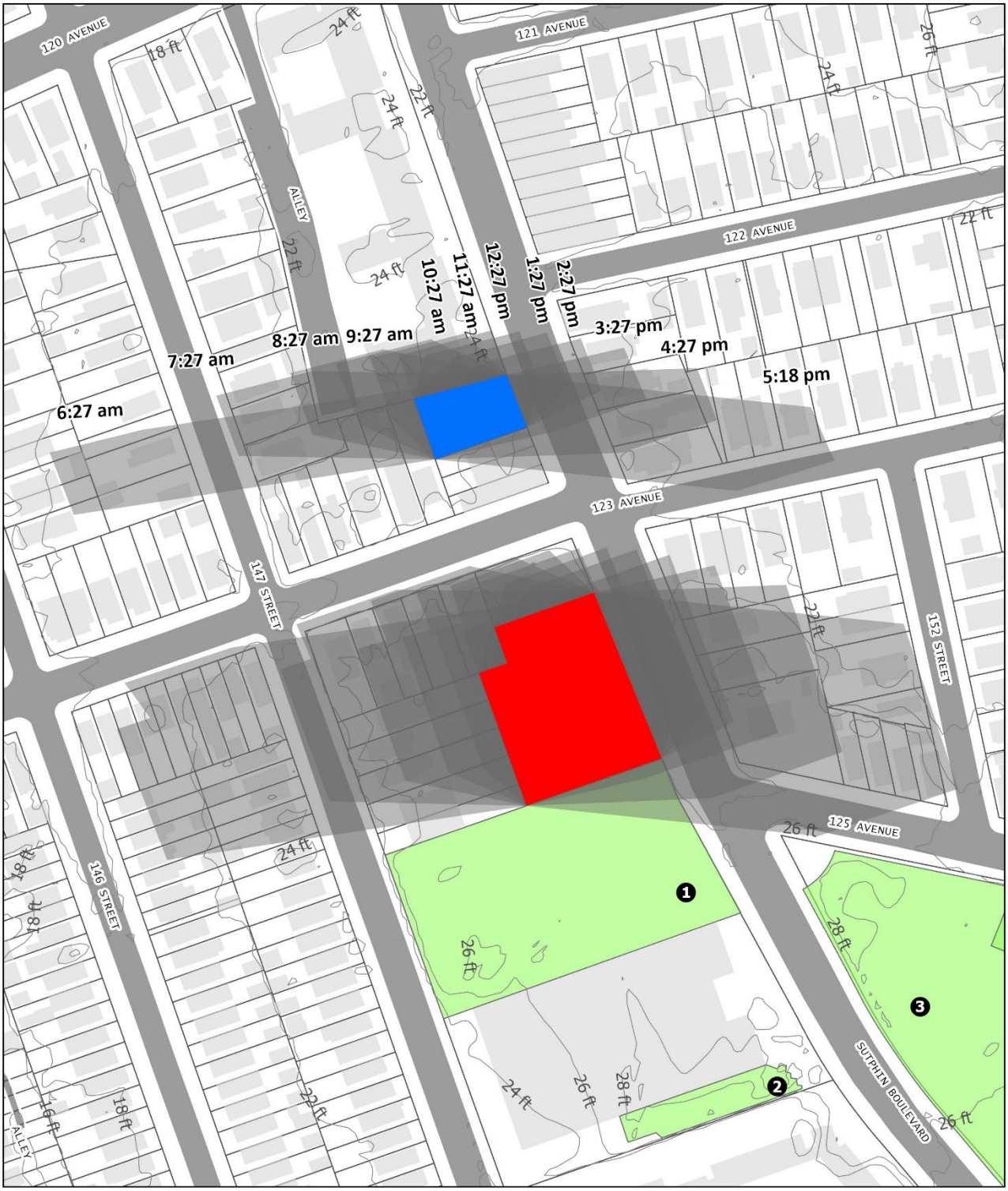


Figure 2.3-6: Tier 3 Shadow Screening June 21st (Summer Solstice)

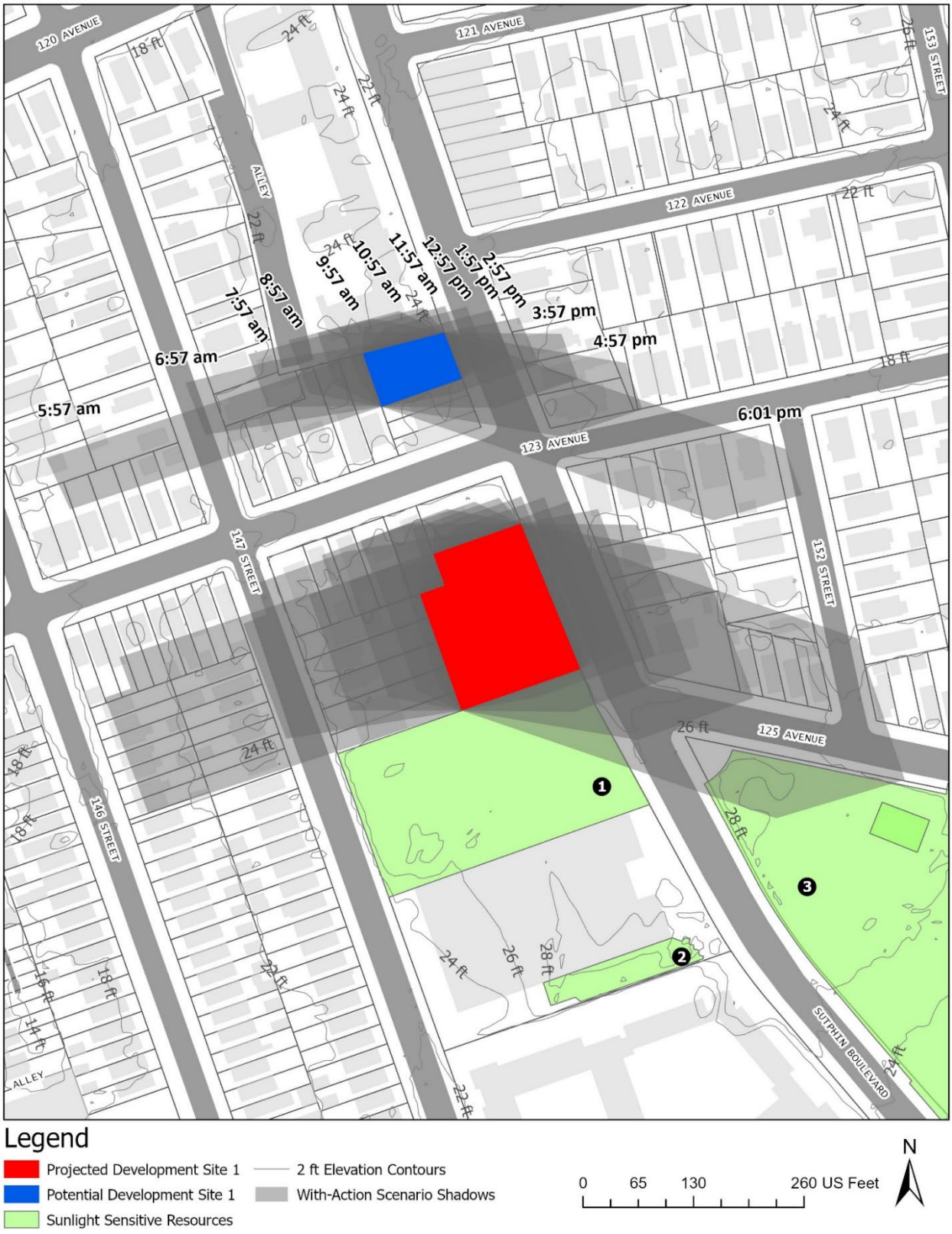


Figure 2.3-7: Detailed Shadow Analysis March 21st / September 21st – 4:29 PM

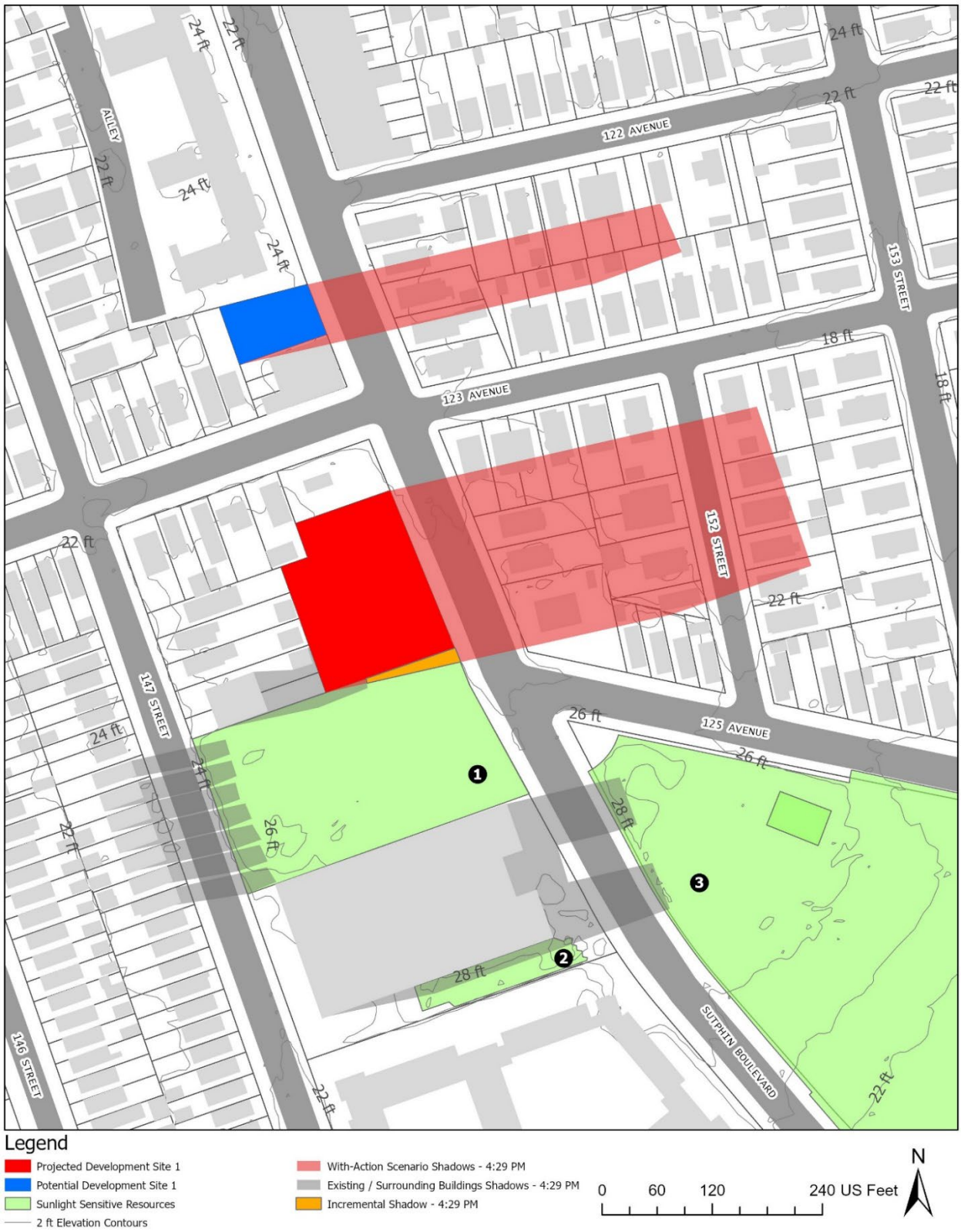


Figure 2.3-8: Detailed Shadow Analysis May 6th / August 6th – 4:27 PM

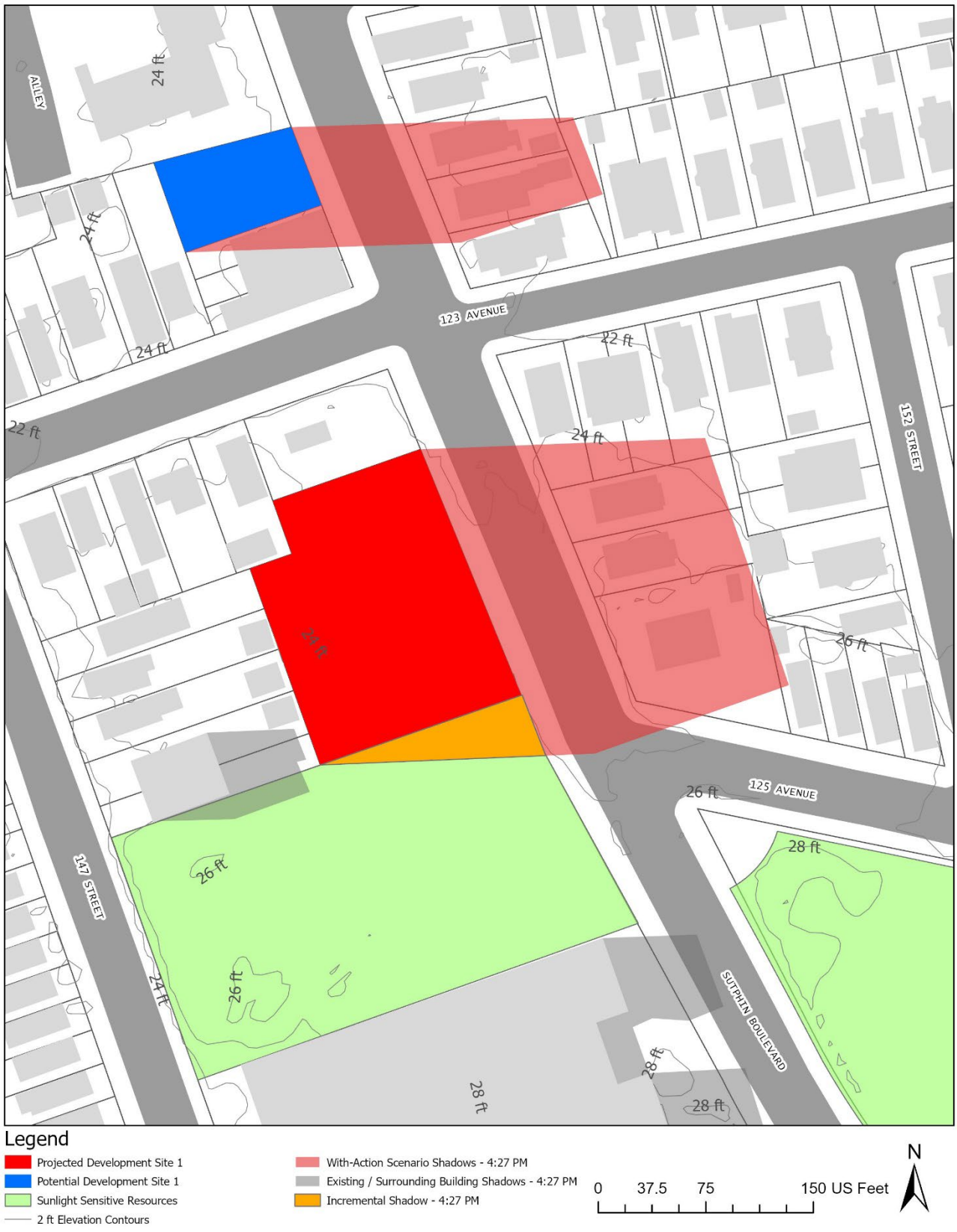


Figure 2.3-9: Detailed Shadow Analysis May 6th / August 6th – 5:18 PM

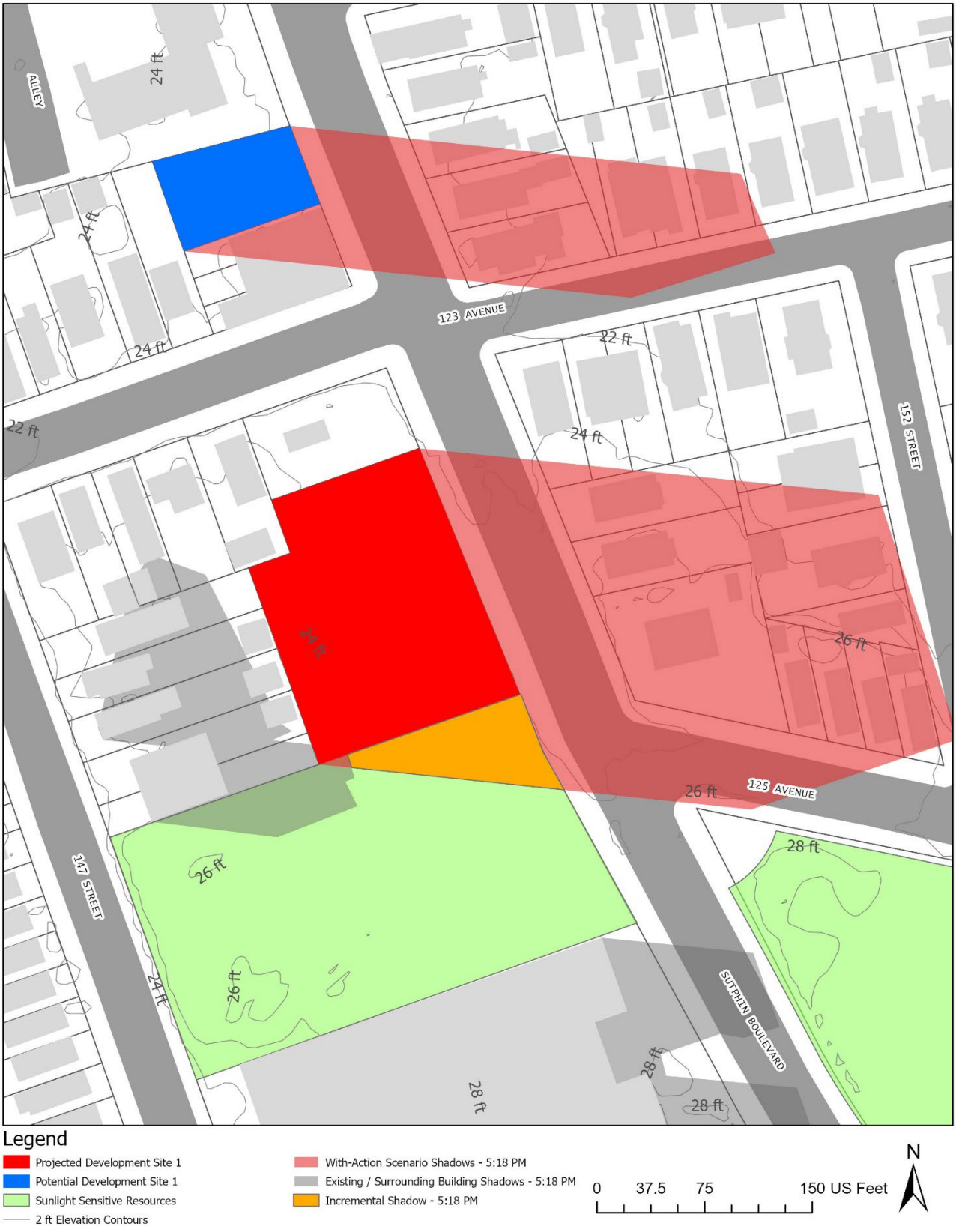


Figure 2.3-10: Detailed Shadow Analysis June 21st – 2:57 PM

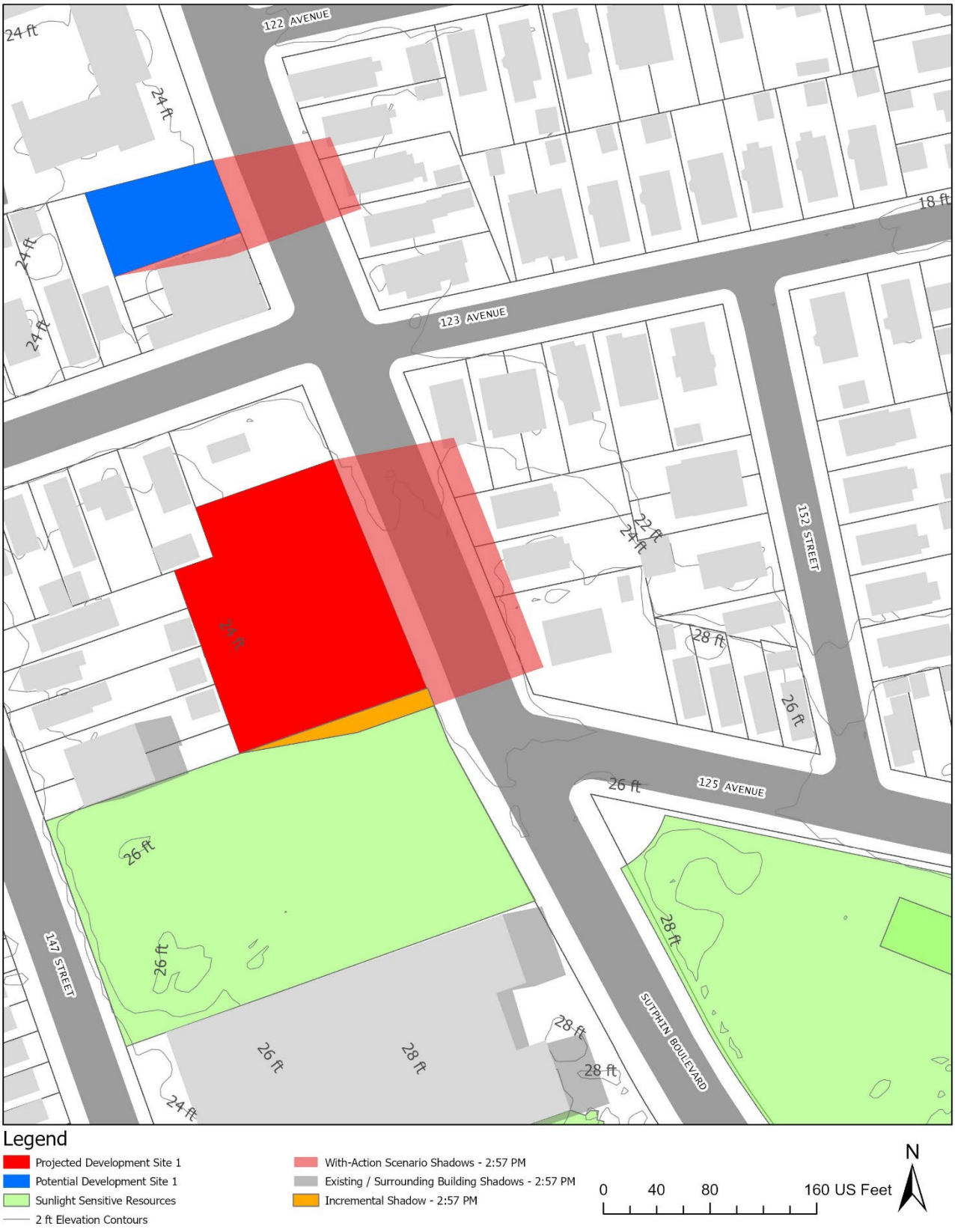


Figure 2.3-11: Detailed Shadow Analysis June 21st – 3:57 PM

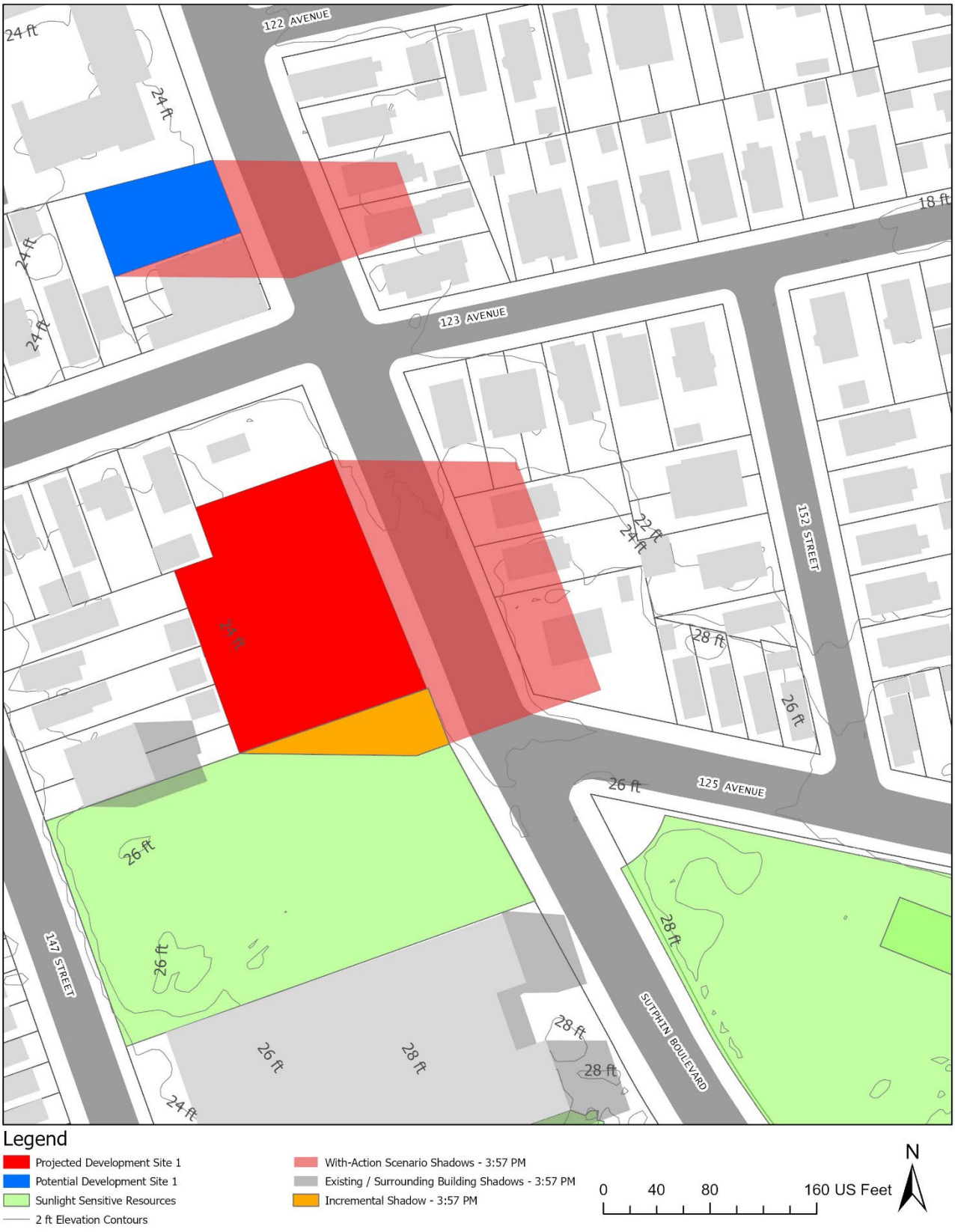


Figure 2.3-12: Detailed Shadow Analysis June 21st – 4:57 PM

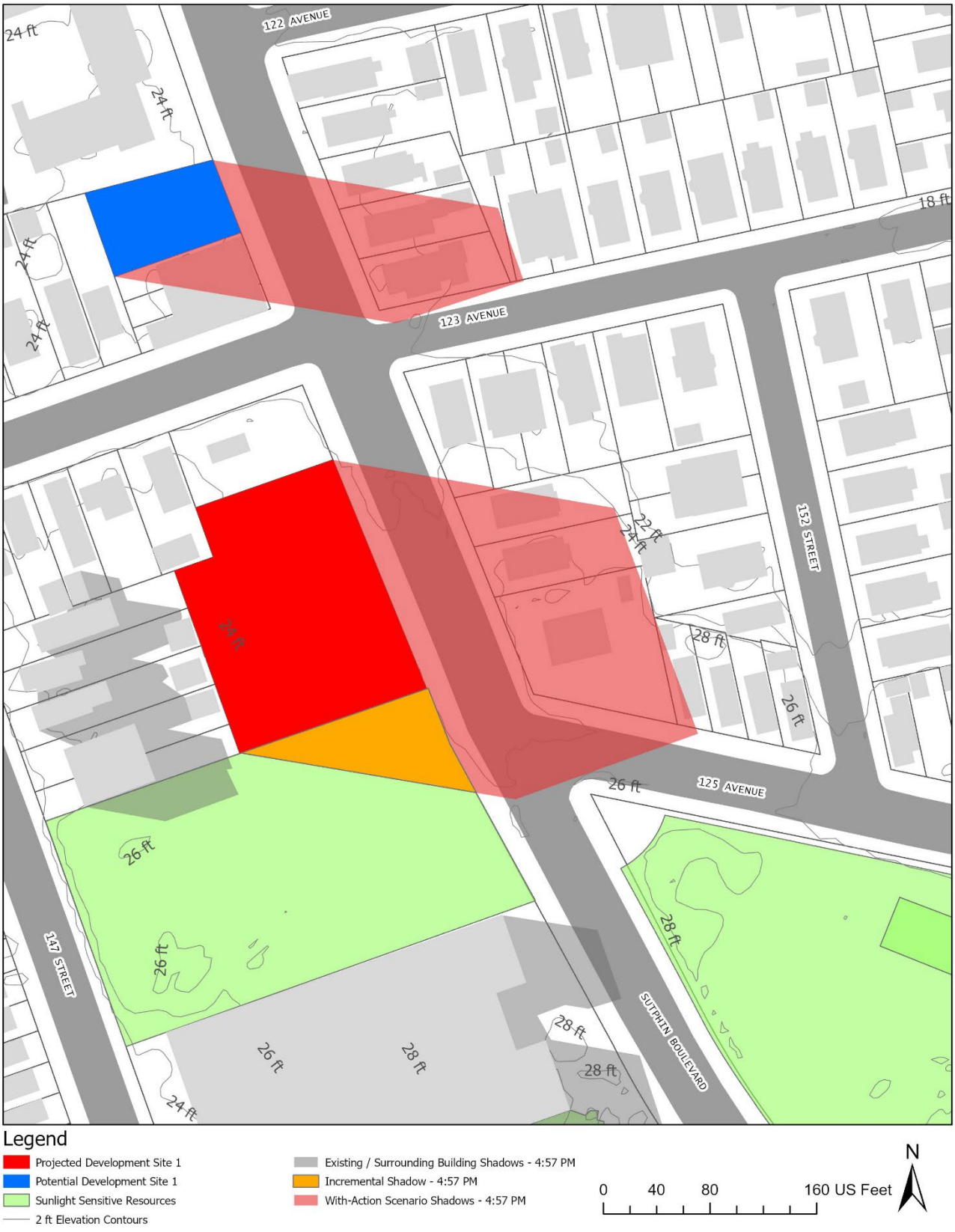
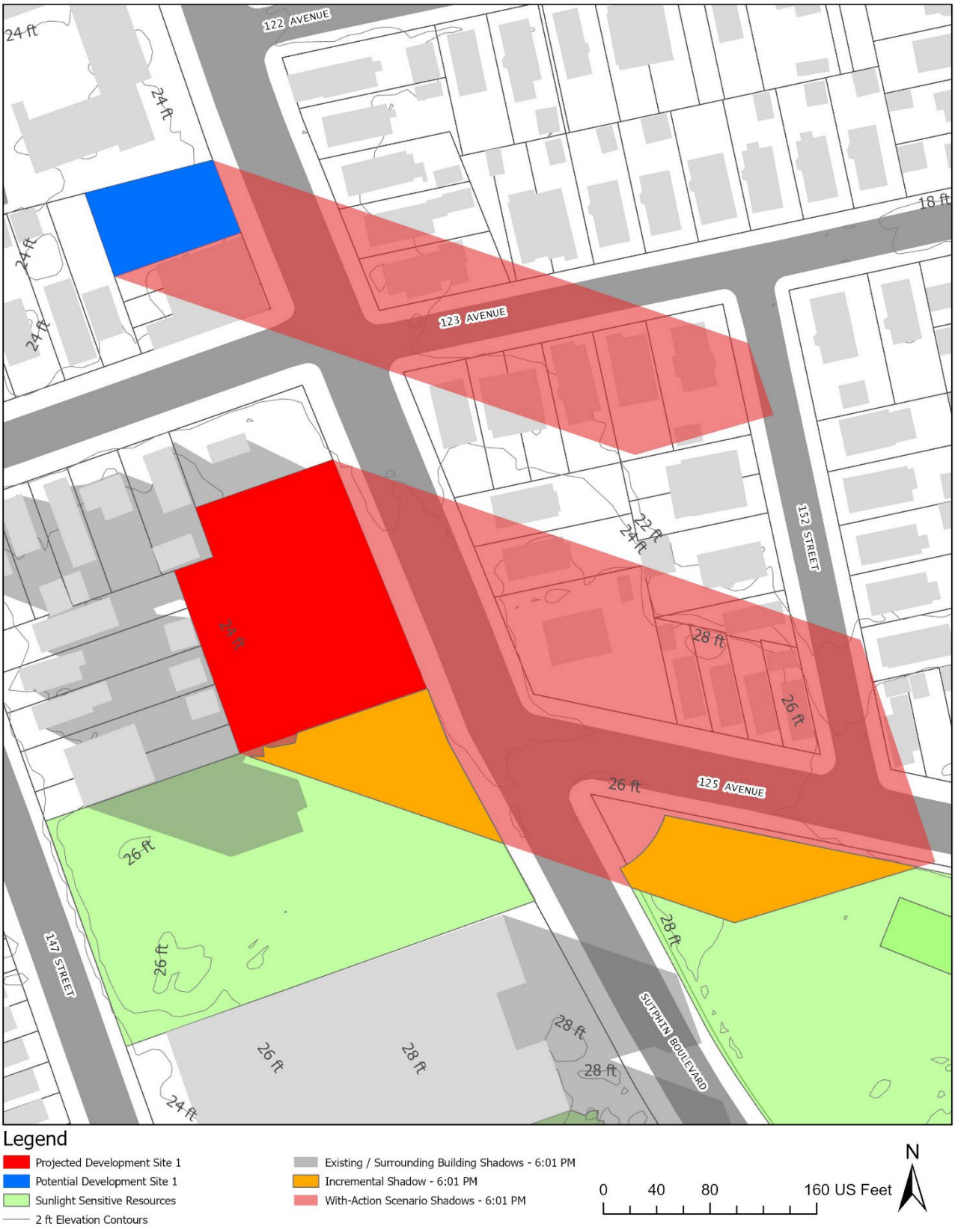


Figure 2.3-13: Detailed Shadow Analysis June 21st – 6:01 PM



2.3.4 Detailed Shadow Analysis

The *CEQR Technical Manual* states that a detailed shadow analysis is warranted when the screening analyses do not rule out the possibility that project-generated shadows would reach any sunlight-sensitive resources. The detailed analysis aims to determine the extent and duration of shadows that fall on a sunlight-sensitive resource due to the proposed project. The results of the detailed shadow analyses on the identified resources of concern are summarized in **Table 2.3-1**. The incremental shadows cast by the Projected and Potential Development Sites are shown above in **Figure 2.3-7** to **Figure 2.3-13.**

Based on the Detailed Shadow Analysis findings, the Proposed Actions would cast shadows on the P.S. 223Q Lyndon B Johnson School Playground – Northern Portion (Resource 1) and Baisley Pond Park (Resource 3), leaving P.S. 223Q Lyndon B Johnson School Playground – Southern Portion (Resource 2) unimpacted by shadows.

