164TH STREET REZONING

Environmental Assessment Statement

CEQR Number: 25DCP053Q

Prepared by:

Environmental Studies Corp.

Prepared for:

88-66 Myrtle LLC

December 30, 2025

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

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

Part I: GENERAL INFORMATION

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

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

2. *Project Name* 164th Street Rezoning

3. *Reference Numbers*

CEQR REFERENCE NUMBER (to be assigned by lead agency)	BSA REFERENCE NUMBER (if applicable)
25DCP053Q	N/A
ULURP REFERENCE NUMBER (if applicable)	OTHER REFERENCE NUMBER(S) (if applicable)
250290ZMQ, 250291ZRQ	(*e.g.*, legislative intro, CAPA) N/A

4a. *Lead Agency Information*			**4b. *Applicant Information***		
NAME OF LEAD AGENCY			NAME OF APPLICANT		
NYC Department of City Planning			88-66 Myrtle LLC		
NAME OF LEAD AGENCY CONTACT PERSON			NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON		
Stephanie Shellooe, AICP, Director of Environmental Assessment and Review Division			Danielle Gartenberg, Environmental Studies Corp.		
ADDRESS 120 Broadway, 31st floor			ADDRESS 55 Water Mill Lane		
CITY New York	STATE NY	ZIP 10271	CITY Great Neck	STATE NY	ZIP 11201
TELEPHONE 212-720-3328	EMAIL sshellooe@planning.nyc.gov		TELEPHONE 718-343-0026	EMAIL dgartenberg@environmentalst udiescorp.com	

5. *Project Description*

The Applicant, 88-66 Myrtle LLC, seeks a Zoning Map Amendment to rezone Block 6967, Lots 1, part of (p/o) 5, p/o 23, p/o 25, 28 and 30 in the Hillcrest neighborhood of Queens Community District 8 (the "Rezoning Area") from an R3-2 zoning district to an R6A/C2-4 zoning district and a Zoning Text Amendment to Appendix F of the Zoning Resolution to designate the Rezoning Area a Mandatory Inclusionary Housing Area (MIH), together, the Proposed Actions. The Proposed Actions would allow for the development of a new, six-story mixed-use building on merged Lots 1, 25, 28, and 30 (the Proposed Development). The Proposed Development would have approximately 120, 515 gsf of floor area (91,426 zsf with an FAR of 3.90). This includes approximately 17,627 gsf/zsf with an FAR of 0.75)of community facility floor area, 84,869 gsf (73,799) zsf with an FAR of 3.15) of residential floor area, and 18,019 gsf (0 zsf) of enclosed cellar accessory parking. The Proposed Development would have community facility use on the ground floor and approximately 80 dwelling units on the upper floors. Of the 80 dwelling units, 16,20, or 24 , (20%, 25%, or 30%) would be affordable pursuant to MIH under Option 1 , 2, or 3. The building would rise to a height of 65 feet. Thirty-four parking spaces would be provided.

This EAS analyzes a larger reasonable worst-case development scenario (RWCDS) that would achieve the maximum floor area and height permitted under the proposed zoning. The new development would be a nine-story mixed-use building with 123,216 gsf of floor area (91,476 zsf with an FAR of 3.90). This includes 20,271 gsf (17,627 zsf with an FAR of 0.75) of community facility floor area, 84,926 gsf (73,849 zsf with an FAR of 3.15) of residential floor area, and 18,019 gsf (0 zsf) of enclosed cellar accessory parking. The Proposed Development would have community facility use on the ground floor, and 100 dwelling units on the upper floors. Of the 100 dwelling units, 20-30 would be affordable pursuant to MIH under Option 1, 2, or 3 The building would rise to a maximum height of 95 feet. Fourty-two parking spaces would be provided.

Project Location

BOROUGH Queens	COMMUNITY DISTRICT(S) 8	STREET ADDRESS 75-41 164th Street
TAX BLOCK(S) AND LOT(S) Block 6967, Lots 1, p/o 5, p/o 23, p/o 25, 28, 30		ZIP CODE 11366

DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS 164th Street between 75th Road and 76th Avenue

EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY R3-2 | ZONING SECTIONAL MAP NUMBER 14c

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
- ☐ ZONING CERTIFICATION
- ☐ ZONING AUTHORIZATION
- ☐ ACQUISITION—REAL PROPERTY
- ☐ DISPOSITION—REAL PROPERTY
- ☐ OTHER, explain:
- ☐ CONCESSION
- ☐ UDAAP
- ☐ REVOCABLE CONSENT
- ☐ FRANCHISE

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

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

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

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

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

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

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

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

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

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

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

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

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

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

Physical Setting (both developed and undeveloped areas)

Total directly affected area (sq. ft.): 24,057

Waterbody area (sq. ft) and type:

Roads, buildings, and other paved surfaces (sq. ft.): 24,057

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): 123,216

NUMBER OF BUILDINGS: 1

GROSS FLOOR AREA OF EACH BUILDING (sq. ft.): 123,216

HEIGHT OF EACH BUILDING (ft.): 95'

NUMBER OF STORIES OF EACH BUILDING: 9

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: 23,341

The total square feet not owned or controlled by the applicant: 716

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: 21,235 sq. ft. (width x length)

VOLUME OF DISTURBANCE: 212,350 cubic ft. (width x length x depth)

AREA OF PERMANENT DISTURBANCE: 21,235 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.)	84,926		20,271	
Type (*e.g.,* retail, office, school)	100 units		daycare	

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

If "yes," please specify: NUMBER OF ADDITIONAL RESIDENTS: 267 NUMBER OF ADDITIONAL WORKERS: 56

Provide a brief explanation of how these numbers were determined: 2.75 average HH size 2020 census Neighborhood Tabulation Data, Popfactfinder.planning.nyc.gov- existing; 3/1000sf community facility space + 1/25 dus.

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: A vacant 3,000 gsf former day care center would be retenanted as a day care center.

9. *Analysis Year* CEQR Technical Manual Chapter 2

ANTICIPATED BUILD YEAR (date the project would be completed and operational): 2027

ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: 18

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

BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE:

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

☒ RESIDENTIAL ☐ MANUFACTURING ☒ COMMERCIAL ☐ PARK/FOREST/OPEN SPACE ☒ OTHER, specify: 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?	☐	☒
o 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?	☐	☒
o If "yes," complete the Consistency Assessment Form.		
2. *SOCIOECONOMIC CONDITIONS*: CEQR Technical Manual Chapter 5		
(a) Would the proposed project:		
o Generate a net increase of 200 or more residential units?	☐	☒
o Generate a net increase of 200,000 or more square feet of commercial space?	☐	☒
o Directly displace more than 500 residents?	☐	☒
o Directly displace more than 100 employees?	☐	☒
o Affect conditions in a specific industry?	☐	☒
3. *COMMUNITY FACILITIES*: CEQR Technical Manual Chapter 6		
(a) Direct Effects		
o 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		
o **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)	☐	☒
o **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)	☐	☒
o **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)	☐	☒
o **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 Historic and Cultural Resources section		
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?	☐	☒
o 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?	☐	☒
o 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?	☒	☐
o If "yes," were Recognized Environmental Conditions (RECs) identified? Briefly identify:	☐	☒
(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): 3,990		
o 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): 12.9 m		
(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:		
o 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.*	☐	☐
o 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?	☐	☐
o 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?	☒	☐
o If "yes," would the proposed project exceed the thresholds in Figure 17-3, Stationary Source Screen Graph in Chapter 17? (Attach graph as needed)	☐	☒
(c) Does the proposed project involve multiple buildings on the project site?	☐	☒
(d) Does the proposed project require federal approvals, support, licensing, or permits subject to conformity requirements?	☐	☒
(e) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts?	☐	☒
15. *GREENHOUSE GAS EMISSIONS*: CEQR Technical Manual Chapter 18		
(a) Is the proposed project a city capital project or a power generation plant?	☐	☒
(b) Would the proposed project fundamentally change the City's solid waste management system?	☐	☒
(c) If "yes" to any of the above, would the project require a GHG emissions assessment based on the guidance in Chapter 18?	☐	☒
16. *NOISE*: CEQR Technical Manual Chapter 19		
(a) Would the proposed project generate or reroute vehicular traffic?	☒	☐
(b) Would the proposed project introduce new or additional receptors (see Section 114 in Chapter 19) near heavily trafficked roadways, within one horizontal mile of an existing or proposed flight path, or within 1,500 feet of an existing or proposed rail line with a direct line of site to that rail line?	☐	☒
(c) Would the proposed project cause a stationary noise source to operate within 1,500 feet of a receptor with a direct line of sight to that receptor or introduce receptors into an area with high ambient stationary noise?	☒	☐
(d) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to noise that preclude the potential for significant adverse impacts?	☐	☒
17. *PUBLIC HEALTH*: CEQR Technical Manual Chapter 20		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Air Quality;	☐	☒

	YES	NO
Hazardous Materials; Noise?		
(b) If "yes," explain why an assessment of public health is or is not warranted based on the guidance in Chapter 20, "Public Health." Attach a preliminary analysis, if necessary.		
18. *NEIGHBORHOOD CHARACTER*: CEQR Technical Manual Chapter 21		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Land Use, Zoning, and Public Policy; Socioeconomic Conditions; Open Space; Historic and Cultural Resources; Urban Design and Visual Resources; Shadows; Transportation; Noise?	☒	☐
(b) If "yes," explain why an assessment of neighborhood character is or is not warranted based on the guidance in Chapter 21, "Neighborhood Character." Neighborhood Character assessment is not warranted because the Proposed Actions would not result in any significant impacts related to the above mentioned areas.		
19. *CONSTRUCTION*: CEQR Technical Manual Chapter 22		
(a) Would the project's construction activities involve:		
o Construction activities lasting longer than two years?	☐	☒
o Construction activities within a Central Business District or along an arterial highway or major thoroughfare?	☒	☐
o Closing, narrowing, or otherwise impeding traffic, transit, or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, *etc.*)?	☐	☒
o Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out?	☐	☒
o The operation of several pieces of diesel equipment in a single location at peak construction?	☐	☒
o Closure of a community facility or disruption in its services?	☐	☒
o Activities within 400 feet of a historic or cultural resource?	☐	☒
o Disturbance of a site containing or adjacent to a site containing natural resources?	☐	☒
o 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." Construction activities may warrant assessment if they are expected to last more than 24 months or occur within a CBD or along an arterial roadway. The Proposed Project is located along an arterial road; therefore, a preliminary screening-level construction assessment is required.		

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
Danielle Gartenberg, Environmental Studies Corp.	December 30, 2025

SIGNATURE Danielle Gartenberg

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

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

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

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

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

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

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

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

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

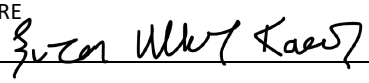
☐ **Conditional Negative Declaration:** A *Conditional Negative Declaration* (CND) may be appropriate if there is a private applicant for an Unlisted action AND when conditions imposed by the lead agency will modify the proposed project so that no significant adverse environmental impacts would result.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

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

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

TITLE	LEAD AGENCY
Deputy Director, Environmental Assessment and Review Division	City Planning Commission
NAME	DATE
Evren Ulker-Kacar, AICP	January 2, 2026

SIGNATURE



NEGATIVE DECLARATION

Statement of No Significant Effect

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

Reasons Supporting this Determination

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

Land Use, Zoning, and Public Policy

A detailed analysis of land use, zoning, and public policy is included in the EAS. The Applicant, 88-66 Myrtle LLC, is seeking a Zoning Map Amendment to rezone an existing R3-2 zoning district to an R6A/C2-4 zoning district on Block 6967, Lots 1, 28, 30, and parts of (p/o) 5, 23, 25 in the Hillcrest neighborhood of Queens Community District 8 (the "Rezoning Area") and a Zoning Text Amendment to Appendix F to add Mandatory Inclusionary Housing (MIH) area coterminous with the Rezoning Area (the "Proposed Actions"). The Proposed Actions would facilitate the development of a new, six-story mixed-use building totaling approximately 120,515 gross square feet (gsf), including 17,627 gsf of community facility use, 84,869 gsf of residential use, and 18,019 gsf of enclosed cellar accessory parking on the Applicant owned lots (Block 6967, Lots 1, 25, 28, and 30). There would be approximately 80 dwelling units, 20-30% of which (16-24 dwelling units) would be affordable at an average of 40-80% AMI pursuant to MIH Option 1, 2, or 3. The Proposed Actions would not result in any uses that would be incompatible with the surrounding uses, nor would it introduce any new land uses. The analysis finds that while the Proposed Actions would result in a change in zoning, it would bring the existing nonconforming commercial uses into conformance. The proposed C2-4 commercial overlay would be consistent with the existing C2 overlays mapped along nearby blocks of 164th Street. Furthermore, the Proposed Actions would facilitate the development of permanently affordable housing and would be supportive of City policies including OneNYC 2050 and Housing Our Neighbors: A Blueprint for Housing and Homelessness that aim to address the City's affordable housing crisis and retain the diversity and vitality of its neighborhoods. Therefore, the Proposed Actions would not result in any significant adverse impacts related to land use, zoning, and public policy.

Open Space

A detailed analysis of open space is included in the EAS. The Proposed Actions would not result in any direct impacts on any open space resources. The Proposed Actions would result in a decrease of approximately 1.2 percent in the active open space ratio in an area with a relatively low existing ratio. This reduction would not rise to the level of significant adverse impact given that all open space resources within the study area were rated acceptable and field observations indicated low utilization and remaining capacity. Additionally, residents in portions of the study area have convenient access to several high-quality public open space resources located just outside the ½-mile study area boundary, including Kissena Park, Cunningham Park, Captain Tilly Park, Vleigh Playground, and Joseph Austin Playground. Given the acceptable condition of existing facilities, their demonstrated capacity, and the presence of substantial high-quality open space resources immediately outside the study area, the exceedance of the 1-percent threshold would not result in significant adverse impact. Therefore, the Proposed Actions would not result in any significant adverse impacts on open space.

Disadvantaged Community Assessment

The Proposed Actions are located within the ½ mile threshold of potential impacts to a disadvantaged community according to the New York State Department of Environmental Conservation Disadvantaged Community Assessment Tool (DACAT) and an assessment of the Proposed Actions' potential effects on disadvantaged communities is included in the EAS. The Proposed Actions would not result in significant adverse impacts on the following technical areas analyzed in the EAS: land use, zoning, and public policy; open space; shadows; historic and cultural resources; urban design and visual resources; hazardous materials; transportation; air quality; noise; or construction. As such, the Proposed Actions would not disproportionately affect any disadvantaged communities, nor would it cause or increase a disproportionate pollution burden.

Hazardous Materials, Air Quality, and Noise

An (E) designation (E-880) related to hazardous materials and air quality would be established as part of the approval of the Proposed Actions. Refer to "Determination of Significance Appendix: (E) designation" for the applicable (E) designation requirements. The hazardous materials, and air quality analyses conclude that with the (E) designation in place, the Proposed Actions would not result in a significant adverse impact related to hazardous materials and air quality.