P.S. 223Q Lyndon B Johnson School Playground is a playground for a public school that teaches grades pre-kindergarten through 5th grade. The approximately 1.46-acre school playground is open to student during the school day and is open to the general public after school hours, on the weekends, and during school breaks. The playground is featured with playground equipment, benches, a small running track, small turf fields, tennis courts, and handball courts, as shown in **Figure 2.3-14.**

Baisley Pond Park is a NYC Park that is 109.61 acres in size. This park contains various sports fields, public bathrooms, a pond, wildlife, barbecuing areas, and more. The portion of the park nearest the Projected Development Site contains playground equipment, benches, walking paths, and outdoor gym equipment as shown in **Figure 2.3-15.**

Table 2.3-1: Detailed Shadow Analysis Results

Analysis Day	December 21	March 21 / September 21	May 6 / August 6	June 21
Timeframe Window	**8:51 am - 2:53 pm**	**7:36 am - 4:29 pm**	**6:27 am - 5:18 pm**	**5:57 am - 6:01 pm**
P.S. 223Q Lyndon B Johnson School Playground – Northern Portion (Resource 1)				
Shadow enter - exit times	-	4:00 pm – 4:29 pm	3:05 pm – 5:18 pm	2:25 pm – 6:01 pm
Incremental Shadow Duration	-	29 Minutes	2 Hours 13 Minutes	3 Hours 36 Minutes
Baisley Pond Park (Resource 3)				
Shadow enter - exit times	-	-	-	5:30 pm – 6:01 pm
Incremental Shadow Duration	-	-	-	31 Minutes
Note: Daylight savings time not used				

Figure 2.3-14: P.S. 2330 Lyndon B Johnson School Playground – Northern Portion (Resource 1)

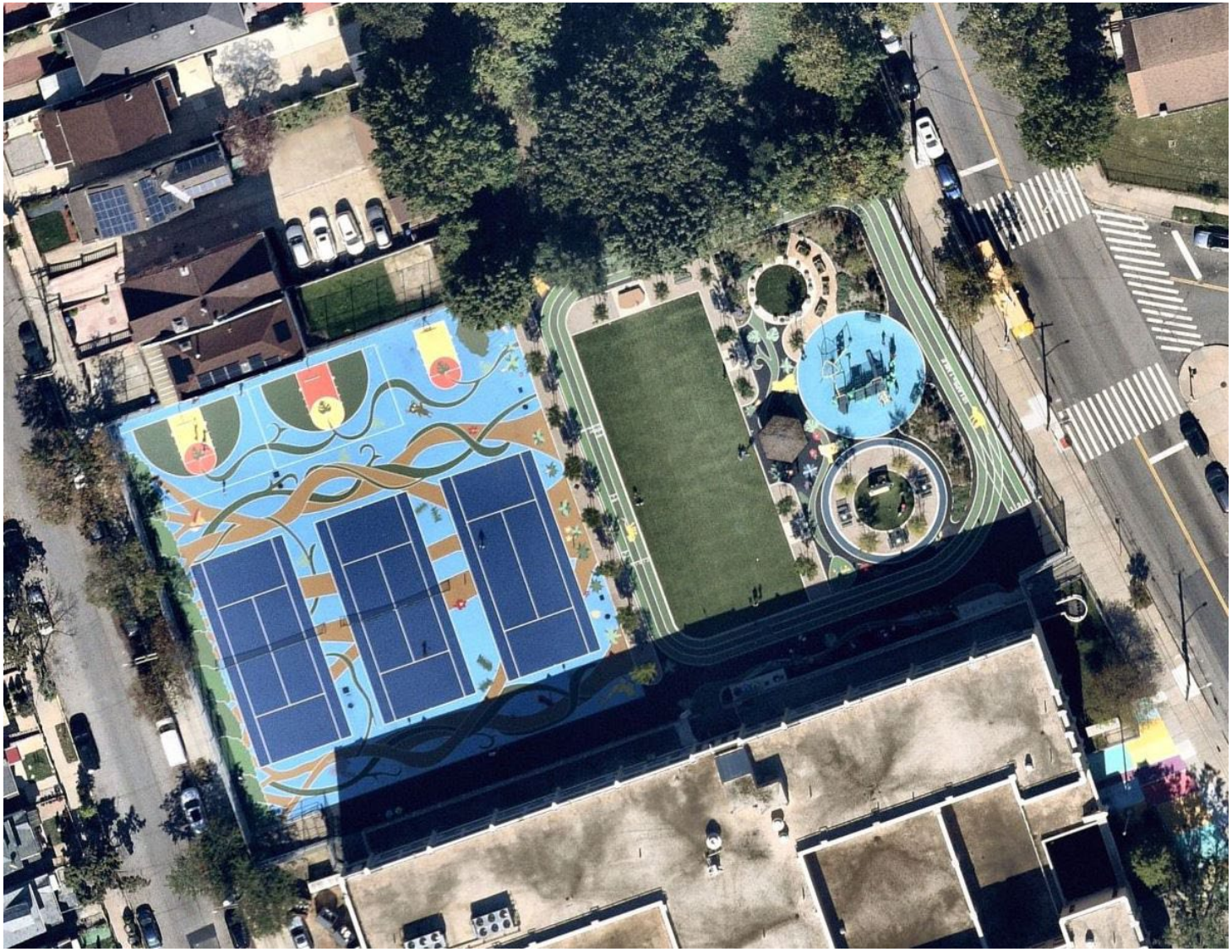


Figure 2.3-15: Baisley Pond Park (Resource 3)



Determination of Shadow Impact Significance

The *CEQR Technical Manual* states that the determination of significance of shadow on a sunlight-sensitive resource is based on: (1) the information resulting from the detailed shadow analysis describing the extent and duration of incremental shadows; and (2) an analysis of the resource's sensitivity to reduced sunlight. Determining whether this impact is significant or not, under CEQR, depends on the extent and duration of the incremental shadow and the specific context in which the impact occurs.

For open space and natural resources, the uses and features of a resource is an indicator of its sensitivity to shadows. Shadows occurring during the cold-weather months, for example, generally do not affect the growing season of outdoor vegetation. This sensitivity is assessed for warm-weather-dependent features such as vegetation that could be affected by a loss of sunlight during the growing season, and for features (such as benches) that could be affected by a loss of winter sunlight. Generally, six to eight hours a day of sunlight, particularly in the growing season, is often a minimum requirement. Where the incremental shadows from the project fall on sunlight-sensitive features or uses, the analysis assesses the loss of sunlight relative to sunlight that would be available without the project.

As stated in the *CEQR Technical Manual*, to determine impact significance, an incremental shadow is generally not considered significant when its duration is no longer than 10 minutes at any time of year and the resource continues to receive substantial direct sunlight. A significant shadow impact generally occurs when an incremental shadow of 10 minutes or longer falls on a sunlight-sensitive resource and results in one of the following:

- Vegetation - A substantial reduction in sunlight available to a sunlight-sensitive feature of the resource to less than the minimum time necessary for its survival (when there was sufficient sunlight in the future without the project). Or, a reduction in direct sunlight exposure where the sunlight-sensitive feature of the resource is already subject to substandard sunlight (i.e., less than minimum time necessary for its survival).
- Open Space Utilization - A substantial reduction in the usability of open space as a result of the increased shadow.
- For Any Sunlight-Sensitive Feature of a Resource - Complete elimination of all direct sunlight on the sunlight-sensitive feature of the resource, when the complete elimination results in substantial effects on the survival, enjoyment, or, in the case of open space or natural resources, the use of the resource.

2.3.5 Determination of Impacts

Sunlight Sensitive Resource 1 (P.S. 223Q Lyndon B Johnson School Playground – Northern Portion)

Sunlight Sensitive Resource 1, P.S. 223Q Lyndon B Johnson School Playground, is a playground for a public school that teaches grades pre-kindergarten through 5th grade. The approximately 1.46-acre school playground is open to student during the school day and is open to the general public after school hours, on the weekends, and during school breaks. The playground is featured with playground equipment, benches, a small running track, small turf fields, tennis courts, and handball courts.

Shadows cast from the Projected Buildings would not reach the playground during the analysis period on December 21st. Therefore, no adverse impacts on the Open Space Utilization or Vegetation Growth would be expected for the December 21st analysis period.

For the March 21st/September 21st analysis period of Sunlight Sensitive Resource 1, there would be 29 minutes of incremental shadows cast, leaving 8 hours and 54 minutes of direct sunlight. The shadows intersect a small portion of the running track at the northwestern portion of the playground after school hours, which shall not be considered as a significant adverse impact on the Open Space Utilization. Further, the vegetations on the playground would receive direct sunlight for more than 8 hours, which is considered enough for vegetation growth and survival. Therefore, no adverse impacts on the Open Space Utilization or Vegetation Growth would be expected for the March 21st/September 21st analysis period.

On the May 6th/August 6th analysis days, the shadows cast from the Projected Buildings would reach the playground for 2 hours 13 minutes, entering at 3:05 PM and exiting at 5:18 PM. The playground would receive direct sunlight for 8 hours and 38 minutes. The shadows intersect a small portion of the running track at the northwestern portion of the playground after school hours, which shall not be considered as a significant adverse impact on the Open Space Utilization. Further, the vegetations on the playground would receive direct sunlight for more than 8 hours, which is considered enough for vegetation growth and survival. Therefore, there would be no adverse impacts for the May 6th/August 6th analysis period on the Open Space Utilization or Vegetation Growth of the playground.

On the June 21st analysis day, the shadows cast from the Projected Buildings would reach the playground for 3 hours 36 minutes, entering at 2:25 PM and exiting at 6:01 PM. The playground would receive direct sunlight for 7 hours and 28 minutes. The shadows intersect about half of the running track at the northwestern portion of the playground. Most of the time of shadow impact is after school hours. Since the June analysis day is among the hot summertime and the shadows would be cast on the running track during the hottest hours in the afternoon, the shadows shall not be considered as a significant adverse impact on the Open Space Utilization. Instead, the shadows would provide shades for people to enjoy the outdoor facilities. Further, the vegetations on the playground would receive direct sunlight for more than 7 hours, which is

considered enough for vegetation growth and survival. Therefore, there would be no adverse impacts for the June 21st analysis period on the Open Space Utilization or Vegetation Growth of the playground.

Sunlight Sensitive Resource 3 (Baisley Pond Park)

Baisley Pond Park is a NYC Park that is 109.61 acres in size. This park contains various sports fields, public bathrooms, a pond, wildlife, barbecuing areas, and more. The portion of the park nearest the Development Sites contains playground equipment, benches, walking paths, and outdoor gym equipment.

Shadows cast from the Projected Buildings during the analysis periods on December 21st, March 21st/September 21st, and May 6th/August 6th would not reach the Park. Therefore, no adverse impacts on the Open Space Utilization or Vegetation Growth would be expected for the three analysis periods.

On the June 21st analysis day, however, the shadows cast from the Projected Buildings would reach the Park for 31 minutes, entering at 5:30 PM and exiting at 6:01 PM. The park would receive direct sunlight for 11 hours and 33 minutes. The shadows intersect a small number of benches and a grassy area. There are numerous other benches and grassy areas throughout the park that are not shadowed during this short time period. Further, the vegetations in the park would receive direct sunlight for more than 11 hours, which is considered enough for vegetation growth and survival. Therefore, there would be no adverse impacts for the June 21st analysis period on the Open Space Utilization or Vegetation Growth of the playground.

2.3.6 Conclusion

During three analysis periods on March 21st/September 21st, May 6th/August 6th, and June 21st, the shadows cast from the Projected Buildings would affect the sunlight-sensitive resource 1, P.S. 223Q Lyndon B. Johnson School Playground – Northern Portion, for a limited extent and duration. No adverse impact is expected on the Open Space Utilization or Vegetation Growth of the playground and therefore, no further analysis is warranted.

During one analysis period on June 21st, the shadows cast from the Projected Buildings would affect sunlight sensitive resource 3, Baisley Pond Park, for a limited extent and duration. No adverse impact is expected on the Open Space Utilization or Vegetation Growth of the park and therefore, no further analysis is warranted.

2.4 Historic and Cultural Resources

An assessment of historic and cultural resources is usually necessary for projects that are located in close proximity to historic or landmark structures or districts, or for projects that require in-ground disturbance, unless such disturbance occurs in an area that has been formerly excavated, according to the *2021 CEQR Technical Manual*.

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

Methodology

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

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

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

2.4.1 Architectural Resources

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

According to the *CEQR Technical Manual*, significant adverse impacts to historic and cultural resources could potentially result if a proposed action affects those characteristics that make a resource eligible for LPC designation or S/NR listing. This section assesses the potential for the proposed action to result in significant adverse impacts on identified historic and cultural resources. **Table 2.4-1** below provides information about possible direct, indirect and construction-related impacts on historic and cultural resources. Generally, architectural resources should be surveyed and assessed if the proposed project would result in any of the following, whether or not any known historic resources are located near the site of the project:

Table 2.4-1: Possible Impacts to Historic and Cultural Resources

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

Direct Impacts

Historic resources could be directly affected by physical destruction, demolition, damage, alteration, or neglect of all or part of a historic resource. For example, alterations, such as the addition of a new wing to a historic building could result in significant adverse impacts, depending on the design. Direct impacts also include changes to an architectural resource that cause it to become a different visual entity, such as a new location, design, materials, or architectural features.

NR-listed and eligible resources are given a measure of protection from the effects and impacts of projects sponsored, assisted, or approved by federal agencies under Section 106 of the National Historic Preservation Act. Although preservation is not mandated, federal agencies must attempt to avoid adverse impacts on such resources through a notice, review, and consultation process. S/NR-listed and eligible resources are similarly protected against impacts resulting from projects sponsored, assisted, or approved by State agencies under the State Historic Preservation Act. However, private owners of S/NR-listed and eligible resources using private funds can alter or demolish their properties without such a review process. Privately owned properties that are NYCLs, in LPC-designated historic districts, or pending designation as Landmarks by LPC are protected under the New York City Landmarks Law. The law requires LPC review and approval before any alteration or demolition occurs, regardless of whether the project is publicly or privately funded. Publicly owned resources are also subject to review and advisement by LPC before project implementation.

Construction Impacts

The assessment of construction impacts on historic and cultural resources considers the possibility of physical damage to any architectural or archaeological resources identified in the project's historic and cultural resources assessment.

Pursuant to Chapter 22, Section 300 of the *2021 CEQR Technical Manual*, if a project's construction activities are located within 400 feet of a historic or cultural resource, potential hazards should be assessed, such as whether certain character-defining elements of a structure, including but not limited to rooftops or stained-glass windows, could be impacted by falling objects from an adjacent construction site.

The City has two procedures for avoidance of damage to historic structures from adjacent construction.

1. All buildings are provided some protection from accidental damage through New York City Department of Buildings (DOB) controls that govern the protection of any adjacent properties from construction activities, under Building Code Section 27-166 (C26-112.4). For all construction work, Building Code section 27-166 (C26-112.4) serves to protect buildings by requiring that all lots, buildings, and service facilities adjacent to foundation

and earthwork areas be protected and supported in accordance with the code requirements.

2. The second protective measure applies only to designated NYCL and S/NR listed historic buildings that are located within 90 linear feet of a proposed construction site. For these structures, the DOB's Technical Policy and Procedure Notice (TPPN) #10/88 is applicable. The DOB's TPPN 10/88 supplements the standard building protections afforded by the Building Code C26-112.4 by requiring, among other things, a monitoring program to reduce the likelihood of construction damage to adjacent LPC-designated or S/NR-listed resources (within 90 feet), and to detect at an early stage the beginnings of damage so that construction procedures can be changed.

If the project is not located within 90 feet of a historic or cultural resource that is NYC-landmark eligible, eligible for the State and National Register of Historic Places, or within an eligible New York City Historic District, then no special protections apply. Therefore, the potential for physical disturbance and adverse impacts on those historic and cultural resources should be disclosed.

Indirect Impacts

As per the *CEQR Technical Manual*, visual and contextual impacts on historic resources can include: the isolation of a property from or alteration of its setting or visual relationship with the streetscape; introduction of incompatible visual, audible, or atmospheric elements to a resource's setting; elimination or screening of publicly accessible views of a resource; or introduction of significant new shadows, over a historic landscape or on a historic structure (if the features that make the resource significant depend on sunlight) to the extent that the architectural details that distinguish that resource as significant are obscured.

Architectural Resources within the Study Area

To determine whether the Proposed Actions have the potential to affect nearby off-site historic or architectural resources, the Study Area was screened for historic and architectural resources. No architectural resources were found in the Affected Area that were considered historic or significant.

The LPC was contacted for their initial review of the project's potential to impact historic or architectural resources, and by letter dated January 6, 2023 indicated that the study area does not contain any sites of buildings of known architectural significance (see **Appendix A**). Therefore, significant adverse impacts to architectural resources are not expected because of the Proposed Actions, and further analysis is not warranted.

2.4.2 Archaeological Resources

Unlike the architectural evaluation of a Study Area that extends beyond the footprint of a project's block and lot lines, the analysis of potential and/or projected impacts on

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

The Proposed Actions would result in new in-ground construction on the Projected Development Site. As noted, the LPC was contacted for their initial review of the project's potential to impact nearby cultural or archaeological resources, and a response was received on January 6, 2023 (see **Appendix A**). The LPC has indicated that no cultural resource of archaeological significance is associated with the Projected Development Site. Therefore, significant adverse impacts on archaeological resources are not expected because of the Proposed Actions, and further analysis is not warranted.

2.4.3 Conclusion

According to the *CEQR Technical Manual*, significant adverse impacts to historic and cultural resources could potentially result if a Proposed Action affects those characteristics that make a resource eligible for LPC designation or S/NR listing. Based on the above analysis, the Affected Area does not contain any historic architectural or cultural archaeological resources. Furthermore, the Projected Development Site is not adjacent to or within 400 feet of any identified historic architectural resources. In addition, no archeological significance is associated with the Projected Development Site. Therefore, significant adverse impacts to architectural or archaeological resources are not expected because of the Proposed Actions, and further analysis is not warranted.

2.5 Urban Design and Visual Resources

According to the *2021 CEQR Technical Manual*, urban design is the totality of components that may affect a pedestrian's experience of public space. Elements that play an important role in the pedestrian's experience include streets, buildings, visual resources, open space, and natural features, as well as wind as it relates to channelization and downwash pressure from tall buildings. Pursuant to the *2021 CEQR Technical Manual*, an assessment of Urban Design may be warranted when a Proposed Action may affect one or more of the elements that contribute to the pedestrian experience of an area, specifically the arrangement, appearance, and functionality of the built environment.

The proposed rezoning of the Affected Area from R3A, R3A/C1-3, and R6 districts to R6A, R6A/C1-3, and R3A districts would alter permitted use, bulk, and height within the Affected Area. Therefore, further analysis is warranted. The differences between existing and proposed zoning districts, with regards to those aspects of zoning affecting urban design, are presented in the following **Table 2.5-1**.

Table 2.5-1: No-Action and With-Action Zoning

	No-Action			**With-Action**	
Zoning	R3A	R3A/C1-3	R6	R6A	R6A/C1-3
Permitted Uses	Res., CF	Com., Res., CF	Res., CF	Res., CF	Com., Res., CF
Maximum FAR	Res.: 0.60 CF: 1.00	Com.: 1.00 Res.: 0.60 CF: 1.00	Res.: 3.60 CF: 4.80	Res.: 3.60 CF: 3.00	Com: 2.00 Res.: 3.60 CF: 3.00
Maximum Height	35 ft	35 ft	Base Height: 65 feet (w/QGF)	Base Height: 75 feet (w/QGF)	Base Height: 75 feet (w/QGF)
			Max Height: 75 feet (w/QGF)	Max Height: 85 feet (w/QGF)	Max Height: 85 feet (w/QGF)
Lot Coverage (interior lot)	n/a	n/a	65%	65%	65%

Com. = Commercial; CF = Community Facility; Res. = Residential; QGF = Qualifying Ground Floor

2.5.1 Existing Conditions

The Affected Area consists of multiple lots in Block 12051 and Block 12045 along Sutphin Boulevard in South Jamaica neighborhood, Queens, which is described in detail in **Sections 1.4** and **Section 2.1**.

Existing land uses within a 400-foot buffer around the Affected Area ("the Surrounding Area") primarily consist of residential buildings, mixed commercial and residential buildings, and public facilities and institutions. Residential buildings make up the majority of the existing land uses within the Surrounding Area, which mainly consist of two- and three-family walk-up buildings throughout the area and two large-scale elevator apartment developments intersecting with the 400-foot area boundary. Mixed commercial and residential buildings are mainly two-story

buildings with one store or office unit on the ground floor located along Sutphin Boulevard between 121st Avenue and 123rd Avenue. Public facility and institution buildings within the Surrounding Area are occupied by a public assembly place (a cultural lodge room), a church (Full Gospel Mission Cogic Church), and a public primary school (P.S. 223Q Lyndon B. Johnson School).

Built form in the Surrounding Area varies by use, and generally consists of low-rise multi-family walk-up buildings of two to three stories and low-rise public facility and institution buildings of one to three stories. It should be noted that two large-scale residential developments are identified to the north and south of the Affected Area along Sutphin Boulevard respectively. Located right on the northern boundary of the Affected Area, Block 12045 Lot 1 is improved with a 4-story multi-family elevator building of approximately 85,000 GSF with a total of 62 dwelling units. Another large-scale residential development is located on Block 12051 Lot 20, which includes four 8-story multi-family elevator buildings totaling approximately 195,000 GSF or 148 dwelling units. Meanwhile, the largest public facility and institution building in the area is the educational structure of approximately 104,824 GSF on Block 12051 Lot 1 on the southern boundary of the Affected Area, which is occupied by P.S. 223Q Lyndon B. Johnson School featured with a fenced playground on the northern portion of the lot and a 3-story brick building on the southern portion of the lot.

The Applicant-owned Development Site contains only one lot (Block 12051, Lot 74) along Sutphin Boulevard. Lot 74 is a 25,235-sf interior lot with approximately 185 feet of frontage along Sutphin Boulevard. Currently, the lot is vacant and unimproved, which is occupied by a dilapidated, partially built structure since approximately 1995.

Other lots within the Affected Area include an electric sub-station owned and operated by Con Edison on Block 12051 Lot 71; two multi-family walk-up buildings totaling 3,519 GSF with 3 dwelling units and rear yard garage on Block 12051 Lot 57 (0.74 FAR); a 3-story, 3,519 GSF multi-family walk-up building with 3 dwelling units on Block 12051, Lot 155 (0.99 FAR); a 1,664 GSF 2-story cultural lodge room (community facility use) on Block 12045, Lot 10 (0.27 FAR); a 2,392 GSF 2-story mixed-use building containing both commercial and residential uses (3 dwelling units) on Block 12045, Lot 13 (1.20 FAR); a 2,392 GSF 2-story mixed-use building containing both commercial and residential uses (2 dwelling units) on Block 12045, Lot 14 (1.19 FAR); and a 3,600 GSF 2-story church (community facility use) on Block 12045, Lot 15 (1.77 FAR).

The traffic grid is irregular to the south of the Affected Area as a result of the converge of the two major commercial thoroughfares, Sutphin Boulevard and Rockaway Boulevard. The area is not located within a transit zone and has limited access to public transit. The closest subway stations are located along Hillside Avenue to the far north of the Affected Area, which is approximately 15-minute driving distance and is considered too far to properly serve the residents living in the area. As an alternative of the subway services, two bus lines (Q6 and Q7) are identified accessible to residents in the area. The Q6 bus, which connects JFK Airport and

Jamaica via Sutphin Boulevard and Rockaway Boulevard, has two bus stops in different directions located on the east boundary of the Affected Area near the intersection of Sutphin Boulevard and 123rd Avenue. Serving as a link between JFK Airport and East New York via Rockaway Boulevard, the Q7 bus line runs one block to the south of the Affected Area, which has two bus stops in different directions near the intersection of Rockway Boulevard and 150th Street.

Sidewalks, ranging from 15 feet to 20 feet wide, are in fair condition with paved surface, sufficient street trees, and regular street lights throughout the Study Area, except that the sidewalks along Sutphin Boulevard in front of the Projected Development Site need improvements regarding the untrimmed branches growing from the vacant and dilapidated site. All the intersections are controlled with properly functioning traffic lights and clear crossing markings, securing the safety of the pedestrians when crossing the streets.

Figure 2.5-1 contains a photo key map with locations of Urban Design Massing Views. These ground-level photographs of the site area under the existing condition are shown in **Figure 2.5-2** to **Figure 2.5-5** below.

2.5.2 Future No-Action Condition

In the future, without the Proposed Actions, redevelopment is not considered likely because of the bulk permitted (0.50 residential and 1.00 community facility) and the parking requirement (1 space per dwelling unit) under the current R3A district. Any physical changes to buildings in the Study Area would comply with designated zoning regulations and other surrounding districts.

Pedestrian activity within the Study Area under Future No-Action Condition would not experience dramatic changes compared to existing conditions. The sidewalks within the Study Area are expected to remain in the existing fair condition with street trees and lights while the sidewalk along Sutphin Boulevard in front of the Projected Development Site would still be narrow with untrimmed branches growing from the dilapidated site. The surrounding area would primarily consist of multi-family residences, mixed commercial and residential buildings, and public facilities and institutions. The residential buildings consist of multiple-family walk-up buildings ranging from 2 to 3 stories in height and the public facility and institution buildings consist of low-rise community facility buildings ranging from 1 to 3 stories in height.

No significant changes to the area's urban character are anticipated. No changes to the area's views to the adjacent parks and open spaces are also expected.

Figure 2.5-1: Locations of Urban Design Massing Views



Study Area Map with Photo Key

Figure 2.5-2: Massing View 1. Illustrative Comparison of the No-Action and With-Action Conditions

No-Action/Exising Condition



With-Action Condition



1 Looking northwest along 125 Avenue toward Projected Development Site 1

Figure 2.5-3: Massing View 2. Illustrative Comparison of the No-Action and With-Action Conditions

No-Action/Exising Condition



With-Action Condition



2 Looking west from the intersection of 123 Ave & Sutphin Blvd toward Rezoning Area

Figure 2.5-4: Massing View 3. Illustrative Comparison of the No-Action and With-Action Conditions

No-Action/Exising Condition



With-Action Condition



3 Looking southeast from the intersection of 123 Ave & 147 St toward Projected Site 1

Figure 2.5-5: Massing View 4. Illustrative Comparison of the No-Action and With-Action Conditions

No-Action/Exising Condition



With-Action Condition



4 Looking northeast from the intersection of 123 Ave & 147 St toward Potential Site 1

2.5.3 Future With-Action Condition

Projected Development Site 1 (Block 12051, Lot 74; Applicant-Owned Lot)

In the future with the Proposed Actions, of the Applicant-Owned 25,235-sf interior lot, approximately 21,895 square feet would be rezoned from an R3A district to an R6A district; the southernmost 20 feet, or approximately 3,020 square feet, as measured from Lot 1 of the same Block would be rezoned from an R6 district to an R6A district; and a small 8' x 40' or 320-square-foot portion in the northwest corner would remain an R3A district. Per ZR 77-11, the 25-foot rule would not apply to this small R3A portion of the split lot zoning condition as one of the dimensions of the R3A portion would exceed 25 feet from the proposed R6A zoning district boundary. Per ZR, an R3A district would be evaluated as an R3-2 district when adjacent to a zone allowing multi-family development.

The Applicant-Owned lot would be developed with a 109,527 GSF (88,257 ZSF; 3.50 FAR), 8-story plus cellar, 83-foot-tall mixed residential and community facility building. There would be 9,837 GSF (4,365 ZSF; 0.17 FAR) of community facility floor area for planned occupancy by a church at the cellar level and on the ground floor and 99,690 GSF (83,892 ZSF; 3.33 FAR) of residential floor area on the second floor through the eighth floor. The building would provide 125 dwelling units (approximately 800 GSF per unit), 25%-30% (31-38 units) of which would be set aside as permanently affordable units pursuant to MIH at an average of 60-80% AMI depending on the Option selected. For the purposes of Early Childhood Programs analysis, 20% (25 units) of residential floor area is assumed to be affordable at or below 60% AMI. The development would also include 55 residential accessory vehicular parking spaces on the paved open land at the back of the building and 63 bicycle parking spaces on the first-floor level accessible via a new curb cut that would replace an existing curb cut on Sutphin Boulevard.

Given that Sutphin Boulevard (75 feet wide) is a wide street, the Proposed Development would reach the building height of 83 feet after a 10-foot setback on Sutphin Boulevard above the base height of 63 feet. In addition, the Proposed Development would leave a rear yard of approximately 38’-4” in depth, which is deeper than the required minimum rear yard depth of 30 feet.

Potential Development Site 1 (Block 12045, Lot 10; Non-Applicant-Owned Lot)

Under the With-Action Condition, approximately 5,498 square feet on the southern portion of the lot (100 feet by 54.98 feet, as measured from the adjacent Lot 13) would be rezoned from an R3A/C1-3 district to an R6A/C1-3 district. An approximately 685-square-foot triangular shaped area on the northern portion of the lot is outside of the Affected Area and would remain its underlying R6 zoning district. Per ZR 77-11, the 25-foot rule would apply to this split lot zoning condition and therefore provisions of the R6A/C1-3 district would apply to the entire lot.

The lot could be developed with an 8-story mixed-use residential and community facility building at a building height of 85 feet with 23,437 GSF of floor area (22,262 ZSF; 3.60 FAR). The building could have a maximum base height of 65 feet and a maximum permitted building height of 45 feet within 25 feet of the adjacent R3A zoning district. The building could include 3,308 GSF (3,092 ZSF; 0.50 FAR) of community facility uses (cultural lodge room) on the ground floor and 20,129 GSF (19,170 ZSF; 3.10 FAR) of residential uses with 24 total dwelling units (850 GSF per dwelling unit) on the second to eighth floors, 25%-30% (6-7 units) of which would be affordable pursuant to MIH at an average of 60-80% AMI depending on the Option selected. For the purposes of Early Childhood Programs analysis, 20% (5 units) of residential floor area is assumed to be affordable at or below 60% AMI. Parking requirements could be waived as fewer than 15 spaces would be required under the R6A district.

Under the Future With-Action Condition, the street condition would be improved: the plants on the long dilapidated Projected Development Site would be trimmed and the sidewalk in front of the Projected Development Site along Sutphin Boulevard would be widened to align with the adjacent buildings. The Proposed Actions would introduce development that is larger in scale than surrounding buildings but with similar uses to the Surrounding Area. The two new mid-rise developments with ground floor community facility uses, currently improved with low-rise community facility buildings with the one on Project Development Site 1 vacant and dilapidated, would improve the pedestrian experience.

The urban design figures under the With-Action condition are shown in **Figure 2.5-2** to **Figure 2.5-5**. The proposed buildings on the development sites are displayed in different colors for clear renderings: Projected Development Site 1 in red and Potential Development Site 1 in grey.

2.5.4 Conclusion

The development facilitated by the Proposed Actions would not adversely impact any of the constituent urban design elements or impact the overall character of the neighborhood. It would not significantly change the pedestrian experience, nor would it disturb the vitality, walkability, or the visual character of the area. Instead, the Proposed Development with ground floor community facility uses would improve walkability and the visual character of the area, and thus would improve the pedestrian experience in the area. Further, the plants on the long dilapidated Projected Development Site would be trimmed and the sidewalk in front of the Projected Development Site along Sutphin Boulevard would be widened to align with the adjacent buildings. Therefore, the Proposed Actions would not result in any significant adverse impact on the constituent elements of Urban Design, and a detailed analysis is not warranted.

2.6 Natural Resources

An assessment of a proposed project's impact on natural resources is typically performed for projects that either would occur on or near natural resources (e.g., wetlands, woodlands, meadows, etc.), or for projects that would result in either the direct or indirect disturbance of such resources. The Affected Area is a disturbed urban environment and no natural resource impacts are anticipated. As a result, there would be no impact to the area's natural resources and no further assessment is necessary.

However, the Affected Area is located within the Jamaica Bay Watershed. As such, the *Jamaica Bay Watershed Protection Plan Project Tracking Form* was completed (see **Appendix C**). The Jamaica Bay Watershed Protection Plan, developed pursuant to Local Law 71 of 2005, mandates the New York City Department of Environmental Protection (DEP) work with the Mayor's Office of Environmental Coordination (MOEC) to review and track proposed development projects in the Jamaica Bay Watershed which are subject to CEQR, in order to monitor growth and trends.

2.7 Hazardous Materials

According to the *CEQR Technical Manual*, the potential for significant impacts from hazardous materials can occur when: (a) hazardous material exists on a site, and (b) an action would increase pathways to their exposure, or (c) an action would introduce new activities or processes using hazardous materials.

Methodology

The hazardous materials assessment begins with a Phase 1 ESA, which is a qualitative evaluation of the environmental conditions present at a site, based on a review of available information, site observations, and interviews. Pursuant to the *2021 CEQR Technical Manual*, the Phase 1 ESA is conducted in accordance with the standards established by the current ASTM Phase 1 ESA Standard and includes research and field observations to determine whether the site may contain contamination from either past or present activities on the site or as a result of activities on adjacent or nearby properties. If a potential Recognized Environmental Conditions (RECs) is identified during this assessment, then building any subsurface investigations are usually conducted as part of a Phase II ESA to confirm the presence and extent of the contamination.

Analysis

Projected Development Site 1, consisting of Block 12051 Lot 74, is owned by the Applicant. Lot 74 is a 25,235-sf interior lot with approximately 185 feet of frontage along Sutphin Boulevard. Approximately 22,215-sf of the lot is within an R3A district, while the southernmost 20 feet, as measured from Lot 1 of the same block, is within an R6 district - or approximately 3,020-sf. Currently, the lot is vacant and unimproved, which is occupied by a dilapidated, partially built structure since approximately 1995.

Since the Potential Development Site is not owned by the Applicant and is considered less likely to be redeveloped, no environmental site assessment is required for the site.

The proposed rezoning would allow for residential and community facility uses to be built with a higher FAR on the Projected Development Site in the proposed R6A district. Accordingly, a Phase I Environmental Site Assessment (ESA) was conducted for the Applicant-owned Projected Development Site 1 by Equity Environmental Engineering, LLC (Equity) on November 30, 2021. A copy of the report is included as an Attachment. The Phase I ESA will be reviewed by the Department of Environmental Protection.

2.7.1 Phase I Environmental Site Assessment

The purpose of a Phase I ESA is to determine whether any type of environmental hazard exists within or adjacent to the project site. Environmental hazards may include, but are not limited to, hazardous/toxic wastes or raw chemicals stored, dumped, or spilled on the site, underground and above ground storage of petroleum or hazardous materials; asbestos within

the building materials/structures; and identification of potential off-site sources of hazardous waste contamination, such as industrial facilities adjacent to the subject property.

Recognized Environmental Conditions (RECs) are defined as the presence or likely presence of any hazardous substances or petroleum products under conditions that indicate an existing release, past release, or a material threat of a release into structures on the property or into the ground, groundwater or surface waters of the property. De minimis RECs are those that do not present a threat to health or the environment and would not be the subject of an enforcement action by a government agency. All RECs, excluding de minimis RECs, were considered in the Phase I.

Equity has performed a Phase I Environmental Site Assessment on January 2023 in conformance with the scope and limitations of ASTM Practice E 1527-21. The following conditions were observed:

- Recognized Environmental Condition (RECs): There are no RECs associated with the Subject Property.
- Historical Recognized Environmental Condition (HRECs): There are no HRECs associated with the Subject Property.
- Controlled Recognized Environmental Condition (CRECs): There are no CRECs associated with the Subject Property.
- Vapor Encroachment Conditions (VECs): The EDR Vapor Encroachment database identified one VEC within 1/10 of a mile of the Subject Property that is related to a former leaking storage tank that has been closed since 2007. Based on these findings, a VEC can be ruled out.

Based on the findings of the Phase I ESA, RECs were not identified related to the Subject Property. However, upon DEP's review of the Phase I ESA report, a Phase II ESA is recommended to be conducted with regards of the Proposed Actions given the historic uses of Projected Development Site 1, as per a letter received on May 1, 2023.

2.7.2 Phase II Environmental Site Assessment

2.7.3 Conclusion

Based on the findings and conclusions of Phase I ESA, no RECs were identified related to the Subject Property. However, per DEP's review of the Phase I ESA, a Phase II ESA shall be conducted given the historic uses of Projected Development Site 1.

2.8 Water and Sewer Infrastructure

This chapter assesses the potential impacts of the Proposed Developments on the City's water supply, wastewater treatment, and stormwater management infrastructure. This analysis is made in accordance with the guidance set forth in the *CEQR Technical Manual*.

New York City's water and sewer network is fundamental to the operation, health, safety, and quality of life of the City and its surrounding environment, which must be sized to fit the users and surface conditions in order to function adequately. Ensuring these systems have adequate capacity to accommodate land use or density changes and new development is critical to avoid environmental and health problems, such as sewer back-ups, street flooding, or pressure reductions. To avoid these problems, areas of the City that lack sufficient water and sewer capacity need infrastructure improvements. In addition, many regulations have been imposed on the City since the system was designed, including multiple Consent Orders by the State regulating the discharge of pollutants to ensure compliance with the Federal Clean Water Act, which pose new challenges for meeting water quality and combined sewer overflow (CSO) standards, especially as the population being served by the sewers increases. Thus, the City has a mandate to provide sufficient service to the community and meet increasingly stringent State and Federal requirements for improved water quality standards.

Methodology

Section 200 of Chapter 13: *Water and Sewer Infrastructure* of the *CEQR Technical Manual* identifies the types of projects that require at least a preliminary assessment of their impact on the City water supply and wastewater and stormwater conveyance and treatment systems.

Water Supply

A preliminary water supply infrastructure analysis is needed if the project:

- Would result in an exceptionally large demand for water (those that are projected to use more than one million gallons per day); or
- Is located in an area that experiences low water pressure (areas at the end of the water supply distribution system).

Wastewater and Stormwater Conveyance and Treatment Systems

A preliminary wastewater and stormwater conveyance and treatment infrastructure analysis is needed if the project:

- Is located in a combined sewer area and would exceed the following incremental development of residential units or commercial, public facility, and institution and/or community facility space above the No-Action scenario:

  - 1,000 residential units or 250,000 sq. ft. of commercial, public facility, and institution and/or community facility space or more in Manhattan; or,
  - 400 residential units or 150,000 sq. ft. of commercial, public facility, and institution and/or community facility space or more in the Bronx, Brooklyn, Staten Island, or Queens.

- Is located in a separately sewered area and would exceed the following incremental development of residential units or commercial, public facility, and institution and/or community facility space per site:
  - R1, R2, or R3: 25 residential units or 50,000 sf of commercial/public and institution/community facility use;
  - R4 and R5: 50 residential units or 100,000 sf of commercial/public and institution/community facility use;
  - All remaining zoning designations, including C, M, and Mixed-use districts: 100 residential units or 100,000 sf of commercial/public and institution/community facility use.
- Is located in an area that is partially sewered or currently unsewered.
- Involves development on a site five acres or larger where the amount of impervious surface would increase.
- Would involve development on a site one acre or larger where the amount of impervious surface would increase and one of the following would apply:
  - Located within the Jamaica Bay watershed; or
  - Located in certain specific drainage areas including: Bronx River, Coney Island Creek, Flushing Bay and Creek, Gowanus Canal, Hutchinson River, Newtown Creek, and Westchester Creek.
- Would involve construction of a new stormwater outfall that requires federal and/or state permits.

2.8.1 Preliminary Assessment

The Proposed Development on Projected Development Site 1 would connect to both the municipal water supply and separate wastewater and stormwater conveyance and treatment systems (sanitary sewage flows to a wastewater treatment plant and stormwater flows untreated through outfalls into nearby waterways). Wastewater from the area is conveyed to the Jamaica Wastewater Resource Recovery Facility (WRRF), which has a total capacity of approximately 100 million gallons per day (mgd).

Under the No-Action scenario, the existing conditions of the site would remain, and the dilapidated building would still be vacant. In contrast, the Proposed Development effectuated by the Proposed Actions under the RWCDS would include a 109,527 GSF (88,257 ZSF; 3.50 FAR), 8-story plus cellar, 83-foot-tall mixed residential and community facility building on Projected Development Site 1 (Block 12051, Lot 74), with 9,837 GSF of community facility uses and 99,690 GSF of residential uses (125 dwelling units). Therefore, the net incremental in the future with the Proposed Actions, compared to the future without the Proposed Actions, would be 125 dwelling units or 99,690 GSF of residential uses, and 9,837 GSF of community facility uses.

The incremental additional water demand from the Proposed Development would represent far less than 1% of the City's overall water supply and the Proposed Development is not located in an area of low water pressure. As such, the water supply infrastructure analysis is not warranted for the Proposed Development.

Projected Development Site 1 is located within a separately sewered area and the proposed zoning district would be R6A under the With-Action Condition. According to the *CEQR Technical Manual*, the Proposed Development on Projected Development Site 1 would introduce an increment of 125 residential units, and 9,837 GSF of community facility uses, which would exceed the threshold for R6A zoning districts (100 residential units or 100,000 sf of commercial/public and institution/community facility use). Therefore, the analyses on wastewater conveyance and treatment systems and stormwater drainage and management systems are warranted for the Proposed Development.

Though the water supply infrastructure analysis is not warranted for the Proposed Actions, such analysis is still provided as a portion of the analyses on wastewater conveyance and treatment systems and stormwater drainage and management systems.

2.8.2 Water Supply and Demand

According to the *CEQR Technical Manual*, a water supply infrastructure analysis is needed if a project would result in an exceptionally large demand for water (e.g., more than one mgd) or is in an area that experiences low water pressure (e.g., areas at the end of the water supply distribution system). Since the incremental additional water demand from the Proposed Development would represent less than 1% of the City's overall water supply, and the Proposed Development is not located in an area of low water pressure, the water supply infrastructure analysis is not warranted for the Proposed Development. However, such analysis is still provided as a portion of the analyses on wastewater conveyance and treatment systems and stormwater drainage and management systems.

Existing Conditions

The City's water supply system is comprised of three watersheds – the Croton, Delaware, and Catskill – which extend as far north as the Catskill Mountains and deliver on average approximately 1.1 billion gallons of water per day to customers in the five boroughs and

Westchester County. From these watersheds, potable water is conveyed to the City via a system of reservoirs, aqueducts, and tunnels. Within the City, a grid of water pipes distributes water to customers. Projected Development Site 1 would be serviced by existing DEP water mains located within Sutphin Boulevard.

Water demand is a function of the land use on the Projected Development Site. Currently, Projected Development Site 1 is vacant and unimproved, which is occupied by a dilapidated, partially built structure since approximately 1995. As a result, there is no existing water demand on the Projected Development Site.

Future No-Action Condition

Under the No-Action scenario, the existing conditions of the site would remain, with the dilapidated partially built structure. Accordingly, there would be no water consumption on site. Therefore, the amount of daily water demand generated at the Projected Development Site would be 0 gpd under the No-Action Condition.

Future With-Action Condition

Under the With-Action Condition, the Proposed Development effectuated by the Proposed Actions would include a 109,527 GSF (88,257 ZSF; 3.50 FAR), 8-story plus cellar, 83-foot-tall mixed residential and community facility building on Projected Development Site 1, with 9,837 GSF of community facility uses and 99,690 GSF of residential uses (125 dwelling units). Utilizing the average household size of 3.15 persons per household within Queens Community District 12 from 2020 Decennial Census data, the Proposed Development would add 394 persons into the area under the With-Action Condition.

As indicated in **Table 2.8-1** below, Projected Development Site 1 is expected to generate a water demand of approximately 42,056 gpd.

Table 2.8-1: Future With-Action Water Supply Demand

Land Use	Water Consumption Rates	Area/Units	Domestic Water/Wastewater Generation (gpd)	Air Conditioning (gpd)
Residential	Domestic: 100 gpd/person	125 DUs/ 394 persons	39,400	0
Community Facility*	Domestic: 0.10 gpd/sf A/C: 0.17 gpd/sf	9,837 sf	984	1,672
		Total Water Demand	42,056	

Notes: Water consumption rates obtained from the *2021 CEQR Technical Manual* Table 13-2, "Water Usage and Sewage Generation Rates for Use in Impact Assessment," unless otherwise noted.

* Commercial office rates from *CEQR Technical Manual* were used for community facility uses on site.

Significance Level Analysis

As per the *2021 CEQR Technical Manual*, significant impacts on water supply may occur if the project would result in:

- Water pressure of less than 30 pounds per square inch in the localized water main network.
- A water demand that would not be met by existing water supply infrastructure and that would require upgrades to the existing system.

Compared with the No-Action Condition, the With-Action Condition would introduce a net incremental of 125 dwelling units and 9,837 GSF of community facility uses, which would increase the water supply demand of 42,056 gpd under the With-Action Condition from 0 gpd under the No-Action Condition.

The Proposed Actions would not result in significant adverse impacts on the City's water supply system. As indicated in **Table 2.8-1** above, the Proposed Actions are expected to generate a net incremental of water demand of 42,056 gpd, which is approximately 0.0043 percent of the City's average daily water supply demand (979 mgd) in 2021.

Therefore, the preliminary analysis result above indicates that the existing water supply infrastructure should be able to handle the estimated increase in water demand, and no further analysis is warranted.

2.8.3 Wastewater Conveyance and Treatment Systems

As indicated in the *CEQR Technical Manual*, an assessment of the impact of the Proposed Development on wastewater conveyance and treatment infrastructure is needed if the Proposed Development is located in a separately sewered area and would exceed certain incremental development (above the predicted No-Action condition) of DUs or commercial, public facility, and institution and/or community facility space per site.

Projected Development Site 1 is located within a separately sewered area and the proposed zoning district would be R6A under the With-Action Condition. According to the *CEQR Technical Manual*, the Proposed Development on Projected Development Site 1 would introduce an increment of 125 residential units and 9,837 GSF of community facility uses, which would exceed the threshold for R6A zoning districts (100 residential units or 100,000 sf of commercial/public and institution/community facility use). Therefore, the analysis on the wastewater conveyance and treatment systems is warranted for the Proposed Actions.

Existing Conditions

The Affected Area is located in an area where sanitary sewage flows to a wastewater treatment plant and stormwater directly drains untreated into nearby waterways. Wastewater from the Affected Area is anticipated to be treated at the Jamaica WRRF, where wastewater is fully

treated by physical and biological processes before it is discharged as effluent into Jamaica Bay. The quality of effluent is regulated by a State Pollutant Discharge Elimination System (SPDES) permit issued by the New York State Department of Environmental Conservation, which establishes limits for effluent parameters (i.e. suspended solids, fecal coliform bacteria, and other pollutants). Since the volume of flow to a WRRF affects the level of treatment a plant can provide, the SPDES permit also establishes a maximum permitted capacity. For the Jamaica WRRF, the maximum permitted capacity is 100 mgd. As of January 2023, the running average dry monthly flow to the Jamaica WRRF over the past 12 months has been 77 mgd, which is approximately 77% of the permitted capacity.

Currently, Projected Development Site 1 is vacant and unimproved, which is occupied by a dilapidated, partially built structure since approximately 1995 . As a result, there is no existing wastewater generated on the Projected Development Site.

Future No-Action Condition

In the future without the Proposed Actions, wastewater from the Projected Development Site would be treated by the Jamaica WRRF, which has a maximum permitted capacity of 100 mgd. However, the existing conditions of the site would remain, with the dilapidated partially built structure. Accordingly, there would be no wastewater generation on site. Therefore, the amount of daily wastewater generated at the Projected Development Site would be 0 gpd under the No-Action Condition.

Future With-Action Condition

For analysis purposes, the amount of sanitary sewage is estimated as all water demand generated by the proposed uses except for air conditioning, which typically is not discharged into the sewer system. As shown in **Table 2.8-1** above, the amount of daily sanitary sewage generated by the proposed uses on Projected Development Site 1 is approximately 40,384 gpd under the With-Action Condition, which is calculated by subtracting the 1,672 gpd water demand for air conditioning from the total 42,056 gpd water demand amount. Compared with the amount of daily sanitary sewage under the No-Action Condition, the Proposed Actions would result in an increase in the amount of daily sanitary sewage of 40,384 gpd.

In the future with the Proposed Actions, wastewater from Projected Development Site 1 would continue to be treated by the Jamaica WRRF. The capacity of the plant would not change as a result of the Proposed Actions, and the facility would continue to operate within its State Pollution Discharge Elimination (SPDES) permitted capacity of 100 mgd.

Significance Level Analysis

As per the *2021 CEQR Technical Manual*, significant impacts on WRRFs, interceptors, regulators, and pumping stations may occur if the project would result in:

- Inconsistency with the provisions of a Consent Order or other applicable regulatory program.
- Significantly increased wastewater or combined flows that would affect sanitary or combined sewer pumping stations, regulators, or interceptors with limited or no existing capacity.
- Loadings that would exceed capacity per specific SPDES parameters and limits.
- Privately operated treatment plants that would result in lowered water quality in the receiving waterbody would have significant adverse impacts on that waterbody.

In the future with or without the Proposed Actions, the Proposed Development would be compliant with the provisions of a Consent Order or other applicable regulatory program. The increased wastewater would not affect sanitary sewer pumping stations, regulators, or interceptors with limited or no existing capacity. And there would not be any privately operated treatment plants that would result in lowered water quality in the receiving waterbody, the Jamaica Bay.

As indicated above, the Proposed Development is within a separately sewered area where sanitary sewage is sent to the wastewater treatment plants and stormwater is sent untreated through separate sewers and outfalls into the nearest waterway. Under the With-Action Condition, the Proposed Development is expected to generate a net increment of approximately 40,384 gpd of sanitary sewage. With the existing average dry weather monthly flow to the Jamaica WRRF of 77 mgd and the additional 40,384 gpd, the plant would continue to have ample reserve capacity. Pursuant to *CEQR Technical Manual* guidelines, as the demand associated with the Proposed Development induced by the Proposed Actions would be well within the capacity of the affected treatment plant, no significant adverse impacts to the City's wastewater treatment services would occur as a result of the Proposed Actions.

2.8.4 Stormwater Drainage and Management Systems

As per the *CEQR Technical Manual*, the stormwater drainage and management systems would be potentially impacted by a project that is located in a separately sewered area and would exceed certain incremental development (above the predicted No-Action condition) of DUs or commercial, public facility, and institution and/or community facility space per site.

Projected Development Site 1 is located within a separately sewered area and the proposed zoning district would be R6A under the With-Action Condition. According to the *CEQR Technical Manual*, the Proposed Development on Projected Development Site 1 would introduce an

increment of 125 residential units and 9,837 GSF of community facility uses, which would exceed the threshold for R6A zoning districts (100 residential units or 100,000 sf of commercial/public and institution/community facility use). Therefore, the analysis on the stormwater drainage and management systems is warranted for the Proposed Development.

Existing Conditions

Since the Affected Area is located within a separately sewered area, stormwater runoff from impermeable surfaces in the area directly drains, untreated, into Jamaica Bay. Currently, Projected Development Site 1 is vacant and unimproved, which is occupied by a dilapidated, partially built structure since approximately 1995. As a result, the site is comprised of pavement and walkways of 3,500 sf, or approximately 14 percent, and grass and softscape of 21,735 sf, or approximately 86 percent, which results in a weighted runoff coefficient (the fraction of precipitation that becomes surface runoff for each surface type) of 0.29 as shown in **Table 2.8-2**.

Table 2.8-2: Surface Types on Projected Development Site 1 (Existing Conditions)

Surface Type	Roof	Pavement & Walkways	Grass & Softscape	Total
Percentage of Total Area	0%	14%	86%	100%
Surface Area (sf)[1]	0	3,500	21,735	25,235
Runoff Coefficient[2]	1.00	0.85	0.20	**0.29**

Notes:
1) Values obtained from evaluation of aerial photography using Google Earth.
2) Runoff coefficients for each surface type from DEP.

Standard DEP runoff coefficients were used to calculate the amount of stormwater runoff during a range of storm events, with rainfall averaging from 0.0 to 2.5 inches over durations of 3.8 to 19.5 hours. **Table 2.8-3** shows the existing stormwater runoff generation for the existing uses on Projected Development Site 1. As indicated in the table below, for storm events with up to 2.5 inches of rainfall, Projected Development Site 1 could generate up to 0.01 million gallons of stormwater. Depending on rainfall intensity, during storm events with up to 2.5 inches of rainfall, the stormwater flows generated range from 0.00 to 0.01 million gallons.

Table 2.8-3: Stormwater Runoff on Projected Development Site 1 (Existing Conditions)

Rainfall (inches)	Duration (hours)	Total Area (acres)	Weighted Runoff Coefficient	Stormwater Runoff (MG)
0.00	3.80	0.58	0.29	0.00
0.40	3.80			0.00
1.20	11.30			0.01
2.50	19.50			0.01

Notes:

1) Runoff Volumes have been calculated as follows:

Q_{VOL} = [R_{VOL} x A x RC x 7.48 GAL/1,000,000 MGD per GAL] - S_{VOL}; where

Q_{VOL} = Total rainfall volume for 24-hour storm event discharged offsite (either to river or into CSS), in MG;

R_{VOL} = Rainfall volume in inches, for the corresponding rainfall return period;

A = Site area in sf;

RC = Rainfall runoff coefficient for each of the applicable site areas.

2) Rainfall runoff coefficients used are composite rates as shown in Table 2.8-2.

Future No-Action Condition

Projected Development Site 1 is located in the South Jamaica neighborhood of Queens, Community District 12. As a number of the lots in the surrounding area have not been developed or enlarged since the 2011 South Jamaica Rezoning, the Applicant believes that it is reasonable to assume that the existing conditions will remain the same in the surrounding area under the Future No-Action Condition.

In the future without the Proposed Actions, the existing conditions of the site would remain, with the dilapidated partially built structure. Accordingly, it is anticipated that the amount of certain types of surface area would remain unchanged under the No-Action Condition over existing conditions. Therefore, under the No-Action Condition, during storm events with up to 2.5 inches of rainfall, the stormwater flows generated range from 0.00 to 0.01 million gallons (See **Table 2.8-3** above).

Future With-Action Condition

Under the Future With-Action Condition, the Proposed Development effectuated by the Proposed Actions would include a 109,527 GSF (88,257 ZSF; 3.50 FAR), 8-story plus cellar, 83-foot-tall mixed residential and community facility building on Projected Development Site 1, with 9,837 GSF of community facility uses and 99,690 GSF of residential uses (125 dwelling units).

Therefore, it is anticipated that the amount of surface area comprised of roofs would increase under the With-Action Condition over existing conditions and No-Action Condition as the unimproved and vacant site would be developed with a new mixed residential and community facility building within the proposed R6A zoning district.

As indicated in **Table 2.8-4**, it is assumed that roof area would comprise 33 percent of the surface area of Projected Development Site 1 and, for a more conservative analysis purposes, the remaining 67 percent of the lot area would be hardscape (pavement and walks). As a result of the surface area changes, the weighted runoff coefficient for Projected Development Site 1 is expected to increase to 0.90 under the With-Action Condition.

Table 2.8-4: Surface Types on Projected Development Site 1 (With-Action Condition)

Surface Type	Roof	Pavement & Walkways	Grass & Softscape	Total
Percentage of Total Area	33%	67%	0%	100%
Surface Area (sf)[1]	8,235	17,000	0	25,235
Runoff Coefficient[2]	1.00	0.85	0.20	**0.90**

Notes:
1) Values obtained from architectural drawings.
2) Runoff coefficients for each surface type from DEP.

As indicated in **Table 2.8-3** and **Table 2.8-5**, compared to the existing stormwater volumes draining to Jamaica Bay from the Affected Area, the total stormwater flow under the With-Action Condition would be increased by 0.03 mgd during storm events with up to 2.5 inches of rainfall for 19.5 hours, from 0.01 mgd to 0.04 mgd.

Table 2.8-5: Stormwater Runoff on Projected Development Sites (With-Action Condition)

Rainfall (inches)	Duration (hours)	Total Area (acres)	Weighted Runoff Coefficient	Stormwater Runoff (MG)
0.00	3.80	0.58	0.90	0.00
0.40	3.80			0.01
1.20	11.30			0.02
2.50	19.50			0.04

Notes: Rainfall runoff coefficients used are composite rates as shown in Table 2.8-4.

Significance Level Analysis

As per the *2021 CEQR Technical Manual*, the determination of the significance of a project's impact, if any, on the City's stormwater drainage and management infrastructure depends on the project type, any best management practices incorporated into the proposed project, and its location. Within the context of the location of the project, significant impacts on sanitary and stormwater drainage and management may occur if the project resulted in:

- Appreciable increases in sanitary flows in an area with no existing or proposed combined or sanitary sewers.
- Appreciable increases in stormwater runoff in an area with no existing or proposed combined or separate storm sewers.
- Appreciable increases in sanitary and/or stormwater flows to a combined or separate sewer system that would exceed capacity in the sewer system or exacerbate current conditions related to street flooding or surcharging sewers downstream.
- Appreciable increases in sanitary and/or stormwater flows to a combined sewer system that would exacerbate current conditions related to CSOs (i.e., frequency or volumes).
- Appreciable increases in combined or separate storm sewer flows that result in increased pollutant loadings or standards that would exacerbate water quality, ecological integrity, or public use and enjoyment of receiving waterbodies pursuant to 6 NYCRR Part 800. Under this program, the State Water Pollution Control Board adopts and assigns classifications and standards on the basis of the existing or expected best usage of the State's waters.

Since there would be a new mixed residential and community facility building with a well paved outdoor parking lot constructed on Projected Development Site 1 under the With-Action Condition, the total stormwater volumes would be increased by approximately 0.03 mgd from 0.01 mgd under the existing conditions to 0.04 mgd under the With-Action Condition.

Given the relatively small increase of stormwater runoff, the Proposed Development under the With-Action Condition would not result in appreciable increases in the stormwater runoff flows to the separate sewer systems in the area. The existing stormwater drainage and management systems would continue to have even more reserve capacity with the Proposed Actions. Pursuant to *CEQR Technical Manual* guidelines, no significant adverse impacts to the City's stormwater drainage and management systems would occur as a result of the Proposed Actions.

2.8.5 Conclusion

Based on the analysis above, the Proposed Actions would not have significant adverse impacts to the City's water supply systems, wastewater conveyance and treatment systems, or stormwater drainage and management systems. To further secure the proper operation of the water and sewer systems, the following actions have been recommended to prevent potential impacts from the Proposed Actions.

Water Supply Systems: The Proposed Actions would generate an incremental water demand of 42,056 gpd in the New York City water supply system. Though the existing infrastructure should be able to handle the increased water demand, the Applicant could take water conservation

measures on-site (i.e., low-flow fixtures) and develop a concept plan that identifies general types, locations, and anticipated demand reductions to better utilize the water supply.

Wastewater Conveyance and Treatment Systems: The Proposed Actions would likely result in a net increase of 40,384 gpd in the sanitary flow based on the analysis above. A hydraulic analysis of the existing sewer system will likely be required prior to the submittal of the Site Connection Proposal Application (SCP) to determine whether the existing sewer system is capable of supporting higher density development and related increase in wastewater flow, or whether there will be a need to upgrade the existing sewer system. In addition, there might be a need to amend the existing drainage plan based on the hydraulic analysis calculations.

Stormwater Drainage and Management Systems: A stormwater analysis will be required as part of the DEP site connection approval process in order to bring the building into compliance with the required stormwater release rate. On-site stormwater best management practices (BMPs) could be identified to either treat and retain or detain and release with controlled discharge rates to slow peak runoff rates, and a concept plan could be developed to identify general types, locations, sizing, and anticipated runoff reductions.

2.9 Transportation

Pursuant to *2021 CEQR Technical Manual* methodology, a transportation assessment may be necessary when a proposed action would alter the transportation network by closing, opening, or realigning an element of the transportation system such as a roadway, pedestrian way, or transit route, or if it would generate new trips on the transportation network. The objective of the transportation analyses is to determine whether a proposed project may have a potential significant impact on traffic operations and mobility, public transportation facilities and services, pedestrian elements and flow, safety of all roadway users (pedestrians, bicyclists and vehicles), on- and off-street parking, or goods movement.

Methodology

The *2021 CEQR Technical Manual* states that a preliminary Level 1 Trip Generation Screening 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);
- 50 CWFS Ferry Trips; or
- 200 peak hour pedestrian trips.

The *CEQR Technical Manual* also states that if the threshold for traffic is surpassed, a parking assessment may also be warranted.

This chapter assesses the potential for project-generated vehicle, transit, and pedestrian trips to affect the local transportation network.

Analysis

Future No-Action Condition

Existing conditions are expected to remain in the future No-Action Condition.

Future With-Action Condition

The incremental change in land use for Projected Development Site 1 from the future No-Action Condition to the future With-Action Condition are detailed below in **Table 2.9-1**.

Table 2.9-1: Increment Summary Table

	Land Use	Existing		No-Action		With-Action	
		gsf	DU	gsf	DU	gsf	DU
Projected Site 1	Community Facility (Church)*	0	-	0	-	9,837	-
	Residential (UG 2)	0	0	0	0	99,690	125

* Though the existing structure is a 3,500-GSF community facility building, the building is vacant and dilapidated since approximately 1995. As a result, there is no trips on the site under the existing and No-Action Conditions.

2.9.1 Preliminary Assessment

Based on the Affected Area's location, it is within Traffic Zone 5. According to Table 16-1 of the *2021 CEQR Technical Manual*, a residential development of fewer than 100 residential units, or 15,000 square feet of community facility space, or a weighted average below 1.00 of any of the above, typically does not warrant further assessment of the potential for adverse effects on Transportation. Incremental development under the Proposed Actions, compared to No-Action conditions, would consist of 125 more residential dwelling units (1.25 weighted average) an increase of 9,837 GSF of community facility space (0.66 weighted average), which results in a weighted average of 1.91 for the Proposed Actions. Therefore, a Level 1 Trip Generation Screening is required.

2.9.2 Level 1 Trip Generation Screening Assessment

The *2021 CEQR Technical Manual* states that a preliminary Level 1 Trip Generation Screening 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);
- 50 CWFS Ferry Trips; or
- 200 peak hour pedestrian trips.

The *CEQR Technical Manual* also states that if the threshold for traffic is surpassed, a parking assessment may also be warranted.

Transportation Planning Assumptions

2021 CEQR Technical Manual, 2016 East New York Rezoning FEIS, and 2015-2019 ACS Journey to Work data (Census Tracts 182, 184.01, 184.02, 288.01, 288.03, 294, 788, and 790) were integrated for the traffic generation model. As **Table 2.9-2** shows, the assumption of the travel

factors is determined based on the listed data sources. **Table 2.9-3** shows the person trips, vehicular trips, and pedestrian trips generated from the trip factors in **Table 2.9-2**.

It should be noted that though the Applicant is proposing the community facility uses as church in the Proposed Development, trip generation factors of medical office uses were adopted in the transportation analysis for a more conservative result.

Residential

The daily trip generation, temporal distribution, in/out splits, truck trip generation, truck temporal distribution, and truck directional splits were taken from the *2021 CEQR Technical Manual*. The modal splits were taken from 2017-2021 ACS data for Census Tracts 182, 184.01, 184.02, 288.01, 288.03, 294, 788, and 790 in South Jamaica, Queens. The auto occupancy was taken from 2017-2021 ACS data (Census Tracts 182, 184.01, 184.02, 288.01, 288.03, 294, 788, and 790) for AM and PM peak hours and 2016 East New York Rezoning FEIS for Midday and Saturday Midday peak hours. The taxi occupancy was taken from 2016 East New York Rezoning FEIS.

Community Facility (Medical Office)

The daily trip generation, temporal distribution, modal splits, in/out splits, and truck directional splits were taken from the *2021 CEQR Technical Manual*. The auto occupancy, taxi occupancy, truck trip generation, and truck temporal distribution were taken from 2016 East New York FEIS.

Table 2.9-2: Transportation Demand Factors

	Residential		Medical Office	
Trip Generation	(1)		(1)	
Weekday	8.18		74.6	
Saturday	9.08		37	
	per DU		per 1,000 sf	
Linked-Trip				
Temporal Distribution	(1)		(1)	
AM	9.30%		11.00%	
MD	5.60%		12.60%	
PM	8.50%		8.50%	
Sat MD	8.40%		16.60%	
Modal Splits	(3)		(1)	
Auto	53.27%		69.00%	
Taxi	2.48%		7.00%	
Bus	16.07%		6.00%	
Subway	22.91%		2.00%	
Walk/Other	5.28%		16.00%	
In/Out Splits	In (1)	Out (1)	In (1)	Out (1)
AM	22%	78%	62%	38%
MD	50%	50%	47%	53%
PM	63%	37%	35%	65%
Sat MD	51%	49%	49%	51%
Vehicle Occupancy	AM/PM (3)(2)	MD/Sat (2)	Weekday (2)	Sat (2)
Auto	1.04	1.49	1.50	2.60
Taxi	1.30	1.30	1.50	2.60
Truck Trip Generation	(1)		(2)	
Weekday	0.06		0.29	
Saturday	0.02		0.29	
Temporal Distribution	(1)		(2)	
AM	12.00%		3.00%	
MD	9.00%		11.00%	
PM	2.00%		1.00%	
Saturday	9.00%		0.00%	
In/Out Splits	In (1)	Out (1)	In (1)	Out (1)
AM/MD/PM/Sat	50.00%	50.00%	50.00%	50.00%

1 = 2021 CEQR Technical Manual

2 = 2016 East New York FEIS

3 = 5-year ACS Journey to Work (2017 - 2021) for Queens Census Tracts 182, 184.01, 184.02, 288.01, 288.03, 294, 788, and 790

Table 2.9-3: Total Project Generated Trips

	Residential		Medical Office		Total	
Size (gsf)	125 DU		9,837 gsf			
Peak Hour Trips						
AM	95		81		176	
MD	57		92		150	
PM	87		62		149	
Sat MD	95		60		156	
Person Trips						
AM	In	Out	In	Out	In	Out
Auto	11	40	35	21	46	61
Taxi	1	2	4	2	4	4
Bus	3	12	3	2	6	14
Subway	5	17	1	1	6	18
Walk/Other	1	4	8	5	9	9
Total	21	74	50	31	71	105
MD	In	Out	In	Out	In	Out
Auto	15	15	30	34	45	49
Taxi	1	1	3	3	4	4
Bus	5	5	3	3	7	8
Subway	7	7	1	1	7	8
Walk/Other	2	2	7	8	8	9
Total	29	29	43	49	72	78
PM	In	Out	In	Out	In	Out
Auto	29	17	15	28	44	45
Taxi	1	1	2	3	3	4
Bus	9	5	1	2	10	8
Subway	13	7	0	1	13	8
Walk/Other	3	2	3	6	6	8
Total	55	32	22	41	77	73
Saturday	In	Out	In	Out	In	Out
Auto	26	25	20	21	46	46
Taxi	1	1	2	2	3	3
Bus	8	8	2	2	10	9
Subway	11	11	1	1	12	11
Walk/Other	3	2	5	5	7	7
Total	49	47	30	31	78	78
Vehicle Trips						
AM	In	Out	In	Out	In	Out
Auto	11	38	23	14	34	52

Taxi	0	1	2	1	3	3
Taxi Balanced	1	3	5	3	5	6
Truck	0	0	0	0	0	0
Total	12	41	28	17	40	58
MD	In	Out	In	Out	In	Out
Auto	10	10	20	23	30	33
Taxi	1	1	2	2	3	3
Taxi Balanced	1	1	4	5	5	6
Truck	0	0	0	0	0	0
Total	12	12	24	27	36	39
PM	In	Out	In	Out	In	Out
Auto	28	16	10	19	38	35
Taxi	1	1	1	2	2	3
Taxi Balanced	2	1	2	4	4	5
Truck	0	0	0	0	0	0
Total	30	18	12	22	42	40
Saturday	In	Out	In	Out	In	Out
Auto	17	17	14	14	31	31
Taxi	1	1	1	1	2	2
Taxi Balanced	2	2	3	3	5	5
Truck	0	0	0	0	0	0
Total	19	19	16	17	36	36

Trip Generation Summary

The *2021 CEQR Technical Manual* provides a methodology for evaluating the potential impacts of a Proposed Project on the transportation system. In accordance with the *2021 CEQR Technical Manual*, a Level 1 Screening Assessment includes a trip generation analysis to determine whether the project would result in more than 50 vehicle trip-ends, 200 subway/rail or bus transit riders, 50 CWFS ferry trips, or 200 pedestrian trip-ends in a peak hour.

The incremental project-generated trip ends determined based on the Level 1 Trip Generation Screening are summarized below in **Table 2.9-4**.

Traffic

As shown in **Table 2.9-4**, the Proposed Development would generate greater than 50 vehicular trips during Weekday AM, Midday, PM, and Saturday Midday peak hours. As a result, further analysis of vehicular trips is warranted.

Subway

As shown in **Table 2.9-4**, the Proposed Development would generate fewer than 200 subway trips during all identified peak hours. Therefore, further transit analysis is not warranted.

Bus

As shown in **Table 2.9-4**, the Proposed Development would generate fewer than 200 MTA bus trips during all identified peak hours. Therefore, further transit analysis is not warranted.

Pedestrian

In addition to walk-only trips, all bus and subway trips generated by the Proposed Development would begin or end as pedestrian trips. The Proposed Development would not exceed the Level 1 threshold of 200 trips during all identified peak hours, as shown in **Table 2.9-4**. Therefore, further pedestrian analysis is not warranted.

Table 2.9-4: Project Generated Trip Ends

Peak Hour	AM Peak Hour	Midday Peak Hour	PM Peak Hour	Saturday Peak Hour
Total Walk Only Trip-Ends	18	18	15	15
Walk Only Threshold	**200**	**200**	**200**	**200**
Total Subway Trip-Ends	23	15	21	23
Subway Threshold	**200**	**200**	**200**	**200**
Total MTA Bus Trip-Ends	20	15	18	19
MTA Bus Threshold	**200**	**200**	**200**	**200**
Total Pedestrian Trip-Ends	61	48	53	57
Pedestrian Threshold	**200**	**200**	**200**	**200**
Total Vehicular Trip-Ends	**98**	**75**	**82**	**71**
Vehicular Threshold	**50**	**50**	**50**	**50**

Highlighted cells denote trips in exceedance of 200 pedestrians or 50 vehicles per peak hour.

2.9.3 Level 2 Trip Assignment Screening Assessment

A Level 2 Screening Assessment assigns project-generated vehicular and pedestrian trips to specific intersections, bus routes, subway lines, CWFS ferry routes, or parking facilities. If the results of the analysis concludes that the Proposed Action(s) would result in intersections with 50 or more vehicle trips, pedestrian elements with 200 or more pedestrian trips, 50 or more bus trips in a single direction on a single route, 25 or more passenger ferry trips in a single direction on a single route, 50 or more passengers at a ferry landing, or 200 or more passengers at a subway station or on a subway line during any analysis peak hour, further detailed analysis may be needed for a particular technical area.

Vehicles

As shown previously in **Table 2.9-4**, incremental vehicular trip-ends resulting from the Proposed Development would exceed the CEQR Level-1 screening threshold during the Weekday AM, Midday, PM, and Saturday Midday peak hours. Accordingly, a Level 2 Trip Assignment was prepared for vehicular trips during all peak hours (see **Appendix G: Transportation Vehicular Trip Assignment**) and the incremental vehicular trips at each intersection within the study area were summarized below in **Figure 2.9-1** through **Figure 2.9-4.**

Site Access and Egress Assumptions

Access and egress to Projected Development Site 1 for all auto trips (taxi, truck, and auto) was analyzed to be at the entrance/exits to the parking lot located on Sutphin Boulevard (see **Appendix B: Illustrative Architectural Plan**).

Origin and Destination Assumptions

The most likely travel routes to and from Projected Development Site 1, prevailing travel patterns, commuter origin-destination (O-D) summaries from the most recent census data, the configuration of the roadway network, and the anticipated locations of site access and egress by site and land use were examined and utilized to perform vehicular trip assignments. Census Transportation Planning Product Reverse Journey to Work and Journey to Work (2012 – 2016) data was utilized to determine the relative O-D points of trips.

2.9.4 Conclusion

As shown below in **Figure 2.9-1** through **Figure 2.9-4**, based on the assignment of vehicular trips, no intersection would exceed the threshold of 50 vehicular trips during the Weekday AM, Weekday Midday, Weekday PM, or Saturday Midday peak hours. Accordingly, no significant adverse impacts related to transportation would be induced by the Proposed Actions and no further analysis is required.