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

TITLE	LEAD AGENCY
Deputy Director, Environmental Assessment and Review Division	Department of City Planning on behalf of the City Planning Commission 120 Broadway, 31st Fl. New York, NY 10271 | 212.720.3493
NAME Evren Ulker-Kacar, AICP	DATE 1/2/2026
SIGNATURE	

Project Name: 164th Street Rezoning
CEQR # 25DCP053Q
SEQRA Classification: Unlisted

TITLE Chair, City Planning Commission	
NAME Daniel R. Garodnick	DATE 1/5/2026
SIGNATURE	

Project Name: 164th Street Rezoning
CEQR # 25DCP053Q
SEQRA Classification: Unlisted

Determination of Significance Appendix

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

Development Site	Borough	Block and Lot
Projected Development Site 1	Queens	Block 6967, Lots 1, 25, 28 and 30

(E) Designation Requirements

To ensure that the proposed actions would not result in significant adverse impacts related to hazardous materials, air quality, and noise an (E) designation (**E-880**) would be established as part of approval of the proposed actions on **Projected Development Site 1** as described below:

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

Hazardous Materials

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

Task 1-Sampling Protocol

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

Task 2-Remediation Determination and Protocol

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

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

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

Project Name: 164th Street Rezoning
CEQR # 25DCP053Q
SEQRA Classification: Unlisted

Air Quality

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

> ***Projected Development Site 1:*** *Any new residential and/or community facility development on the above-referenced property must ensure the heating, ventilating, and air conditioning (HVAC) system and hot water equipment stack located at the highest tier and at least 58 feet above grade to avoid any potential significant adverse air quality impacts.*

164th Street Rezoning, Queens

Figure 1: Site Location



Data Source: MapPLUTO 2023v1

Urban Cartographics

164th Street Rezoning, Queens

Figure 2: Tax Map



Data Source: MapPLUTO 2023v1, NYC DOF Digital Tax Map 3/1/23

Urban Cartographics

164th Street Rezoning, Queens

Figure 3: Land Use Map

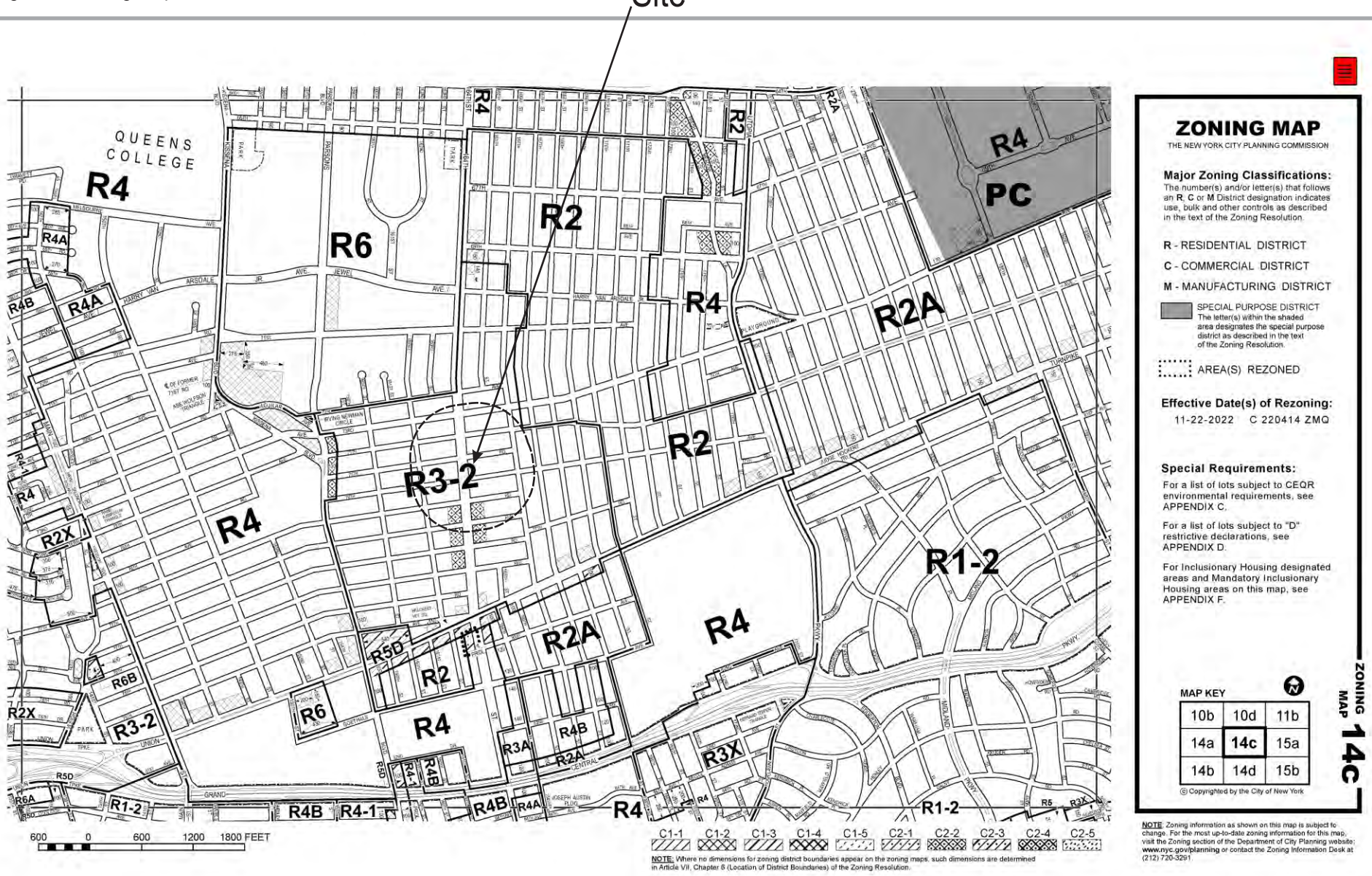


Data Source: MapPLUTO 2023v1, NYC DOF Digital Tax Map 3/1/23

Urban Cartographics

164th Street Rezoning, Queens

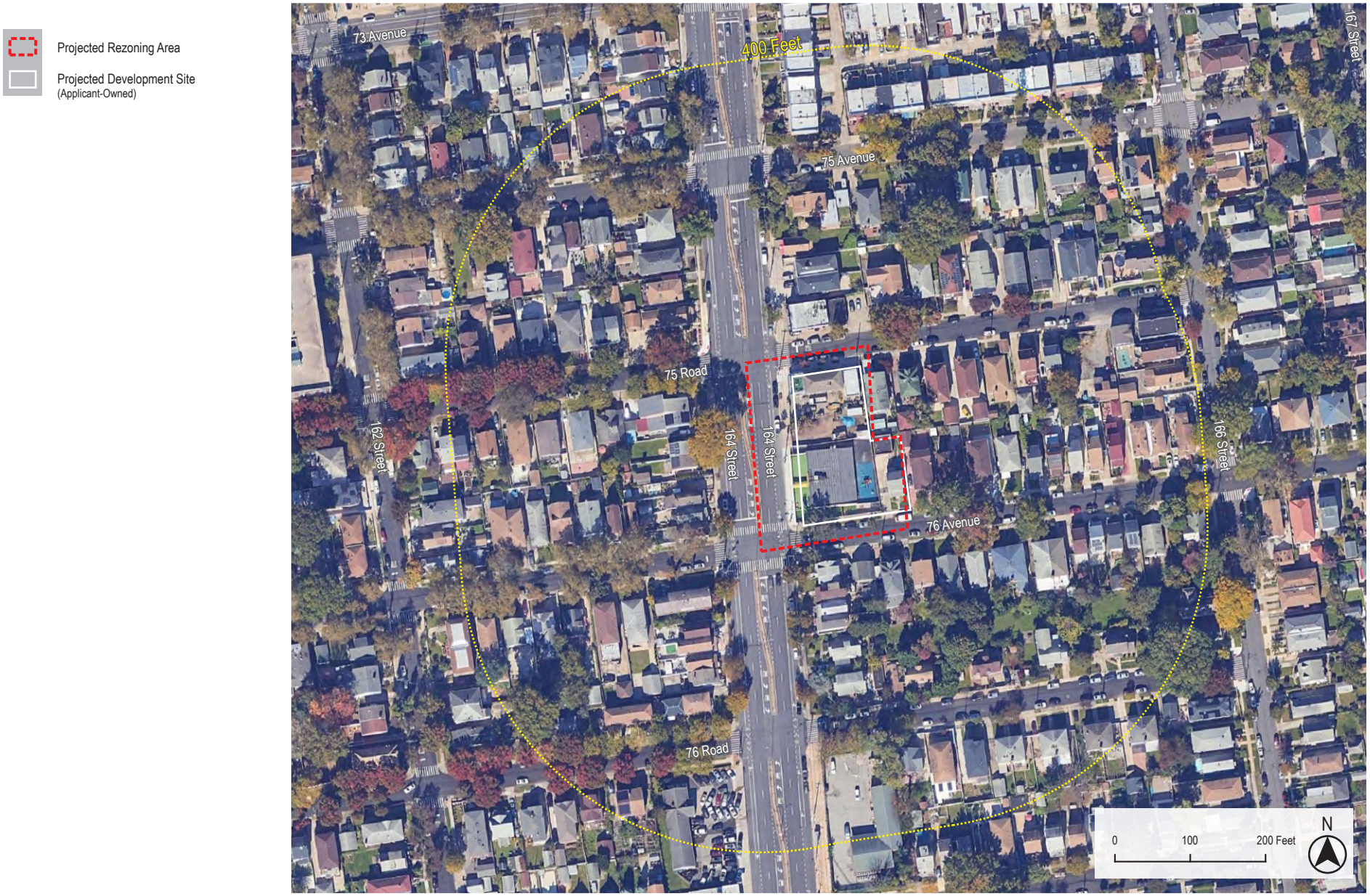
Figure 4: Zoning Map



Urban Cartographics

164th Street Rezoning, Queens

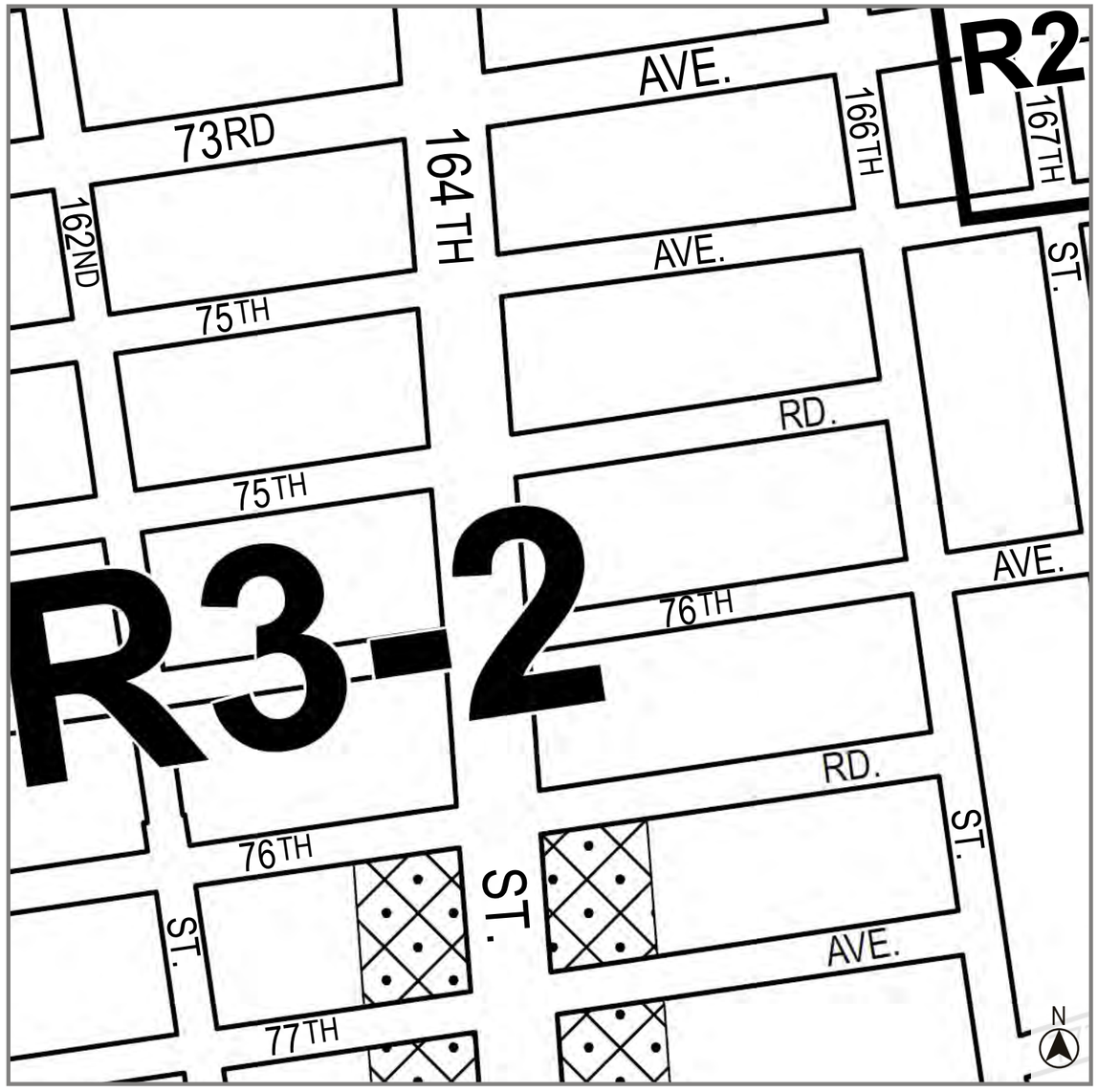
Figure 5: Aerial Map



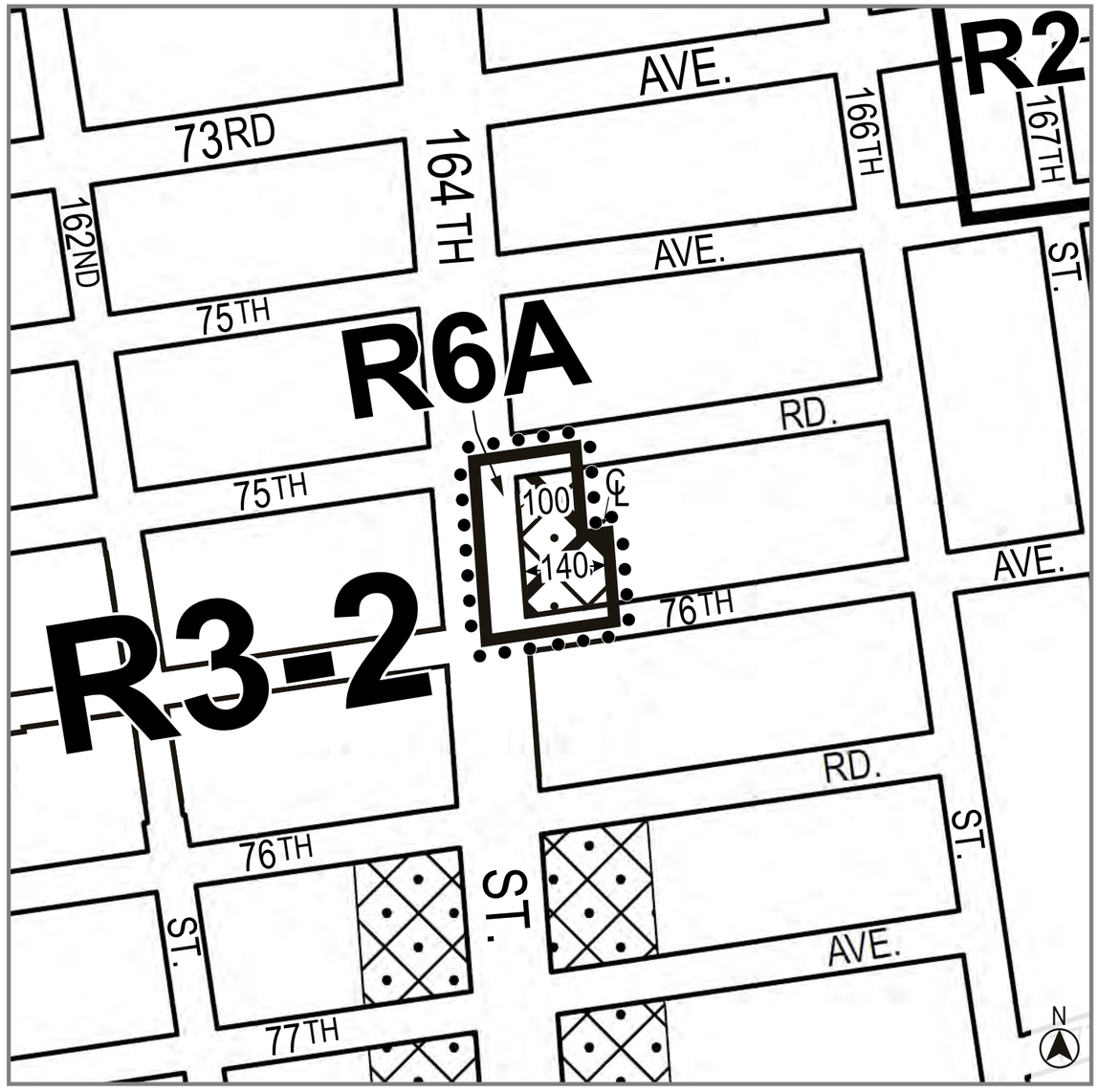
Imagery Source: 2024 Google

Urban Cartographics

Zoning Change Map



Current Zoning Map (14c)



Proposed Zoning Map (14c) - Area being rezoned is outlined with dotted lines

Rezoning from R3-2 to R6A/C2-4

C1-1 C1-2 C1-3 C1-4 C1-5 C2-1 C2-2 C2-3 C2-4 C2-5

NOTE: Where no dimensions for zoning district boundaries appear on the zoning maps, such dimensions are determined in Article VII, Chapter 6 (Location of District Boundaries) of the Zoning Resolution.