Figure 2.9-1: Weekday AM Vehicular Intersections

AM Intersection Summary

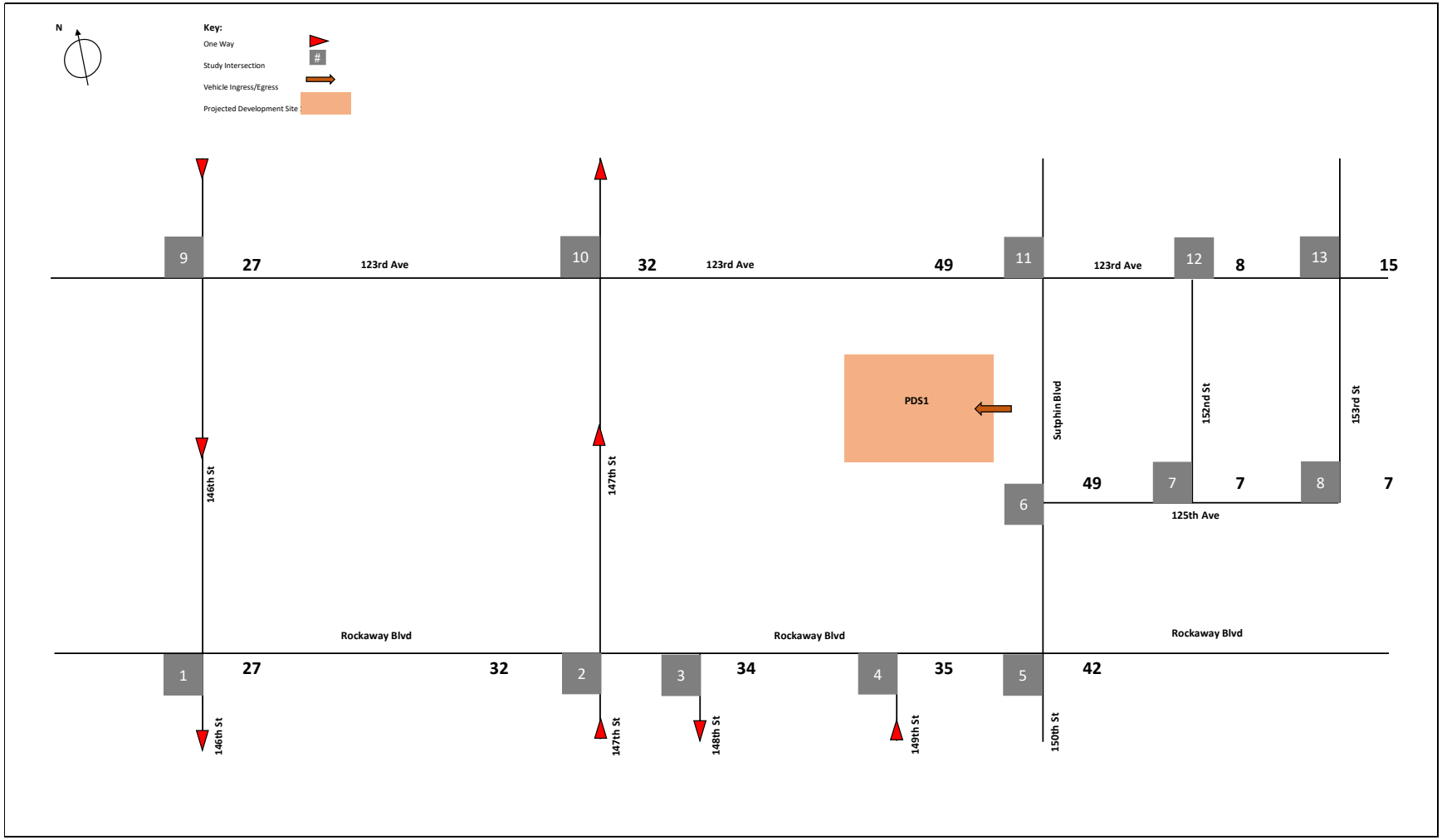


Figure 2.9-2: Weekday Midday Vehicular Intersections

MD Intersection Summary

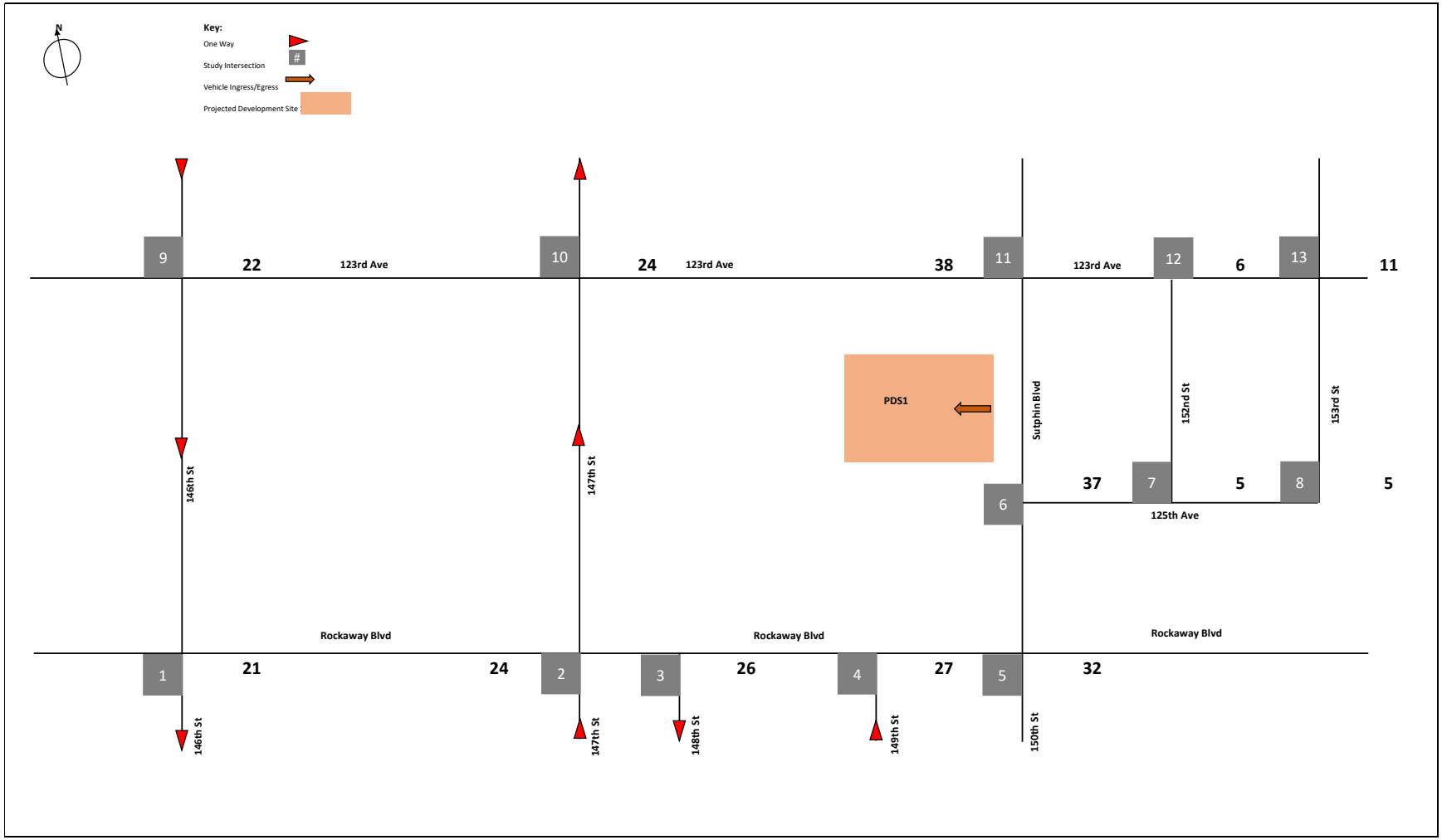


Figure 2.9-3: Weekday PM Vehicular Intersections

PM Intersection Summary

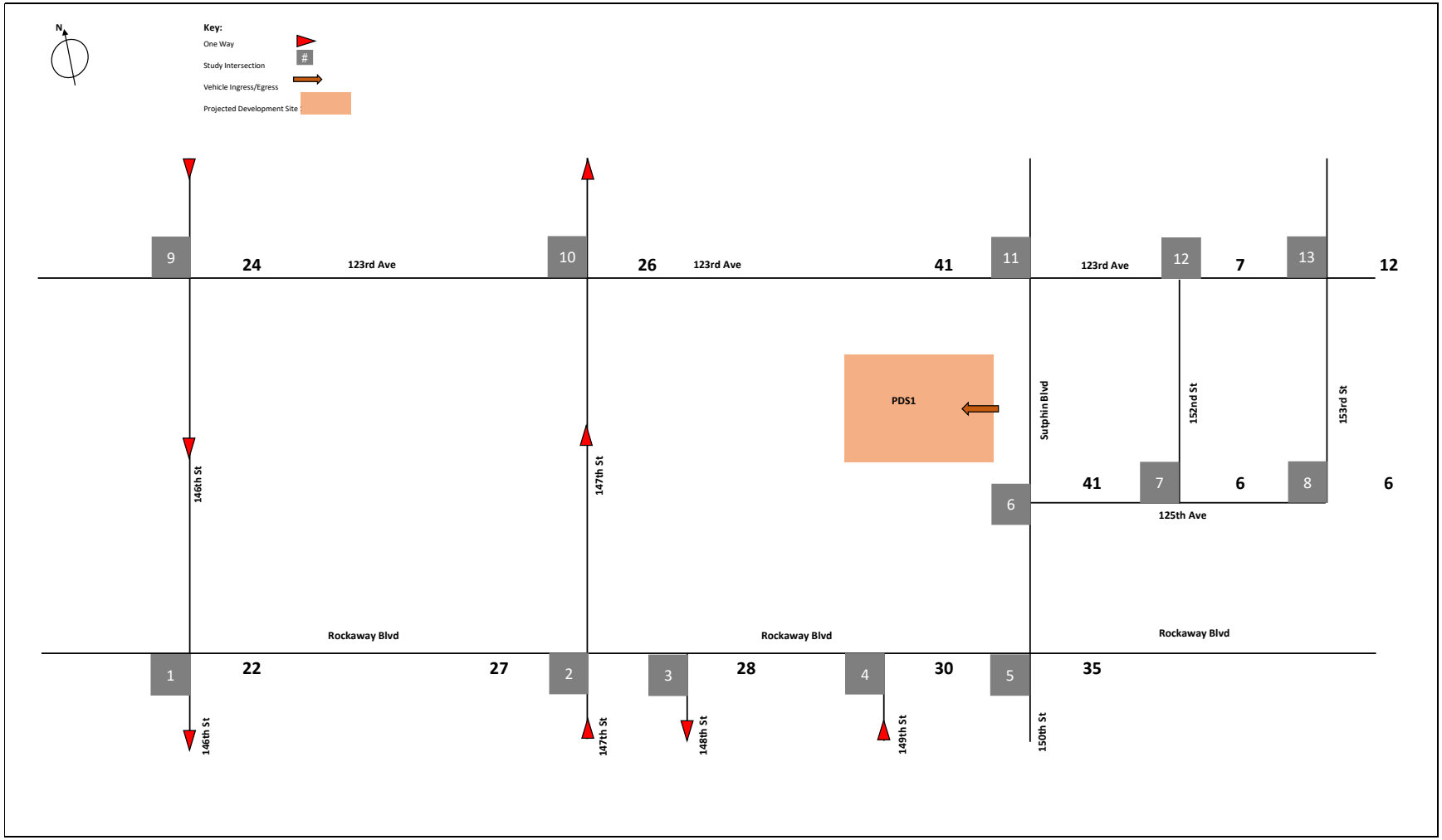
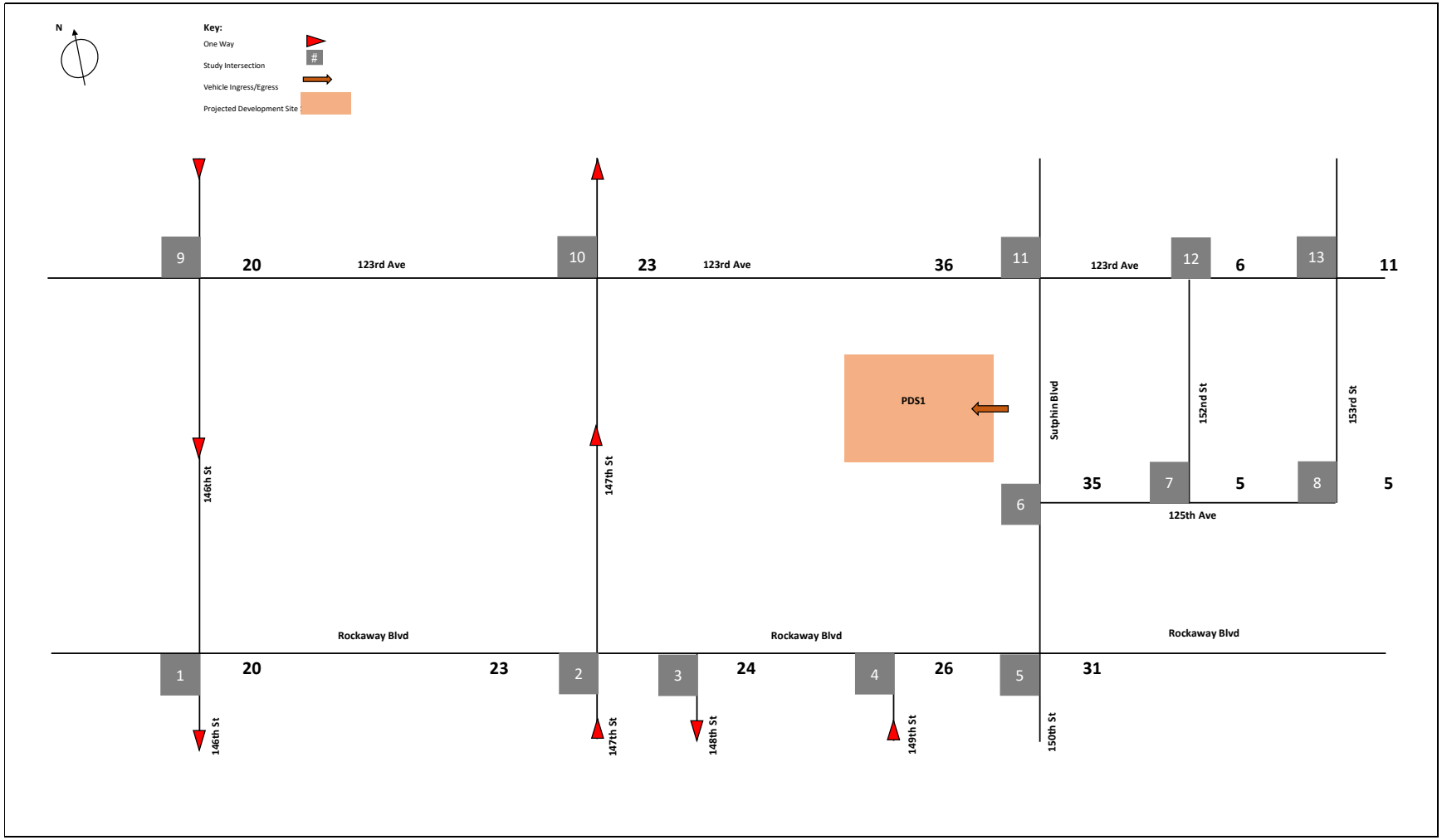


Figure 2.9-4: Saturday Midday Vehicular Intersections

Saturday MD Intersection Summary



2.10 Air Quality

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

Ambient air quality describes pollutant levels in the surrounding environment to which the public has access. To assess potential health hazards due to ambient air quality, the impact of air pollutants emitted by motor vehicles (mobile source) and by fixed facilities (stationary source) are analyzed, where the effects of both the proposed project on ambient air quality and the ambient air quality effect on the proposed project are considered. The analysis framework, as mandated by the State Environmental Review Act, follows the *2021 CEQR Technical Manual*.

2.10.1 Mobile Sources

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

- Projects that would result in placement of operable windows, balconies, air intakes or intake vents generally within 200 feet of an atypical source of vehicular pollutants.
- Projects that would result in the creation of a fully or partially covered roadway, would exacerbate traffic conditions on such a roadway, or would add new uses near such a roadway.
- Projects that would generate peak hour auto traffic or divert existing peak hour traffic of 170 or more auto trips in this area of the City.
- Projects that would generate peak hour heavy- duty diesel vehicle traffic or its equivalent in vehicular emissions resulting from 12 or more heavy-duty diesel vehicles

(HDDVs) for paved roads with average daily traffic of fewer than 5,000 vehicles, 19 or more HDDVs for collector roads, 23 or more HDDVs for principal and minor arterials, or 23 or more HDDVs for expressways and limited-access roads.

- Projects that would result in new sensitive uses (e.g., schools or hospitals) adjacent to large existing parking facilities or parking garage exhaust vents.
- Projects that would result in parking facilities or applications requesting the grant of a special permit or authorization for parking facilities; or projects that would result in a sizable number of other mobile sources of pollution (e.g., a heliport or a new railroad terminal).
- Projects that would substantially increase the vehicle miles traveled in a large area.

The Proposed Actions would not result in operable windows or air intakes within 200 feet of an atypical roadway. It would not result in creation of a covered roadway or affect any covered roadway. The project would not create a new sensitive receptor adjacent to large parking facilities. Since the Projected Development Site would introduce 55 incremental parking spaces on the paved open land at the back of the building, which would not exceed the threshold of an increment of 85 or more parking spaces for a detailed parking garage analysis, further analysis on parking garage is not required.

Though the proposed project would generate vehicular traffic, as per the vehicular trip assignment provided in **Chapter 2.9 Transportation**, the maximum incremental trip-ends generated by the proposed project is expected to reach 49 trips at the intersection of Sutphin Boulevard and 123rd Avenue and at the intersection of Sutphin Boulevard and 125th Avenue during the Weekday AM peak hour. Since Sutphin Boulevard is classified as a Principal Arterial Road and the incremental trip ends would not exceed the 50-trip threshold, HDDV screening is not warranted.

2.10.2 Mobile Sources Conclusion

Under the guidance with DCP in consultation with DEP, the Proposed Development is not expected to create any potential significant adverse air quality impact from mobile source. As such, detailed mobile source impact analysis is not warranted.

2.10.3 Stationary Sources

According to the *2021 CEQR Technical Manual*, projects may result in stationary source air quality impacts when one or more of the following occurs:

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

Analysis Framework

The stationary source analysis will study the potential impacts of the Projected Development Site 1 and Potential Development Site 1 on nearby receptors. The Reasonable Worst-Case

Development Scenario for Projected Development Site 1 and the Potential Development Site 1 are described below.

Projected Development Site 1 (Block 12051, Lot 74) would be developed with a 109,527 GSF (88,257 ZSF; 3.50 FAR), 8-story plus cellar, 83-foot-tall mixed residential and community facility building. The Proposed Development would reach the building height of 83 feet after a 10-foot setback on Sutphin Boulevard above the base height of 63 feet.

Potential Development Site 1 (Block 12045, Lot 10) could be developed with an 8-story mixed-use residential and community facility building at a building height of 85 feet with 23,437 GSF of floor area (22,262 ZSF; 3.60 FAR). The building could have a maximum base height of 65 feet and a maximum permitted building height of 45 feet within 25 feet of the adjacent R3A zoning district.

Air Pollutants and Applicable Standards/Guidelines

Criteria Pollutants

The U.S. Environmental Protection Agency (EPA) has identified six pollutants, known as criteria pollutants which are being of concern nationwide, and established threshold concentration based upon adverse effect on human health. The six pollutants and their characteristics are:

- Carbon Monoxide (CO) is mainly produced by motor vehicles from the incomplete combustion of gasoline. The impact of CO on the ambient air is analyzed next to roadways, intersections, parking lots, and parking garages vents as these locations are the most affected.
- Nitrogen Dioxide (NO_2) is a main concern related to the burning of natural gas. Emitted NOx from the burning of fossil fuel gradually convert to NO_2 in a chemical reaction that is affected by ozone concentration and the presence of sunlight. In a micro scale analysis, buildings HVAC systems are analyzed for NO_2 impact.
- Ozone (O_3) is formed by chemical reaction between hydrocarbons and nitrogen oxides and its impact is analyzed on a regional scale by monitoring stations.
- Lead (Pb) in the ambient air is monitored on a regional level. In a project scale analysis, impact due to Lead concentration levels are analyzed if a new source, such as lead smelters, is introduced into the environment or if a project is located next to a lead emitter.
- Particulate Matter emissions are associated with both stationary sources and mobile sources. Two sizes of particulate matters are analyzed: Inhalable Particles (PM_{10}) and Fine Particulate Matter ($PM_{2.5}$), where the subscript number refers to the diameter of the particulate matter in micrometers.

- Sulfur Dioxide (SO_2) emission is principally associated with stationary sources that burn oil or coal. These fuels contain sulfur that bond to oxygen atoms in the burning process.

As required by the Clean Air Act, National Ambient Air Quality Standards (NAAQS) have been established for the criteria pollutants by EPA, and New York State has adopted the NAAQS as the State ambient air quality standards. The NO_2, SO_2, and $PM_{2.5}$ standards together with their health-related averaging periods are presented in **Table 2.10-1**.

Table 2.10-1: National and New York State Ambient Air Quality

Pollutant	Averaging Period	National and State Standards
NO_2	Maximum 1-Hour Concentration	0.10 ppm (188 µg/m^3)
	Annual Arithmetic Average	0.053 ppm (100 µg/m^3)
$PM_{2.5}$	24-Hour Concentration	35 µg/m^3
	Average of 3 Consecutive Annual Means	12 µg/m^3
SO_2	Maximum 1-Hour Concentration	75 ppb (196 µg/m^3)
	Annual Arithmetic Mean	30 ppb (80 µg/m^3)

New York State Standards

As mentioned, New York State has adopted the national standard, NAAQS. In addition, the NYSDEC has established guidelines for maximum allowable concentration of "noncriteria pollutants," which are potentially toxic or carcinogenic pollutants. The maximum allowable guidelines set a maximum 1-hour and annual averaging time concentrations and are published in the DAR-1 AGC/SGC Table, where AGC/SGC refers to Annual and Short-term Guideline Concentrations. The most recent DAR-1 guidelines were published on February 12, 2021.

NYSDEC also regulates pollutants that produce discomfort due to odors, where significant discomfort is evaluated on quantity, characteristic or duration.

NYC Interim Guidelines

In addition to the NAAQS, the *CEQR Technical Manual* requires that projects subject to CEQR apply a $PM_{2.5}$ significant impact criteria (based on concentration increments). These criteria are called de minimis and they are more stringent than the NAAQS and the state standards as the criteria set a maximum increase of pollutant concentration that is below the national standard. If the estimated impacts of a proposed project are less than the de minimis criteria, the impacts are not considered to be significant. As outlined in the *CEQR Technical Manual*, $PM_{2.5}$ significant impacts are evaluated as follow:

- Predicted 24-hour maximum $PM_{2.5}$ concentration increase of more than half the difference between the 24-hour background concentration and the 24-hour standard; or

- Predicted annual average $PM_{2.5}$ concentration increments greater than 0.3 µg/m^3 at any receptor location for stationary sources.

Background Concentrations

Determination of significant impact criteria is evaluated by adding the background concentrations at the nearest NYSDEC monitoring stations to the concentrations of criteria pollutants in the ambient air of the project area. Background concentrations of NO_2, SO_2, and $PM_{2.5}$—the criteria pollutants relevant for HVAC system fueled by natural gas or fuel oil #2 analysis—were obtained from the NYSDEC's annual report for 2020 at the nearest monitoring stations. **Table 2.10-2** shows the background concentrations.

Table 2.10-2: Background Concentrations (NYSDEC 2020 Report)

Pollutant	Averaging Period	National and State Standards	Background Concentration	Monitoring Station
NO_2	98th Percentile of Daily Maximum 1-hour averaged over last 3 years	188 µg/m3	53.1 ppb (99.85 µg/m3)	Queens College
	Annual Arithmetic Mean	100 µg/m3	12.46 ppb (23.43 µg/m3)	
$PM_{2.5}$	24-Hour average of 98th percentile for last 3 years	35 µg/m3	17.7 µg/m^3	Queens College 2 (FRM)*
	Average of last 3 years annual means	12 µg/m3	7.0 µg/m^3	
SO_2	99th Percentile of Daily Maximum 1-hour averaged over last 3 years	196 µg/m3	5.77 ppb (15.09 µg/m3)	Queens College 2
	Annual Arithmetic Mean	80 µg/m3	0.35 ppb (0.92 µg/m3)	

* FRM: Federal Reference Method, Parameter Code: 88101

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

- 24-hour $PM_{2.5}$ 8.65 µg/m^3
- Annual $PM_{2.5}$ 0.3 µg/m^3

Heating and Hot Water Systems

The Affected Area consists of Block 12051, Lots p/o 71, p/o 74, p/o 57, p/o 155 and Block 12045, Lots p/o 10, p/o 13, p/o 14, p/o 15, and is located within the South Jamaica neighborhood of Queens, Community District 12.

Projected Development Site 1 (Block 12051, Lot 74), the Applicant's owned property, would be developed with the Applicant's Proposed Development. Projected Development Site 1 Reasonable Worst-Case Development Scenario (RWCDS) would facilitate the development of a 109,527 GSF (88,257 ZSF; 3.50 FAR), 8-story plus cellar, 83-foot-tall mixed residential and community facility building. The development would also include 55 residential accessory vehicular parking spaces on the paved open land at the back of the building.

Potential Development Site 1 (Block 12045, Lot 10; non-Applicant Lots) RWCDS would facilitate an 8-story mixed-use residential and community facility building at a building height of 85 feet with 23,437 GSF of floor area (22,262 ZSF; 3.60 FAR). Parking requirements could be waived as fewer than 15 spaces would be required under the R6A district.

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

Screening Assessment

The potential for the heat and hot water system(s) to have a significant adverse impact on nearby receptors depends on the type of fuel that would be used by the HVAC system, the height of the stack venting the emissions, the distance to the nearest building of similar or greater height, the building's use which effects the emissions, and the square footage of the development that would be served by the system. The *CEQR Technical Manual* screening analysis is based on these factors. A detailed analysis is required if the screening analysis fails.

As determined in the detailed analysis, natural gas would be the type of fuel used in the Projected Development Site 1 and Potential Development Site 1 HVAC systems. As such, screening analyses were conducted for natural gas fueled boilers serving residential building(s).

As screening analysis is only applicable to a single smokestack, for the purposes of a cumulative screening analysis, emissions from multiple stacks were combined in a single stack situated as close as possible to the receiving building.

Project-on-Existing

Projected Development Site 1 on existing land uses: A hypothetical HVAC system serving a 109,527 gsf residential building (the RWCDS floor area of Projected Development Site 1, excluding parking facilities gsf). Natural gas would be the type of fuel used in the system and the stack would be located above the RWCDS height of 83 feet. **Figure 2.10-1** (using Figure 17-2

of the *CEQR Technical Manual* Appendices) shows the screening analysis. Given that the highest building in the 400-foot area is an 8-story 71-foot-tall residential building located at 125-30 Sutphin Boulevard (Block 12051 Lot 20), a distance of 400 feet was applied as no other building in the area is equal or greater in height compared to the proposed 83-foot-tall building. As seen in **Figure 2.10-1**, the line is below the curve. As such, Projected Development Site 1 passes the HVAC screening analysis on existing land uses.

Potential Development Site 1 on existing land uses: A hypothetical HVAC system serving a 23,437 gsf residential building (the RWCDS floor area of Potential Development Site 1, excluding parking facilities gsf). Natural gas would be the type of fuel used in the system and the stack would be located above the RWCDS height of 85 feet. **Figure 2.10-2** (using Figure 17-2 of the *CEQR Technical Manual* Appendices) shows the screening analysis. Given that the highest building in the 400-foot area is an 8-story 71-foot-tall residential building located at 125-30 Sutphin Boulevard (Block 12051 Lot 20), a distance of 400 feet was applied as no other building in the area is equal or greater in height compared to the proposed 85-foot-tall building. As seen in **Figure 2.10-2**, the line is below the curve. As such, Potential Development Site 1 passes the HVAC screening analysis on existing land uses.

Projected Development Site 1 and Potential Development Site 1 on existing land uses: A hypothetical HVAC system serving a 132,964 gsf residential building (the RWCDS combined floor area of Projected Development Site 1 and Potential Development Site 1, excluding parking facilities gsf). Natural gas would be the type of fuel used in the system and the stack would be located above the RWCDS height of 85 feet. Given that the highest building in the 400-foot area is an 8-story 71-foot-tall residential building located at 125-30 Sutphin Boulevard (Block 12051 Lot 20), a distance of 400 feet was applied as no other building in the area is equal or greater in height compared to the proposed 85-foot-tall building. As seen in the screening analysis in **Figure 2.10-3** (using Figure 17-2 of the *CEQR Technical Manual* Appendices), the line is below the curve. As such, Project Development Site 1 and Potential Development Site 1 pass the HVAC screening analysis on existing land uses.

Figure 2.10-1: Projected Development Site 1 Screening Analysis on Existing Land Uses

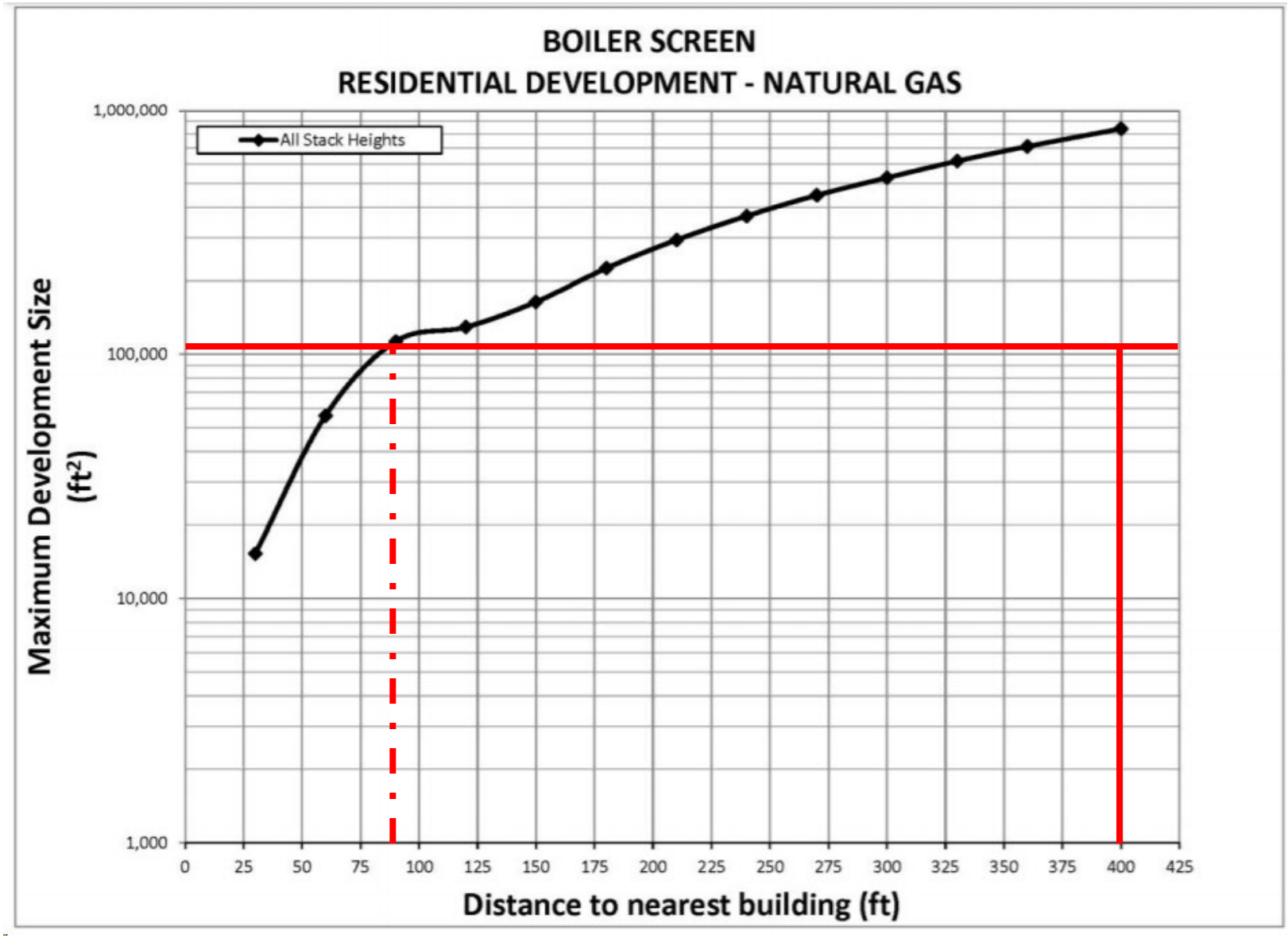


Figure 2.10-2: Potential Development Site 1 Screening Analysis on Existing Land Uses

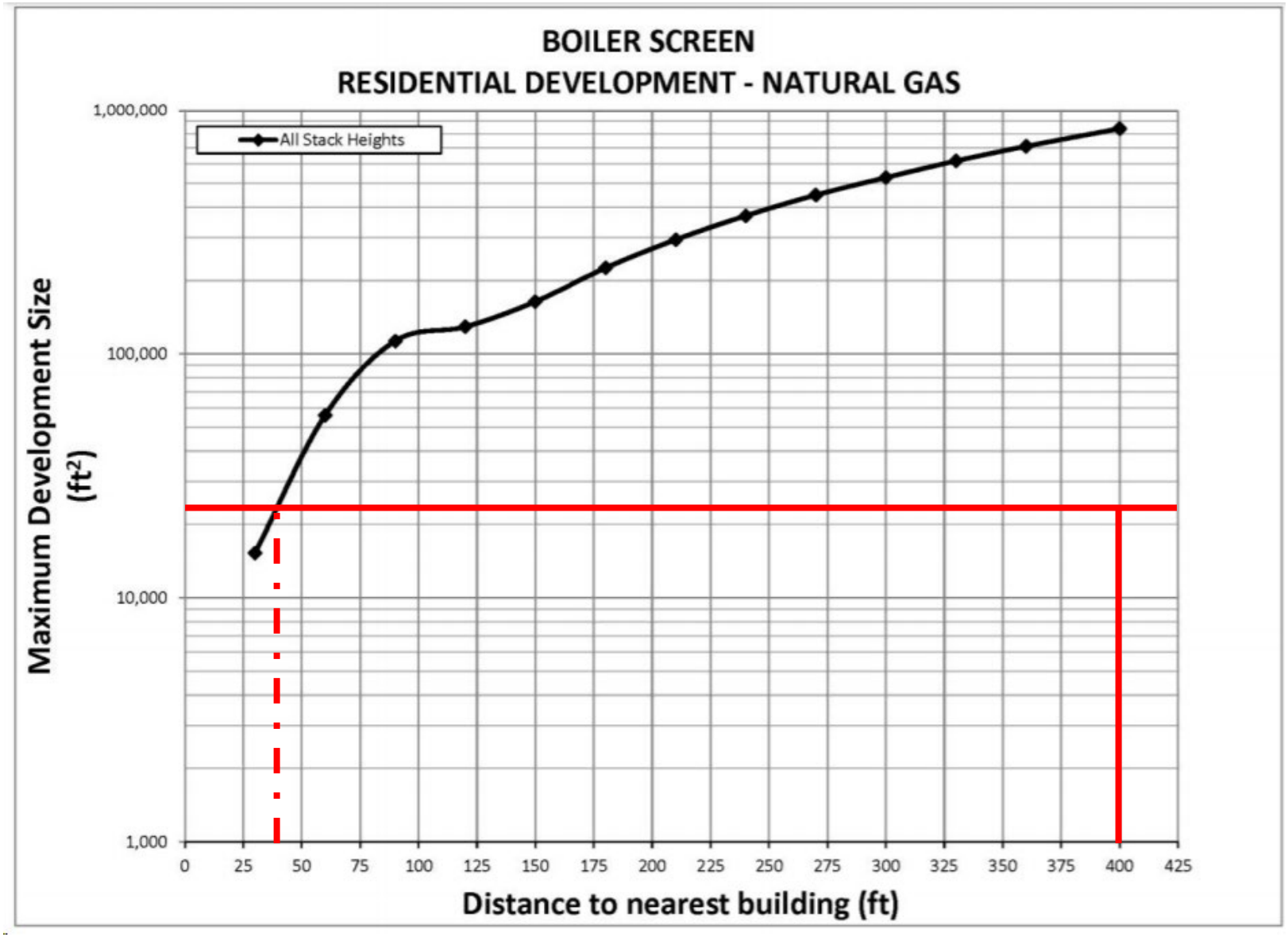
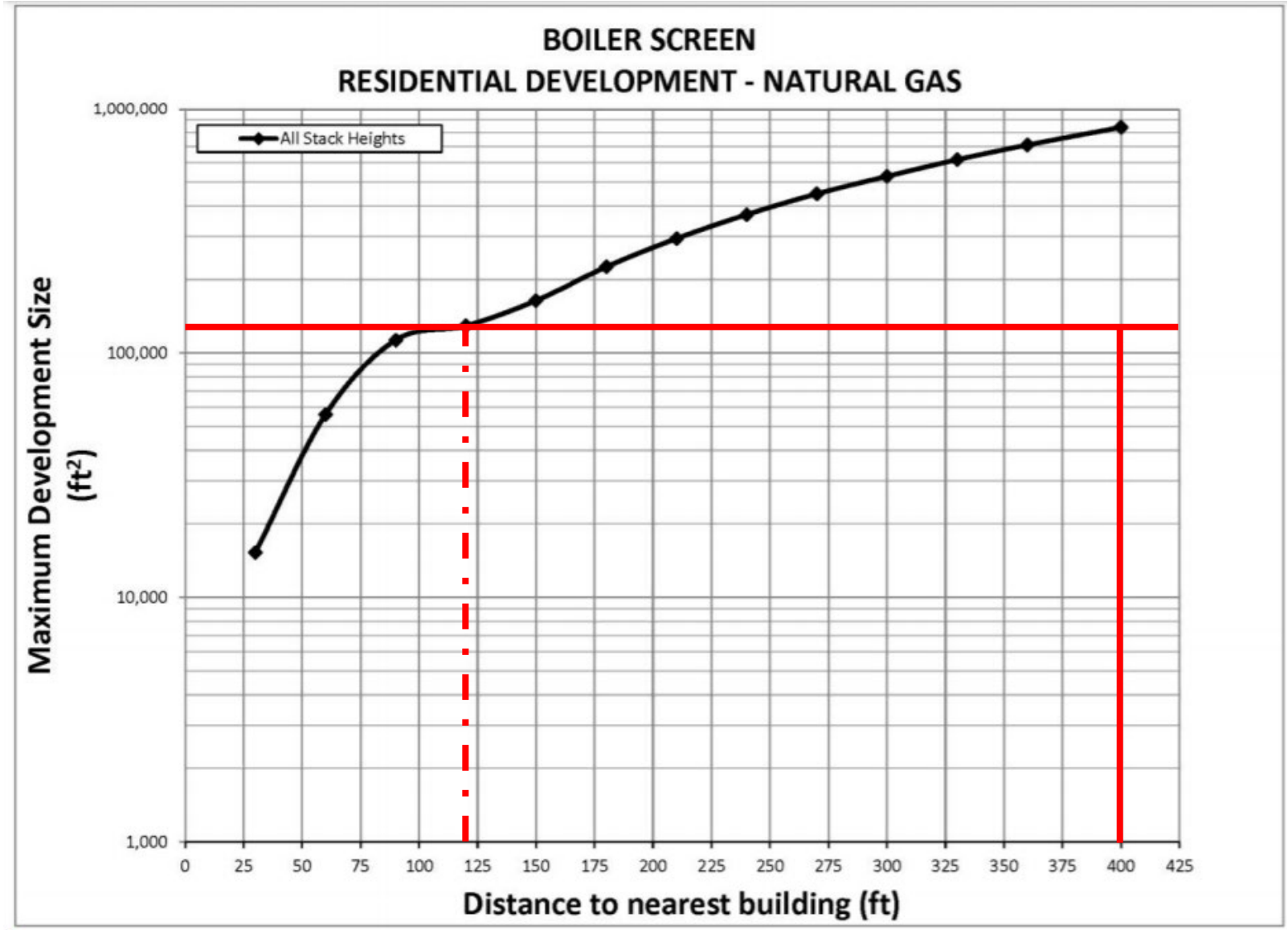


Figure 2.10-3: Projected Development Site 1 and Potential Development Site 1 Screening Analysis on Existing Land Uses



Project-on-Project

Projected Development Site 1 would be developed with an 83-foot-tall building and the Potential Development Site 1 would be developed with an 85-foot-tall building. Meanwhile, there is an approximately 185-foot distance between the two sites.

As shown in **Figure 2.10-1**, the minimum distance to the nearest building of similar or greater height (83 feet) of Projected Development Site 1 is 85 feet. As shown in **Figure 2.10-2**, the minimum distance to the nearest building of similar or greater height (85 feet) of Potential Development Site 1 is 40 feet. Since the distance between the two development sites is approximately 185 feet, which is more than the minimum required distance of the two projects. Therefore, there would not be any significant adverse impacts related to the emissions from the heat and hot water systems of the proposed buildings, and detailed analysis is not required.

(E) Designation

Block 12051 Lot 74 (Projected Development Site 1)

Any new residential or community facility development on the above-referenced property must exclusively use natural gas as the type of fuel for heating, ventilating, air conditioning (HVAC), and hot water system(s) and must ensure that the stack is located at the building's highest level or at least 83 feet above grade to avoid any potential significant adverse air quality impacts.

Block 12045 Lot 10 (Potential Development Site 1)

Any new residential or community facility development on the above-referenced property must exclusively use natural gas as the type of fuel for heating, ventilating, air conditioning (HVAC), and hot water system(s) and must ensure that the stack is located at the building's highest level or at least 85 feet above grade to avoid any potential significant adverse air quality impacts.

2.10.4 Stationary Sources Conclusion

Based on the analysis, conditions associated with the Proposed Actions HVAC systems would not result in any violations of the ambient air quality standards. Therefore, there is no reason to believe that the Proposed Actions HVAC systems would potentially cause any significant adverse air quality impacts, and further assessment is not warranted.

2.10.5 Industrial Emissions

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

400-Foot Study Area

The Affected Area is located within R3A, R3A/C1-3, and R6 zoning districts, and the surrounding area is a mixture of residential, mixed commercial and residential, and public facility and institution properties. The 400-foot radius was screened for potential sources of industrial emissions as shown below in **Figure 2.10-4**. Based on field observations and reviews of DCP land use maps, no potential sites were identified as industrial/manufacturing land uses. Based on the review of the DEP CATS database, there were no known permits identified at any sites within the Study Area. Furthermore, there is no evidence present to conclude that there are illegal unpermitted air emissions present in the Study Area.

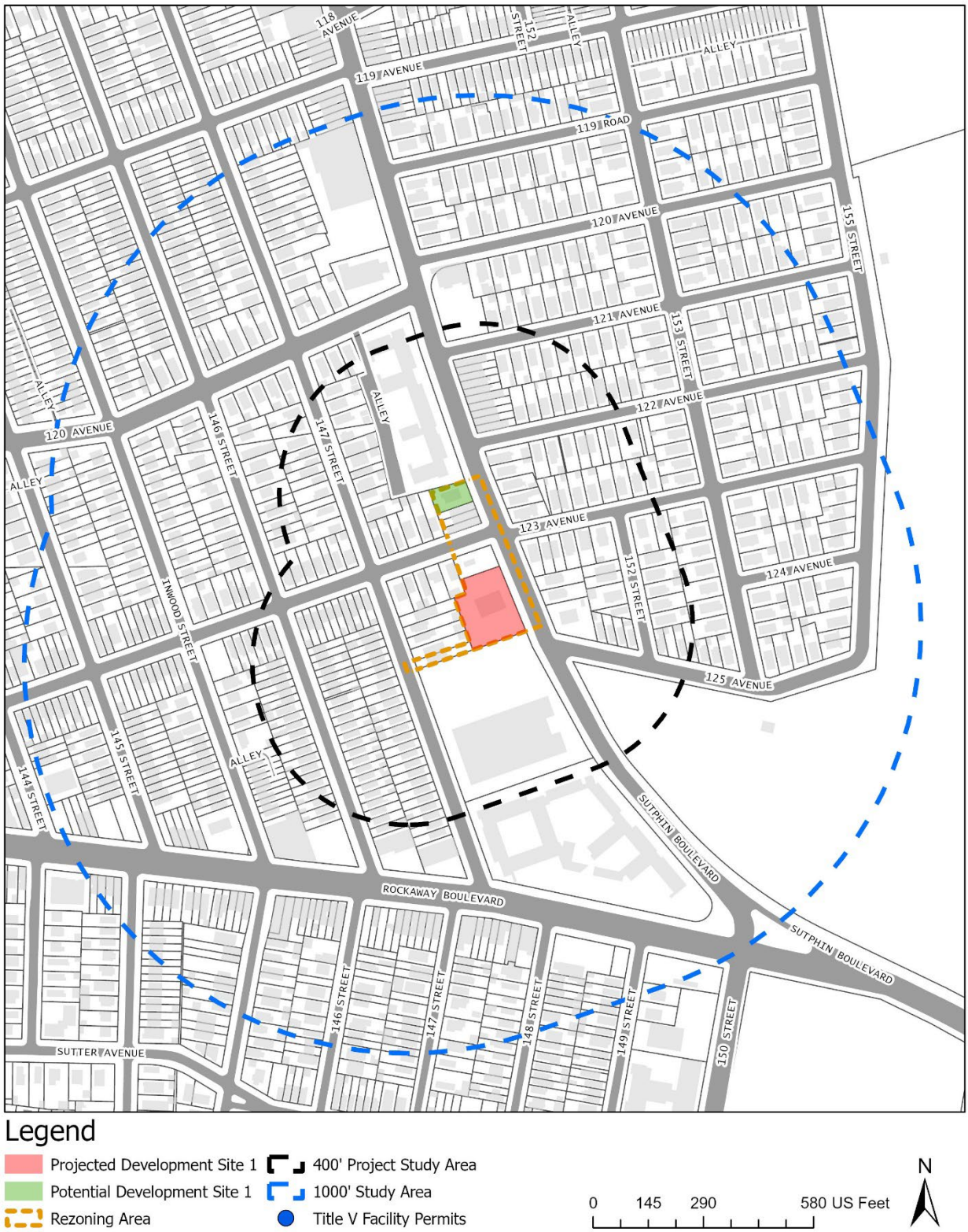
1,000-Foot Study Area

The surrounding area within a radius of 1,000 feet of the Affected Area was screened for potential large source industrial emissions. Based on field observations and reviews of DCP land use maps, no such sources were identified.

2.10.6 Industrial Emissions Conclusion

As indicated in **Figure 2.10-4**, there are no known industrial emissions permits within 400-foot Study Area. Further, no large industrial emission sources were identified within the 1,000-foot Study Area. Additionally, there is no evidence present to conclude that there are illegal unpermitted air emissions present in the Study Area. Therefore, there does not appear to be any potentially significant impact in terms of air toxics to project occupants.

Figure 2.10-4: Industrial Emissions Screening



2.11 Noise

Introduction

This Noise Analysis was conducted by Equity Environmental Engineering, LLC (Equity) in support of the Proposed Actions. This noise analysis is limited to an assessment of ambient noise that could adversely affect building occupants of the proposed development, as well as an evaluation of the potential impact associated with project-generated Noise Passenger Car Equivalents (PCEs) on adjacent receptors.

Framework of Noise Analysis

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

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

Sound is often measured and described in terms of its overall energy, taking all frequencies into account. However, the human hearing process is not the same at all frequencies. Humans are less sensitive to low frequencies (less than 250 Hz) than mid-frequencies (500 Hz to 1,000 Hz) and are most sensitive to frequencies in the 1,000- to 5,000-Hz range. Therefore, noise measurements are often adjusted, or weighted, as a function of frequency to account for human perception and sensitivities. The most common frequency weightings used are the A- and C-weightings. These weight scales were developed to allow sound level meters, which use filter networks to approximate the characteristic of the human hearing mechanism, to simulate the frequency sensitivity of human hearing. The A-weighting is the most commonly used for environmental measurements, and sound levels measured using this weighting are denoted as dBA. The letter “A” indicates that the sound has been filtered to reduce the strength of very low and very high-frequency sounds, much as the human ear does. C-weighting gives nearly equal emphasis to sounds of most frequencies. Mid-range frequencies approximate the actual (unweighted) sound level, while the very low and very high-frequency bands are significantly affected by C-weighting. **Table 2.11-1** notes the decibel levels of common noise sources.

Table 2.11-1: Noise Levels of Common Sources[4]

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

The following are typical human perceptions of dB(A) relative to changes in noise level:

- 3 dB(A) change is the threshold of change detectable by the human ear;
- 5 dB(A) change is readily noticeable; and
- 10 dB(A) increase is perceived as a doubling of the noise level.

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

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

- L_{eq} is the continuous equivalent sound level. The sound energy from the fluctuating SPLs is averaged over time to create a single number to describe the mean energy, or

[4] Source: *2021 CEQR Technical Manual*

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

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

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

Noise Standards and Guidelines

In 1983, the New York City Department of Environmental Protection (NYCDEP) adopted the CEQR noise exposure guidelines for exterior noise levels. As shown in **Table 2.11-2** below, noise standards classify noise exposure into four categories based on noise level limits and land use, for vehicular traffic, rail, and aircraft noise sources: Acceptable, Marginally Acceptable, Marginally Unacceptable and Clearly Unacceptable, Table 19-3 of the *2021 CEQR Technical Manual* defines attenuation requirements for buildings based on exterior noise exposure levels. Recommended noise attenuation values for buildings are designed to maintain interior L_{10} noise levels of 45 dB(A) or below or interior L_{dn} noise levels of 40 dB(A) or below depending on the noise source, as shown below in **Table 2.11-3**.

Table 2.11-2: Noise Exposure Guidelines for Use in City Environmental Impact Review

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

Notes:

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

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

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

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

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

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

Table 2.11-3: Attenuation Values to Achieve Acceptable Interior Noise Levels

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

Note:

A. DNL descriptor based on average values of Ldn over a year period.

B. The above composite window-wall attenuation values are for residential dwellings and community facility development. Commercial office spaces and meeting rooms would be 5 dB(A) less in each category. All of the above categories require a closed window situation and hence an alternate means of ventilation.

C. The required attenuation value is the difference between Lbuild and Linterior, using the appropriate noise descriptor Where:
Lbuild is the projected noise level under the build condition rounded up to the whole number
Linterior is the designed interior noise level (45 dB(A) for vehicular noise, 40 dB(A) for aircraft and train noise)

2.11.1 Initial Impact Screening

Future No-Action Condition

The Applicant-owned Projected Development Site (Block 12051, Lot 74) is a 25,235-sf interior lot with approximately 185 feet of frontage along Sutphin Boulevard. Currently, the lot is vacant and unimproved, which is occupied by a dilapidated, partially built structure since approximately 1995.

The No-Action Condition for the Affected Area would be the same as existing conditions. Redevelopment is not considered likely in the No-Action Scenario because of the bulk permitted (0.50 residential and 1.00 community facility) and the parking requirement (1 space per dwelling unit) under the current R3A district.

Future With-Action Condition

Projected Development Site 1 (Block 12051, Lot 74; Applicant-Owned Lot)

The Applicant-Owned lot would be developed with a 109,527 GSF (88,257 ZSF; 3.50 FAR), 8-story plus cellar, 83-foot-tall mixed residential and community facility building. There would be 9,837 GSF (4,365 ZSF; 0.17 FAR) of community facility floor area for planned occupancy by a church at the cellar level and on the ground floor and 99,690 GSF (83,892 ZSF; 3.33 FAR) of residential floor area on the second floor through the eighth floor. The building would provide 125 dwelling units (approximately 800 GSF per unit), 25%-30% (31-38 units) of which would be

set aside as permanently affordable units pursuant to MIH at an average of 60-80% AMI depending on the Option selected. The development would also include 55 residential accessory vehicular parking spaces on the paved open land at the back of the building and 63 bicycle parking spaces on the first-floor level accessible via a new curb cut that would replace an existing curb cut on Sutphin Boulevard.

Potential Development Site 1 (Block 12045, Lot 10; Non-Applicant-Owned Lot)

Under the With-Action Condition, the lot could be developed with an 8-story mixed-use residential and community facility building at a building height of 85 feet with 23,437 GSF of floor area (22,262 ZSF; 3.60 FAR). The building could have a maximum base height of 65 feet and a maximum permitted building height of 45 feet within 25 feet of the adjacent R3A zoning district. The building could include 3,308 GSF (3,092 ZSF; 0.50 FAR) of community facility uses (cultural lodge room) on the ground floor and 20,129 GSF (19,170 ZSF; 3.10 FAR) of residential uses with 24 total dwelling units (850 GSF per dwelling unit) on the second to eighth floors, 25%-30% (6-7 units) of which would be affordable pursuant to MIH at an average of 60-80% AMI depending on the Option selected. Parking requirements could be waived as fewer than 15 spaces would be required under the R6A district.

As discussed above, the noise analysis presented in this chapter focuses on the operational noise effects of the Proposed Actions and consists of two parts:

- A preliminary Noise Passenger Car Equivalent (PCE) Screening to determine whether project-generated traffic will increase Noise PCEs on the adjacent roadways by greater than 100%.
- An analysis to determine the level of attenuation necessary to ensure that interior and exterior noise levels satisfy CEQR requirements.

2.11.2 Noise Monitoring Results

Measurement Location and Equipment

Because the predominant noise sources in the area of the proposed project consist of vehicular traffic and rail movements, noise monitoring was conducted during peak weekday vehicular travel periods (AM, Midday, PM) on a typical midweek day for 20-minute periods. Noise Monitoring Location One (1) was located along the Sutphin Boulevard frontage of Projected Development Site 1; Noise Monitoring Location Two (2) was located at the intersection of Sutphin Boulevard and 123rd Avenue. The noise monitoring locations are shown in **Figure 2.11-1** to **Figure 2.11-3** below.

Noise monitoring was conducted using a Type 1 Casella CEL-633 sound level meters with wind screens. The monitors were placed on a tripod at a height of approximately three feet above the ground, away from any other noise-reflective surfaces. The monitors were calibrated prior to and following each monitoring session Periods of peak vehicular around the subject site

constitute a worst-case condition for noise at the project site. Noise meter calibration certification and back up data are provided in **Appendix E**.

Figure 2.11-1: Noise Monitoring Locations



Figure 2.11-2: Location 1 – Projected Development Site 1 Sutphin Boulevard Frontage



Figure 2.11-3: Location 2 – Intersection of Sutphin Boulevard and 123rd Avenue



Existing Conditions

Monitoring was conducted during typical midweek conditions, on Tuesday, November 23, 2021. The weather was clear and wind speeds were mild during monitoring. Traffic volumes and vehicle classification were documented during the noise monitoring. **Table 2.11-4** to **Table 2.11-5** below contains the results for the measurements taken at Location 1 to Location 2, respectively.

Table 2.11-4: Noise Levels in dBA at Location 1

Tuesday, November 23, 2021			
Time	**7:35 am – 7:55 am**	**12:08 pm – 12:28 pm**	**4:31 pm – 4:51 pm**
L_{max}	83.5	85.5	82.0
L_{10}	**70.0**	**70.5**	**70.5**
L_{eq}	66.7	66.7	67.3
L_{50}	64.0	60.5	63.5
L_{90}	56.0	51.0	54.0
L_{min}	51.9	47.6	47.4

Note: Bold denotes L_{10} or L_{eq} noise level exceedances, according to Table 19-2 of the CEQR Technical Manual.

Table 2.11-5: Noise Levels in dBA at Location 2

Tuesday, November 23, 2021			
Time	**8:06 am – 8:26 am**	**12:38 pm – 12:58 pm**	**4:58 pm – 5:18 pm**
L_{max}	89.3	100.2	86.8
L_{10}	**74.0**	**73.5**	**73.0**
L_{eq}	**71.1**	**76.0**	69.9
L_{50}	69.0	65.5	66.5
L_{90}	64.0	55.5	58.0
L_{min}	60.2	49.8	53.0

Note: Bold denotes L_{10} or L_{eq} noise level exceedances, according to Table 19-2 of the CEQR Technical Manual.

The traffic volumes (vehicle counts) and vehicle classifications taken at the Project Site during peak vehicular travel periods [morning (AM), noon (MD), and evening (PM)] concurrent with noise monitoring at Location 1 and 2 are shown below in **Table 2.11-6** and **Table 2.11-7**.

Table 2.11-6: Traffic Volumes and Vehicle Classifications Noise Location 1

	7:35 am – 7:55 am	12:08 pm – 12:28 pm	4:31 pm – 4:51 pm
Car/ Taxi	116	77	107
Van/Light Truck/SUV	158	99	140
Medium Truck	6	3	3
Heavy Truck	3	5	1
Bus	21	7	11

Table 2.11-7: Traffic Volumes and Vehicle Classifications Noise Location 2

	8:06 am – 8:26 am	12:38 pm – 12:58 pm	4:58 pm – 5:18 pm
Car/ Taxi	85	75	126
Van/Light Truck/SUV	138	112	157
Medium Truck	5	2	4
Heavy Truck	0	5	2
Bus	16	13	10

The 2021 *CEQR Technical Manual* Table 19-2 contains noise exposure guidelines. For a residential use such as would occur under the Proposed Action, an L_{10} of between 65 and 70 dB(A) is identified as marginally acceptable general external exposure. An L_{10} of between 70 and 80 dB(A) is identified as marginally unacceptable general external exposure. The highest recorded L_{10} at Noise Monitoring Location One (1) was 70.5 during the midday and evening monitoring period; The highest recorded L_{eq} at Noise Monitoring Location Two (2) was 76.0 during the midday monitoring period.

2.11.3 Preliminary Noise Passenger Car Equivalent (PCE) Screening Analysis

Pursuant to Section 111 of the *2021 CEQR Technical Manual*, mobile sources are those noise sources that move in relation to a noise-sensitive receptor—principally automobiles, buses, trucks, aircraft, and trains. Each has its own distinctive noise character, and, consequently, an associated set of noise assessment descriptors.

For Mobile Sources, an initial noise assessment may be appropriate if a proposed action would generate additional project-generated vehicular traffic in an area where roadways currently carry no or very low traffic volumes, or where a nearby receptor would potentially be impacted by high ambient noise levels. Receptors are generally the subject of most noise impact analyses. A noise-sensitive location (known as a "receptor") is usually 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 predefined thresholds of change.

Automobile noise is a function of vehicle speed and engine noise. With changing gears, the noise levels tend to increase in a sawtooth kind of pattern as vehicular speed increases. The interaction of the road surface with the tires generates noise that increases with vehicle speed. At vehicular speeds below 30 miles per hour, the typical automobile noise spectrum is dominated by engine noise. At speeds higher than 30 miles per hour, the automobile noise signature is composed of a combination of lower frequency engine noise and higher frequency tire noise. The engine and tire noise for vehicular speeds above 30 miles per hour are comparable in noise level. Noise generated by buses and heavy trucks is also composed of engine and tire noise, but tire noise tends to dominate the noise signature at vehicular speeds above 30 miles per hour in trucks and buses. Cargo load normally does not significantly affect

noise levels because increased load usually results in decreased vehicular speed, and the effects cancel each other out. Because individual trucks and buses are noisier than individual automobiles, the concept of noise passenger car equivalents (PCEs) is used.

Pursuant to Section 332.1 of the *2021 CEQR Technical Manual*, the below values can be used to calculate vehicular noise using projections:

- Each Automobile or Light Truck: 1 Noise PCE
- Each Medium Truck: 13 Noise PCEs
- Each Bus: 18 Noise PCEs
- Each Heavy Truck: 47 Noise PCEs

A preliminary Noise PCE screening was conducted to determine if the Proposed Actions would result in an increase to existing Noise PCE values by 100 percent or more. This screening assesses the Noise PCE values of the vehicles projected to arrive on-site during weekday peak hours, compared to the Noise PCE values of existing background traffic recorded during noise monitoring.

Noise PCE Screening

This screening analysis was performed based on the total projected vehicular trip-ends projected in the Transportation Analysis: Tier 1 Trip Generation Assessment as follows:

- Weekday AM Peak Hour (7:30 am - 8:30 am): 98 Auto Trip-Ends
- Weekday Midday Peak Hour (12:00 pm - 1:00 pm): 75 Auto Trip-Ends
- Weekday PM Peak Hour (4:30 pm - 5:30 pm): 82 Auto Trip-Ends

It should be noted that the existing background traffic counts during each noise monitoring peak hour were only recorded in a 20-minute period. As a result, the 1-hour existing background traffic count is estimated by multiplying 3 to the real traffic counts in the 20-minute monitoring periods. The Noise PCE screening applies the projected AM peak hour project-generated vehicular trip-ends, converted to Noise PCEs, to the AM peak hour existing Noise PCEs; the projected Midday peak hour vehicular trip-ends, converted to Noise PCEs, to the existing Midday Noise PCEs; and the projected PM peak hour vehicular trip-ends, converted to Noise PCEs, to the existing PM Noise PCEs. See **Table 2.11-8** and **Table 2.11-9** below for Noise PCE Screening at Location 1 and 2, respectively.

As indicated below in **Table 2.11-10**, the Proposed Actions would not increase existing Noise PCE values by greater than 100% at any location, and no further analysis is warranted.

Table 2.11-8: Existing/With-Action Noise PCEs Location 1

Existing Noise PCEs						
	AM Existing Vehicle Counts (1 Hour)	**AM Existing Noise PCE Value**	**MD Existing Vehicle Counts (1 Hour)**	**MD Existing Noise PCE Value**	**PM Existing Vehicle Counts (1 Hour)**	**PM Existing Noise PCE Value**
Car/ Taxi	348	348	231	231	321	321
Van/Light Truck/SUV	474	474	297	297	420	420
Medium Truck	18	234	9	117	9	117
Heavy Truck	9	423	15	705	3	141
Bus	63	1,134	21	378	33	594
Total Noise PCE	-	**2,613**	-	**1,728**	-	**1,593**
With Action Noise PCEs						
	AM Project Generated Vehicle Trip-Ends	**AM With Action Noise PCE Value**	**MD Project Generated Vehicle Trip-Ends**	**MD With Action Noise PCE Value**	**PM Project Generated Vehicle Trip-Ends**	**PM With Action Noise PCE Value**
Car/ Taxi	446	446	306	306	403	403
Van/Light Truck/SUV	474	474	297	297	420	420
Medium Truck	18	234	9	117	9	117
Heavy Truck	9	423	15	705	3	141
Bus	63	1134	21	378	33	594
Total Noise PCE	-	**2,711**	-	**1,803**	-	**1,675**

Table 2.11-9: Existing/With-Action Noise PCEs Location 2

Existing Noise PCEs						
	AM Existing Vehicle Counts (1 Hour)	**AM Existing Noise PCE Value**	**MD Existing Vehicle Counts (1 Hour)**	**MD Existing Noise PCE Value**	**PM Existing Vehicle Counts (1 Hour)**	**PM Existing Noise PCE Value**
Car/ Taxi	255	255	225	225	378	378
Van/Light Truck/SUV	414	414	336	336	471	471
Medium Truck	15	195	6	78	12	156
Heavy Truck	0	0	15	705	6	282
Bus	48	864	39	702	30	540
Total Noise PCE	-	**1,728**	-	**2,046**	-	**1,827**
With Action Noise PCEs						
	AM Project Generated Vehicle Trip-Ends	**AM With Action Noise PCE Value**	**MD Project Generated Vehicle Trip-Ends**	**MD With Action Noise PCE Value**	**PM Project Generated Vehicle Trip-Ends**	**PM With Action Noise PCE Value**
Car/ Taxi	353	353	300	300	460	460
Van/Light Truck/SUV	414	414	336	336	471	471
Medium Truck	15	195	6	78	12	156
Heavy Truck	0	0	15	705	6	282
Bus	48	864	39	702	30	540
Total Noise PCE	-	**1,826**	-	**2,121**	-	**1,909**

Table 2.11-10: Noise PCE Screening Results

Peak Hour	No-Action/Existing	With Action	Increment	% Increase
Location 1				
AM Noise PCEs	2,613	2,711	98	4%
MD Noise PCEs	1,728	1,803	75	4%
PM Noise PCEs	1,593	1,675	82	5%
Location 2				
AM Noise PCEs	1,728	1,826	98	6%
MD Noise PCEs	2,046	2,121	75	4%
PM Noise PCEs	1,827	1,909	82	4%

2.11.4 Conclusion

The *2021 CEQR Technical Manual* sets external noise exposure standards, which are classified into four categories: acceptable, marginally acceptable, marginally unacceptable, and clearly unacceptable. Table 19-3 of the *2021 CEQR Technical Manual* defines attenuation requirements for buildings based on exterior noise exposure levels. Recommended noise attenuation values for buildings are designed to maintain interior noise levels of 45 dB(A) or lower where vehicular traffic is the noise source. For residential and institutional uses such as what would occur under the Proposed Actions, an L_{10} of between 65 and 70 dB(A) is identified as marginally acceptable general external exposure. An L_{10} of between 70 and 80 dB(A) is identified as marginally unacceptable general external exposure.

The highest recorded L_{10} at Noise Monitoring Location One (1) was 70.5 during the midday and evening monitoring period. The highest recorded L_{eq}[5] at Noise Monitoring Location Two (2) was 76.0 during the midday monitoring period.

Based on the results of the noise monitoring as summarized above, a window/wall attenuation of 28 dB(A) would be required on the eastern (Sutphin Avenue) façade of Projected Development Site 1 and a window/wall attenuation of 31 dB(A) would be required on all facades of Potential Development Site 1. No other facades require attenuation. With this level of attenuation, there would be no adverse noise impacts as a result of the Proposed Actions.

To ensure that no significant adverse impacts related to noise occur as a result of the Proposed Actions, the following E-Designation would be placed on the Projected and Potential Development Sites:

The text for E-Designation would be as follows:

E-xxx

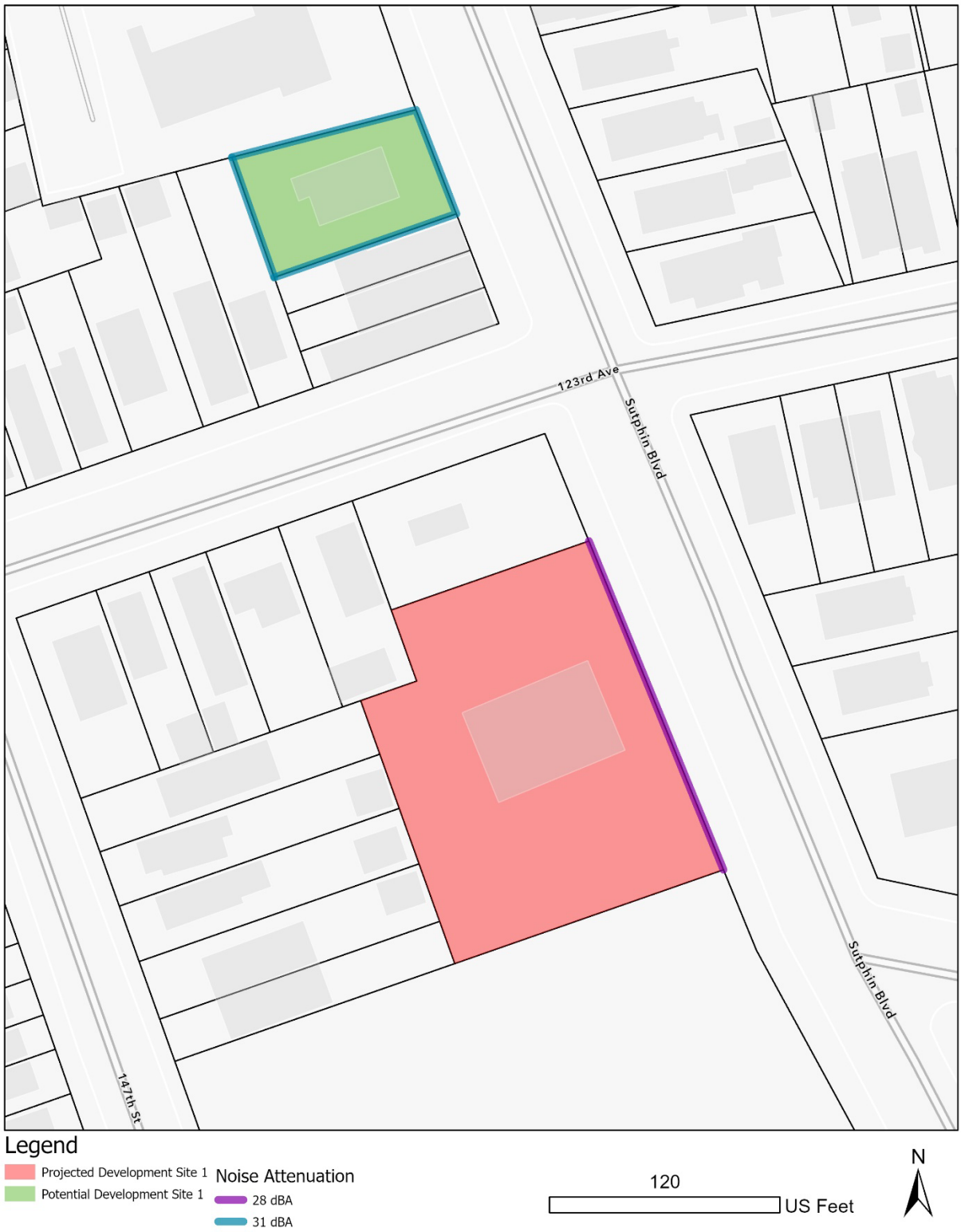
Block 12051, Lot 74 (Projected Development Site 1): In order to ensure an acceptable interior noise environment, future community facility/residential uses must provide a closed-window condition with a minimum of 28 dBA window/wall attenuation on the eastern facades facing Sutphin Boulevard in order to maintain an interior L10 noise level not greater than 45 dBA for community facility and residential uses as illustrated in **Figure 2.11-4**. In order to maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, central air conditioning or air conditioning sleeves containing air conditioners.

[5] The Leq exceeded the L10 noise level at noise location 2 during the midday monitoring period, and was therefore identified as the reference noise level at this location.

Block 12045, Lot 10 (Potential Development Site 1): In order to ensure an acceptable interior noise environment, future community facility/residential uses must provide a closed-window condition with a minimum of 31 dBA window/wall attenuation on all the facades in order to maintain an interior L10 noise level not greater than 45 dBA for community facility and residential uses as illustrated in **Figure 2.11-4**. In order to maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, central air conditioning or air conditioning sleeves containing air conditioners.

The facade attenuation requirements above are detailed in **Figure 2.11-4** below.

Figure 2.11-4: Noise Attenuation Requirements*



*The above attenuation requirements are for residential and community facility uses. Commercial office uses would require attenuation 5 dBA less.

2.12 Construction

According to the *2021 CEQR Technical Manual*, construction impacts may be analyzed for any project that involves construction or could induce construction. For construction activities not related to in-ground disturbance, short-term construction generally does not warrant a detailed construction analysis. For example, the use of a property for construction staging activities is likely to only warrant analysis if this activity continues for a period of several years. Consideration of several factors, including the location and setting of the project in relation to other uses and intensity of construction activities are used to determine if a project's construction activities warrant analysis in one or more of the following technical areas, which includes transportation, air quality, noise, historic and cultural resources, hazardous materials, natural resources, open space, socioeconomic conditions, community facilities, land use and public policy, neighborhood character, and infrastructure.

As per the *2021 CEQR Technical Manual*, if the project's construction would be located in a Central Business District (CBD) or along an arterial or major thoroughfare, a preliminary construction analysis would be warranted. Since Projected Development Site 1 (Block 12051, Lot 74) is located adjacent to Sutphin Boulevard, which is classified as a principal arterial road by New York State road functional classification map, it is considered that the Projected Development Site is located along a major thoroughfare. As a result, a preliminary construction analysis is required for the project.

2.12.1 Preliminary Analysis

Future No-Action Scenario

The No-Action Condition for the Affected Area would be the same as existing conditions. Redevelopment is not considered likely in the No-Action Scenario because of the bulk permitted (0.50 residential and 1.00 community facility) and the parking requirement (1 space per dwelling unit) under the current R3A district.

Future With-Action Scenario

Projected Development Site 1 (Block 12051, Lot 74; Applicant-Owned Lot)

The Applicant-Owned lot would be developed with a 109,527 GSF (88,257 ZSF; 3.50 FAR), 8-story plus cellar, 83-foot-tall mixed residential and community facility building. There would be 9,837 GSF (4,365 ZSF; 0.17 FAR) of community facility floor area for planned occupancy by a church at the cellar level and on the ground floor and 99,690 GSF (83,892 ZSF; 3.33 FAR) of residential floor area on the second floor through the eighth floor. The building would provide 125 dwelling units (approximately 800 GSF per unit), 25%-30% (31-38 units) of which would be set aside as permanently affordable units pursuant to MIH at an average of 60-80% AMI depending on the Option selected. The development would also include 55 residential accessory vehicular parking spaces on the paved open land at the back of the building and 63

bicycle parking spaces on the first-floor level accessible via a new curb cut that would replace an existing curb cut on Sutphin Boulevard.

Given that Sutphin Boulevard (75 feet wide) is a wide street, the Proposed Development would reach the building height of 83 feet after a 10-foot setback on Sutphin Boulevard above the base height of 63 feet. In addition, the Proposed Development would leave a rear yard of approximately 38'-4" in depth, which is deeper than the required minimum rear yard depth of 30 feet.

Potential Development Site 1 (Block 12045, Lot 10; Non-Applicant-Owned Lot)

The lot could be developed with an 8-story mixed-use residential and community facility building at a building height of 85 feet with 23,437 GSF of floor area (22,262 ZSF; 3.60 FAR). The building could have a maximum base height of 65 feet and a maximum permitted building height of 45 feet within 25 feet of the adjacent R3A zoning district. The building could include 3,308 GSF (3,092 ZSF; 0.50 FAR) of community facility uses (cultural lodge room) on the ground floor and 20,129 GSF (19,170 ZSF; 3.10 FAR) of residential uses with 24 total dwelling units (850 GSF per dwelling unit) on the second to eighth floors, 25%-30% (6-7 units) of which would be affordable pursuant to MIH at an average of 60-80% AMI depending on the Option selected. Parking requirements could be waived as fewer than 15 spaces would be required under the R6A district.

Build Year

The build year for the analysis is anticipated to be 2026 in consideration of a 12-month pre-certification time frame, a 7-month ULURP review, and an 18-month construction schedule for Projected Development Site 1. The proposed construction schedule for Projected Development Site 1 can be found in **Appendix F**.

Construction Schedule

Projected Development Site 1 is anticipated to begin with demolition and site clearance in July 2024 and complete with interior finishes and fit-out in October 2026 for a construction duration of 18 months. Final Certificate of Occupancy is anticipated by December 2026 when occupancy is assumed. Because the construction activities would last for fewer than 24 months, the Proposed Actions are not expected to result in significant impacts to the adjacent community.

Analysis

Transportation

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

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

Projected Development Sites 1 has a frontage along Sutphin Boulevard (classified as Principal Arterial Other). The construction of the development site may require routine temporary closing of the sidewalks adjacent to Projected Development Site 1. As part of the Proposed Actions, the sidewalks would be reconstructed, which may temporarily impact pedestrian flow and the availability of parking spaces along these streets. However, changes to moving traffic lanes are not expected.

Community facilities located within a 400-foot radius of Projected Development Site 1 include a public assembly place (a cultural lodge room), a church (Full Gospel Mission Cogic Church), and a public primary school (P.S. 223Q Lyndon B. Johnson School). However, the affected facility would not be particularly sensitive to such a closure as the sidewalks and roadways affected by the proposed construction would not be considered to be near capacity. Nearby residential and commercial uses would not be particularly sensitive to such sidewalk closures as they are not in an area with high pedestrian activity, and the sidewalks and roadways affected by the proposed construction would not be considered to be near capacity. Any potential closure of the sidewalks adjacent to Projected Development Site 1 would be considered a routine closure that would be addressed by a permit and pedestrian access plan issued by NYC DOT Office of Construction Mitigation and Coordination at the time of closure.

It should also be noted that the construction activities on Projected Development Site 1 would not induce significant adverse impacts on the surrounding communities as the overall construction schedule of the development site would be considered short term (less than two years).

Given the above, construction of the development site would not be expected to result in significant adverse impacts on transportation.

Air Quality

Demolition, excavation, and foundation activities, which often generate the highest levels of air emissions, would be temporary and limited in duration and would take approximately 8 months for Projected Development Site 1 (beginning in September 2024, and ending in May 2025).

These activities would be limited to one site and would mostly not overlap. In addition, any heavy equipment associated with the construction of the buildings (such as a crane) would operate from at least two different locations during construction.

As with most construction projects in the City, the proposed project would require the operation of several pieces of diesel equipment at one time during the heavier periods of construction, such as demolition and excavation. However, as stated in the *CEQR Technical Manual*, all the necessary measures would be implemented to ensure compliance with the NYC Air Pollution Control Code regulating construction-related dust emissions. Based on the project size and the construction work involved, construction activities for the Proposed Actions would not be considered out of the ordinary or exceptional in terms of intensity and would be of a relatively short duration (less than 2 years). Therefore, based on the above and with the implementation of emissions control measures that are required by local law, the construction of the development sites would not result in any significant adverse impacts on air quality.

Noise

While increases in ambient noise levels due to construction exceeding the CEQR impact criteria for two years or less may be noisy and intrusive, they are not considered to be significant adverse noise impacts. As described above, construction of Projected Development Site 1 would occur over a relatively short time period of approximately 18 months. In addition, as discussed above, demolition, excavation, and foundation activities, and superstructure activities, which are the noisiest construction activities, would be temporary and limited in duration and would take approximately 14 months for Projected Development Site 1 (beginning in September 2024, and ending in November 2025).

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

Historic and Cultural Resources

As discussed in **Section 2.4**, the Landmarks Preservation Commission has determined that no resources of architectural or archaeological significance that could be associated with the proposed project were found. Therefore, no significant adverse construction-related impacts to historic and cultural resources are expected.