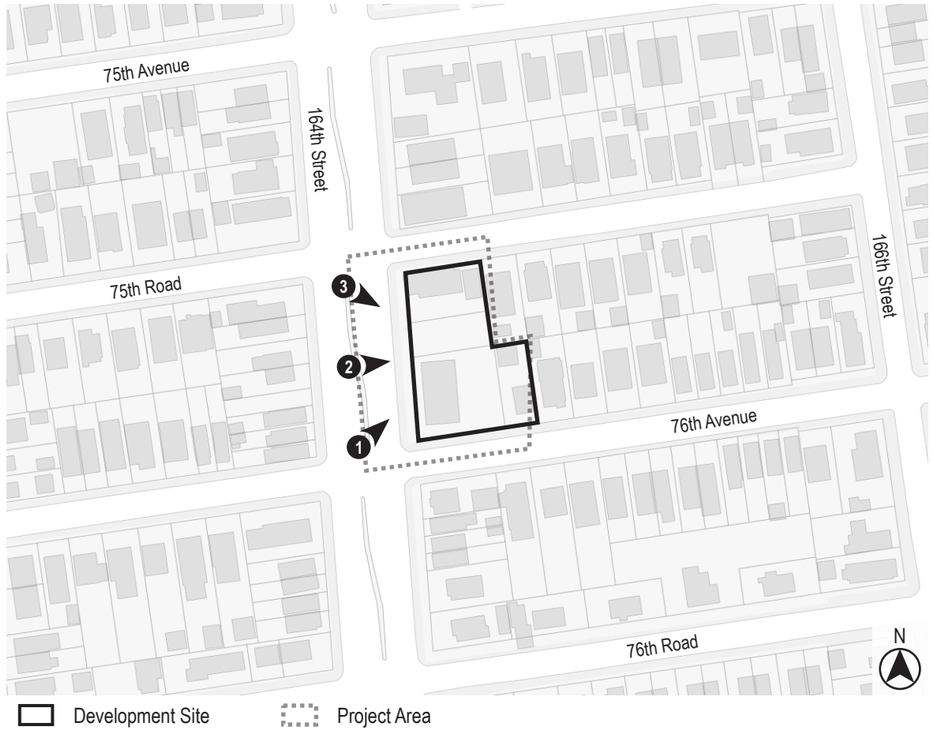
1. View of the Development Site facing northeast from 164th Street.



2. View of the Development Site facing east from 164th Street.



3. View of the Development Site facing southeast from 164th Street.





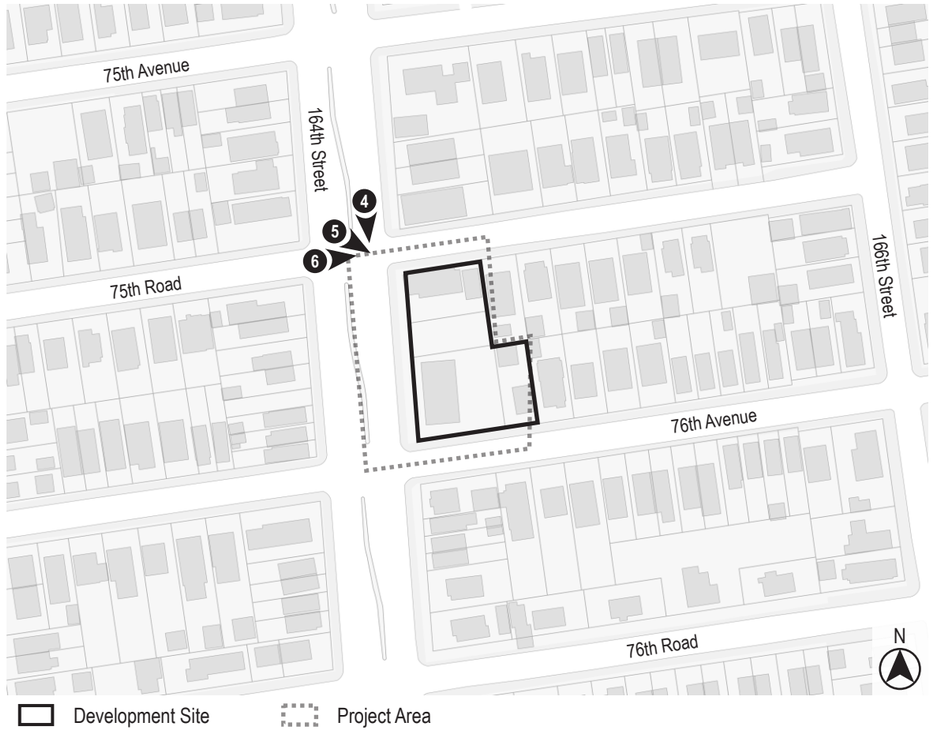
4. View of 164th Street facing south from 75th Road (Development Site at left).



5. View of the Development Site facing southeast from the intersection of 164th Street and 75th Road.



6. View of 75th Road facing east from 164th Street (Development Site at right).





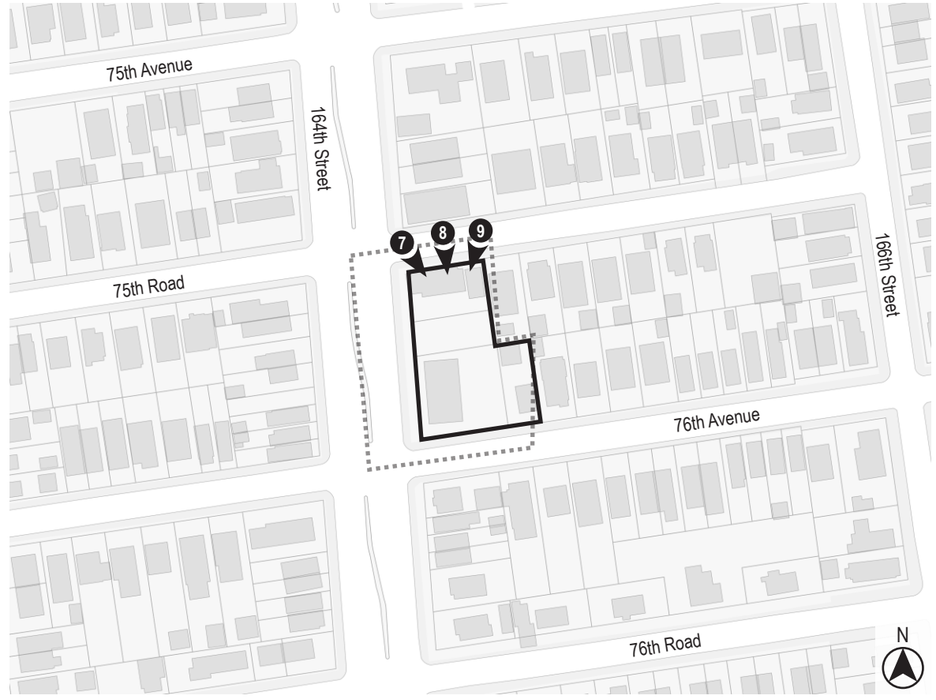
7. View of the Development Site facing southeast from 75th Road.



8. View of the Development Site facing south from 75th Road.



9. View of the Development Site facing southwest from 75th Road.





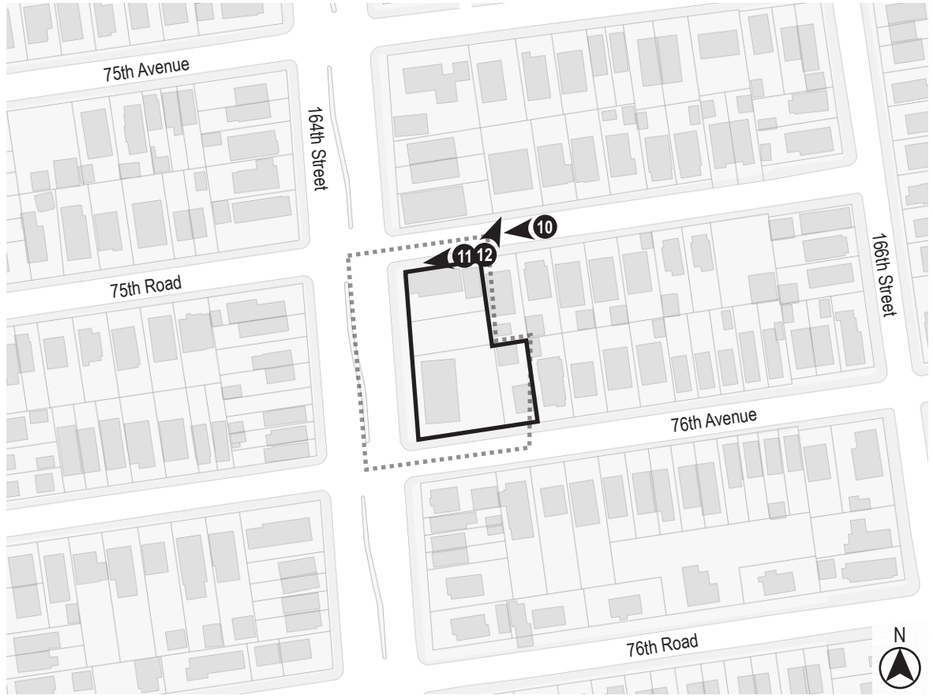
10. View of 75th Road facing west (Development Site at left).



11. View of the sidewalk along the south side of 75th Road facing west (Development Site at left).



12. View of the north side of 75th Road facing northeast from the Development Site.





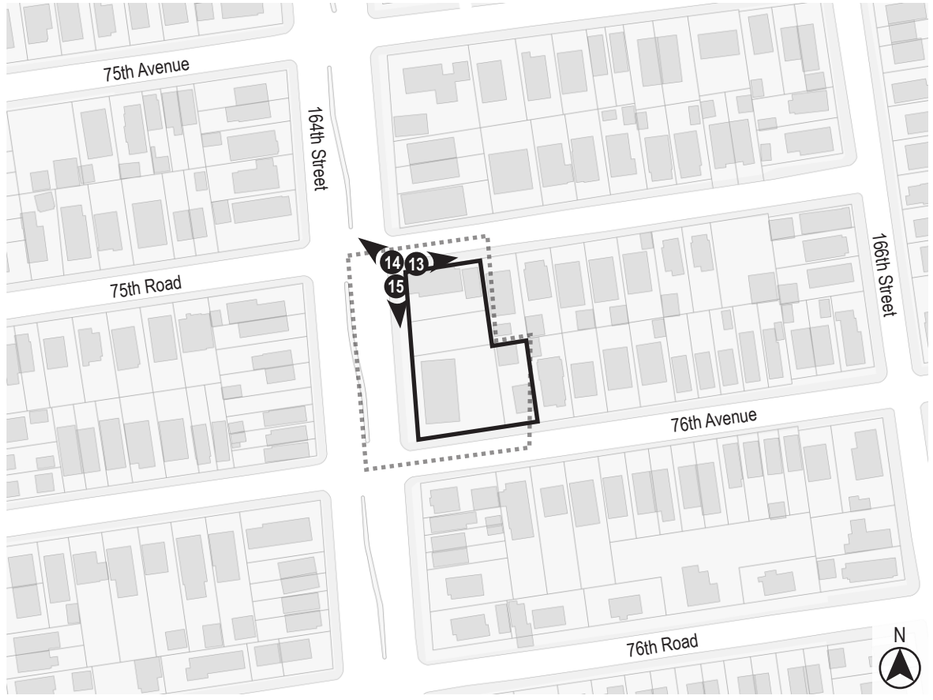
13. View of the sidewalk along the south side of 75th Road facing east from 164th Street (Development Site at right).



15. View of the sidewalk along the east side of 164th Street facing south from 75th Road (Development Site at left).



14. View of the intersection of 164th Street and 75th Road facing northwest from the Development Site.





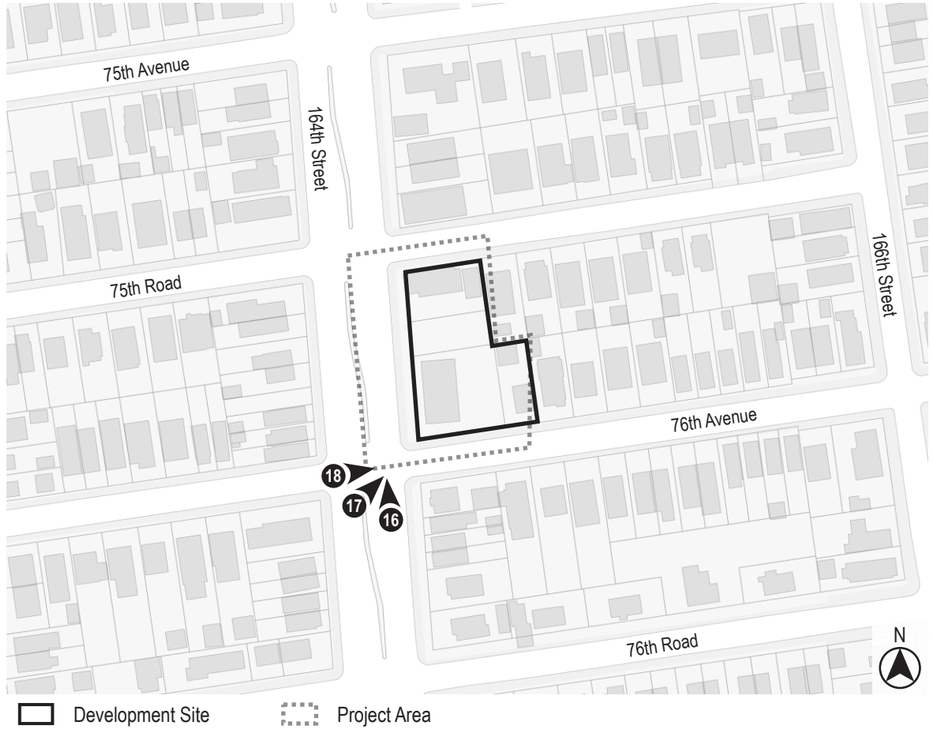
16. View of 164th Street facing north from 76th Avenue (Development Site at right).



17. View of the Development Site facing northeast from the intersection of 164th Street and 76th Avenue.



18. View of 76th Avenue facing east from 164th Street (Development Site at left).





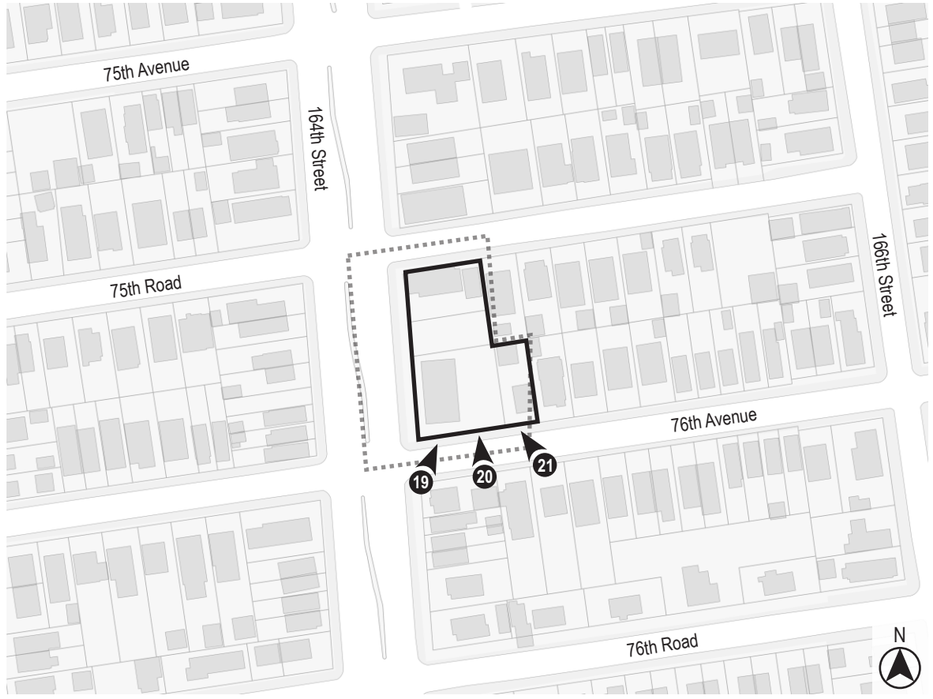
19. View of the Development Site facing northeast from 76th Avenue.