2.12.2 Conclusion

Construction activities at Projected Development Site 1 would be completed in 18 months from demolition and site clearance in July 2024 until interior finishes and fit-out in October 2026. Construction would be performed subject to relevant EPA, DEP, DOT, and DOB codes and regulations to ensure minimal construction impacts. With the construction control and protective measures identified above, no impacts to transportation, air quality, noise, or historic buildings would occur.

On the basis of the above analysis, the Proposed Actions would not have any significant adverse construction impacts, and further analysis is not required.

APPENDIX A

AGENCY CORRESPONDENCE

Landmarks Preservation Commission

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

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

ENVIRONMENTAL REVIEW

Project number: DEPARTMENT OF CITY PLANNING / LA-CEQR-Q
Project: 123-12 SUTPHIN BLVD.
Date Received: 1/3/2023

.

Properties with no Architectural or Archaeological significance:

1) 122-10 SUTPHIN BOULEVARD, BBL: 4120450010
2) 122-14 SUTPHIN BOULEVARD, BBL: 4120450013
3) 122-16 SUTPHIN BOULEVARD, BBL: 4120450014
4) 122-18 SUTPHIN BOULEVARD, BBL: 4120450015
5) 123-23 147 STREET, BBL: 4120510057
6) 123-04 SUTPHIN BOULEVARD, BBL: 4120510071
7) 123-12 SUTPHIN BOULEVARD, BBL: 4120510074
8) 123-25 147 STREET, BBL: 4120510155



1/6/2023

SIGNATURE DATE

Gina Santucci, Environmental Review Coordinator

File Name: 36827_FSO_ALS_01062023.docx

APPENDIX B

ILLUSTRATIVE ARCHITECTURAL PLANS

123-12 Sutphin Blvd.

Queens, NY 11434

R6A Proposed Rezoning Package
8-Story Mixed Use Residential Building
SR Equities

SR EQUITIES

DR ARCHITECTURE + DESIGN

DEVELOPMENT | REAL ESTATE
ARCHITECTURE | DESIGN

DR ARCHITECTURE + DESIGN

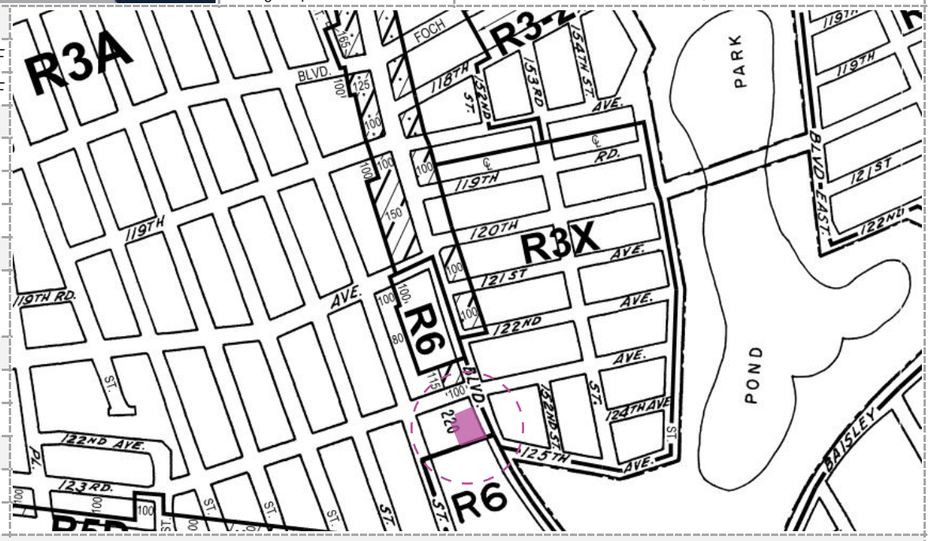
DEVELOPMENT | REAL ESTATE
ARCHITECTURE | DESIGN

Zoning & Development Analysis

123-12 Sutphin Blvd.

Block	12051
Zoning Lots	74
Zoning Map 18c	Queens, NY

Lot Area	
Tax Lot 74	25,235 SF
Total Lot Area	25,235 SF
Zoning & Community District	
R6A	
Mandatory Inclusionary Housing	
Queens Community District 12	
Mandatory Inclusionary Housing	
Option 01 - 25% Affordable at 40% - 130% AMI	
Street Frontage	
Sutphin Blvd	75' Wide Street
Street Trees	
185' Frontage	
(7) Trees required	



Zoning Analysis

ZR Section	Bulk Regulations: Permitted Development Floor Area (Zoning Floor Area)			
	Proposed Use	Permitted FAR	Lot Area	Zoning Floor Area
23-154	Residential	3.6	25,235 SF	90,846 SF
24-11	Community Facility	3	25,235 SF	75,705 SF

Notes: Mandatory Inclusionary Housing mapped.

ZR Section	Bulk Regulations: Building Height & Setback	
23-662	Required Setback Distance (wide street)	10'
23-664	Minimum Base Height	40'
23-664	Maximum Base Height	65'
23-664	Maximum Building Height (with QGF)	85'
23-693	Maximum Bld. Height within 25' of R1-R5	45'

Notes: Requires Qualifying Ground Floor (QGF). Minus 5'-0" w/o QGF.

ZR Section	Bulk Regulations: Required Yards	
23-45	Required Front Yards	N/A
23-51	Required Side Yards Adjacent R1-R5 District	8'
23-47	Required Rear Yard	30'

ZR Section	Lot Coverage Regulations	
23-153	Residential	65%
N/A	Commercial	N/A
24-11	Community Facility	60%

ZR Section	Recreation Space	
28-533	Required Recreation Space	2,768 SF

ZR Section	Parking Regulations	
25-23	Required Residential Parking (Market Rate)	50% D.U.'s
	Required Residential Parking Spaces	47 Spaces
	Req. Residential Parking (Income Restricted)	25% D.U.'s
	Required Income Restricted Parking Spaces	8 Spaces
25-31	Required Community Facility Parking	None
25-811	Required Bike Parking	50% D.U.'s
	Required Bike Parking	63 Spaces

ZR Section	Use Regulations	
22-00	Permitted Use Groups:	
	Use Groups 1,2,3,4	
	Proposed Use Groups	UG 2 Residential & UG 4 House of Worship
	Proposed Occupancy Groups	R-2 & A-3

ZR Section	Density Regulations	
23-22	Dwelling Unit (D.U.) Factor	680 SF
	Maximum number of Dwelling Units	127 Units

Project Area



Zoning Floor Area Tabulation

Floor	Gross Floor Area			Floor Area Deductions			Total Zoning	Unit Count			
Level	Residential	Commercial	Comm. Facility	QH	Mech + Parking	Zone Green	Floor Area	0-bd	1-bd	2-bd	Total
Cellar	1,967 SF	0 SF	5,172 SF	0 SF	0 SF	0 SF	0 SF	0	0	0	0
1	3,813 SF	0 SF	4,665 SF	2,760 SF	252 SF	310 SF	5,156 SF	0	0	0	0
2	13,981 SF	0 SF	0 SF	596 SF	524 SF	376 SF	12,485 SF	6	8	5	19
3	13,981 SF	0 SF	0 SF	596 SF	524 SF	376 SF	12,485 SF	6	8	5	19
4	13,981 SF	0 SF	0 SF	596 SF	524 SF	376 SF	12,485 SF	6	8	5	19
5	13,263 SF	0 SF	0 SF	590 SF	503 SF	363 SF	11,807 SF	6	8	4	18
6	13,263 SF	0 SF	0 SF	590 SF	503 SF	363 SF	11,807 SF	6	8	4	18
7	12,447 SF	0 SF	0 SF	590 SF	478 SF	363 SF	11,016 SF	4	8	4	16
8	12,447 SF	0 SF	0 SF	590 SF	478 SF	363 SF	11,016 SF	4	8	4	16
Roof	547 SF	0 SF	0 SF	0 SF	0 SF	0 SF	0 SF	38	56	31	125
Total	99,690 SF	0 SF	9,837 SF	6,908 SF	3,786 SF	2,890 SF	88,257 SF	30%	45%	25%	

Proposed Development Totals			
Proposed Density	125 Units	Proposed Gross Floor Area	109,527 SF
Proposed Affordable Units	31 Units	Proposed Zoning Floor Area	88,257 SF
Proposed Parking Spaces	55 Spaces	Total ZFA Remaining	2,589 SF
Proposed Bike Spaces	63 Spaces	Proposed Residential ZFA	83,892 SF
Proposed Lot Coverage	55%	Proposed Community Fac ZFA	4,365 SF
Proposed Setback	10'	Proposed Interior Rec. Area	2,853 SF
Proposed Base Height	62' w/ QGF	Proposed Exterior Rec. Area	4,395 SF
Proposed Building Height	82' w/ QGF	Legend	Complying Condition
Proposed Height @ R3A	43'		Non-Complying Condition

Notes:

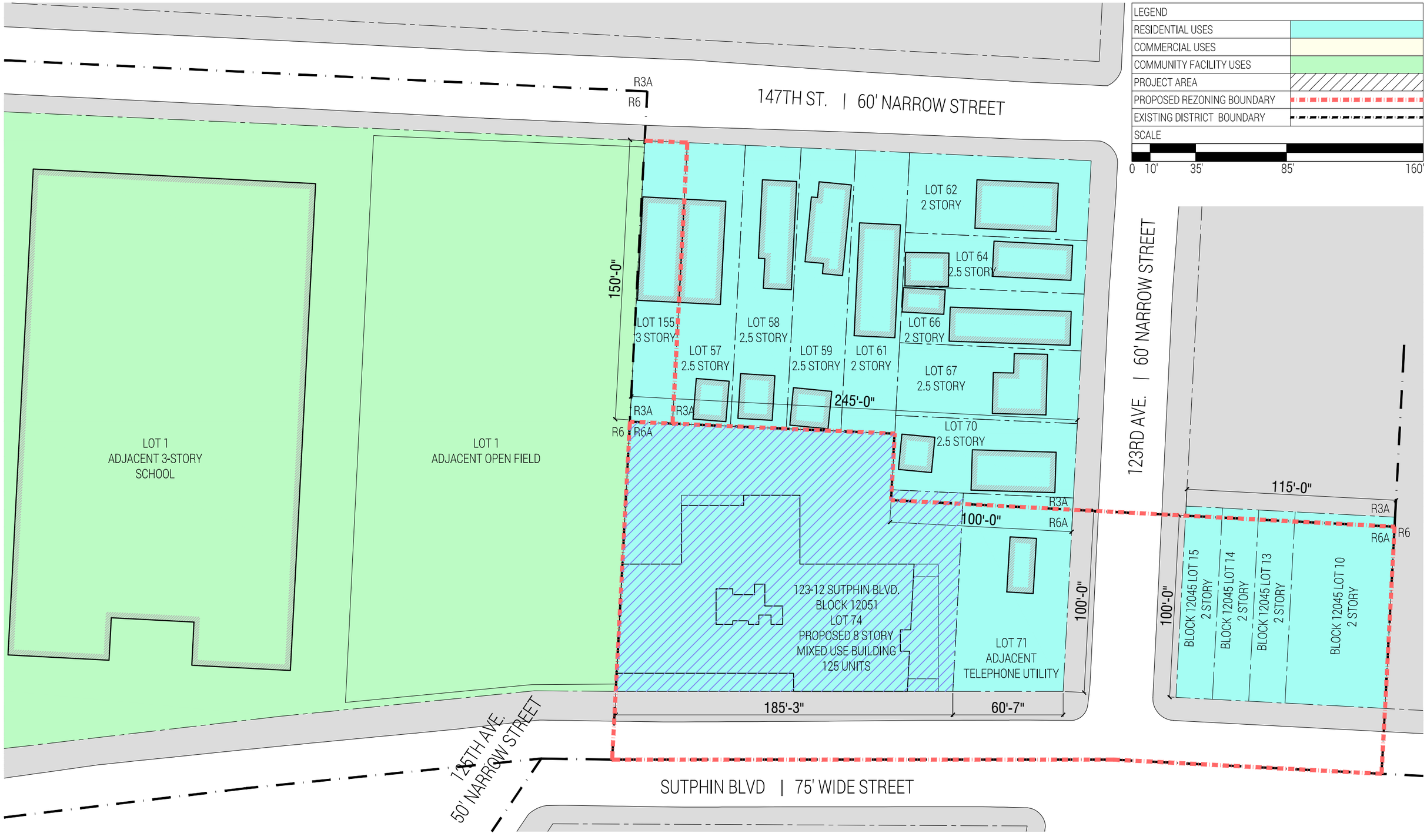
Quality Housing Deductions include: 50% of corridor area for daylight; 2,760 SF of recreation space; 12 SF of refuse area per floor.

Zone Green deductions assumed at 8" of exterior wall.

Mechanical Deductions assumed at 3% of floor area.

Bicycle Storage deduction assumes 15 SF per required bicycle or 945 SF (105 SF per storage room deducted)

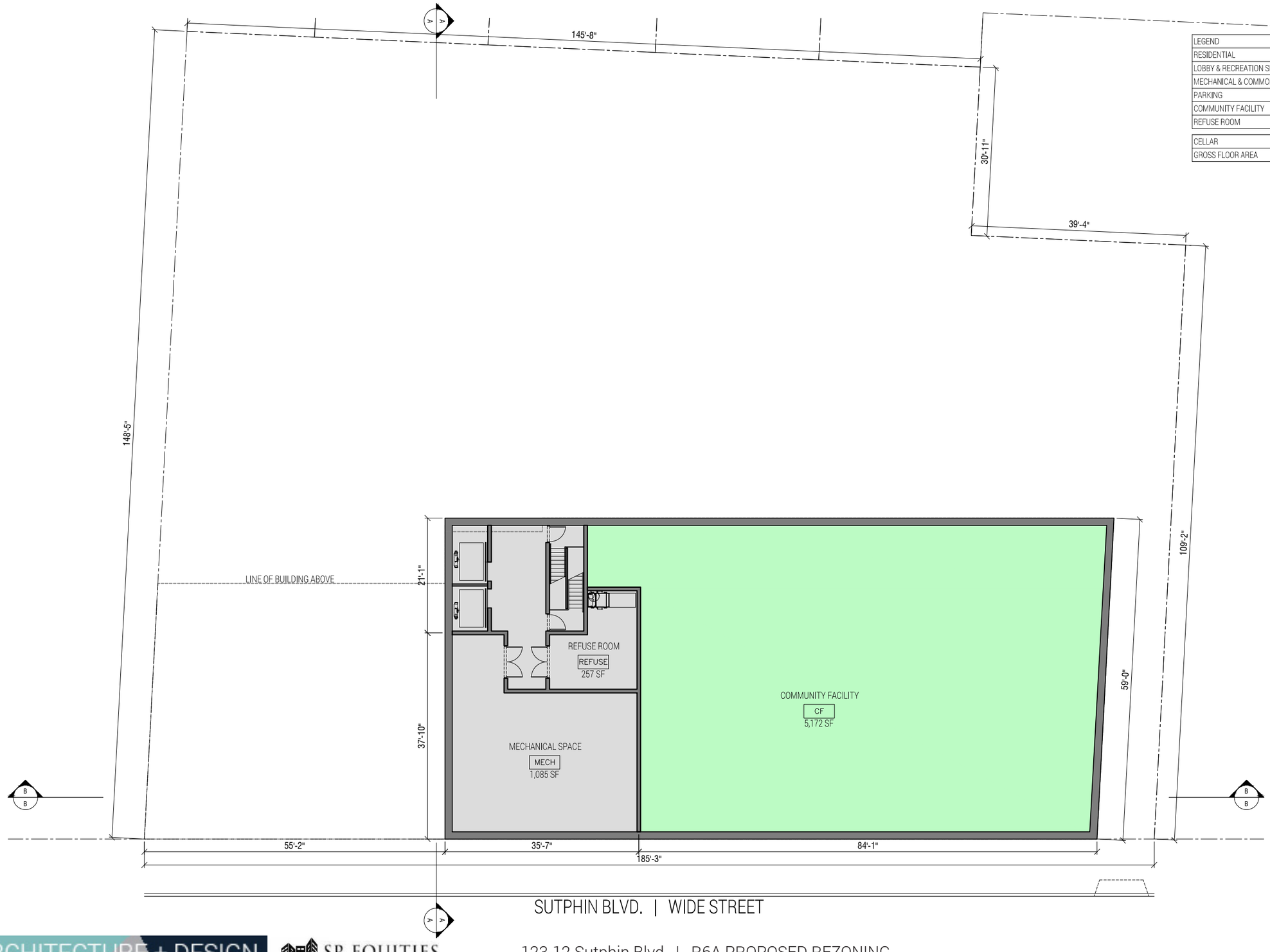
Affordable floor area to be located throughout building at a unit mix comparable to market floor area.



LEGEND	
RESIDENTIAL USES	
COMMERCIAL USES	
COMMUNITY FACILITY USES	
PROJECT AREA	
PROPOSED REZONING BOUNDARY	
EXISTING DISTRICT BOUNDARY	

SCALE

0 10' 35' 85' 160'



LEGEND	
RESIDENTIAL	
LOBBY & RECREATION SPACE	
MECHANICAL & COMMON AREA	
PARKING	
COMMUNITY FACILITY	
REFUSE ROOM	

CELLAR	
GROSS FLOOR AREA	7,139 SF

SUTPHIN BLVD. | WIDE STREET



LEGEND	
RESIDENTIAL	
LOBBY & RECREATION SPACE	
MECHANICAL & COMMON AREA	
PARKING	
COMMUNITY FACILITY	
REFUSE ROOM	

FLOOR 01	
GROSS FLOOR AREA	8,478 SF
ZONING FLOOR AREA DEDUCTIONS	
ENVELOPE ZONE GREEN	310 SF
MECHANICAL	254 SF
QH CORRIDOR DENSITY	0 SF
QH CORRIDOR DAYLIGHT	0 SF
QH REFUSE	0 SF
QH RECREATION SPACE	2,853 SF
PARKING	N/A

NOTE: ONLY 2,760 SF DEDUCTED FOR INTERIOR QH RECREATION SPACE


LEGEND
RESIDENTIAL
LOBBY & RECREATION SPACE
MECHANICAL & COMMON AREA
PARKING
COMMUNITY FACILITY
REFUSE ROOM
FLOOR 02-04
GROSS FLOOR AREA 13,981 SF
ZONING FLOOR AREA DEDUCTIONS
ENVELOPE ZONE GREEN 376 SF
MECHANICAL 419 SF
QH CORRIDOR DENSITY 0 SF
QH CORRIDOR DAYLIGHT 584 SF
QH REFUSE 12 SF
QH RECREATION SPACE N/A
BICYCLE STORAGE 184 SF
NOTE: ONLY 105 SF DEDUCTED FOR BICYCLE STORAGE
65'-0"
29'-10"
5'-5"
29'-10"
DAYLIGHT AT VERTICAL TRANSPORTATION CORE
36'-2"
30'-0" MINIMUM
30'-0" REQUIRED REAR YARD
30'-5"
30'-0" MINIMUM
TERRACE
2-BEDROOM D 831SF
2-BEDROOM E 845SF
1-BEDROOM F 621 SF
19'-1"
13'-2"
22'-10"
15'-0"
12'-2"
12'-0"
21'-9"
30'-2"
39'-7"
30'-0" MINIMUM
8'-0" REQUIRED SIDE YARD
148'-5"
1-BEDROOM A 680 SF
STUDIO B 471 SF
1-BEDROOM C 652 SF
BIKE STORAGE BP 184 SF
1-BEDROOM G 751 SF
STUDIO H 473 SF
1-BEDROOM I 625 SF
2-BEDROOM J 828 SF
TERRACE
NOT LEGAL WINDOWS ZR 83-861
32'-4"
5'-5" NOT LEGAL
2-BEDROOM S 822 SF
STUDIO R 473 SF
STUDIO Q 473 SF
1-BEDROOM P 617 SF
1-BEDROOM O 617 SF
STUDIO N 473 SF
STUDIO M 473 SF
1-BEDROOM L 625 SF
2-BEDROOM K 828 SF
NOT LEGAL WINDOWS ZR 83-861
70'-0"
TERRACE
TERRACE
33'-10"
12'-0"
12'-0"
21'-9"
21'-9"
12'-0"
12'-0"
21'-9"
30'-2"
185'-3"
SUTPHIN BLVD. | WIDE STREET



LEGEND	
RESIDENTIAL	
LOBBY & RECREATION SPACE	
MECHANICAL & COMMON AREA	
PARKING	
COMMUNITY FACILITY	
REFUSE ROOM	

FLOOR 05-06	
GROSS FLOOR AREA	13,263 SF
ZONING FLOOR AREA DEDUCTIONS	
ENVELOPE ZONE GREEN	363 SF
MECHANICAL	398 SF
QH CORRIDOR DENSITY	0 SF
QH CORRIDOR DAYLIGHT	578 SF
QH REFUSE	12 SF
QH RECREATION SPACE	N/A
BICYCLE STORAGE	184 SF

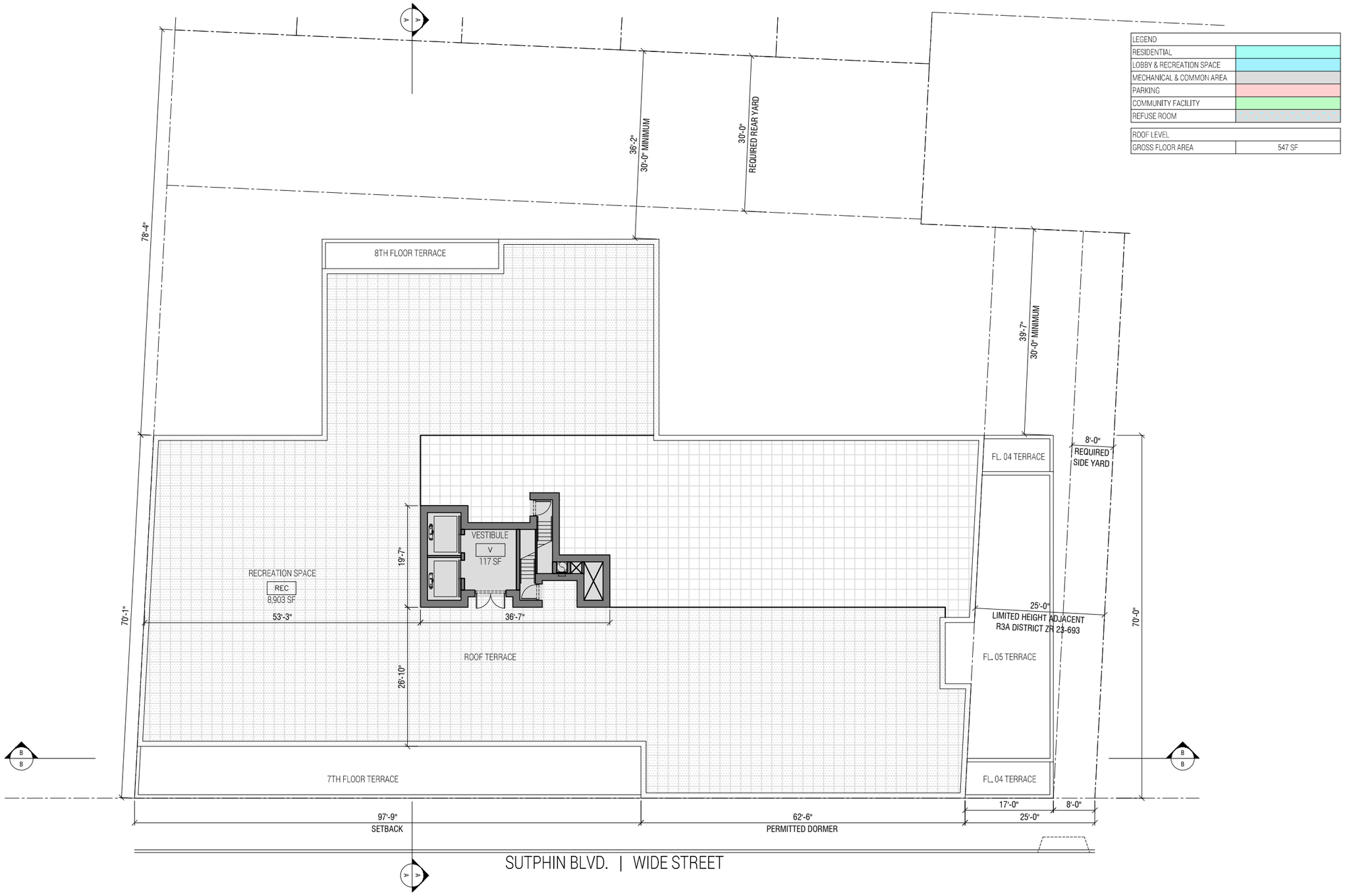
NOTE: ONLY 105 SF DEDUCTED FOR BICYCLE STORAGE



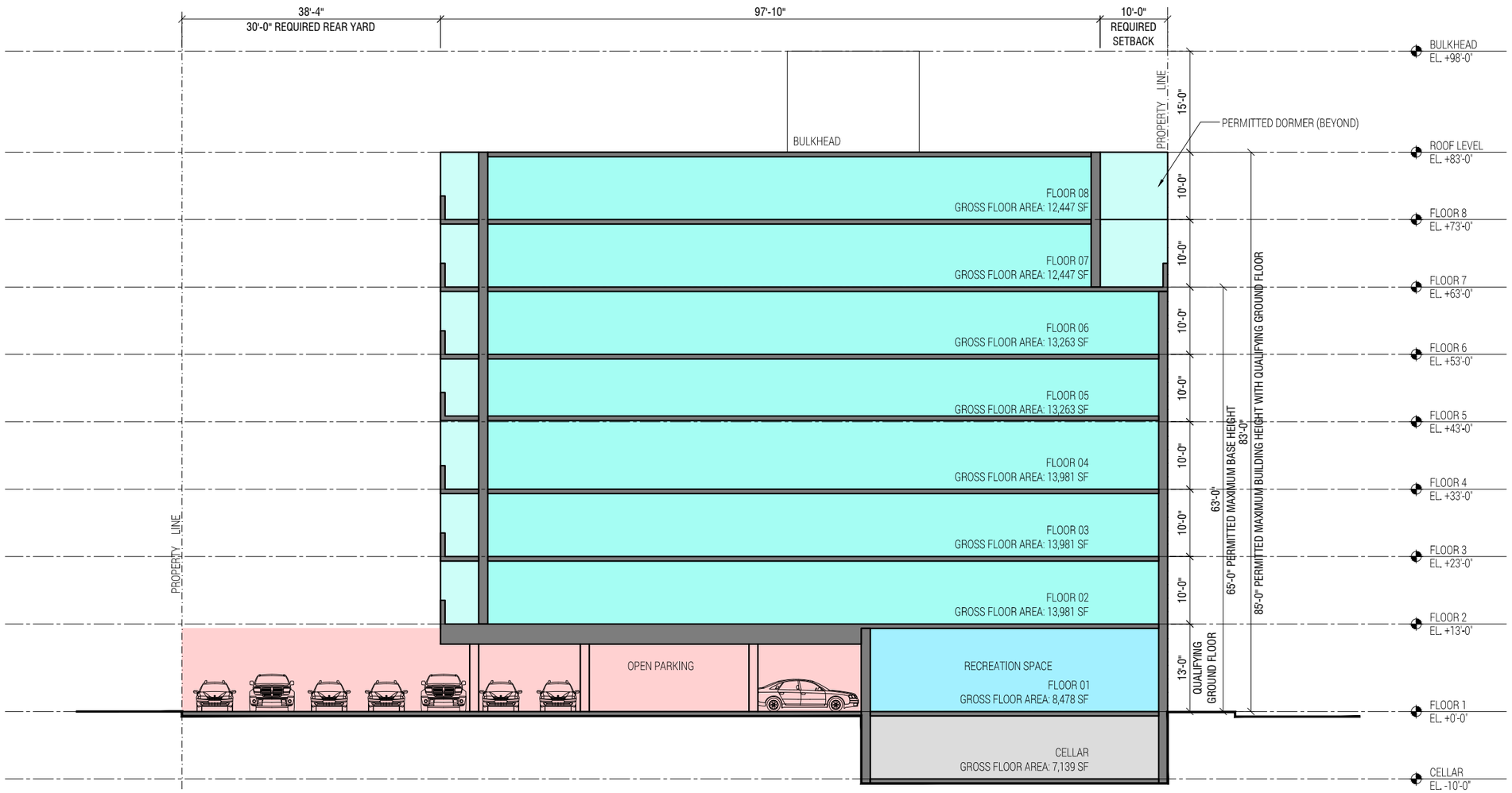
LEGEND	
RESIDENTIAL	
LOBBY & RECREATION SPACE	
MECHANICAL & COMMON AREA	
PARKING	
COMMUNITY FACILITY	
REFUSE ROOM	

FLOOR 07-08	
GROSS FLOOR AREA	12,447 SF
ZONING FLOOR AREA DEDUCTIONS	
ENVELOPE ZONE GREEN	363 SF
MECHANICAL	373 SF
QH CORRIDOR DENSITY	0 SF
QH CORRIDOR DAYLIGHT	578 SF
QH REFUSE	12 SF
QH RECREATION SPACE	N/A
BICYCLE STORAGE	184 SF

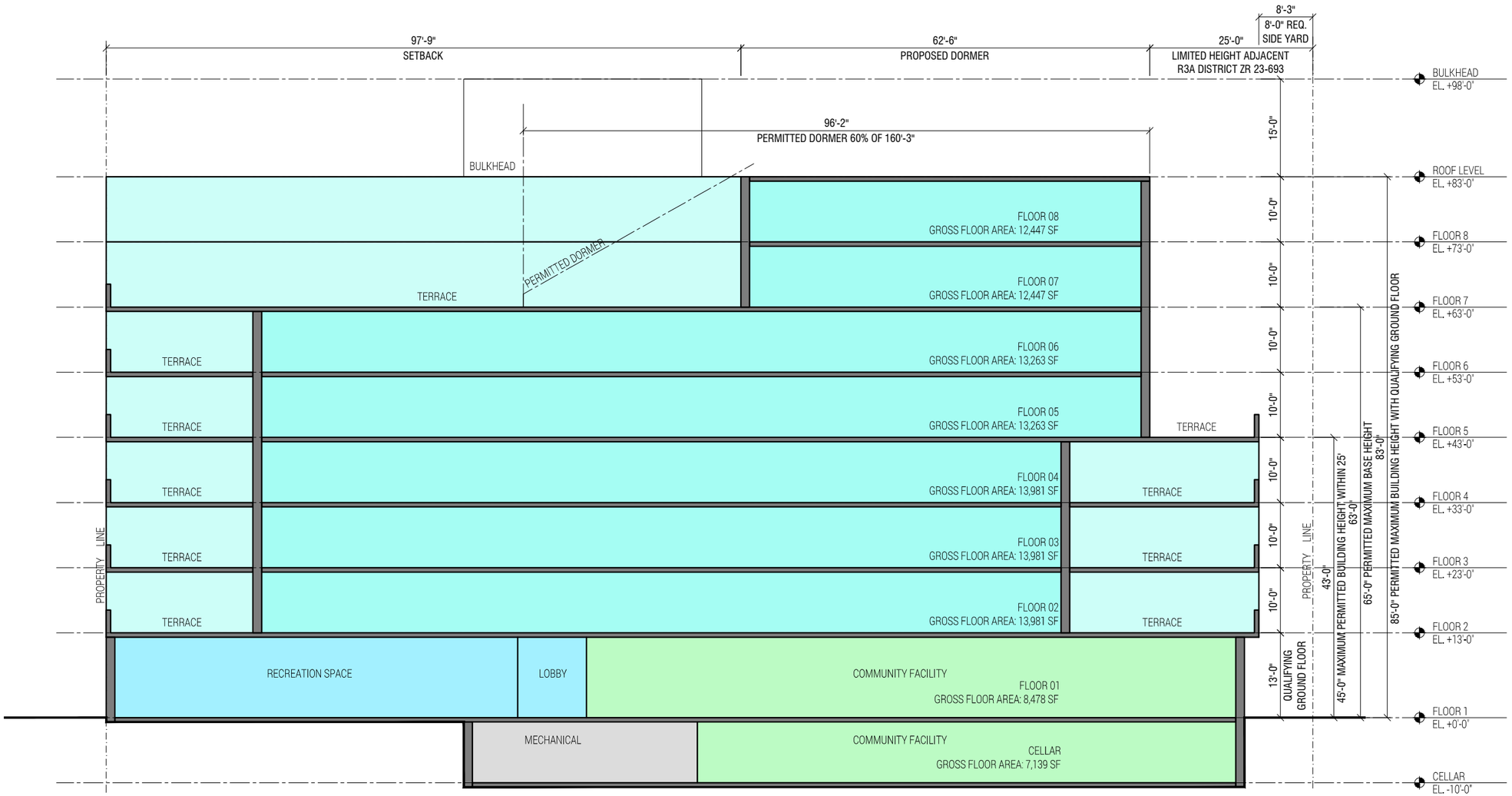
NOTE: ONLY 105 SF DEDUCTED FOR BICYCLE STORAGE

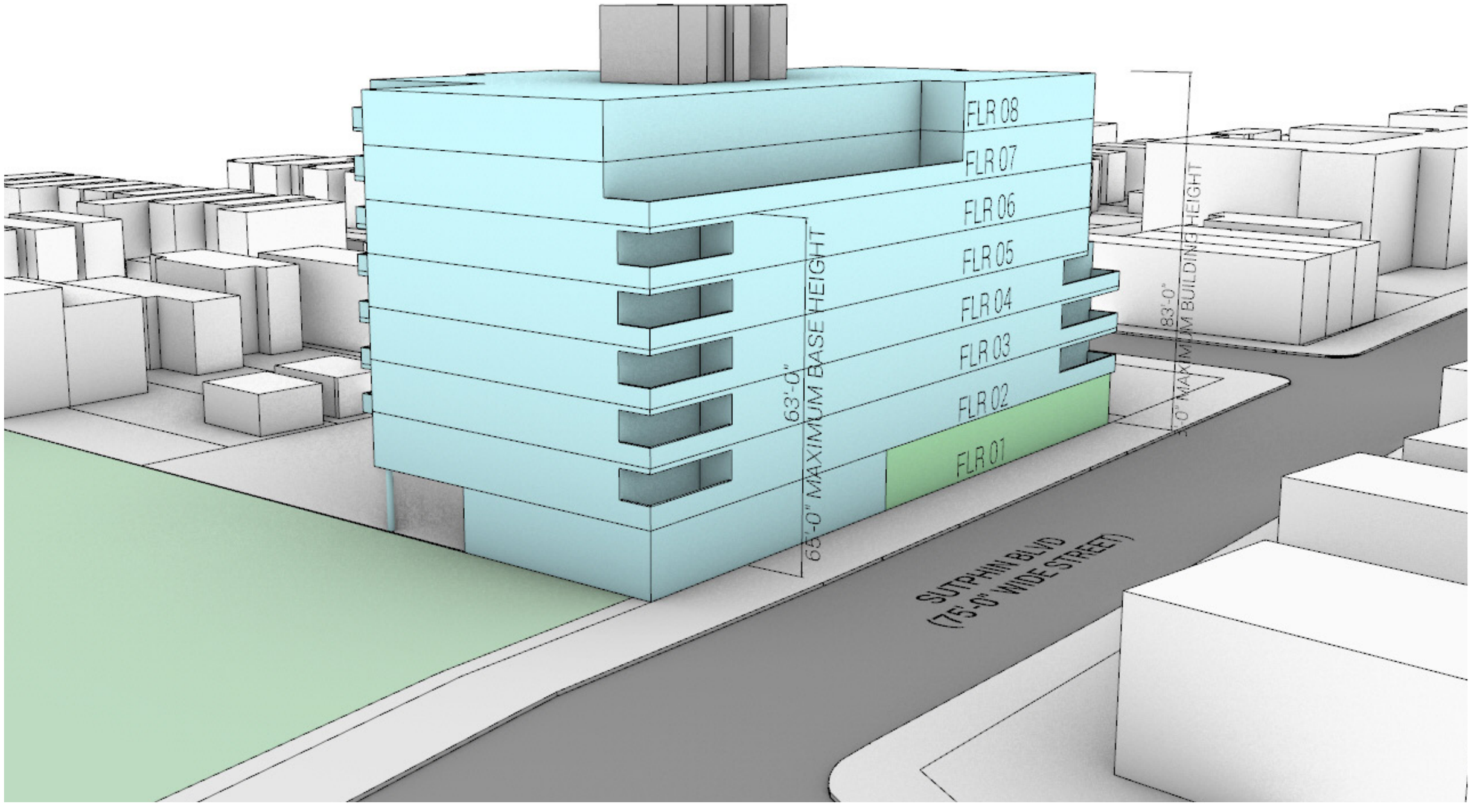

A
A
LEGEND
RESIDENTIAL
LOBBY & RECREATION SPACE
MECHANICAL & COMMON AREA
PARKING
COMMUNITY FACILITY
REFUSE ROOM
ROOF LEVEL
GROSS FLOOR AREA
547 SF
38'-2"
30'-0" MINIMUM
30'-0"
REQUIRED REAR YARD
78'-4"
8TH FLOOR TERRACE
39'-7"
30'-0" MINIMUM
8'-0"
REQUIRED
SIDE YARD
FL. 04 TERRACE
VESTIBULE
V
117 SF
19'-7"
RECREATION SPACE
REC
8,903 SF
53'-3"
36'-7"
70'-1"
25'-0"
LIMITED HEIGHT ADJACENT
R3A DISTRICT ZR 23-693
70'-0"
ROOF TERRACE
FL. 05 TERRACE
26'-10"
B
B
7TH FLOOR TERRACE
FL. 04 TERRACE
17'-0"
8'-0"
25'-0"
97'-9"
SETBACK
62'-6"
PERMITTED DORMER
SUTPHIN BLVD. | WIDE STREET
A
A