20. View of the Development Site facing north from 76th Avenue.



21. View of the Development Site facing northwest from 76th Avenue.





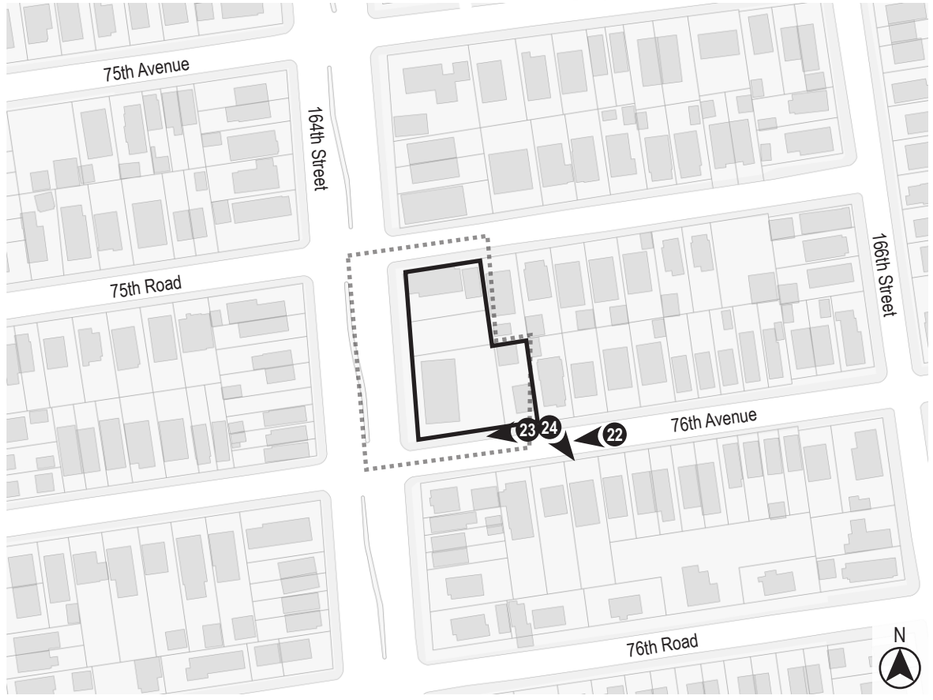
22. View of 76th Avenue facing west (Development Site at right).



23. View of the sidewalk along the north side of 76th Avenue facing west (Development Site at right).



24. View of the south side of 76th Avenue facing southeast from the Development Site.





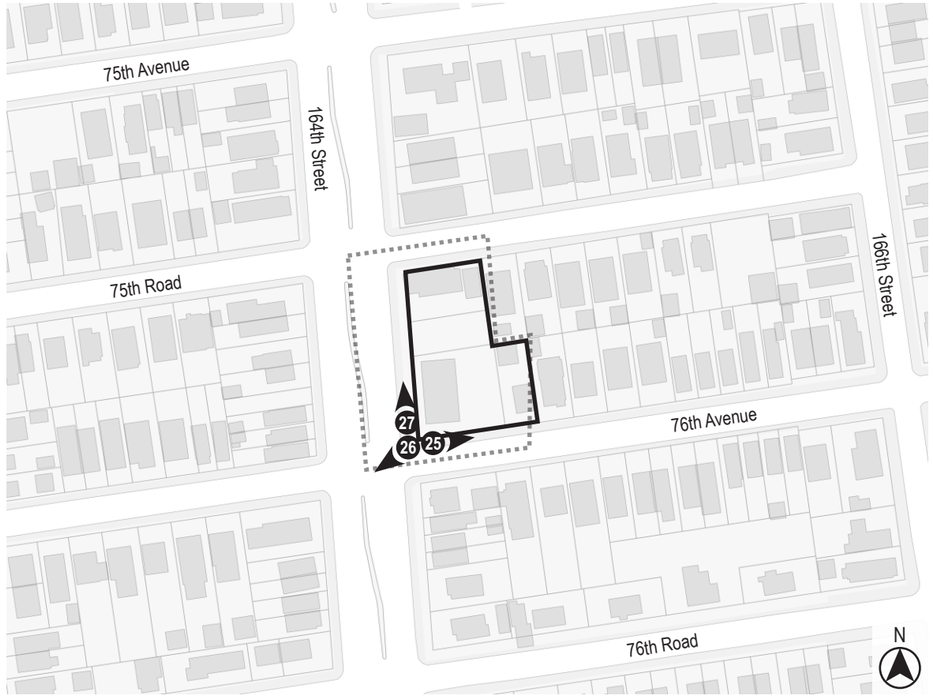
25. View of the sidewalk along the north side of 76th Avenue facing east from 164th Street (Development Site at left).



26. View of the intersection of 164th Street and 76th Avenue facing southwest from the Development Site.



27. View of the sidewalk along the east side of 164th Street facing north from 76th Avenue (Development Site at right).



164th STREET REZONING

PROJECT DESCRIPTION

PROPOSED ACTIONS

The Applicant seeks the following discretionary actions (the "Proposed Actions"):

- *A Zoning Map (14c) amendment to rezone an R3-2 zoning district to an R6A/C2-4 zoning district; and*

- *A Zoning Text amendment (Appendix F of the New York City Zoning Resolution) to make the Rezoning Area applicable as a Mandatory Inclusionary Housing (MIH) Area in the future.*

REZONING AREA

The Rezoning Area consists of approximately 24,057 square feet (sf) across six tax and zoning lots (Block 6769, Lots 1, p/o 5, p/o 23. p/o 25, 28, and 30) in the Hillcrest neighborhood of Queens Community District 8. The Rezoning Area is generally bounded by 164th Street to the west, 75th Road to the north, and 76th Avenue to the south. 164th Street is classified as a 'wide' street with a width of 120 feet, and 75th Road and 76th Avenue are 60 feet wide and classified as 'narrow'.

Applicant-Owned Lots:

Block 6967, Lot 1 measures 5,544 sf and is entirely within the Rezoning Area. It is a corner lot with approximately 60 feet of frontage on 164th Street and approximately 90 feet of frontage on 75th Road. The lot is improved with a 2,800 gross square foot (gsf) two-story mixed-use building with a laundromat and landscaping office on the ground-floor and two-family residential above, which was built in 1959. Previously, the site contained a restaurant**.**

Block 6967, Lot 30 measures 3,779 sf and is entirely within the Rezoning Area. Located to the immediate south of Lot 1, it is an interior lot with approximately 40 feet of frontage on 164th Street. It is vacant and is currently used to park vehicles for the adjacent landscaping business. Searches of BISWEB and ACRIS find no evidence that this site was ever developed.

Block 6967, Lot 28 measures 10,066 sf and is entirely within the Rezoning Area. Located to the immediate south of Lot 28, it has approximately 100 feet of frontage on 164th Street and approximately 104 feet of frontage on 76th Avenue. The lot is improved with a 3,000 gsf one-story building built in 1972 that formerly served as a 90-seat day care center. The building is currently vacant. Previously the site contained office use.

Block 6967, Lot 25 measures 4,000 sf, of which 3,896 sf is within the Rezoning Area. Located to the immediate east of Lot 28,it is an interior lot with 40 feet of frontage on 76th Avenue. The lot is improved with a 1,136 gsf two-story, single-family residential building built in 1930. There is no evidence of prior development.

These four lots comprise Projected Development Site 1. They would be merged to form a single 23,444 sf lot.

Non-Applicant-Owned Lots:

> **Block 6967, Lot 5** measures 4,000 sf, of which 646 sf is within the Rezoning Area. It is located to the east of Lot 1 and to the north of Lot 25, fronting on 75th Road. It is improved with a 2,352 sf two-family residential building with one parking space.
>
> **Block 6967, Lot 23** measures 4,000 sf, of which 70 sf is within the Rezoning Area. It is located to the east of Lot 25, fronting on 76th Street. It is improved with a 2,352 sf two-family residential building with one parking space.

Table 1 shows the size of each lot and the portions within and outside the Rezoning Area.

Table 1: Rezoning Area Lots

Lot	Lot Area (sf)	Within Rezoning Area	Outside Rezoning Area
Lot 1	5,544	5,544	0
Lot 5	4,000	646	3,354
Lot 23	4,000	70	3,930
Lot 25	4,000	3,897	103
Lot 28	10,066	10,066	0
Lot 30	3,834	3,834	0
Rezoning Area	31,444	24,057	7,387

Surrounding land uses are predominately one- and two-family residential, with some mixed-use commercial/residential buildings to the north along 164th Street and some commercial buildings to the south along 164th Street. These commercial buildings range from single-story detached buildings to attached two-story buildings.

Proposed Development

The Applicant seeks to redevelop Projected Development Site 1 with a new 65-foot-tall, 6-story mixed-use building to contain approximately 120,515 gsf (91,426 zoning square feet (zsf)) of floor area (total 3.90 FAR), including (17,627 gsf/zsf (with 0.75 FAR) of community facility (daycare) space, 84,869 gsf (73,799 zsf with 3.15 FAR) of residential space, and 18,019 gsf (0 zsf) of enclosed cellar accessory parking. It would include 80 dwelling units, 20%, 25%, or-30% (16, 20, or 24) of which would be affordable pursuant to the Inclusionary Housing Program at an average 40%, 60%, or-80% AMI depending on the option selected. A total of 34 parking spaces would be provided with a curb cut located on the north side of 76th Avenue, approximately 77 feet east of 164th Street.

PURPOSE AND NEED

The current R3-2 zoning district presents limited development potential, with a maximum FAR of 1.0 FAR for community facility use. The district's low maximum lot coverage and high parking requirements further limit new development.

Higher density development is appropriate at his location because the Rezoning Area is located along a wide street (164th Street is 120 feet) with access to mass transit via the Q65 bus line, as well as several express bus lines (QM4, QM8, QM6, QM44) to Manhattan.

The Proposed Actions would help to satisfy the need for housing in the area, particularly affordable housing; 47.5 percent of Community District 8 households are rent-burdened. There is a lack of new housing stock in area, which is characterized by pre-war one- and two-family homes (45% in CD 8). The combination of a low rental vacancy rate and little new residential development in the area constrain housing opportunity.

BUILD YEAR

Based on an estimated 12-month CEQR process, followed by a 7-month Uniform Land Use Review Process (ULURP) and then a construction period of up to 18 months, the analysis year is 2027.

ANALYSIS FRAMEWORK

RWCDS

To assess the potential effects of the Proposed Actions, a reasonable worst case development scenario (RWCDS) for both "future No-Action" (No-Action) and "future with the Proposed Action" (With-Action) conditions will be analyzed for Build Year of 2027.

The future With-Action scenario identifies the amount, type and location of development that is reasonably assumed to occur by the end of 2027 because of the Proposed Actions. The No-Action scenario identifies development projections for 2027 absent the Proposed Actions. The effect of the Proposed Actions would be the incremental change in conditions between the No-Action and With-Action scenarios.

Future No-Action Scenario

Absent the Proposed Actions, the vacant former day care center on Lot 28 would be reoccupied as a 90-seat children's day care center. The day care center that formerly occupied the space left in the anticipation of the site's redevelopment that would include space for a larger day care facility. If the property is not redeveloped, the day care center would return. No other changes would occur on the Applicant-owned Projected Development Site 1. The Applicant has no other plans to redevelop the site. The other lots partially within the Rezoning Area would also not be redeveloped.

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Future With-Action Scenario

In the future with the Proposed Actions, Projected Development Site 1 would be redeveloped based on full FAR build out permitted by the proposed rezoning (R6A/C2-4 pursuant to CHO (that is, with a maximum permitted residential FAR of 3.90 and a permitted building height of nine stories (95 feet.

The Proposed Actions would allow for the development of a nine-story mixed-use building on merged Lots 1, 25, 28, and 30. The Proposed Development would have approximately 123,216 gsf of floor area (91,476 zsf with an FAR of 3.90. This includes 20,271 gsf (17,627 zsf and FAR of 0.75 of community facility floor area, 84,926 gsf (73,849 zsf with an FAR of 3.15 of residential floor area, and 18,019 gsf (0 zsf of enclosed cellar accessory parking. The Proposed Development would have a children's day care center on the ground floor and approximately 100 dwelling units on the upper floors, of which 20, 25 or 30 (20%, 25% or 30%) of the units would be affordable pursuant to MIH under Option 1, 2, or 3. The building would rise to a roof height of 95 feet. It is assumed that the 34 proposed parking spaces would be provided.

Because only small portions of Lots 5 and 23 would be rezoned, the Proposed Actions would not lead to the redevelopment of those lots.

Table 2 below is a summary table of the RWCDS.

Table 2: No-Action / With-Action Increments

Scenario	No-Action	With-Action	Increment
Projected Development Site	**1**	**1**	
Land Use	Residential, commercial, community facility, and vacant	Mixed-Use Residential/Community Facility	
Dwelling Units	3	100	97
Parking Spaces	3	34	31
Floor Area			
Residential GSF	2,536	84,926	82,390
Commercial GSF	1,400	0	(1,400)
Community Facility GSF	3,000	20,271	17,271
Total GSF	6,936	123,216*	116,280
Stories	1-2	9	
Height (feet)	35	95	60
Residents	8	275	267
Employees	13	65	52

- This number includes 18,019 gsf of enclosed accessory parking.

164th STREET REZONING

ENVIRONMENTAL ASSESSMENT STATEMENT

Based on the analysis and the screenings contained in the Environmental Assessment Statement Short Form, the analysis areas that require further explanation include land use, zoning, and public policy; open space; shadows; historic and cultural resources; urban design and visual resources; hazardous materials; transportation; air quality; and noise. The subject heading numbers below correlate with the relevant chapters of the *CEQR Technical Manual.*

4. LAND USE, ZONING AND PUBLIC POLICY

INTRODUCTION

The analysis of land use, zoning and public policy characterizes the existing conditions of the proposed Rezoning Area and the surrounding study area; anticipates and evaluates those changes in land use, zoning and public policy that are expected to occur independently of the Proposed Actions; and identifies and addresses any potential impacts related to land use, zoning and public policy resulting from the Proposed Actions.

To assess the potential for project-related impacts, the Land Use Study Area has been defined as the area located within a 400-foot radius of the Rezoning Area, which is an area within which the Proposed Actions has the potential to affect land use or land use trends. The 400-foot radius Study Area is bounded roughly by 73rd Avenue to the north, 166th Street to the east, 77th Avenue to the south and 162nd street to the west.

EXISTING CONDITIONS

Land Use

Rezoning Area

Applicant-Owned Lots:

Block 6967, Lot 1 measures 5,544 sf and is entirely within the Rezoning Area. It is a corner lot with approximately 60 feet of frontage on 164th Street and approximately 90 feet of frontage on 75th Road. The lot is improved with a 2,800 gross square foot (gsf) two-story mixed-use building with a laundromat and landscaping office on the ground-floor and two-family residential above, which was built in 1959. Previously, the site contained a restaurant**.**

Block 6967, Lot 30 measures 3,779 sf and is entirely within the Rezoning Area. Located to the immediate south of Lot 1, it is an interior lot with approximately 40 feet of frontage on 164th Street. It is vacant and is currently used to park vehicles for the adjacent landscaping business. Searches of BISWEB and ACRIS find no evidence that this site was ever developed.

Block 6967, Lot 28 measures 10,066 sf and is entirely within the Rezoning Area. Located to the immediate south of Lot 28, it has approximately 100 feet of frontage on 164th Street and approximately 104 feet of frontage on 76th Avenue. The lot is improved with a 3,000 gsf one-story building built in 1972 that formerly served as a 90-seat day care center. The building is currently vacant. Previously the site contained office use.

Block 6967, Lot 25 measures 4,000 sf, of which 3,896 sf is within the Rezoning Area. Located to the immediate east of Lot 28,it is an interior lot with 40 feet of frontage on 76th Avenue. The lot is improved with a 1,136 gsf two-story, single-family residential building built in 1930. There is no evidence of prior development.

These four lots comprise Projected Development Site 1. They would be merged to form a single 23,444 sf lot.

Non-Applicant-Owned Lots:

> **Block 6967, Lot 5** measures 4,000 sf, of which 646 sf is within the Rezoning Area. It is located to the east of Lot 1 and to the north of Lot 25, fronting on 75th Road. It is improved with a 2,352 sf two-family residential building with one parking space.
>
> **Block 6967, Lot 23** measures 4,000 sf, of which 70 sf is within the Rezoning Area. It is located to the east of Lot 25, fronting on 76th Street. It is improved with a 2,352 sf two-family residential building with one parking space.

Study Area

Land use within the Study Area is predominately one- and two-family residential, with some mixed-use commercial/residential buildings to the north along 164th Street and some commercial buildings to the south along 164th Street. These commercial buildings range from single-story detached buildings to attached two-story buildings. (See Figure 4-1, Land Use Map.)

Zoning

The Rezoning Area is currently zoned R3-2. R3-2 districts are low-density 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. The maximum residential floor area ratio (FAR) is 0.5. The maximum community facility FAR is 0.60. The perimeter wall may rise to 21 feet before sloping or being set back to a maximum building height of 35 feet. The maximum lot coverage of any residence is 35%. Front yards must be at least 15 feet deep.