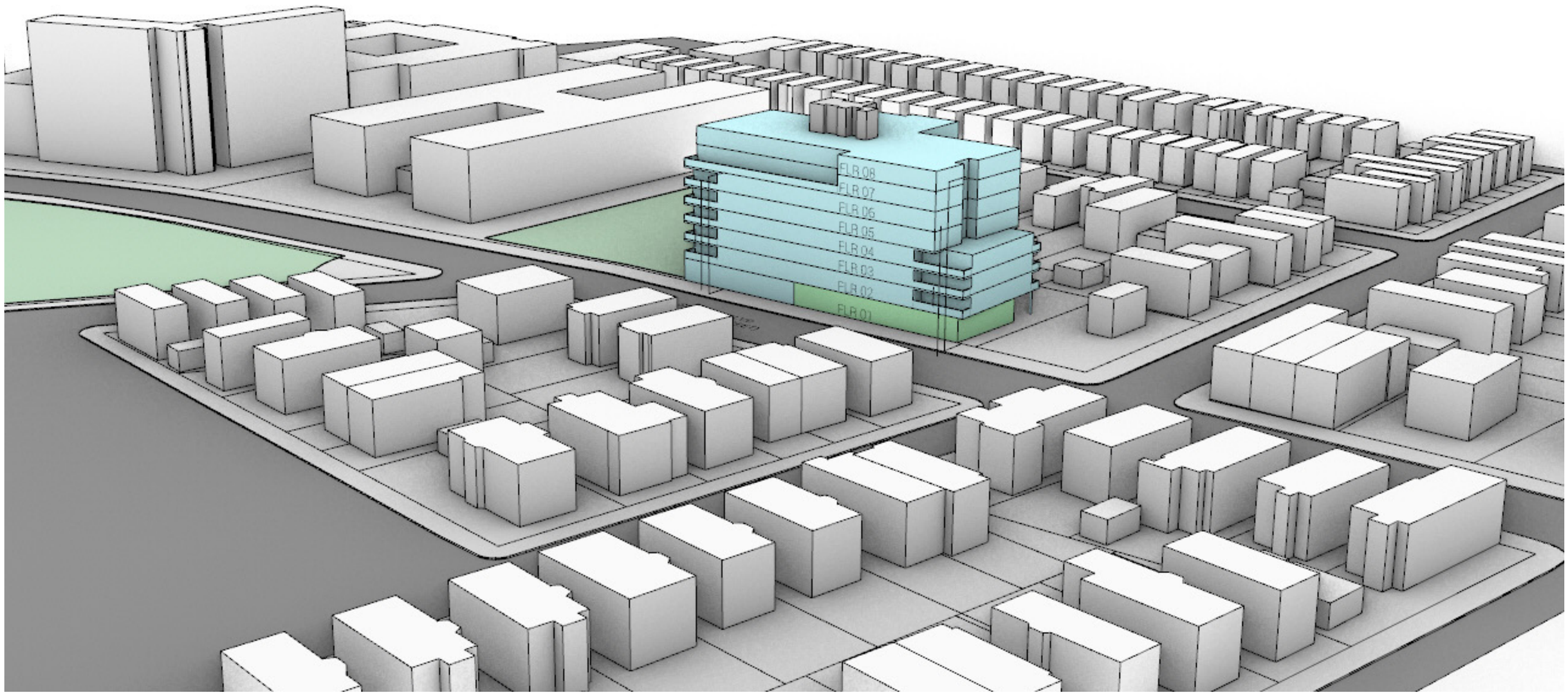
LEGEND	
RESIDENTIAL	
LOBBY & RECREATION SPACE	
MECHANICAL & COMMON AREA	
PARKING	
COMMUNITY FACILITY	
REFUSE ROOM	



LEGEND	
RESIDENTIAL	
LOBBY & RECREATION SPACE	
MECHANICAL & COMMON AREA	
PARKING	
COMMUNITY FACILITY	
REFUSE ROOM	




FLR 08
FLR 07
FLR 06
FLR 05
FLR 04
FLR 03
FLR 02
FLR 01
63'-0" MAXIMUM BASE HEIGHT
65'-0" MAXIMUM BUILDING HEIGHT
SUTPHIN BLVD
(75'-0" WIDE STREET)


FLR 08
FLR 07
FLR 06
FLR 05
FLR 04
FLR 03
FLR 02
FLR 01

APPENDIX C

JAMAICA BAY WATERSHED PROTECTION PLAN PROJECT TRACKING FORM

Print Form

Jamaica Bay Watershed Protection Plan
Project Tracking Form

The Jamaica Bay Watershed Protection Plan, developed pursuant to Local Law 71 of 2005, mandates that the New York City Department of Environmental Protection (DEP) work with the Mayor's Office of Environmental Coordination (MOEC) to review and track proposed development projects in the Jamaica Bay Watershed (http://www.nyc.gov/html/oec/downloads/pdf/ceqr/Jamaica_Bay_Watershed_Map.jpg) that are subject to CEQR in order to monitor growth and trends. If a project is located in the Jamaica Bay Watershed, (the applicant should complete this form and submit it to DEP and MOEC. This form must be updated with any project modifications and resubmitted to DEP and MOEC.

The information below will be used for tracking purposes only. It is not intended to indicate whether further CEQR analysis is needed to substitute for the guidance offered in the relevant chapters of the CEQR Technical Manual.

A. GENERAL PROJECT INFORMATION

1. CEQR Number: 2021Q0283 1a. Modification ☐
2. Project Name: 123-12 Sutphin Boulevard Rezoning
3. Project Description:

   The Applicant, SR Equities, is seeking the approval of a zoning map amendment and a zoning text amendment (Proposed Actions) on parts of Block 12051 and 12045 (Affected Area) to rezone the Affected Area from R3A, R3A/C1-3, and R6 to R6A, R6A/C1-3, and R3A and to establish a Mandatory Inclusionary Housing Area on the Affected Area.

4. Project Sponsor: SR Equities
5. Required approvals: Zoning Map and Text Amendments
6. Project schedule (build year and construction schedule): 2026

B. PROJECT LOCATION:

1. Street address: 123-12 Sutphin Boulevard
2. Tax block(s): 12051 Tax Lot(s): 74
3. Identify existing land use and zoning on the project site: Community Facility - R3A and R6
4. Identify proposed land use and zoning on the project site: Res. and Community Facility – R6A
5. Identify land use of adjacent sites (include any open space): Residential, community facility, and open space (Baisley Pond Park)
6. Describe existing density on the project site and the proposed density:

Existing Condition	Proposed Condition
Community Facility (0.14 FAR)	Community Facility and Residential (3.50 FAR)

7. Is project within 100 or 500 year floodplain (specify)? ☐ **100 Year** ☐ **500 Year** ☒ **No**

C. GROUND AND GROUNDWATER

1. Total area of in-ground disturbance, if any (in square feet): 25,235
2. Will soil be removed (if so, what is the volume in cubic yards)? 252,350
3. Subsurface soil classification:
   (per the New York City Soil and Water Conservation Board): NA - Urban
4. If project would change site grade, provide land contours (**attach** map showing existing in 1' contours and proposed in 1' contours).
5. Will groundwater be used (list volumes/rates)? ☐ **Yes** ☒ **No**

   Volumes: Rates:
6. Will project involve dewatering (list volumes/rates)? ☐ **Yes** ☒ **No**

   Volumes: Rates:
7. Describe site elevation above seasonal high groundwater:

   N/A

D. HABITAT

1. Will vegetation be removed, particularly native vegetation? ☐ **Yes** ☒ **No**

   If YES,
   - **Attach** a detailed list (species, size and location on site) of vegetation to be removed (including trees >2" caliper, shrubs, understory planting and groundcover).
   - **List** species to remain on site.
   - **Provide** a detailed list (species and sizes) of proposed landscape restoration plan (including any wetland restoration plans).
2. Is the site used or inhabited by any rare, threatened or endangered species? ☐ **Yes** ☒ **No**
3. Will the project affect habitat characteristics? ☐ **Yes** ☒ **No**

   If YES, describe existing wildlife use and habitat classification using "Ecological Communities of New York State." at http://www.dec.ny.gov/animals/29392.html.
4. Will pesticides, rodenticides or herbicides be used during construction? ☐ **Yes** ☒ **No**

   If YES, estimate quantity, area and duration of application.
5. Will additional lighting be installed? ☐ **Yes** ☒ **No**

   If YES and near existing open space or natural areas, what measures would be taken to reduce light penetration into these areas?

E. SURFACE COVERAGE AND CHARACTERISTICS

(describe the following for both the existing and proposed condition):

	Existing Condition	Proposed Condition
1. ***Surface area:***		
Roof:	3,500 SF	8,903 SF
Pavement/walkway:	NA	Entire Project Area (25,235 SF)
Grass/softscape:	21,735 SF	NA
Other (describe):	NA	NA
2. ***Wetland*** (regulated or non-regulated) area and classification:	NA	NA
3. ***Water surface area:***	NA	NA

4. ***Stormwater management*** (describe):

Existing – how is the site drained?

Site is drained into adjacent sewer system

Proposed – describe, including any infrastructure improvements necessary off-site:

no improvements

APPENDIX D

PHASE I ENVIRONMENTAL SITE ASSESSMENT



PHASE I ENVIRONMENTAL SITE ASSESSMENT

123-12 Sutphin Boulevard, Jamaica, New York, 11436
January 23, 2023

Prepared for:

Sam Rabbani
SR Equities
16 Middle Neck Road, Suite 297, Great Neck, New York 11021

Prepared by:

equity environmental engineering
WORKING TOGETHER TO DESIGN SOLUTIONS

500 International Drive, Suite 150
Mount Olive, New Jersey 07828
(973) 527-7451

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EXECUTIVE SUMMARY

Equity Environmental Engineering, LLC (Equity) was retained by Sam Rabbani and SR Equities to conduct a Phase I Environmental Site Assessment (Phase I) to identify Recognized Environmental Conditions (RECs) associated with current and prior site use at the property identified as 123-12 Sutphin Boulevard, Jamaica, New York 11436. Equity conducted the assessment in accordance with the requirements of the American Society for Testing and Materials (ASTM) Standard E1527-21, "Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process" and good professional practices.

A. Site Overview

The Subject Property is as follows:

Property Designation	123-12 Sutphin Boulevard
Property Address	123-12 Sutphin Boulevard, Jamaica, New York 11436
Parcel ID	Block 12051 / Lot 74
Parcel Size	25,235 sq ft
Number of Buildings	One
Number of Stories	One
Finished Area (SF)	3,500 sq ft
Date Constructed	1995
Construction Type	Wood framing with concrete foundation
Property Usage	Vacant, old church
Inspection Date	November 23, 2021
Site Contact/Title	Sam Rabbani
Site Contact Phone	516-395-4935

B. Definitions

The ASTM Phase I Standard defines environmental conditions as follows:

- **Recognized Environmental Conditions (RECs)**

The term "Recognized Environmental Condition" means the presence of hazardous substances or petroleum products in, on, or at the Subject Property due to a release to the environment; (2) the likely presence of hazardous substances or petroleum products in, on, or at the Subject Property due to a release or likely release to the environment; or (3) the presence of hazardous substances or petroleum products in, on, or at the Subject Property under conditions that pose a material threat of a future release to the environment.

- **Controlled Recognized Environmental Conditions (CRECs)**
  The term "Controlled Recognized Environmental Condition" is a recognized environmental condition affecting the subject property that has been addressed to the satisfaction of the applicable regulatory authority or authorities with hazardous substances or petroleum products allowed to remain in place subject to implementation of required controls (for example, activity and use limitations or other property use limitations).

- **Historical Recognized Environmental Conditions (HRECs)**
  The term "Historical Recognized Environmental Condition" is a previous release of hazardous substances or petroleum products affecting the subject property that has been addressed to the satisfaction of the applicable regulatory authority or authorities and meeting unrestricted use criteria established by the applicable regulatory authority or authorities without subjecting the subject property to any controls (for example, activity and use limitations or other property use limitations). A historical recognized environmental condition is not a recognized environmental condition.

- **Vapor Encroachment Conditions (VECs)**
  The term "Vapor Encroachment Condition" is a condition where the presence or likely presence of chemical of concern vapors in the subsurface of the target property caused by the release of vapors from contaminated soil and/or groundwater either on or near the target property.

- **De Minimis Conditions**
  The term "De Minimis Condition" is a condition related to a release that generally does not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. A condition determined to be a de minimis condition is not a recognized environmental condition nor a controlled recognized environmental condition.

- **Data Gaps**
  The term "Data Gap" is a lack of or inability to obtain information required by this practice despite good faith efforts by the environmental professional to gather such information. Data gaps may result from incompleteness in any of the activities required by this practice, including, but not limited to site reconnaissance (for example, an inability to conduct the site visit), and interviews (for example, an inability to interview the key site manager, regulatory officials, etc.).

- **Key Site Manager**
  Key site manager is the person identified by the owner or operator of a Subject Property as having good knowledge of the uses and physical characteristics of the Subject Property.

C. Findings

The following environmental conditions were identified:

- **Recognized Environmental Conditions (RECs)**
  No RECs were identified as a result of this assessment.

- **Controlled Recognized Environmental Conditions (CRECs)**
  No CRECs were identified as a result of this assessment.

- **Historical Recognized Environmental Conditions (HRECs)**
  No HRECs were identified as a result of this assessment.

- **Vapor Encroachment Conditions (VECs)**
  The EDR Vapor Encroachment database identified one VEC within 1/10 of a mile of the Subject Property that is related to a former leaking storage tank on the LTANK database. The LTANK listing has been closed since 2007. Based on these findings VECs can be ruled out. Details on the VECs can be found in Appendix C.

- **De Minimis Conditions**
  No De Minimis Conditions were identified as a result of this assessment.

- **Data Gaps**
  Equity did not identify any significant data gaps that would affect its ability to identify RECs associated with the Subject Property.

D. Conclusions

Equity's review of available information and observations of the Subject Property and surrounding properties indicates that no RECs, CRECs, HRECs, De Minimis Conditions, or Data Gaps were identified as a result of this assessment. VECs were ruled out due to all listings being closed.

I. INTRODUCTION

A. Purpose

Equity Environmental Engineering, LLC (Equity) was contacted by Sam Rabbani and SR Equities to perform a Phase I Environmental Site Assessment of the referenced property in accordance with the American Society for Testing and Materials (ASTM) Standard E1527-21, "Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process. The ASTM Standard satisfies the requirements of the United States Environmental Protection Agency's (USEPA) All Appropriate Inquiry Standard, 40 CFR Part 312, which is required to qualify for certain landowner liability protections under the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA). The ASTM Standard constitutes "all appropriate inquiry into previous ownership and uses of the property consistent with good commercial or customary practice." The investigation was conducted to identify Recognized Environmental Conditions (RECs), which are identified as the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment.

It is Equity's understanding that the proposed Project is part of a zoning map amendment. This project includes the Subject Property at Block 12051, Lot 74; and portions of Lots 71, 155, 57, 58, 59, and 61, and would involve a Zoning Map Amendment to map the area as an R6A zoning district. There would also be a Zoning Text Amendment coterminous with the rezoning area to map as a Mandatory Inclusionary Housing (MIH) area. The intended use is for a new 8-story residential and community facility building totaling 88,257 zoning square-feet.

B. Scope-of-Services

The Phase I consisted of the following components:

1. Review of environmental and historical records
2. Site reconnaissance
3. Interviews
4. Report preparation

The environmental assessment is non-invasive and does not include any testing or sampling of materials, such as soil, water, air or building materials. The environmental assessment included a non-invasive (no sampling) evaluation of the potential for asbestos-containing materials and lead-based paint.

C. Significant Assumptions, Limitations and Exceptions

Unless noted, Equity assumes that the information obtained through the records review, site inspection, and interviews is correct. Equity does not warrant the accuracy of this information or warrant that any RECs that were not identified through the Phase I process do not exist on the Subject Property. RECs do not include De Minimis conditions that do not present a threat to

human health or the environment, and that would not be subject to an enforcement action by government agencies.

D. Special Terms and Conditions

No Special Terms or Conditions apply to this project.

E. Reliance

This report is for the use and benefit of SR Equities and any of their respective affiliates, agents, and advisors.

II. SITE DESCRIPTION

A. Location and Description

The Subject Property is identified as 123-12 Sutphin Boulevard, Jamaica, New York 11436. Title to the property is vested in Full GOSP/MIS/CH/GOD/CHR according to the NYC Zoning and Land Use Map Database (Zola). The Subject Property is identified as Block 12051/Lot 74 on the New York City Tax Map. The Subject Property is a rectangular shaped lot on Sutphin Boulevard and is located in the Jamaica Neighborhood of Queens. A USGS Site Location Map and Site Boundary Map are included as Figures 1 and 2.

B. Site and Vicinity Characteristics

The Subject Property is located in a R3A and R6 zoning districts (lower and medium density areas). R3A zoning district includes the lowest density districts that allow semi-detached one-and two-family residences. R6 zoning district includes built-up, medium density areas in Brooklyn, Queens, and the Bronx. The Subject Property is surrounded by mostly residential, and commercial uses. The Subject Property is located adjacent to Lyndon B. Johnson Public School.

C. Current Use of the Property

The Subject Property contains a 2-story building that is dilapidated. The building was intended to be a Christian Academy and Church Sanctuary. The building is inaccessible, as the building remains cover the entrance. The building is approximately 28 years old according to Zola. At the time of the site reconnaissance the property is vacant with no current use.

D. Description of Structures, Improvements and Utilities

The existing building is constructed of steel and wood framing with a stone foundation. Utilities at the property include the following:

1. Electricity

Electricity is provided by Consolidated Edison of New York (Con Edison). There are no emergency generators located on the Subject Property.

2. Water

Potable water is supplied by the City of New York. No groundwater drinking wells were reported or identified as a result of this assessment.

3. Sewers

Sanitary wastewater is discharged to the City of New York sewer system.

4. Heat

No heating exists at the Subject Property because the building was never built according to the site contact, Sam Rabbani.

E. Current Uses of Adjoining Properties

The following land uses are present at properties adjoining the Subject Property:

- North–Commercial/Residential/Industrial (laundromat, S&N Wireless, Transformer)
- East – Residential
- South – Commercial (Lyndon B. Johnson Public School)
- West –Residential

III. USER PROVIDED INFORMATION

The ASTM Standard defines the "User" as the person on whose behalf the Phase I is being conducted. The ASTM Standard requires the User to provide site information for the Phase I. Equity was not provided with the following information:

- Environmental liens (i.e., legal, deed notice) or Activity and Use Limitations (i.e., engineering controls, etc.).
- Specialized knowledge or commonly known information regarding current or historical hazardous material use on the Subject Property or adjoining properties, which would be considered a REC.
- Indications that the fair market value of the Subject Property was reduced due to environmental concerns.

IV. RECORDS REVIEW

A. Standard Environmental Record Sources

EDR of Shelton, Connecticut, was contracted by Equity to prepare an environmental database survey for the Subject Property and surrounding areas. A copy of the EDR report, which summarizes the environmental concerns presented by nearby sites, is attached as Appendix C. The listing of a site on any of these databases is, in itself, not indicative of an existing environmental concern. Distance, geology, and groundwater flow gradient are the factors that determine the importance of a listed site to the soil and groundwater quality on the Subject

Property. Equity has relied on distance from the listed site and topographical gradient to judge whether that site has the potential to affect the Subject Property.

According to the EDR environmental database search, the Subject Property was not identified on any databases. The following surrounding properties were identified in the federal and state databases within a one-mile search radius of the Subject Property and are identified as follow:

Database	Subject Property	0-1/8 Mile	1/8 – 1/4 Mile	1/4 – 1/2 Mile	1/2 – 1 Mile
RCRA-SQG	0	1	0	NR	NR
RCRA-VSQG	0	1	1	NR	NR
NY SWF/LF	0	0	1	0	NR
NY LTANKS	0	1	3	6	NR
NY UST	0	0	4	NR	NR
NY CBS	0	0	1	NR	NR
NY AST	0	1	3	NR	NR
RCRA NonGen/NLR	0	2	11	NR	NR
NY Drycleaners	0	1	1	NR	NR
NY Manifest	0	4	10	NR	NR
NJ Manifest	0	1	2	NR	NR
EDR Hist Cleaner	0	1	NR	NR	NR
NY Spills	0	9	NR	NR	NR

The EDR Database identified 22 sites within 1/8 of a mile from the Subject Property. The Subject Property was not identified on any databases. The southern adjoining property identified as Public School 223 in Queens was identified on the NY AST (Aboveground Storage Tank) database for a #4 Fuel Oil tank. The AST had an overfill identified, however no spill is associated with the listing.

The LTANKS (Leaking Tanks) database identified as 123-40 147th Street is associated with spill number 0012150; however the spill has been closed. The NY spills database identified 9 sites. The sites are identified as Concrete (123-04 Sutphin Avenue) with spill number 1701231, Ozone Park Substation (123rd Avenue/147th Street) with spill number 9710325, 123-48 147th Street with spill number 0403480, Private Residents (123-54 147th Street) with spill number 1200215, 123-62 147th Street with spill number 1505088, Con Edison Dielectric Spill (123-62 147th Street) with spill number 1503096, 125-60 Sutphin Blvd with spill number 9702925, Veh 50560 Lost Hydraulic – One Pint with spill number 0802884, and Drum Run (149-11 121st) with spill number 1407799. All spill cases have been closed and are not a concern for the Subject Property.

The EDR Hist Cleaner and NY Drycleaners identified one listing associated with Hollywood Cleaners Inc (146-19 Rockaway Blvd). The EDR Hist Cleaner and NY Drycleaners is located 612 feet south of the Subject Property and located at a lower elevation. Due to the elevation difference from the Subject Property, the EDR Hist Cleaner is not of concern.

B. Orphans Summary

The EDR Orphan Summary lists 5 properties that were included in certain federal or state environmental databases, but were reported by EDR to be unmapped due to insufficient address information. The listing of orphan sites within the database search was reviewed, cross referencing available address information with facility names. The following are the identified orphan sites:

- Brooklyn VA Med Center – TTF
- NYCT Sutphin Blvd Station – F line (3 listings associated with this title)
- Idlewild Construction Waste Landfill

Upon review, it was determined that no orphan sites appear to be associated with the Subject Property or adjoining properties. Additional information regarding the EDR Orphan Summary Report can be found in Appendix C.

C. City Environmental Quality Review "E" Designation

The "E" designations shown on the zoning maps function as indicators of the environmental review that must be conducted when the lots are developed in accordance with the regulations of the rezoned district. The City Planning Commission's rezoning actions, including environmental designations, were made effective upon the City Council's approval of the Zoning Map Amendment. Based upon a review of the NYCDEP "E" Designation database on January 18, 2023 the Subject Property was not identified.

D. Physical Setting Source

The Subject Property is located in Jamaica, New York and is surrounded by primarily mixed residential/commercial use. The ground surface at the site is predominantly level. Ground cover consists primarily of grass, concrete sidewalk, chain-link fence surrounding the property, and the building. The Subject Property is accessed from the west via Sutphin Boulevard. The general topographic gradient of the site slopes south to southeast, at an elevation of approximately 10 feet. Above mean sea level. All elevations are relative to NAVD '88 and are based on the 2013 USGS Topographic Map. Based on a review of the 2013 USGS topographic map for the area, groundwater is inferred to flow to the east.

Based on the soil survey maps published by the USDA Soil Conservation Service (1994) and information provided in the EDR Report, the subsurface soil components at the Subject Property include Urban Land. Urban Land is variable in texture and does not qualify as hydric soil. Urban Land soils are those which have lost original characteristics due to human activity (construction, development, etc.). The geologic age identification of the rock at the Subject Property is stratified sequence from the Cenozoic Era, Quaternary system, and Pleistocene Series (Code: Qp). No settling ponds, lagoons, surface impoundments, wetlands or natural catch basins were observed on the Subject Property during this investigation.

The surficial geology (i.e., unconsolidated deposits at the Subject Property) consists primarily of Monmouth Group, Matawan Group; Magothy Formation from the Early Ordovician. This includes silty clay, glauconitic sandy clay, sand, and gravel. The bedrock geology of the Subject Property is unweathered bedrock with abundant gravel and stratified sandy loam.

E. Historical Use Information on the Property

The historical sources reviewed indicate that the Subject Property was undeveloped land prior to the construction of the building in 1995.

1. Sanborn Fire Insurance Maps

Equity reviewed a total of 19 digital Sanborn Fire Insurance Maps from 1926 to 2006 provided by EDR, Inc. Copies are provided as Appendix D.

Year	Subject Property	Surrounding Properties
1926	The Subject Property is undeveloped.	The block with the Subject Property contains five dwellings. Many dwellings exist to the north, east, and west. Three stores exist north. Multiple storage buildings and a florist exist to the south. A storage tank exists at the adjacent lot to the east.
1950	No changes to the Subject Property	Additional dwellings exist in the surrounding area. Two greenhouses exist to the south. The block with the Subject Property is split into six different lots.
1970	No changes to the Subject Property.	The florist and greenhouses no longer exist to the south. A club and office exist to the north. A Baptist church exists to the northeast.
1972, 1975, 1982, 1988, and 1989	No changes to the Subject Property.	The office building no longer exists to the north. A community center and an apartment complex exist to the north. Two churches exist to the north. A public school, playground, and two play areas exist to the south.

Year	Subject Property	Surrounding Properties
1991 and 1992	No changes to the Subject Property.	The churches no longer exists to the north.
1993	No changes to the Subject Property.	The storage tank no longer exists. The adjacent lot east of the Subject Property is under construction.
1995 and 1999	The Subject Property is developed with a building labeled "Church".	No changes to the Surrounding Properties.
2001, 2002, 2003, 2004, 2005, and 2006	No changes to the Subject Property.	A transformer exists north along the Subject Property boundary.

2. USGS Topographic Maps

Equity reviewed a total of 11 historical Topographic Maps from 1897 to 2019 provided by EDR, Inc. Information derived from these maps is mentioned in the following table. Copies of the USGS Topographic Maps are provided as Appendix E.

Year	Subject Property	Surrounding Properties
1897, 1898, and 1900	Undeveloped Land	Undeveloped land with wetlands and waterbodies to the north, east, and southwest.
1947	Undeveloped Land	There is an increase in the number of structures in the surrounding area; more roads surrounding the Subject Property. The stream extending north from Baisley Pond, no longer exists. Sunrise Airport and Queens County Airport exist to the south; a racetrack exists to the east. Several tanks at a sewage disposal facility exist just east of Sunrise Airport.
1957	An approximate 10-foot contour line extends along the west side of the Subject Property boundary.	A basin exists southwest. Marshes exist approximately 0.25 miles southeast. A Naval hospital exists to the northeast. A pumping station exists to the southeast.
1966	No changes to the Subject Property.	Two water towers exist; one exists northwest, the other exists southeast of the Subject Property.
1979, 1994, 2013, 2016, and 2019	No changes to the Subject Property.	Additional structures exist in the surrounding area.

3. Historic Aerial Photographs

Equity reviewed a total of 12 aerial photographs spanning from 1924 to 2019 provided by EDR, Inc. The Subject Property was not depicted in the 1975 aerial and it was not used for this report. Information derived from the aerial photographs is as follows:

Year	Subject Property	Surrounding Properties
1924	The Subject Property is undeveloped.	Dwellings exist to the east. The southern portions is developed with commercial structures.
1951	No changes to the Subject Property.	The northern adjoining property is developed. The eastern adjoining property is developed with a roadway and residential dwellings beyond. The southern adjoining property is developed with commercial buildings. The western adjoining property is developed with residential dwellings with roadways similar to current.
1954, 1961, and 1966	No changes to the Subject Property	The southern adjoining property is undeveloped.
1980, 1985, and 1994	No changes to the Subject Property.	The southern adjoining property is developed with a school building and field.
2006, 2011, 2015, and 2019	The Subject Property is developed with a structure in the center of the property.	No changes to the surrounding properties.

Copies of the aerial photographs are provided as Appendix F.

4. City Directory

Equity reviewed local city directory listings provided by EDR, Inc. for the Subject Property and adjacent properties. The surrounding areas have been identified as multiple residential listings. The Subject Property was no identified on the any of the City Directories. The City Directory report is included as Appendix G.

5. Regulatory File Review

Equity reviewed title information for the Subject Property contained in New York City Zola database. Title to the property is vested in 1421-1425 86th Street LLC. The Subject Property is identified as Block 12051/Lot 74.

According to the New York City Department of Buildings (DOB) website, one complaint, two violations, and two Jobs 123-12 Sutphin Boulevard. The complaint is in relation to the vacant

property and the potential fire hazard. The two violations are in relation to not having construction permits. The jobs are in relation to work on the new building; work types include: plumbing, mechanical, boiler, and general construction.

Equity submitted a Freedom of Information Law (FOIL) request to the New York State Department of Environmental Conservation (DEC) and New York City Department of Environmental Protection (DEP) on January 18, 2023. A response from the DEC was received on January 19, 2023 stating that no files were identified for the Subject Property. A response from the DEP was unavailable prior to the completion of this report. In the event records of environmental concern are identified this report will be amended and stakeholders will be notified. Regulatory records are included in Appendix H.

6. Prior Environmental Assessments and Reports

Equity conducted a Phase I for the subject property in November 2021. That report was reviewed for the updated Phase I report. The November 2021 Phase I is attached as Appendix I.

F. Historical Use Information on Adjoining Properties

The following information summarizes the historical use of properties adjoining the Subject Property based on a review of the Sanborn Fire Insurance Maps and Historic Aerial Photographs.

- North – Residential/Commercial (Community center, stores)
- East – Residential/Commercial (Baptist church)
- South – Commercial (Greenhouses/florist, public school)
- West – Residential

V. SITE RECONNAISSANCE

A. Methodology and Limiting Conditions

Christian DiGennaro/Junior Scientist of Equity Environmental conducted the Phase I site inspection on November 23, 2021. A site representative, Lindsey Matthews, lead the building walk through. The site was not reinspected for this report as the Property owner stipulated that there were no changes to the property since the 2021 inspection.

The entire building was considered inaccessible during the site assessment.

B. OnSite Operations/Manufacturing

The Subject Property contains a 2-story building that is dilapidated. A church was intended to operate at this location. The building is inaccessible, as the building remains cover the entrance. At the time of the site reconnaissance the property was vacant with no current use or on-site operations. Photographs of the building interior and exterior are provided in Appendix B.

C. Chemical and Petroleum Use and Storage (USTs, ASTs, and Containers)

No other chemicals were observed to be stored on-site.

D. Solid and Hazardous Waste

Solid waste generated onsite is disposed of via the New York City Department of Sanitation trash removal services.

E. Releases or Spills

No staining or spills were observed during the site reconnaissance.

F. Groundwater Wells

No potable, production, irrigation or monitoring wells were observed or determined through the assessment.

G. Surface Water, Stormwater Drainage and Wastewater Discharge

No surface water or stormwater drainage and wastewater discharge observed during the site reconnaissance.

H. Wetlands

Equity reviewed National Wetland Inventory maps included as a layer within the EDR Radius Map Report. No wetlands were identified within the Subject Property. The report is provided as Appendix C.

I. Polychlorinated Biphenyls (PCBs)

No equipment likely to contain PCBs were observed during the site reconnaissance.

J. Drains and Sumps

No drains or sumps were observed at the Subject Property.

K. Vapor Migration/Encroachment

The EDR Vapor Encroachment database identified one VEC within 1/10 of a mile of the Subject Property that is related to a former leaking storage tank on the LTANK database. The LTANK listing has been closed since 2007. Based on these findings VECs can be ruled out. Details on the VECs can be found in Appendix C.

L. Other Environmental Considerations

1. Asbestos Containing Materials

   The EPA banned several types of asbestos in the late 1970s, but its use continued in some building applications through the 1980s. An asbestos survey was not performed as part of this study.

2. Lead-Based Paint

In 1978, EPA banned the manufacture and use of lead-based paint and lead-based paint products. A lead-based paint study was not performed as part of this study.

3. Mold

Although no significant visual or olfactory signs of potential mold were identified during the site reconnaissance, a mold assessment was not performed as part of this study.

M. Off-Site Concerns

The adjacent lot east contains a large transformer.

VI. INTERVIEWS

As part of the Phase I of the property, Equity interviewed Lindsey Matthews, the site representative. Lindsey provided a brief history of the building.

VII. RECOGNIZED ENVIRONMENTAL CONDITIONS (RECS)

Equity completed the Phase I of the Subject Property in accordance with the scope and limitations of ASTM Practice 1527-13. Any exceptions to, or deletions from, this practice are noted in appropriate sections of this report. RECs are defined as the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. Controlled Recognized Environmental Condition is a recognized environmental condition resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority (for example, as evidenced by the issuance of a no further action letter or equivalent, or meeting risk-based criteria established by regulatory authority), with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls). Historical RECs are RECs previously remediated to current unrestricted residential use applicable regulatory standards. De Minimis conditions are those that do not present a threat to human health or the environment, and would not be the subject of an enforcement action by a government agency. Data Gaps are a lack of, or inability to obtain information required by the practice that affects the ability of the environmental professional to identify RECs despite good faith efforts to gather the information.

A. Recognized Environmental Conditions (RECs)

No RECs were identified as a result of this assessment.

B. Controlled Recognized Environmental Conditions (CRECs)

No CRECs were identified as a result of this assessment.

C. Historical Recognized Environmental Conditions (HRECs)

No HRECS were identified as a result of this assessment.

D. Vapor Encroachment Concerns (VECs)

The EDR Vapor Encroachment database identified one VEC within 1/10 of a mile of the Subject Property that is related to a former leaking storage tank on the LTANK database. The LTANK listing has been closed since 2007. Based on these findings VECs can be ruled out. Details on the VECs can be found in Appendix C.

E. De Minimis Conditions

No De Minimis Conditions were identified as a result of this assessment.

F. Data Gaps

Equity did not identify any significant data gaps that would affect its ability to identify RECs associated with the Subject Property.

Conclusions

Equity's review of available information and observations of the Subject Property and surrounding properties indicates that no RECs, CRECs, HRECs, De Minimis Conditions, or Data Gaps were identified as a result of this assessment. VECs were ruled out due to all listings being closed.

VIII. DEVIATIONS

Equity did not deviate from the scope of service outlined in Section I of this report.

IX. REFERENCES

The following references were used in the preparation of this report:

1. EDR Environmental Databases – January 18, 2023
2. Sanborn Fire Insurance Maps – January 18, 2023
3. Historical Topographic Maps – January 18, 2023
4. Aerial Photographs – January 18, 2023
5. City Directory – January 18, 2023
6. New York City Department of Buildings Website
7. New York City Zola Database

X. SIGNATURE(S) OF ENVIRONMENTAL PROFESSIONALS

We declare that, to the best of our professional knowledge and belief, we meet the definition of Environmental Professional, as defined in the USEPA All Appropriate Inquiry Standard, 40 CFR, Part 312.10. We have the specific qualifications based on education, training, and experiences to assess a property of the nature, history, and setting of the subject property. We have

developed and performed all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR, Part 312.

Assessor :

Kelly Florczak
Environmental Scientist

Environmental Professional:

Bob Jackson
Managing Director

XI. QUALIFICATIONS OF ENVIRONMENTAL PROFESSIONALS

Qualifications of the Environmental Professionals are provided as Appendix J.

Appendix A

FIGURES



Legend

123-12 Sutphin Boulevard

N

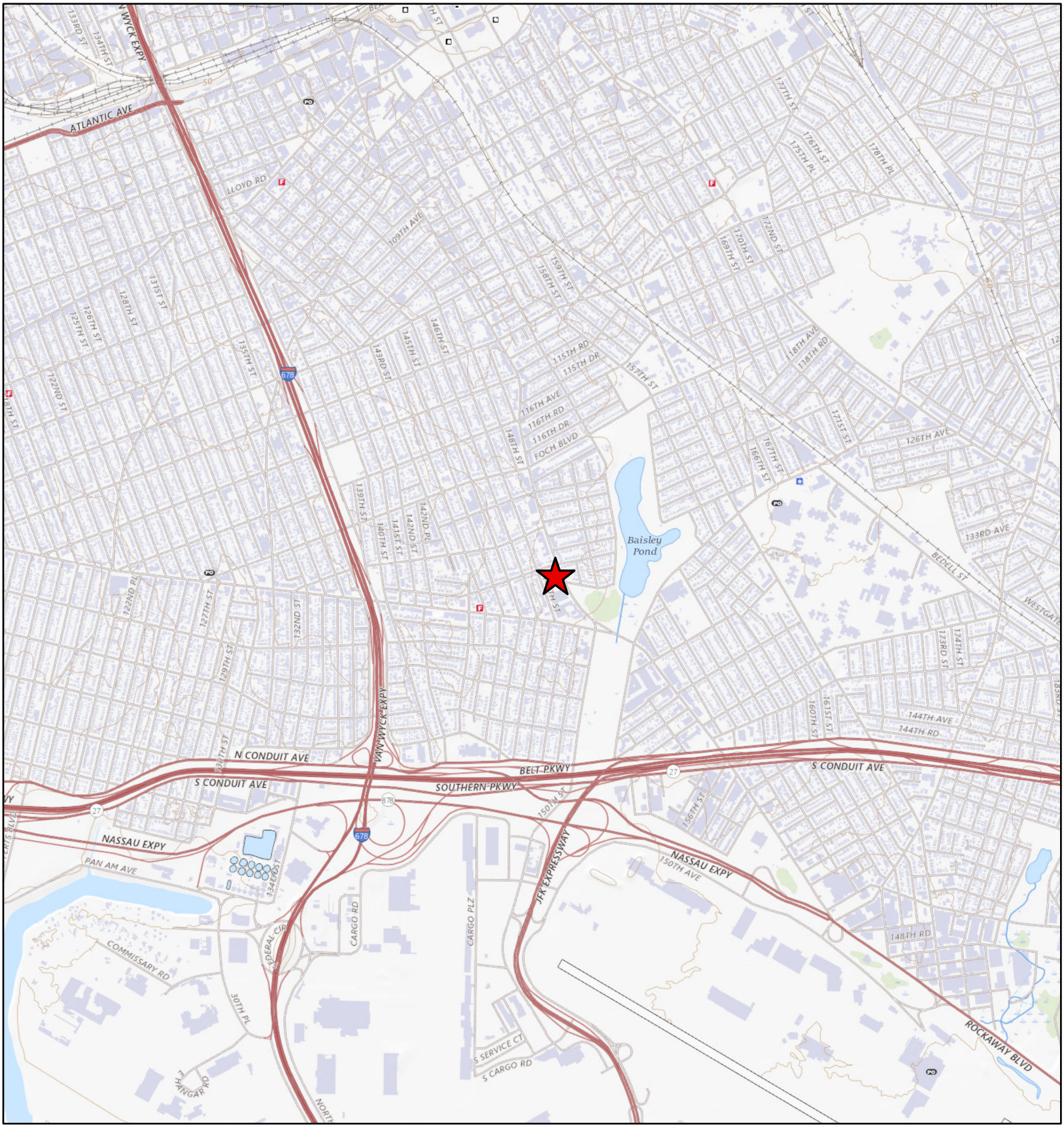
0 25 50 100 US Feet

Figure 2
Phase I ESA
Site Boundary Map

123-12 Sutphin Boulevard
Queens, New York

equity environmental engineering
4 World Trade Center New York, NY 10007
Office: (973) 527-7451 / Fax: (973) 858-0280

DRAWN BY / DATE	REV / DATE	DRAWING NUMBER
GB/112.1.21		2021067-02



Legend

123-12 Sutphin Boulevard

N

0 0.2 0.4 0.8 Miles

Figure 1
Phase I ESA
USGS Site Location Map

123-12 Sutphin Boulevard
Queens, New York

equity environmental engineering
4 World Trade Center New York, NY 10007
Office: (973) 527-7451 / Fax: (973) 858-0280

DRAWN BY / DATE	REV / DATE	DRAWING NUMBER
GB/112.1.21		2021067-01

APPENDIX B

SITE PHOTOGRAPHS



01 Sign on property, reading “Future Homesite of Full Gospel Mission C.O.G.I.C. Christian Academy & Church Sanctuary”.



02 Unknown instrument removed from the stone wall.



03 Main entrance of building, collapsed building remains make the building inaccessible.



04 Electrical meter on west side of the building.

123-12 Sutphin Boulevard
Jamaica, New York



05 Dilapidated building facade on the east side of the building,



06 A large transformer is present at the adjacent property to the north.



07 Building remains, wood and metal scraps remain on property.



08 Broken structure behind the dilapidated stone building.



09 Building façade east towards Sutphin Boulevard, stone foundation.



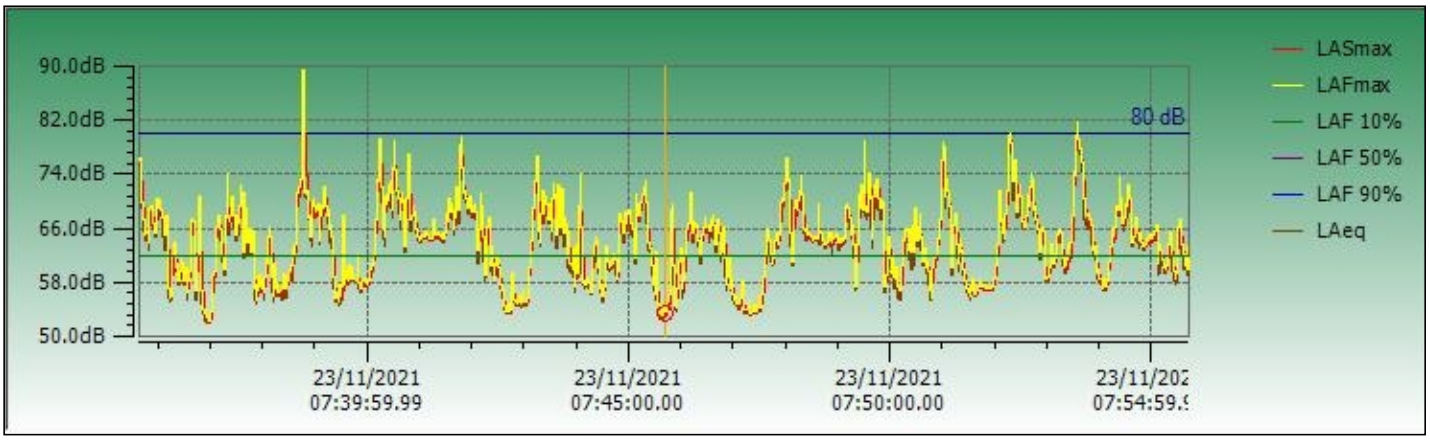
10 Overgrown vegetation covering the building remains.

123-12 Sutphin Boulevard
Jamaica, New York

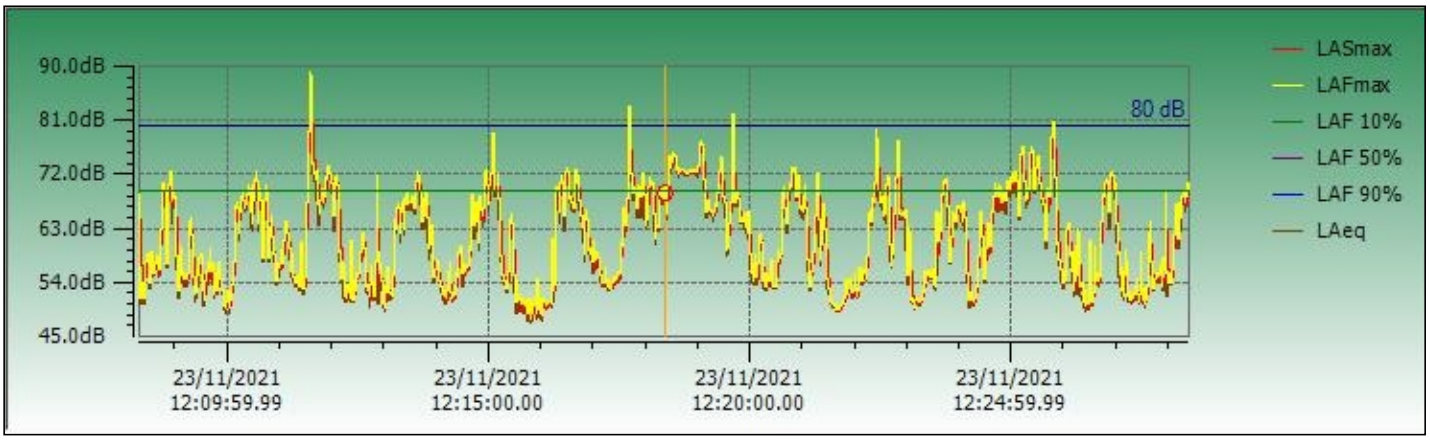
APPENDIX E

NOISE BACKUP DATA

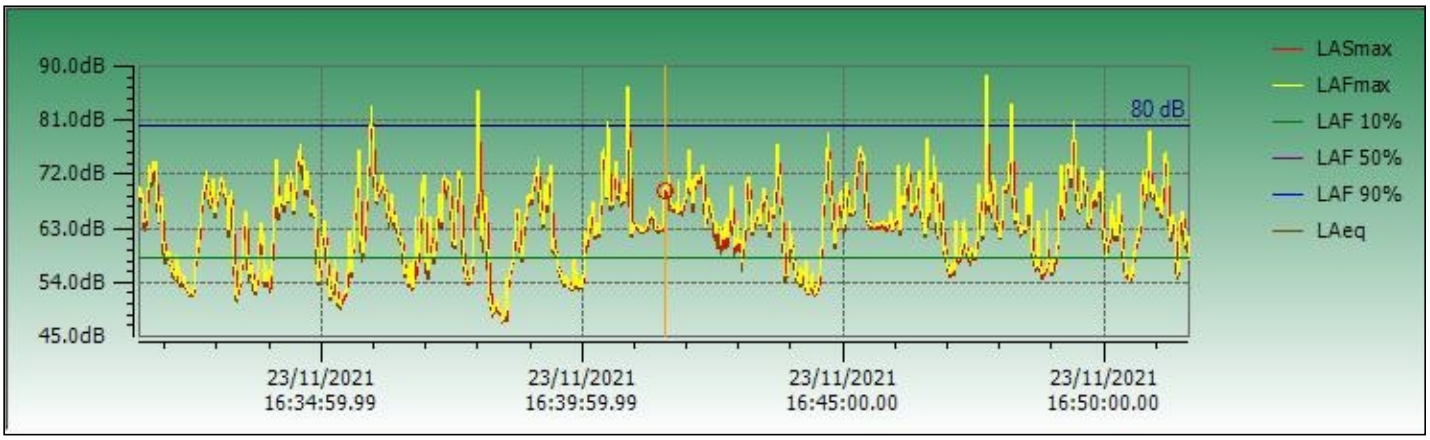
Instrument Model	**CEL-633C**			
Serial Number	1488256	LAS 10%	70 dB	Result
LASmax	83.5 dB	LAS 50%	64 dB	
LASmin	51.9 dB	LAS 90%	56 dB	
Start Date & Time	11/23/2021 7:35:39 AM	Calibration (Before) Date	11/23/2021 7:31:41 AM	
Duration	00:20:04 HH:MM:SS	Calibration (After) Date	11/23/2021 7:57:40 AM	
LAeq	66.7 dB	Calibration Drift	0.6 dB	
End Date & Time	11/23/2021 7:55:43 AM	Battery Low	No	
Notes				



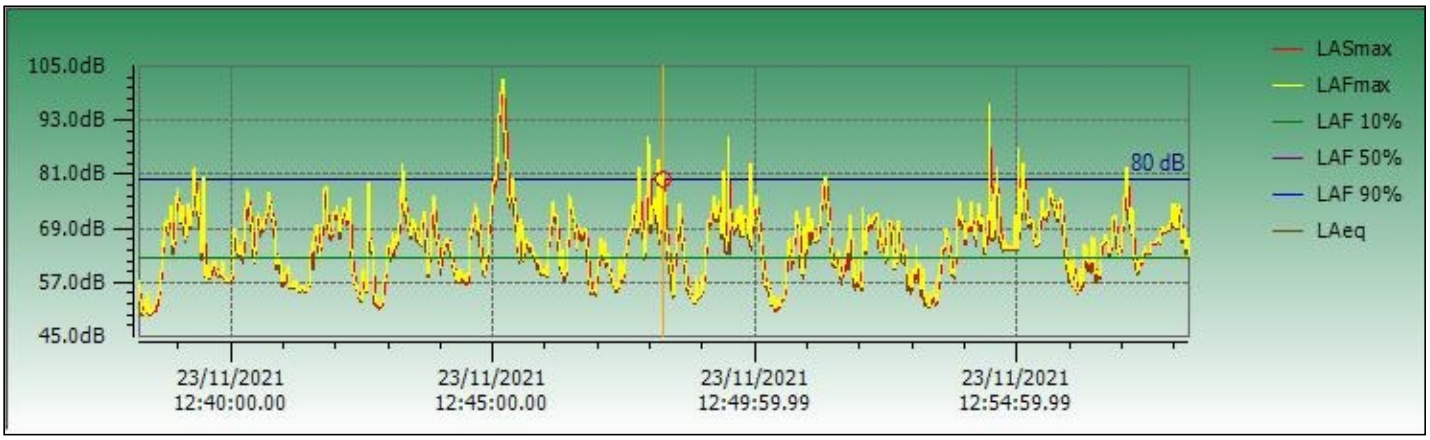
Instrument Model	CEL-633C			
Serial Number	1488256	LAS 10%	70.5 dB	Result
LASmax	85.5 dB	LAS 50%	60.5 dB	
LASmin	47.6 dB	LAS 90%	51 dB	
Start Date & Time	11/23/2021 12:08:19 PM	Calibration (Before) Date	11/23/2021 12:07:24 PM	
Duration	00:20:05 HH:MM:SS	Calibration (After) Date	11/23/2021 12:29:15 PM	
LAeq	66.7 dB	Calibration Drift	0.5 dB	
End Date & Time	11/23/2021 12:28:24 PM	Battery Low	No	
Notes				



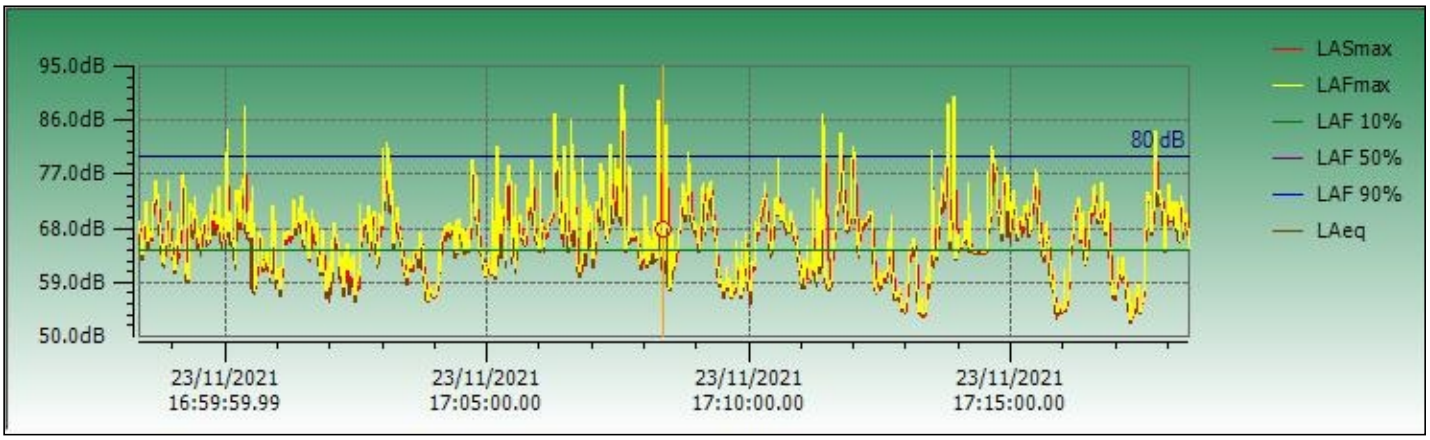
Instrument Model	**CEL-633C**			
Serial Number	1488256	LAS 10%	70.5 dB	Result
LASmax	82 dB	LAS 50%	63.5 dB	
LASmin	47.4 dB	LAS 90%	54 dB	
Start Date & Time	11/23/2021 4:31:30 PM	Calibration (Before) Date	11/23/2021 4:30:05 PM	
Duration	00:20:08 HH:MM:SS	Calibration (After) Date	11/23/2021 4:52:23 PM	
LAeq	67.3 dB	Calibration Drift	1.0 dB	
End Date & Time	11/23/2021 4:51:38 PM	Battery Low	No	
Notes				



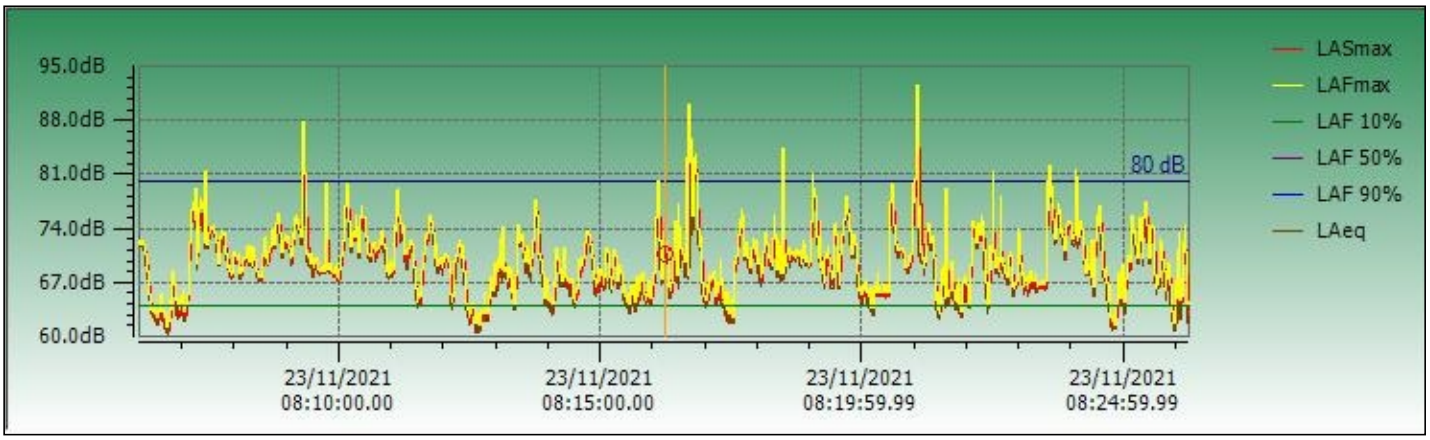
Instrument Model	CEL-633C			
Serial Number	1488256	LAS 10%	73.5 dB	Result
LASmax	100.2 dB	LAS 50%	65.5 dB	
LASmin	49.8 dB	LAS 90%	55.5 dB	
Start Date & Time	11/23/2021 12:38:15 PM	Calibration (Before) Date	11/23/2021 12:37:15 PM	
Duration	00:20:02 HH:MM:SS	Calibration (After) Date	11/23/2021 12:59:04 PM	
LAeq	76 dB	Calibration Drift	0.0 dB	
End Date & Time	11/23/2021 12:58:17 PM	Battery Low	No	
Notes				



Instrument Model	**CEL-633C**			
Serial Number	1488256	LAS 10%	73 dB	Result
LASmax	86.8 dB	LAS 50%	66.5 dB	
LASmin	53 dB	LAS 90%	58 dB	
Start Date & Time	11/23/2021 4:58:21 PM	Calibration (Before) Date	11/23/2021 4:56:20 PM	
Duration	00:20:03 HH:MM:SS	Calibration (After) Date	11/23/2021 5:19:01 PM	
LAeq	69.9 dB	Calibration Drift	0.0 dB	
End Date & Time	11/23/2021 5:18:24 PM	Battery Low	No	
Notes				



Instrument Model	**CEL-633C**			
Serial Number	1488256	LAS 10%	74 dB	Result
LASmax	89.3 dB	LAS 50%	69 dB	
LASmin	60.2 dB	LAS 90%	64 dB	
Start Date & Time	11/23/2021 8:06:11 AM	Calibration (Before) Date	11/23/2021 8:04:29 AM	
Duration	00:20:05 HH:MM:SS	Calibration (After) Date	11/23/2021 8:27:16 AM	
LAeq	71.1 dB	Calibration Drift	-0.1 dB	
End Date & Time	11/23/2021 8:26:16 AM	Battery Low	No	
Notes				



Certificate of Conformity and Calibration



Instrument Model:-	**CEL-633C**		
Serial Number	1488256		
Firmware revision	V006-05		
Microphone Type:-	**CEL-251**	**Preamplifier Type:-**	**CEL-495**
Serial Number	3796	Serial Number	004208
Instrument Class/Type:-	1		

Applicable standards:-

IEC 61672: 2002 / EN 60651 (Electroacoustics - Sound Level Meters)
IEC 60651 1979 (Sound Level Meters), ANSI S1.4: 1983 (Specifications For Sound Level Meters)

Note:- The test sequences performed in this report are in accordance with the current Sound level meter *Standard - IEC61672. The combination of tests performed are considered to confirm the products electro-acoustic performance to all applicable standards including superceeded Sound Level Meter Standards - IEC60651 and IEC60804.*

Test Conditions:-	21 °C	**Test Engineer:-**	Paul Blackwell
	41 %RH	**Date of Issue:-**	July 28, 2021
	1002 mBar		

Declaration of conformity:-

This test certificate confirms that the instrument specified above has been successfully tested to comply with the manufacturer's published specifications. Tests are performed using equipment traceable to national standards in accordance with Casella's ISO 9001:2015 quality procedures. This product is certified as being compliant to the requirements of the CE Directive.

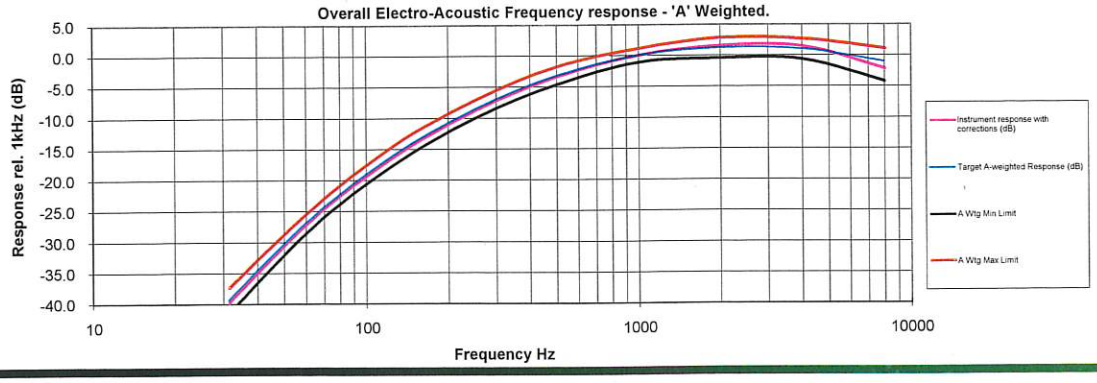
Test Summary:-

Self Generated Noise Test	**All Tests Pass**
Electrical Signal Test Of Frequency Weightings	**All Tests Pass**
Frequency & Time Weightings At 1 kHz	**All Tests Pass**
Level Linearity On The Reference Level Range	**All Tests Pass**
Toneburst Response Test	**All Tests Pass**
C-peak Sound Levels	**All Tests Pass**
Overload Indication	**All Tests Pass**
Acoustic Tests	**All Tests Pass**

Combined Electro-Acoustic Frequency Response - A Weighted

Combined Electro-Acoustic Frequency Response - A Weighted (IEC 61672-3:2006)

The following A-Weighted frequency response graph shows this instruments overall frequency response based upon the application of multi-frequency pressure field calibrations. The microphones Pressure to Free field correction coefficients are applied to pressure response. Reference level taken at 1kHz.



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Tel: +44 (0) 1234 844100
Fax: +44(0) 1234 841490
E-mail: info@casellasolutions.com

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Sector-47, Gurgaon-122001, Haryana (India)
Tel: +91 124 4495100
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Casella China
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Road, Pudong District, Shanghai, China
Telephone: +86-21-31263188
Email: info@casellasolutions.cn

Noise Job Field Sheet

Name of Project: Sutphin Blvd 2021067

Project Address: 123-12 Sutphin Blvd Queens NY 2021067

Date(s) of Field Work: 11/23/2021

Personnel: Christian DiGennaro

Project Specific Scope of Work:

2 x 20-minute locations AM, Midday, PM
Phase I – 10AM
Site Contact – Sam Rabbani 516-395-4935

Maximum Billable Hours for the Day: 15

I. Start of Noise Monitoring Day

Departure Time: 5:20 Arrival Time: 7:00

Weather Conditions (temp, wind speed, precipitation): 30s, sunny

Meter Type: CASELLA Meter Serial #: 1488256 Meter Location: 1, 2.
Meter Type: _____ Meter Serial #: _____ Meter Location: _____
Meter Type: _____ Meter Serial #: _____ Meter Location: _____
*If more locations are needed for a project use a second Field Sheet

Calibrator Serial #: 2043504 Meters used on: 1488256
Calibrator Serial #: _____ Meters used on: _____
Calibrator Serial #: _____ Meters used on: _____
Were Photos Taken of Each Location? (Y) / N *Discuss specific photo instructions w/ Project Manager

**On a separate sheet of paper (field book) make a sketch of the noise meter locations and the distances to nearest wall, fence, building, or other solid surfaces.*

II. Morning Session 7:30 AM – 9:00 AM

Before Measurement:

Meter Serial #: 1483256 Time: 7:31 Calibration Passed at 114 dB? (Y) / N
Meter Serial #: 1483256 Time: 8:04 Calibration Passed at 114 dB? (Y) / N
Meter Serial #: _____ Time: _____ Calibration Passed at 114 dB? Y / N

After Measurement:

Meter Serial #: 1483256 Time: 7:58 Calibration Passed at 114 dB? (Y) / N
Meter Serial #: 1483256 Time: 8:27 Calibration Passed at 114 dB? (Y) / N
Meter Serial #: _____ Time: _____ Calibration Passed at 114 dB? Y / N

*If more locations are needed for a project use a second Field Sheet

Location #	Start Time	End Time
1	7:35	7:55
2	8:06	8:26

*If more locations are needed for a project use a second Field Sheet

Location #	Car	SUV	Medium Truck	Heavy Truck	Bus	Train
1	116	158	6	3	21	0
2	85	136	5	0	16	0

*If more locations are needed for a project use a second Field Sheet

Noise Source: please note any loud noises here and time (sirens, garbage truck, etc):
Loud car 7:38; loud music 7:53; honks at 8:07, 8:16, and 8:21; loud car 8:21; 4 buses stop in front of meter

Please place noise meters in their respective cases between sessions to avoid damage.

III. Midday Session 12:00 PM – 1:30 PM

Before Measurement:

Meter Serial #: 1488256 Time: 12:07 Calibration Passed at 114 dB? (Y) / N
Meter Serial #: 1488256 Time: 12:37 Calibration Passed at 114 dB? (Y) / N
Meter Serial #: _____ Time: _____ Calibration Passed at 114 dB? Y / N

After Measurement:

Meter Serial #: 1488256 Time: 12:29 Calibration Passed at 114 dB? (Y) / N
Meter Serial #: 1488256 Time: 12:59 Calibration Passed at 114 dB? (Y) / N
Meter Serial #: _____ Time: _____ Calibration Passed at 114 dB? Y / N
*If more locations are needed for a project use a second Field Sheet

Location #	Start Time	End Time
1	12:08	12:28
2	12:38	12:58

*If more locations are needed for a project use a second Field Sheet

Location #	Car	SUV	Medium Truck	Heavy Truck	Bus	Train
1	77	99	3	5	7	0
2	75	112	2	5	13	0

*If more locations are needed for a project use a second Field Sheet

Noise Source: please note any loud noises here and time (sirens, garbage truck, etc):
Loud motorcycle 12:12 and 12:19 ; loud music 12:24 ; barks at 12:39, 12:42, and 12:49 ; ambulance siren 12:45 ; 2 buses stop in front of meter

Please place noise meters in their respective cases between sessions to avoid damage.

IV. Evening Session 4:30 PM – 6:00 PM

Before Measurement:

Meter Serial #: 1488256 Time: 16:29 Calibration Passed at 114 dB? (Y) / N
Meter Serial #: 1488256 Time: 16:56 Calibration Passed at 114 dB? (Y) / N
Meter Serial #: _____ Time: _____ Calibration Passed at 114 dB? Y / N

After Measurement:

Meter Serial #: 1488256 Time: 16:52 Calibration Passed at 114 dB? (Y) / N
Meter Serial #: 1488256 Time: 17:19 Calibration Passed at 114 dB? (Y) / N
Meter Serial #: _____ Time: _____ Calibration Passed at 114 dB? Y / N
*If more locations are needed for a project use a second Field Sheet

Location #	Start Time	End Time
1	16:31	16:51
2	16:58	17:18

*If more locations are needed for a project use a second Field Sheet

Location #	Car	SUV	Medium Truck	Heavy Truck	Bus	Train
1	107	140	3	1	11	0
~~2~~	~~107~~	~~140~~	~~3~~	~~1~~	~~11~~	~~0~~
2	126	157	4	2	10	0

*If more locations are needed for a project use a second Field Sheet

Noise Source: please note any loud noises here and time (sirens, garbage truck, etc):
Honk 16:46 ; wind picks up 16:47 – 16:51 ; 5 honks 16:59 ; honk @ 17:03, 17:14 ; backing up beep 17:05 ; 1 bus stops in front of meter.

**Please place noise meters in their respective cases between sessions to avoid damage.*

V. End of Noise Monitoring Day

- Please return all noise meters to their cases.
- Do not return dead batteries to the cases, throw them out.
- Did you take photos? Y / N
- Did you complete the site sketch? Y / N
- If a meter(s) was rented, please scan in calibration documents.

Anything of note/concern for the day: _____

_____

_____

Departure Time: 17:30 Arrival Time: 20:10

Total Time to Be Billed: 15

11/23/21 123 Sutphin Boulevard, Jamaica, NY

Personnel: CD
Scope: Noise, phase I
Weather: 30s, sunny, windy evening
Depart: 5:20
Arrive: 7:00
Meter #: M188256
Calibrator #: 2045364
Morning Session location 1: 7:35 - 7:55
Morning session location 2: 8:06 - 8:26
Phase I at 10:00
Met with Lindsey Matthews

phase I

- Electric: Con Edison
- Heat: unknown
- No wells, no drains visible
- Building was going to be a church, collapsed from snow storm. church never opened at property.
- No cleaning supplies stored at site
- Cast CMU block foundation
- Inside of building inaccessible (collapsed)
- Transformer at lot to the north
- Bulding remains and metal scraps present

Afternoon session location 1: 12:08 - 12:28
Afternoon session location 2: 12:38 - 12:58

Evening session location 1: ~~16:31~~ CD 16:31 - 16:51

Evening session location 2: 16:58 - 17:18

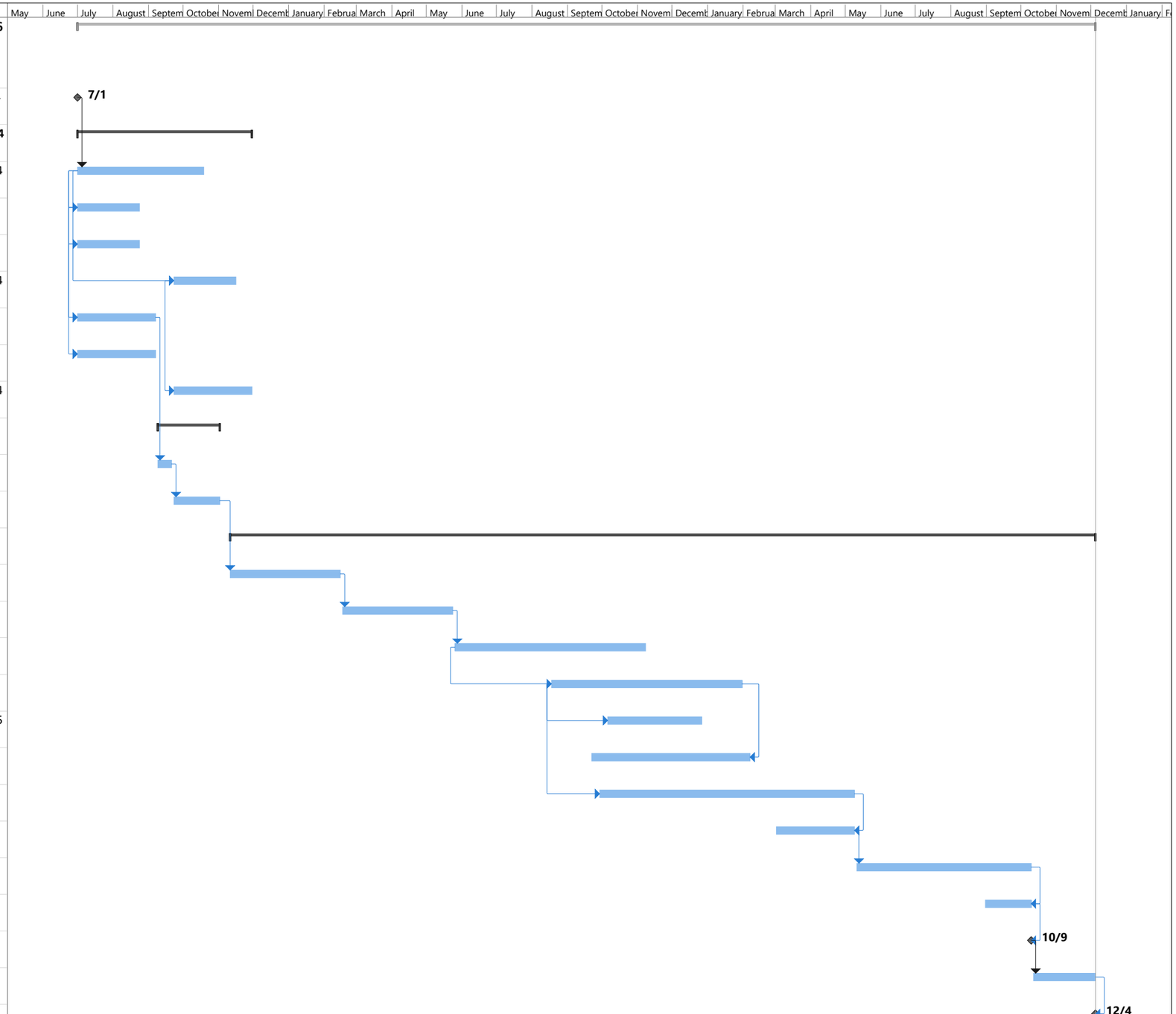
Depart: ~~17:30~~ CD 17:30

Arrive: 20:10

APPENDIX F

CONSTRUCTION SCHEDULE

ID	Task Name	Duration	Start	Finish
0	**Projected Development Site 1 Construction Schedule**	**635 days**	**Mon 7/1/24**	**Fri 12/4/26**
1	ULURP Approvals	0 days	Mon 7/1/24	Mon 7/1/24
2	**Pre Construction Activities**	**110 days**	**Mon 7/1/24**	**Fri 11/29/24**
3	Schematic - Construction Documents	80 days	Mon 7/1/24	Fri 10/18/24
4	BID & Award - Demolition	40 days	Mon 7/1/24	Fri 8/23/24
5	BID & Award - Foundation	40 days	Mon 7/1/24	Fri 8/23/24
6	BID & Award - Full Building	40 days	Mon 9/23/24	Fri 11/15/24
7	DOB Approval - Demolition	50 days	Mon 7/1/24	Fri 9/6/24
8	DOB Approval - Foundation	50 days	Mon 7/1/24	Fri 9/6/24
9	DOB Approval - Full Building	50 days	Mon 9/23/24	Fri 11/29/24
10	**Demolition and Site Clearance**	**40 days**	**Mon 9/9/24**	**Fri 11/1/24**
11	Mobilization/ Building Protection/Temp Facilit	10 days	Mon 9/9/24	Fri 9/20/24
12	Demolition & Site Clearing	30 days	Mon 9/23/24	Fri 11/1/24
13	**Construction**	**540 days**	**Mon 11/11/24**	**Fri 12/4/26**
14	Excavation and Support of Excavation	70 days	Mon 11/11/24	Fri 2/14/25
15	Foundation	70 days	Mon 2/17/25	Fri 5/23/25
16	Superstructure	120 days	Mon 5/26/25	Fri 11/7/25
17	Façade Enclosure	120 days	Mon 8/18/25	Fri 1/30/26
18	Roofing and Waterproofing	60 days	Mon 10/6/25	Fri 12/26/25
19	Elevator	100 days	Mon 9/22/25	Fri 2/6/26
20	Interior Core and Shell	160 days	Mon 9/29/25	Fri 5/8/26
21	DOB Inspection Core and Shell	50 days	Mon 3/2/26	Fri 5/8/26
22	Interior Finishes & Fitout	110 days	Mon 5/11/26	Fri 10/9/26
23	Fire Inspection Approval	30 days	Mon 8/31/26	Fri 10/9/26
24	Obtain TCO	0 days	Fri 10/9/26	Fri 10/9/26
25	Final Punchlist & Cleaning	40 days	Mon 10/12/26	Fri 12/4/26
26	Certificate of Occupancy	0 days	Fri 12/4/26	Fri 12/4/26



Project: Projected Developmen
Date: Mon 3/13/23

Task
Split
Milestone
Summary
Project Summary
Inactive Task
Inactive Milestone
Inactive Summary
Manual Task
Duration-only
Manual Summary Rollup
Manual Summary
Start-only
Finish-only
External Tasks
External Milestone
Deadline
Progress
Manual Progress

APPENDIX G

TRANSPORTATION VEHICULAR TRIP ASSIGNMENT