Most of the Study Area is zoned R3-2, but an R3-2/C2-2 district is mapped along 164th Street south of 76th Road. (See Figure 4-2, Zoning Map.) R3-2/C2-2 combines an R3-2 residential with a commercial overlay district that permits local retail and service uses, either in one- or two-story commercial buildings or in the ground floors of mixed-use buildings. Typical uses are grocery stores, small clothing stores, florists, opticians, restaurants, barbershops and beauty parlors, and repair services. When mapped in R3 districts, the maximum commercial FAR is 1.00.

Public Policy

The proposed project is neither large nor publicly sponsored, and the Rezoning Area is within an urban renewal area, an area covered by a 197-a Plan, or the Coastal Zone. There are, however, citywide public policies related to the Proposed Actions. These are discussed under Preliminary Assessment.

FUTURE NO-ACTION CONDITIONS

Land Use

Absent the Proposed Actions, redevelopment would not occur within the Rezoning Area. The vacant former day care center on Lot 28 would be reoccupied as a 90-seat children's day care center. Otherwise, future no-action conditions are the same as the existing conditions, in both the Rezoning Area and the Study Area.

164th Street Rezoning, Queens

Figure 4-1: Land Use Map

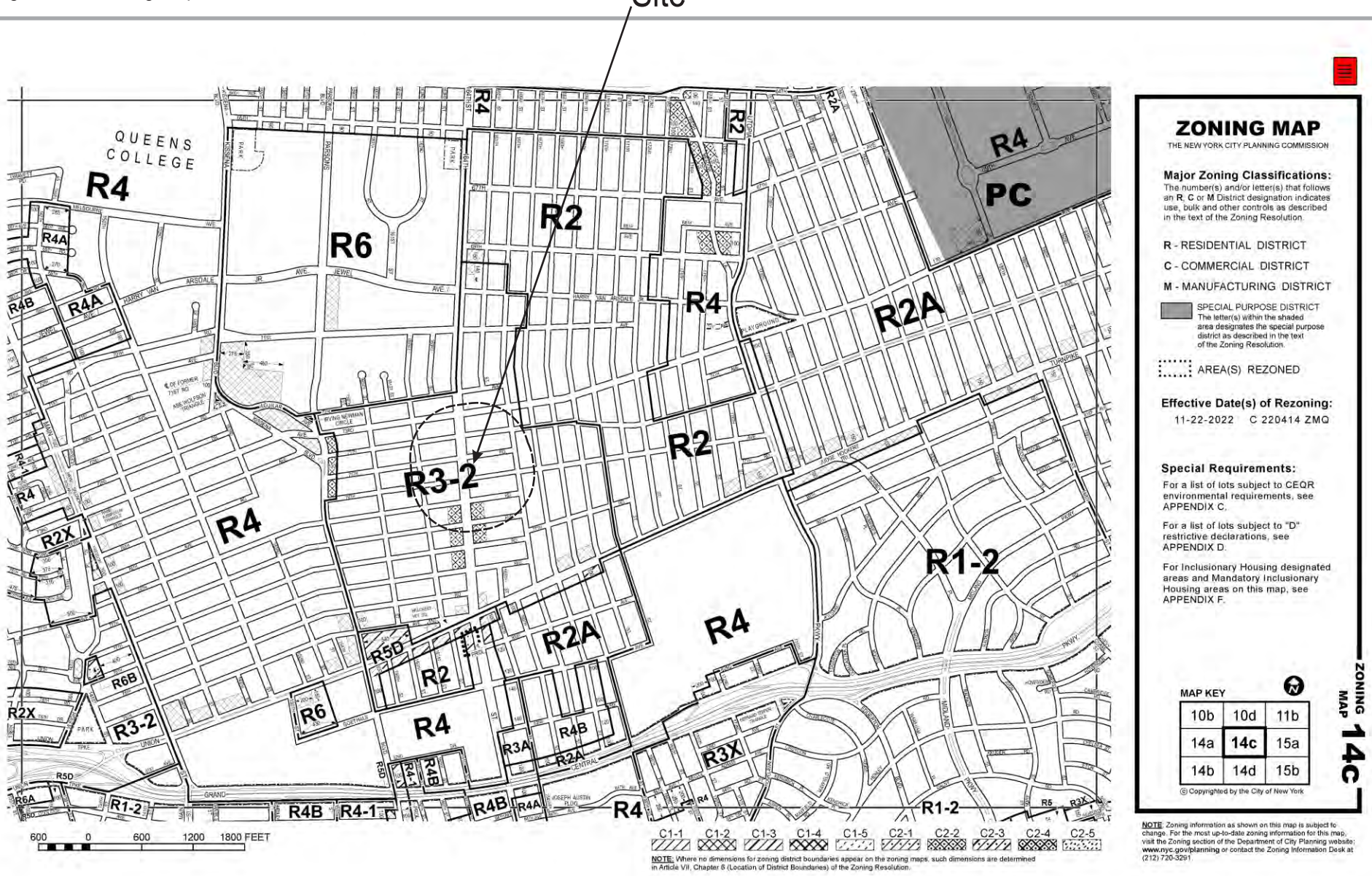


Data Source: MapPLUTO 2023v1, NYC DOF Digital Tax Map 3/1/23

Urban Cartographics

164th Street Rezoning, Queens

Figure 4:-2 Zoning Map



Urban Cartographics

Zoning

Absent the Proposed Actions, no changes to the existing zoning are anticipated within the Rezoning Area or the Study Area.

FUTURE WITH-ACTION CONDITIONS

Land Use

In the future with the Proposed Actions, Projected Development Site 1 would be redeveloped with a nine-story mixed-use building on merged Lots 1, 25, 28, and 30. The Proposed Development would have approximately 123,216 gsf of floor area (91,476 zsf with an FAR of 3.90. This includes approximately 20,271 gsf (17,627 zsf and FAR of 0.75 of community facility floor area, 84,926 gsf (73,849 zsf with an FAR of 3.15 of residential floor area, and 18,019 gsf (0 zsf of enclosed cellar accessory parking. The Proposed Development would have a children's day care center on the ground floor, and approximately 100 dwelling units, of which 20 or 30 (20% or 30%) of the units would be affordable pursuant to MIH under Options 1, 2, or 3. The building would rise to a roof height of 95 feet. The 42 proposed parking spaces would be provided in the building's cellar, with a curb cut located on the north side of 76th Avenue, approximately 77 feet east of 164th Street. Entrance to the residential lobby would be on 76th Avenue. Entrance to the daycare would be along 164th Street.

Land uses in the Study Area would remain unchanged. The Proposed Actions would not introduce any new land uses into the Study Area.

Zoning

The Applicant seeks the following zoning changes:

- *A Zoning Map (14c) Amendment to rezone an R3-2 zoning district to an R6A/C2-4 zoning district; and*

- *A Zoning Text Amendment (Appendix F of the New York City Zoning Resolution) to make the Rezoning Area applicable as a Mandatory Inclusionary Housing (MIH) Area in the future.*

The rezoning would alter the Rezoning Area's use and bulk regulation. R6A is a medium density contextual district that permits FARs of up to 3.00 for community facility uses, 3.90 for residential uses, and 3.90 overall. The maximum permitted building height is 95 feet, and the maximum permitted number of stories is 9. The C2-4 local commercial overlay permits local retail and service uses, either in one- or two-story commercial buildings or in the ground floors of mixed-use buildings. Within an R6A district, the maximum permitted commercial FAR is 2.00. The mapping of the MIH Area requires that a specified percentage of residential units be reserved for households earning up to certain income levels under the provisions of the Inclusionary Housing Program. The specified percentage of units and maximum income levels depend on which option is used to satisfy the Inclusionary Housing requirements. Under Option 1 a minimum of 30% of the units must be rented or sold to households in income bands averaging up to 80% of AMI; under Option 2 a minimum of 25% of the units must be rented or sold to households in income bands averaging up to 60% of AMI.

PRELIMINARY ASSESSMENT

Land Use

The Proposed Actions would not result in any new land uses that would be incompatible with surrounding uses. The Proposed Actions would result in the development of additional housing within a residential area and a children's day care center that would serve the surrounding residential community and that would occupy part of Projected Development Site 1 under No-Action conditions. The Proposed Actions would facilitate the redevelopment of now underutilized parcels, including a vacant lot that is used for accessory commercial parking and a lot occupied by a vacant building. For these reasons, the Proposed Actions would not have a significant adverse land use impact, and no further assessment is required.

Zoning

The Proposed Actions would eliminate current nonconforming commercial uses and would not cause any remaining uses in the Rezoning Area to be nonconforming or any existing buildings to be noncomplying. The new zoning district would not permit any uses that are not already permitted within the Study Area. The C2 commercial overlay would be consistent with existing C2 overlays mapped along nearby blocks of 164th Street. For these reasons, the Proposed Actions would not have a significant adverse zoning impact, and no further assessment is required.

Public Policy

The development of affordable and market rate housing is a public policy priority discussed in OneNYC 2050: Building a Strong and Fair City and Housing Our Neighbors: A Blueprint for Housing and Homelessness.

OneNYC 2050, released in 2019, is a nine-volume set that serves as New York City's long-term strategic plan. Volume 4, Thriving Neighborhoods, addresses housing policy. One stated goal is to "ensure all New Yorkers have access to safe, secure, and affordable housing." To accomplish this, a major commitment is to "create or preserve 300,000 affordable units by 2027 and increase overall housing supply."

Housing Our Neighbors: A Blueprint for Housing and Homelessness, released in 2022, presents the Mayor's commitments and strategies regarding affordable housing. The first stated commitment is "1. Accelerate and increase capacity for new housing supply citywide."

By facilitating the development of new mixed income housing, the Proposed Actions would be consistent with the City's policies regarding housing.

CONCLUSION

For the reasons discussed in this section, the Proposed Actions would not have a significant adverse impact related to land use, zoning, or public policy, and no further assessment is required.

OPEN SPACE

INTRODUCTION

This section assesses the proposed action's potential to affect the ability of open space resources to serve the population in the vicinity of the proposed rezoning area. For CEQR purposes, open space is defined as publicly or privately owned land that is publicly accessible and has been designated for leisure, play, or sport; or land that is set aside for the protection and/or enhancement of the natural environment. Under CEQR, an open space analysis is conducted to determine whether or not a proposed action would have either a direct impact resulting from the elimination or alteration of open space or an indirect impact resulting from overtaxing the use of open space. The analyses focus only on officially designated existing or planned public open space. Open space may be public or private and may include active and/or passive areas. Active open space is the part of a facility used for active play such as sports or exercise and may include playground equipment, playing fields and courts, swimming pools, skating rinks, golf courses, lawns and paved areas for active recreation. Passive open space is used for sitting, strolling, and relaxation with benches, walkways, and picnicking areas. Certain spaces such as lawns, can be used for both active and passive recreation.

DETERMINATION OF WHETHER A PRELIMINARY OPEN SPACE ASSESSMENT IS APPROPRIATE

Under CEQR, an open space analysis is conducted to determine whether or not a proposed action would have either a direct impact resulting from the elimination or alteration of open space or an indirect impact resulting from overtaxing the use of open space.

Direct effects on public open space may occur when the proposed project would encroach on, or cause a loss of, open space. Direct effects may also occur if public access is limited, the type and amount of public open space is changed or if the facilities within an open space would be so changed that the open space no longer serves the same user population. Other direct effects may result from sources of noise, air pollutants, odors, or shadows on public open space, affecting its function, usability or enjoyment.

The Proposed Actions would not result in the loss, diminution, or reprogramming of any open space resource and would not limit access to any such resource.

If a project may add population to an area, demand for existing open space would typically increase. Indirect effects may occur when the population generated by a proposed project would be sufficiently large to noticeably diminish the ability of an area's open space to serve the future population. According to the 2021 *CEQR Technical Manual*, the preliminary screening threshold to determine if an open space assessment is warranted is if the proposed project would generate more than 200 residents or 500 workers, or a similar number of other nonresidential users (e.g., the population introduced by a new university or college).

Under the RWCDS assessed in this EAS, redevelopment of Projected Development Site 1 would result in an incremental increase of 97 dwelling units. Based on the average household size of 2.75 persons per the 2020 Census results for the Neighborhood Tabulation Area in which the Rezoning Area is located, it is estimated that the developments would add 267 residents. This exceeds the threshold of 200 residents, requiring an open space assessment.

In addition, the Study Area's existing open space ratio of 0.1295 acres per 1,000 residents is below the City's planning goal of 2.5 acres, and the projected reduction in that ratio with the Proposed Actions (1.2 percent) exceeds the CEQR threshold of 1 percent for areas with ratios below 0.50. Therefore, a detailed open space analysis is warranted in this case due to both the population increase and the low baseline open space ratio, even though the Rezoning Area is located within a Walk to a Park Service Area.

STUDY AREA

For a residential or predominantly residential development project, the *2021 CEQR Technical Manual* suggests a study area with a radius of a half-mile, which is considered to be the maximum distance that an average person would walk to reach a park or playground, adjusted for census tract boundaries. If at least half of a census tract is located within the half-mile radius, the entire tract is included in the study area, and if less than half the tract is within a half-mile of the site, the entire tract is excluded.

The Open Space Study Area consists of 6 census tracts: tracts 779.08, 1227.04, 1241, 1347, 1257, and 1265. The Study Area's boundaries are jagged but extend generally to Jewel Avenue on the north, Utopia Parkway on the east, Goethals Avenue on the south, and 150th Street on the west.

Direct Effects

The Proposed Actions would not result in any direct impacts to open space resources. The project would not eliminate or reduce the size of any existing open space facilities, would not limit access to any open spaces, and would not alter any open space areas so that they no longer serve the same user population. In addition, the projected developments in the Rezoning Area would not directly affect any open space resources by casting them in shadow for a substantial portion of the day, or by causing substantial noise, odors, air pollutant emissions, or other nuisances that would interfere with the public's ability to enjoy the open space. As further discussed in the Shadows section below, there are no open space resources that would be affected by shadows cast by the RWCDS in the Rezoning Area.

INDIRECT IMPACT PRELIMINARY ASSESSMENT

The impact of a project on an area's open spaces is evaluated using both quantitative and qualitative factors. This evaluation considers the project's location, the quality and quantity of open space in the area after the project is completed, and any new open space provided by the project. The impact of the project is also based on how it will affect the ratio of open space in the area, as well as other qualitative factors. According to the 2021 *CEQR Technical Manual*, a project that significantly reduces the ratio of open space (as defined in Table 7-1) may be considered to have a significant impact.

Table 7-1: Percent Change in Open Space Ratio

Open Space Ratio	Percent Change
2.01 to 2.50 or Greater	5%
1.51 to 2.0	4%
1.01 to 1.5	3%
0.51 to 1.0	2%
0.50 or Less	1%

Source: Table 7-1 in Chapter 7, "Open Space" of the 2021 CEQR Technical Manual.

As shown in Table 7-1, per the 2021 CEQR Technical Manual, projects in study areas where the open space ratio approaches or exceeds the city's planning goal of 2.5 acres per residence may generally tolerate up to a 5% 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 thousand residents the percentage decrease in open space ratio is weighted against how the open space ratio of the study area compares to the city's planning goal for open space. Per the 2021 *CEQR Technical Manual*, in areas of the city where the existing Open Space Ratio is less than 0.50 (as is the case in our study area as demonstrated below) a reduction in Open Space Ratio by at least 1% typically indicates that detailed assessment of Open Space is warranted. A detailed analysis of Open Space is needed for the Proposed Actions described in this EAS.

INDIRECT IMPACT PRELIMINARY ANALYSIS

Existing Conditions

Study Area Population

As of the 2020 census enumeration, the study area population was 21,257. This is shown in Table 7-2.

Table 7-2: Study Area Population in 2020

Tract	Residents
779.08	3,838
1227.04	4,444
1241	4,004
1247	3,734
1257	3,642
1265	1,595
Study Area	21,257

To determine the current population for the year of 2024, a background growth rate of 0.43 percent was applied per year based on the average growth rate of the years between the 2010 census and the 2020 census for the relevant census tracts. This results in a 2024 population of 21,623.

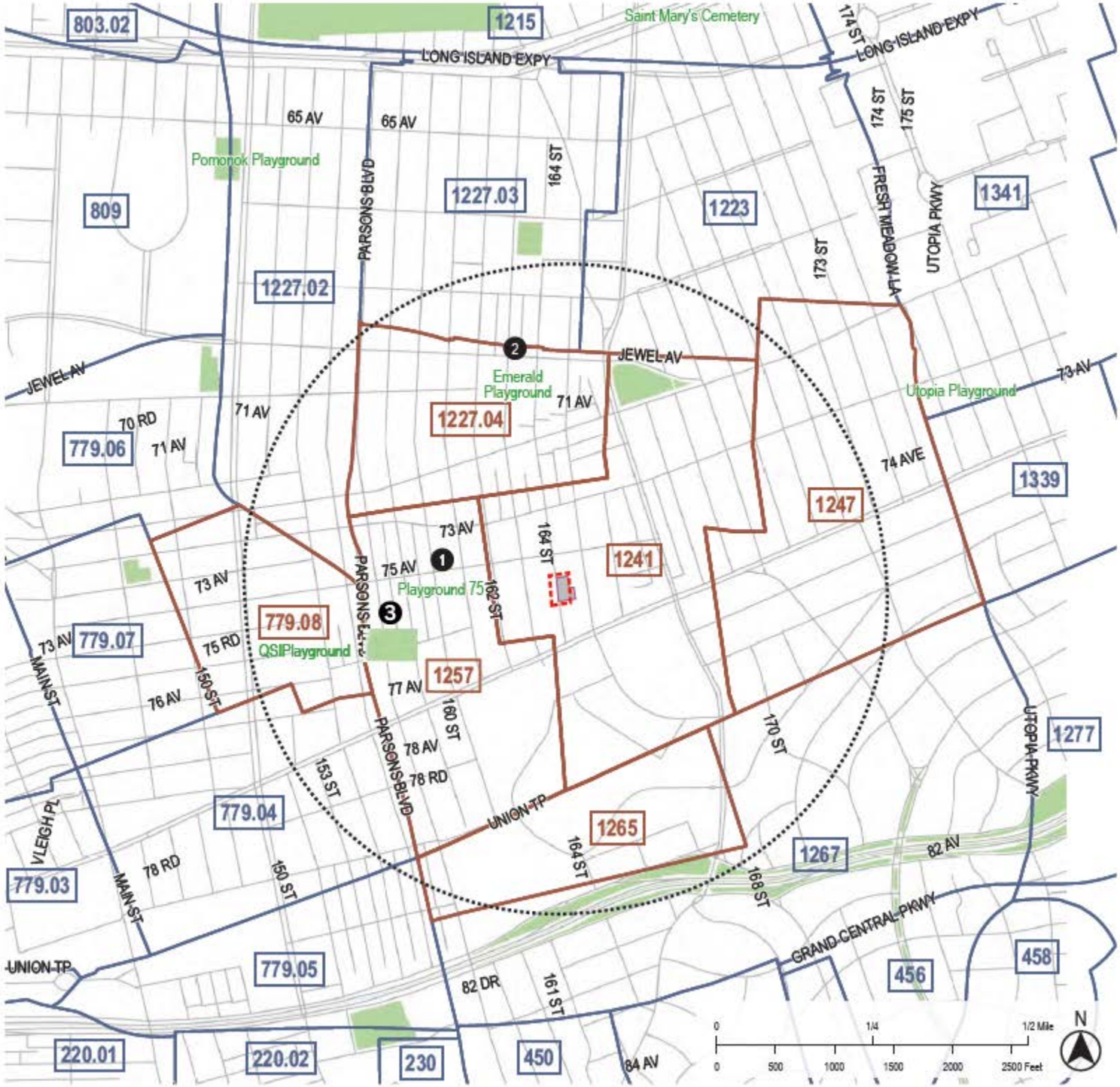
Open Space Inventory

The Study Area contains three publicly accessible open space resources, as is shown in Figure 7-1 and listed in Table 7-3. One of the properties is a DOE Schoolyard to Playground site, and the rest of the sites are NYC Department of Parks and Recreation (DPR) facilities. Cumulatively, these resources provide 2.80 acres of open space, of which 2.40 acres constitute active open space and 0.40 acres constitute passive open space.

164th Street Rezoning, Queens

Figure 7-1: Open Space Facilities and Census Tracts

- Proposed Rezoning Area
- Projected Development Site (Applicant-Owned)
- 1/2-Mile Study Area
- Census Tract Boundaries
- 123 — 50% or More of Census Tract Within Study Area
- 123 — Less Than 50% of Census Tract Within Study Area
- 1 — Open Space Resources (see Table 7-1)



Urban Cartographics

Table 7-3: Open Space Inventory

Map Key	Open Space Name and Location	Total Size (acres)	Area Within ½ Mile
1	Playground 75	0.75	0.75
2	Emerald Playground	1.26	1.26
3	QSI Playground	0.79	0.79
Total		2.80	2.80

Study Areas Open Space

The Study Area consists largely of one- and two-family homes with backyards that serve as private recreational resources. The study area also contains Fresh Meadows, a planned community with extensive private open space, as well as large lawns and playfields associated with housing developments such as the Opal at 153rd Street and Lander College for Men (which is open to the public 9:00 am -5:30 pm). These supplement the public open space resources.

Open Space Ratio

The most basic measure of the adequacy of open space resources to serve a population is the open space ratio, calculated as the acres of publicly accessible open space per thousand residents. With 2.80 acres serving a population of 21,623 residents, the current open space ratio is 0.1295. This is quite low; New York City's planning goal is an open space ratio of 2.5. The *2021 CEQR Technical Manual* states that, ideally, this would comprise 0.5 acres (20 percent) of passive space and 2.0 acres (80 percent) of active open space per 1,000 residents. The Study Area has a passive open space ratio of 0.0291 and an active open space ratio of 0.1004.

Walk to a Park Service Area

According to the 2021 CEQR Technical Manual, projects outside a Walk to a Park Service Area (i.e., in a known walk gap) may require detailed analysis because of limited park access. The Rezoning Area is located inside a Walk to a Park Service Area, indicating residents have reasonable proximity to a park. However, a detailed open space analysis is still required in this case because the Study Area's existing open space ratio is below the City's planning goal (0.1295 acres per 1,000 residents, compared to the goal of 2.5) and the projected decrease in that ratio (1.2 percent) exceeds the CEQR threshold of 1 percent for areas with ratios below 0.50. Therefore, the detailed analysis was triggered by the low baseline ratio and percent change, not by park access proximity. As shown in Figure 7-2, the Rezoning Area is located within a Walk to a Park Service Area.

164th Street Rezoning, Queens

Figure 7-2: Walk to Park Service Areas

- Proposed Rezoning Area
- Projected Development Sites (Applicant-Owned)
- 1/2-Mile Study Area
- Walk to Park Service Area



Urban Cartographics

The 2021 CEQR Technical Manual's Table 7-1 (reproduced as Table 7-4 below) provides general guidelines for ranges of open space ratios and tolerated percentage changes. "Projects which result in a percentage change greater than the guideline for the range of calculated open space ratio may warrant a more detailed analysis."

Table 7-4: Guidance for Evaluating the Potential Change in Open Space Ratio

Table 7-1
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	

Because the Study Area's no-action open space ratio would be 0.1279 (less than 0.50), a one percent decrease in the ratio has the potential to result in a significant adverse impact on open space resources.

Several qualitative factors, discussed above under Existing Conditions, affect the assessment. The Rezoning Area is located within a Walk to a Park Service Area. The Study Area consists largely of one- and two-family homes with backyards that serve as private recreational resources. The Study Area also contains Fresh Meadows, a planned community with extensive private open space, as well as large lawns and playfields associated with housing developments such as the Opal at 153rd Street and with Lander College for Men. These supplement the public open space resources. Furthermore, although the Proposed Actions would not create any new public open space, the new development would include outdoor private open space for use by the building's residents. This space on the top roof of the building is 2,137 sf and is proposed to be a passive open area with seating and landscaping areas (flowers, bushes and/or small trees). A detailed assessment of the Proposed Actions was required as the percent change is above the threshold for the potential of a significant adverse impact.

DETAILED ANALYSIS

Study Area Populations by Age Group

Study Area Age Characteristics summarizes the age distribution of the study area population and compares it to Queens and New York City as a whole. As shown, compared to Queens, the study area has a greater proportion of children and teenagers through age 19 (22.8% in the study area vs. 21.3% in Queens); a smaller share of people aged 20 to 64 years (54% in the study area vs. 63.1% in Queens); and a larger share of seniors aged 65 and over (16.3% in the study area vs. 15.7% in Queens). Compared to New York City overall, the study area has a slightly greater proportion of children and teenagers through age 19 (22.8% vs. 21.5%); a smaller share of people aged 20 to 64 years (54% vs. 62.9%); and a larger share of seniors (16.3% vs. 15.0%).

Table 7-5 Study Area Population

SELECTED AGE CATEGORIES	Study Area Number	Study Area Percentage	Queens Percentage	New York City Percentage
Ages 4 and younger	1,242	5.8%	5.1%	5.4%
Ages 5 to 9 years	1,257	5.9%	5.2%	5.4%
Ages 10 to 14 years	1,178	5.5%	5.4%	5.6%
15 to 19 years	1,190	5.6%	5.6%	5.7%
20 to 64 years	11,182	54%	63.1%	62.9%
65 years and over	3,467	16.3%	15.7%	15.0%
Total	21,257	100%	100%	100%
	Source: 2020 Census Data			

Within a given area, the age distribution of a population affects the way open spaces are used and the need for various types of recreational facilities. Typically, children 4 years old or younger use traditional playgrounds that have play equipment for toddlers and preschool children. Children ages 5 through 9 typically use traditional playgrounds, as well as grassy and hard-surfaced open spaces, which are important for such activities as ball playing, running, and skipping rope. Children aged 10 through 14 use playground equipment, court spaces, little league fields, and ball fields. Teenagers' and young adults' needs tend toward court game facilities such as basketball and field sports. Adults between the ages of 18 and 44 continue to use court game facilities and fields for sports, along with more individualized recreation such as rollerblading, biking, and jogging that require bike paths, promenades, and vehicle-free roadways. Adults also gather with families for picnicking, ad hoc active sports such as Frisbee, and recreational activities in which all ages can participate. Senior citizens engage in active recreation such as handball, tennis, gardening, and swimming, as well as recreational activities that require passive facilities.

The age distribution in the Study Area suggests that there may be a slightly greater need for Active Open Space resources compared to Queens and the city as a whole. This is due to the fact that the Study Area has a slightly larger proportion of children and teenagers through age 19 (22.8%) compared to Queens (21.3%) and New York City (21.5%). Although the Study Area also has a larger share of seniors (16.3%)—a population typically associated with Passive Open Space use—its higher concentration of youth suggests that Active Open Space remains an important priority for meeting recreational needs.

Table 7-6: Inventory of Open Space Resources

Map Key	Open Space Resource Name & Location	Total Size (Acres)	Agency	Features	Passive Acres	Active Acres	Condition	Utilization
1	Playground Seventy Five (160th St & 75th Ave)	0.75	NYC Parks	Playground equipment, basketball & handball courts, spray showers, restrooms	0.19	0.56	Good (Play), Fair (Courts)	Medium–High
2	Emerald Playground (71st Ave & Jewel Ave, adjacent to P.S. 200)	1.26	NYC Parks	Playground equipment, full & half basketball courts, handball, spray showers, restrooms	0.19	1.07	Good	Medium
3	QSI Playground (158-40 76th Rd, Queens School of Inquiry)	0.79	NYC DOE	Schoolyard play area, possible court(s)	0.02	0.77	Unknown	Low
TOTAL		**2.80**			**.40**	**2.40**		

Source: New York City Department of Parks and Recreation (DPR)

A field survey of Resource numbers 1 through 3 was conducted on Wednesday, August 6th between 1 p.m. and 4:00 p.m. during clear, 83 degree weather. Based on the field survey, all resources were low utilized (25% or less), indicating sufficient capacity is available for the facilities.

Playground 75 is located on 160th Street between 75th Avenue and 75th Road. The 0.75-acre park contains a children's play area with modern climbing structures and slides, basketball and handball courts, benches, and picnic tables. Additional amenities include a public restroom and spray showers. The playground is open daily from 6:00 AM to 9:00 PM. The park has a Department of Parks and Recreation (DPR) condition score of 91. During the site visit, 4 children aged 4–9 were on the play equipment, 3 teenagers and young adults were on the basketball courts, 2 adults playing handball, and 4 adults were seated on benches, some supervising children. The site visit found the park clean and in good condition, with freshly painted court lines and paint on equipment and well-maintained benches. The spray showers were functioning.

Emerald Playground is located on Jewel Avenue between 163rd and 164th Streets. It features a children's playground, handball and basketball courts, public restrooms, spray showers, benches, and an open lawn/green area with plantings. It has a DPR condition score of 78. Playground hours are 6:00 a.m. to 9:00 p.m.. During the site visit, 9 people were observed--3 adults in the open lawn area (picnicking), 3 children (aged 5-9) using the playground, and 2 adults sitting on benches watching the children, and 1 teenager using the basketball court. The lawn and plantings were in fair condition, with some worn turf. Playground equipment showed moderate wear but was functional and safe. The spray showers were operating on the visit.

QSI Playground, designated as a public playground through the Schoolyards to Playgrounds program, is located on Parsons Boulevard between 76th Road and 77th Avenue. The 0.79-acre facility includes handball, basketball, and tennis courts, a multi-purpose field, and a children's play area. The site is open to the public during non-school hours on weekdays (after 3:00 p.m.) and on weekends from 8:00 a.m. to dusk.The facility appeared very well maintained, with clean surfaces, intact court markings, and no litter accumulation. Nets and playground structures were in good repair. There was no one using the site at the time of the site visit, at approximately 3:30 p.m.

Table 7-7 indicates the latest DPR condition report, which indicates that Playground 75 and Emerald Playground are acceptable. QSI Playground has no known condition reports with DPR but field visits confirmed acceptable condition.

Table 7-7: DPR Condition Reports

Map Key	Open Space Name / Location	DPR Condition	Inspection Date
1	Playground 75	Acceptable	19-Dec-24
2	Emerald Playground	Acceptable	21-Jan-25
3	QSI Playground	Unknown	N/A

Source: New York City Department of Parks and Recreation (DPR) website, accessed August 2025

Additional Open Space Resources

Several public parks have not been included in the quantitative analysis as they are located outside the census tract boundaries included in the study areas. However, these public parks and open space resources serve the area's residential and worker populations. A description of these facilities follows below:

- **Kissena Park** consists of approximately **234.76 acres** of primarily active open space, located approximately **1.13 miles** north of the Rezoning Area;
- **Cunningham Park** consists of approximately **358.00 acres** of primarily active open space, located approximately **1.4 miles** east of the Rezoning Area; and
- **Captain Tilly Park** consists of approximately **4.23 acres** of primarily passive open space, located approximately **0.92 miles** south of the Rezoning Area.
- **Joseph Austin Playground** consists of approximately **3.81 acres** of primarily active open space, located approximately 1.1 miles south of the Rezoning Area.
- **Vleigh Playground** consists of approximately **2.24 acres** of primarily active open space, located approximately .8 miles northwest of the Rezoning Area.

Together, these resources provide a total of approximately **603 acres** of publicly accessible open space located just beyond the Study Area boundaries. Approximately **99%** of this acreage (**approximately 598 acres**) is active open space, while approximately **.7%** (**approximately 4.23 acres**) is passive open space.

Future No-Action Conditions

To calculate the population in the 2027 analysis year, the same background growth rate of 0.43% was applied to the 2020 census enumeration, raising the number to 21,897. No change in the open space acreage is anticipated. With a 2027 no-action population of 21,897 and 2.80 acres of open space resources, the future no-action open space ratio would be 0.1279. The passive open space ratio would be 0.0288, and the active open space ratio would be 0.0991.

Future With-Action Conditions

The projected developments would result in an incremental increase of 97 housing units relative to no-action conditions. Based on the average household size of 2.75 persons per the 2020 Census results for the Neighborhood Tabulation Area, that would increase the Study Area population by 267 persons, to 22,164. That would decrease the Study Area's open space ratio to 0.1263, a 1.20 percent reduction. The active open space ratio would decline by 1.20 percent to 0.0979, and the passive open space ratio would decline by 1.20 percent to 0.0284, This is shown in Table 7-8.

Table 7-8: Existing, Future No-Action and Future With-Action Open Space Ratios

	Existing Conditions (2024)	Future No-Action Scenario	Future With-Action Scenario	No-Action/ With Action Increment
Study Area Population	21,623	21,897	22,164	267
Total Open Space				
Publicly Accessible Open Space (Acreage)	2.80	2.80	2.80	0
Open Space Ratio (Acres/1,000	0.1295	0.1279	0.1263	-1.20%
Active Open Space				
Publicly Accessible Open Space (Acreage)	2.40	2.40	2.40	0
Open Space Ratio (Acres/1,000	0.1004	0.0991	0.0979	-1.20%
Passive Open Space				
Publicly Accessible Open Space (Acreage)	0.40	0.40	0.40	0
Open Space Ratio (Acres/1,000 Residents)	0.0291	0.0288	0.0284	-1.20%

IMPACT SIGNIFICANCE

Quantitative Impact

Direct

The *CEQR Technical Manual* considers an action to result in significant impacts to open space resources if it would directly displace or alter an existing resource to the detriment of its users. The Proposed Development associated with the Proposed Actions would not result in the direct displacement of any parklands or recreational facilities. The Proposed Actions would, however, reduce the open space ratio as further discussed below.

Indirect

The *CEQR Technical Manual* considers an action to result in significant impacts to open space resources if it would generate a substantial enough population to noticeably diminish the capacity of available open spaces to serve the affected neighborhood. A decrease in the open space ratio of 5 percent or more is generally considered to be a significant adverse impact on open space resources if the area has a median open space ratio of 1.5 acres or less per 1,000 population. However, if the existing open space ratio is low, even an open space ratio change of less than 1 percent may result in potential significant open space impacts.

Qualitative Impact

The *CEQR Technical Manual* considers an action to result in significant impacts to open space resources if it would significantly increase shadows, noise, air pollutant emissions, or odors on existing public open spaces resources compared to the future without the action condition. The projected development associated with the Proposed Actions would not significantly increase such impacts on existing public open spaces resources as further explained below.

Based on *CEQR Technical Manual* criteria and as explained further in the Shadows section, buildings on the Proposed Development would not cast new shadows on any open space resources.

Quality and Capacity

As noted above in Table 7-7, all of the public open space resources in the Study Area with DPR inspection reports were rated as "acceptable" by the agency with low utilization observed during a field visits occurring on a clear day in August. This indicates that additional capacity is available for existing public open space resources to serve current and future residents and the quality of these resources is acceptable.

Demographics of the Study Area

As noted above, the Study Area population and age breakdown was estimated with approximately 22.8% of the area population being younger than 20 years of age, while 16.3% of the population is 65 years of age or older. The remaining 39.1%, or a majority of the Study Area population, is aged between 20 and 64, indicating a heavier reliance on active open space and passive open space that does not revolve around playground areas.

The City seeks to attain a planning goal of a balance of 80 percent active open space and 20 percent passive open space. Despite the relatively low amount of open space in the Study Area, the balance of open space in the Study Area is consistent with that planning goal. The total of 2.8 acres of open space are located within the Study Area. Of this, approximately 2.40 acres (or 86% are considered active open space**,** while approximately 0.40 acres **(**or 14% are considered passive open space**.** None of facilities present only serves as a playground without other amenities and features. This breakdown is consistent with planning goals as well as the Study Area population.

Additional Resources Located Outside the Study Area

The quantitative open space analysis did not include five public parks located outside the open space radius area (Kissena Park, Cunningham Park, Captain Tilly Park, Vleigh Playground, and Joseph Austin Playground). These resources provide a total of 603-acres of publicly accessible open space just beyond ½-mile of the proposed Rezoning Area and all within 1.5-miles of the Rezoning Area. Approximately 99% of this acreage (approximately 598.81 acres) is active open space, while approximately 7% (approximately 4.23 acres) is passive open space. While it is unlikely that residents of the Proposed Development would travel to these resources and these facilities are not further assessed for quality and usage, it is evident some of the Study Area population that live further from the Rezoning Area have overall access to additional resources.

CONCLUSION

The Proposed Actions would not result in significant impacts on open space resources. While a decrease of approximately 1.2 percent in the active open space ratio would occur in an area with a relatively low existing ratio, this reduction would not rise to the level of a significant adverse impact. The overall open space ratio would decline slightly, from 0.1295 to 0.1263 acres per 1,000 residents. Although the ratio remains below the City's planning goal of 2.5 acres per 1,000 residents, the incremental change is minor. Furthermore, the total acreage of publicly accessible open space within the Study Area would remain unchanged, and existing facilities were observed to have available capacity to accommodate both current and future users.

Although the percent change in the active open space ratio is slightly above the 1-percent CEQR guidance threshold for considering potential indirect impacts, several factors demonstrate that no significant adverse impact would occur. All Study Area open space resources with DPR inspection reports were rated "acceptable," and field observations indicated low utilization and remaining capacity. The Study Area population is weighted toward age groups that rely more heavily on active open space and general passive space rather than playground-oriented facilities; the existing open space mix of percent active and passive aligns with the City's preferred 80/20 balance and is appropriate for neighborhood demographics. Importantly, residents in portions of the Study Area have convenient access to several high-quality public open space resources located just outside the ½-mile Study Area boundary, including Kissena Park, Cunningham Park, Captain Tilly Park, Vleigh Playground, and Joseph Austin Playground. Together, these parks total approximately 603 acres—over 99 percent of which is active open space—and all are located within 1.5 miles of the Rezoning Area. While these resources are not included in the quantitative analysis, their size, quality, and proximity substantively supplement the recreational opportunities available to area residents, particularly those closest to the Rezoning Area.

The CEQR Technical Manual notes that open space ratios should not be treated as absolute thresholds and that both the balance of open space types and the quality and functionality of available resources must be considered. Given the acceptable condition of existing facilities, their demonstrated capacity, the alignment of the open space mix with planning goals, and the presence of substantial high-quality open space resources immediately outside the Study Area, the slight exceedance of the 1-percent threshold does not indicate a significant adverse impact. Accordingly, the Proposed Actions would not result in any potentially significant adverse impacts on open space, and no further assessment is warranted.

8. SHADOW ANALYSIS

INTRODUCTION

Under CEQR, a shadow is defined as the circumstance in which a building or other built structure blocks the sun from the land. An adverse shadow impact is considered to occur when the shadow from a proposed project falls upon a publicly accessible open space, a historic landscape, or other historic resource if the features that make the resource significant depend on sunlight, or if the shadow falls on an important natural feature and adversely affects its uses or threatens the survival of important vegetation. An adverse impact would occur only if the shadow would fall on a location that would otherwise be in sunlight; the assessment therefore distinguishes between existing shadows and new shadows resulting from a proposed project. Finally, the determination of whether the impact of new shadows on an open space or a natural or historic resource would be significant is dependent on their extent and duration. In general, shadows on City streets and sidewalks or on other buildings are not considered significant under CEQR. In addition, shadows occurring within an hour and a half of sunrise or sunset generally are not considered significant under CEQR.

TIER 1 ASSESSMENT

Shadow lengths vary by time of day, being longest in the early morning and late afternoon and shortest at noon, and by time of year, being longest at the winter solstice and shortest at the summer solstice. According to the *2021 CEQR Technical Manual*, the longest shadow cast by a building is 4.3 times the building's height. Under the with-action scenario, the projected development would have a rooftop height of 95 feet. Rooftop bulkheads could be up to 25 feet tall, so that part of the building could be 120 feet tall. The longest shadow cast by the projected development would therefore be 516 feet in length.

Figure 8-1 shows the area within a 516-foot radius of Projected Development Site 1. No sunlight-sensitive resource is located within the radius.

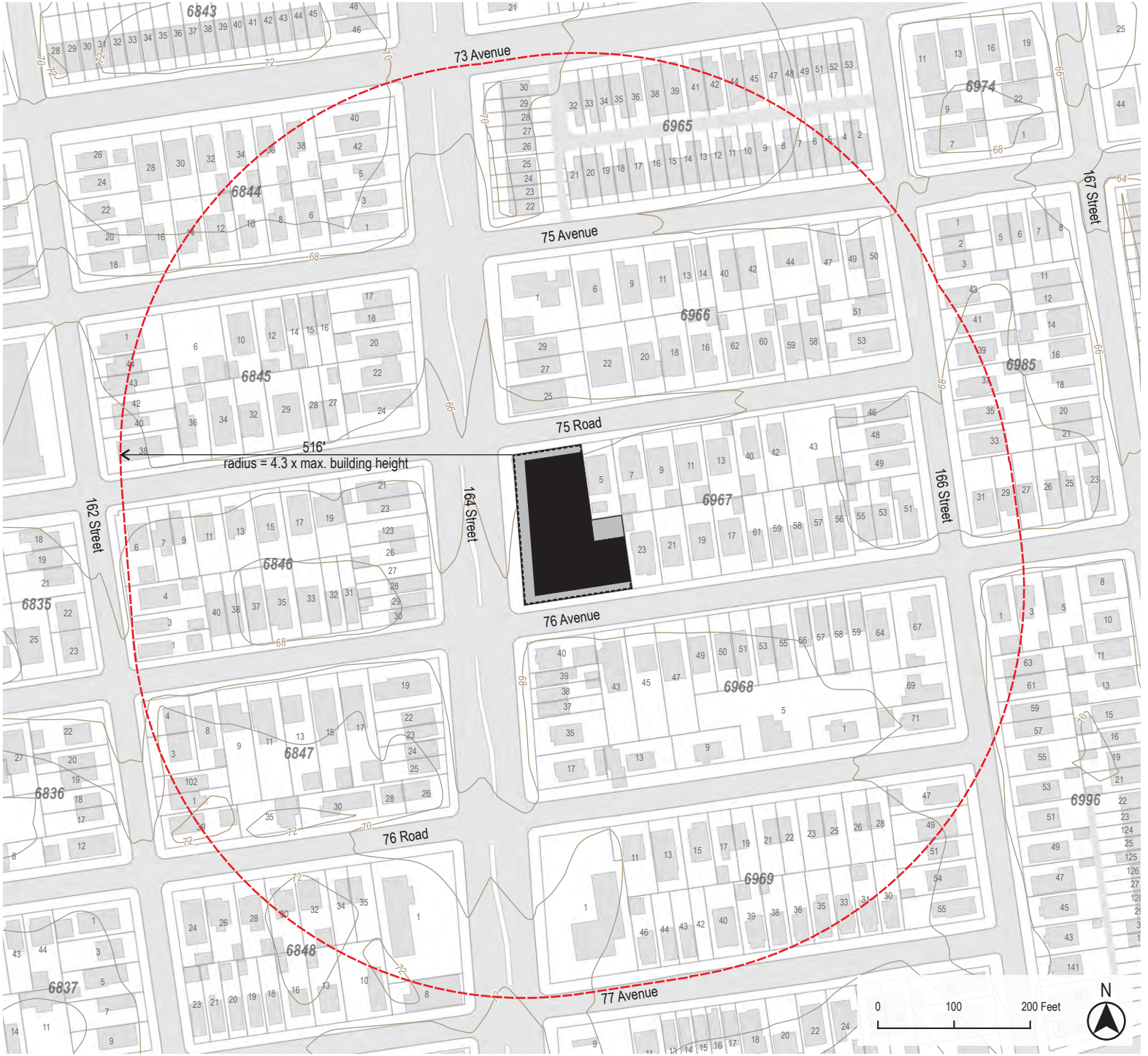
CONCLUSION

Because no shadow cast by the projected development would ever fall on a sunlight-sensitive resource, no significant adverse shadow impact would occur, and no further analysis is warranted.

164th Street Rezoning, Queens

Figure 8-1: Tier 1 Screening Assessment

- Project Site
- Projected Building Footprint
- Roof Above 9th Floor (95')
- Roof Above Bulkheads (120')
- Longest Shadow Study Area Boundary
- # Sunlight-Sensitive Open Space Resource (n/a)
- Potentially Affected Open Space Resource (n/a)



Urban Cartographics

9. HISTORIC AND CULTURAL RESOURCES

INTRODUCTION

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

ARCHAEOLOGICAL

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

The Proposed Actions would result in redevelopment involving in-ground disturbance on Projected Development Site 1. Portions of the site have not previously been disturbed.

In correspondence dated May 3, 2024 (which is included in Appendix B to this report), the LPC stated that none of the lots comprising Projected Development Site 1 have archaeological significance. The Proposed Actions would therefore not have a significant adverse impact on archaeological resources.

ARCHITECTURAL

The vacant former restaurant building on Projected Development Site 1 is undistinguished, and no architectural resources have been identified within 400 feet of the proposed rezoning area. In correspondence dated May 3, 2024 (which is included in Appendix B to this report), the LPC confirmed that the area has no architectural significance. The Proposed Actions would therefore not have a significant adverse impact on architectural resources.

CONCLUSION

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

10. URBAN DESIGN AND VISUAL RESOURCES

INTRODUCTION

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

1. Projects that permit the modification of yard, height, and setback requirements;
2. Projects that result in an increase in built floor area beyond what would be allowed "as-of-right or in the future without the proposed project.

A preliminary urban design and visual resources assessment is required because the Proposed Actions include a Zoning Map Amendment that would alter the rezoning area's use and bulk regulations.

Pedestrian Wind Conditions

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

The proposed rezoning is to an R6A/C2-4 contextual district, which has bulk regulations designed to produce buildings that align with their neighbors, maintain the perimeter block form, and have the massing associated with mid-twentieth century apartment buildings – the antithesis of low coverage towers that channel winds and create vortex effects. The Proposed Actions would result in the redevelopment of the projected development sites with buildings spanning the width of the lots, maintaining the street wall along this part of the block. Such a building would not cause pedestrian level vortex effects, which tend to form around towers surrounded by open space. As the 2021 *CEQR Technical Manual* explains, "Channelized wind pressure from between tall buildings and downwashed wind pressure from parallel tall buildings may cause winds that affect pedestrian comfort and safety." The Proposed Actions would not have a significant adverse impact on pedestrian wind conditions, and a detailed wind conditions assessment is not required.

EXISTING CONDITIONS

The Rezoning Area

The Rezoning Area consists of approximately 24,057 square feet (sf) across six tax and zoning lots (Block 6769, Lots 1, p/o 5, p/o 23. p/o 25, 28, and 30) in the Hillcrest neighborhood of Queens Community District 8. The Rezoning Area is generally bounded by 164th Street to the west, 75th Road to the north, and 76th Avenue to the south. 164th Street is classified as a 'wide' street with a width of 120 feet, and 75th Road and 76th Avenue are 60 feet wide and classified as 'narrow'.

Applicant-Owned Lots:

> **Block 6967, Lot 1** measures 5,544 sf and is entirely within the Rezoning Area. It is a corner lot with approximately 60 feet of frontage on 164th Street and approximately 90 feet of frontage on 75th Road. The lot is improved with a 2,800 gross square foot (gsf) two-story mixed-use building

with a laundromat and landscaping office on the ground-floor and two-family residential above, which was built in 1959.

Block 6967, Lot 30 measures 3,779 sf and is entirely within the Rezoning Area. Located to the immediate south of Lot 1, it is an interior lot with approximately 40 feet of frontage on 164th Street. It is vacant and is currently used to park vehicles for the adjacent landscaping business.

Block 6967, Lot 28 measures 10,066 sf and is entirely within the Rezoning Area. Located to the immediate south of Lot 28, it has approximately 100 feet of frontage on 164th Street and approximately 104 feet of frontage on 76th Avenue. The lot is improved with a 3,000 gsf one-story vacant building built in 1972.

Block 6967, Lot 25 measures 4,000 sf, of which 3,896 sf is within the Rezoning Area. Located to the immediate east of Lot 28,it is an interior lot with 40 feet of frontage on 76th Avenue. The lot is improved with a 1,136 gsf two-story, single-family residential building built in 1930. There is no evidence of prior development.

These four lots (shown in the photographs below) comprise Projected Development Site 1. They would be merged to form a single 23,444 sf lot.

Non-Applicant-Owned Lots:

Block 6967, Lot 5 measures 4,000 sf, of which 646 sf is within the Rezoning Area. It is located to the east of Lot 1 and to the north of Lot 25, fronting on 75th Road. It is improved with a 2,352 sf two-family residential building.

Block 6967, Lot 23 measures 4,000 sf, of which 70 sf is within the Rezoning Area. It is located to the east of Lot 25, fronting on 76th Street. It is improved with a 2,352 sf two-family residential building

Urban Design Characteristics of the Study Area

This Urban Design Study Area is coterminous with the Land Use Study Area, which is the area located within 400 feet of the Rezoning Area. The 400-foot radius Study Area is bounded roughly by 73rd Avenue to the north, 166th Street to the east, 77th Avenue to the south and 162nd street to the west. (See Figure 4-1 in Section 4, Land Use, Zoning, and Public Policy.).

Except along parts of 164th Street, the Study Area is entirely residential, with the exception of two day care centers at the western and northern edges of the area. The area is developed predominantly with one- and two-family residential buildings set behind front lawns.

Land uses are mixed along 164th Street. The west side of the street is mainly residential, as is the east side between 76th Avenue and 76th Road and north of 75th Avenue. Two two-story buildings with ground floor commercial establishments and residential units above, one of them set back behind parking spaces; a freestanding deli occupying what appears to have once been a small one-family home; and a single family home occupy the east side of the block between 75th Road and 75th Avenue. South of 76th Road, an automotive service station faces an L-shaped one-story warehouse, used by Spectrum, with parking in front.



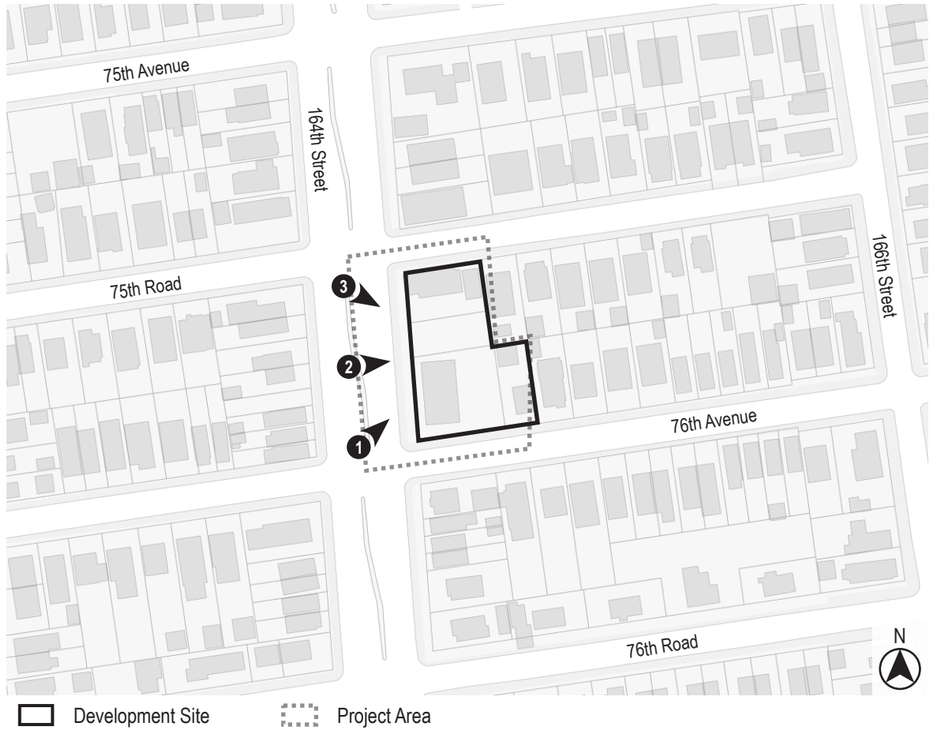
1. View of the Development Site facing northeast from 164th Street.



2. View of the Development Site facing east from 164th Street.



3. View of the Development Site facing southeast from 164th Street.





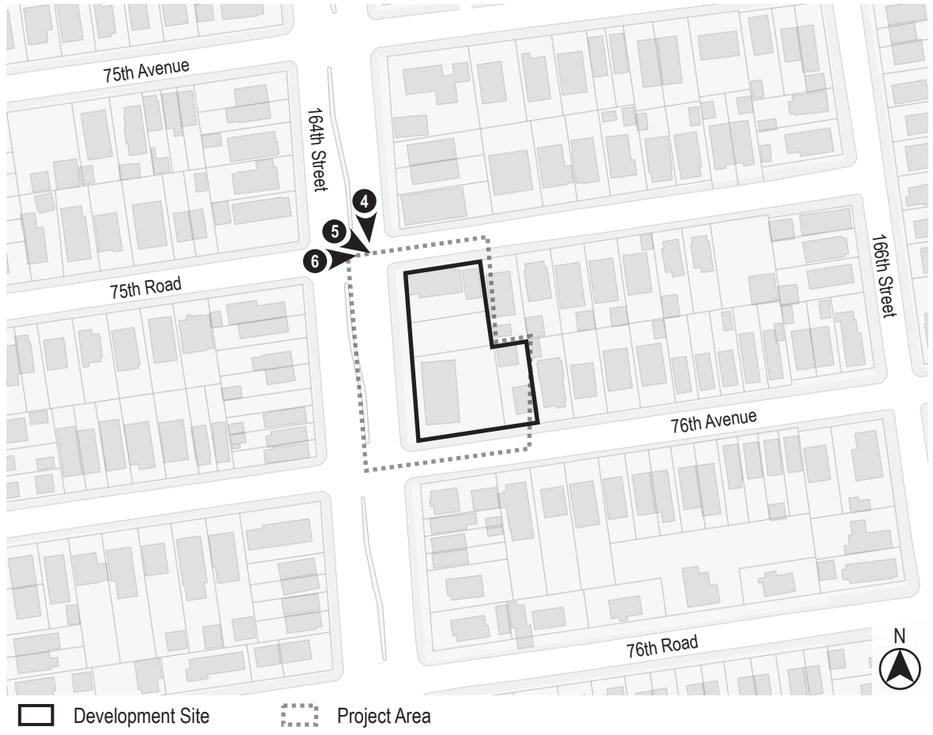
4. View of 164th Street facing south from 75th Road (Development Site at left).



5. View of the Development Site facing southeast from the intersection of 164th Street and 75th Road.



6. View of 75th Road facing east from 164th Street (Development Site at right).





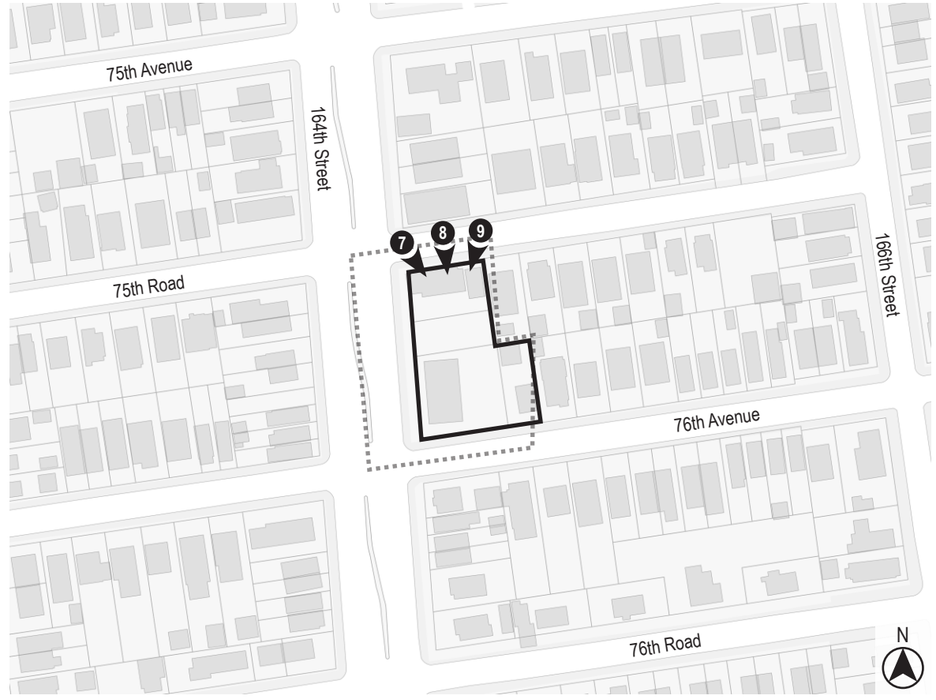
7. View of the Development Site facing southeast from 75th Road.



8. View of the Development Site facing south from 75th Road.



9. View of the Development Site facing southwest from 75th Road.





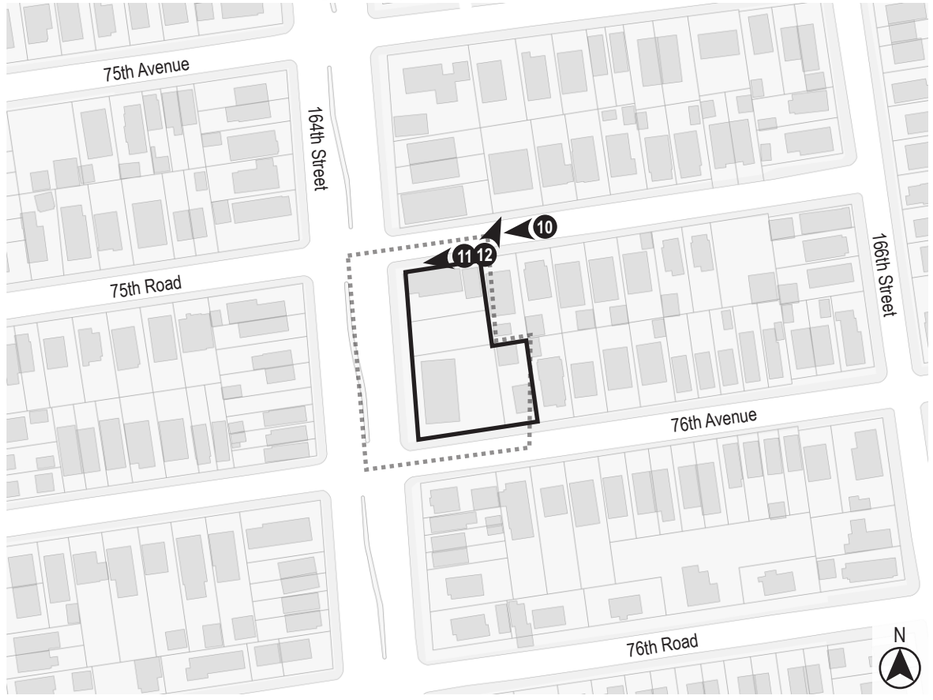
10. View of 75th Road facing west (Development Site at left).



11. View of the sidewalk along the south side of 75th Road facing west (Development Site at left).



12. View of the north side of 75th Road facing northeast from the Development Site.





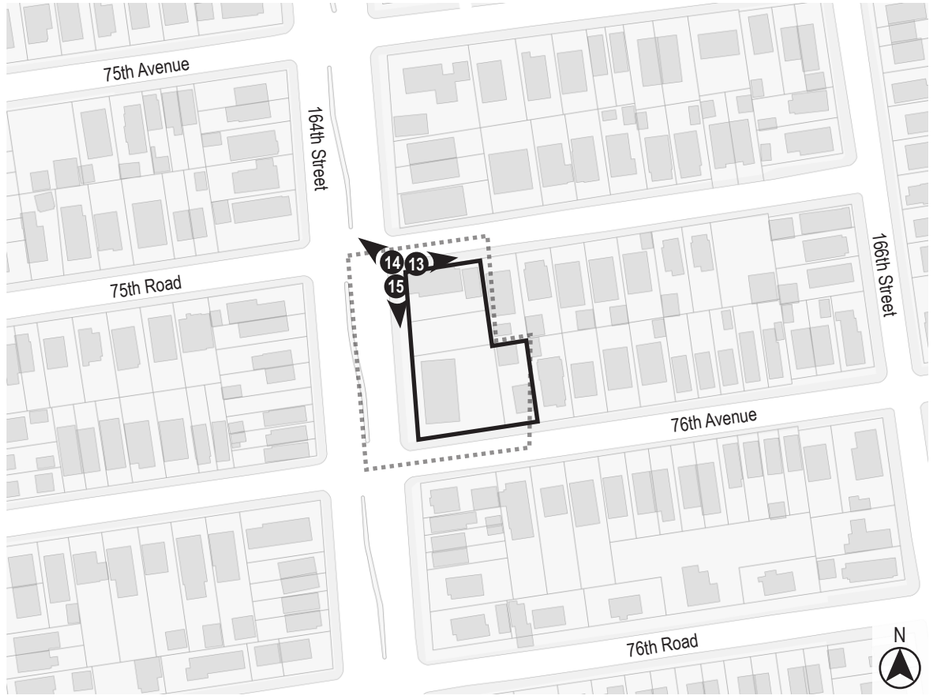
13. View of the sidewalk along the south side of 75th Road facing east from 164th Street (Development Site at right).



15. View of the sidewalk along the east side of 164th Street facing south from 75th Road (Development Site at left).



14. View of the intersection of 164th Street and 75th Road facing northwest from the Development Site.





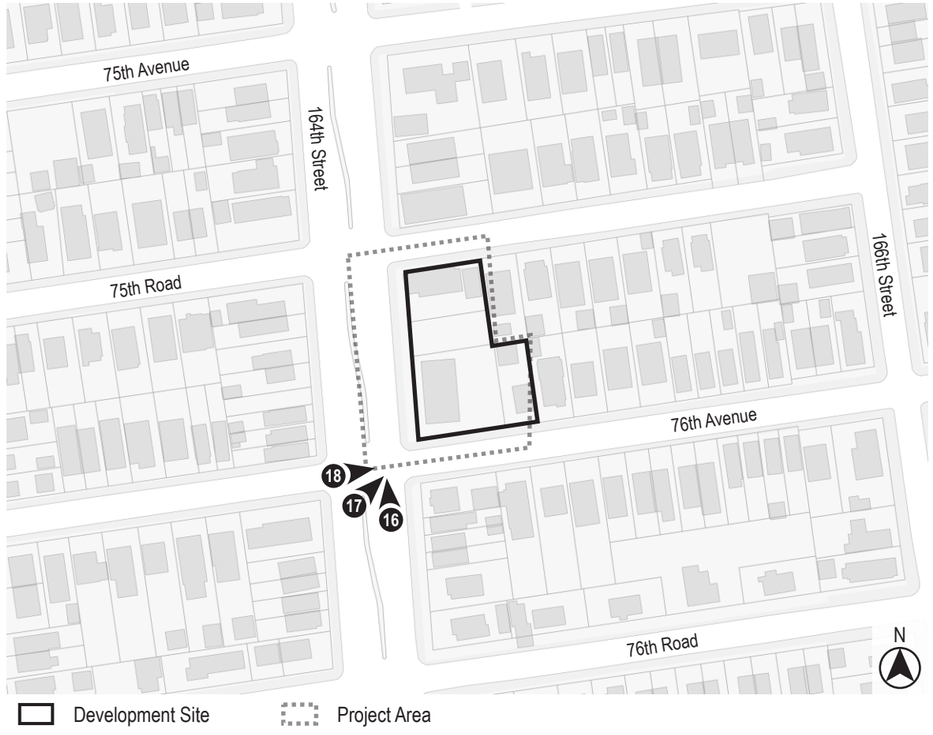
16. View of 164th Street facing north from 76th Avenue (Development Site at right).



17. View of the Development Site facing northeast from the intersection of 164th Street and 76th Avenue.



18. View of 76th Avenue facing east from 164th Street (Development Site at left).





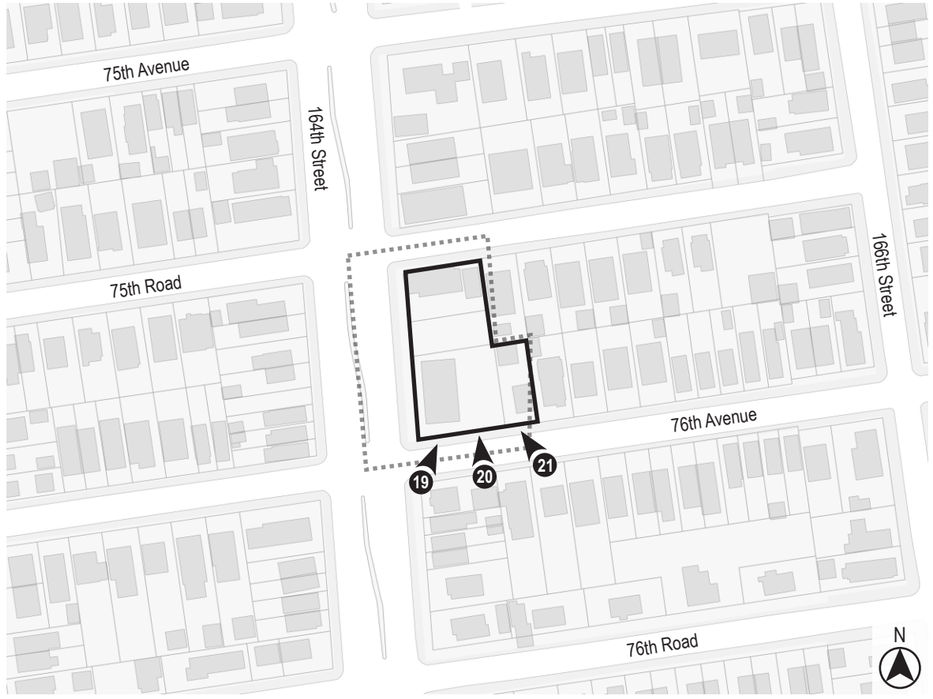
19. View of the Development Site facing northeast from 76th Avenue.



20. View of the Development Site facing north from 76th Avenue.



21. View of the Development Site facing northwest from 76th Avenue.





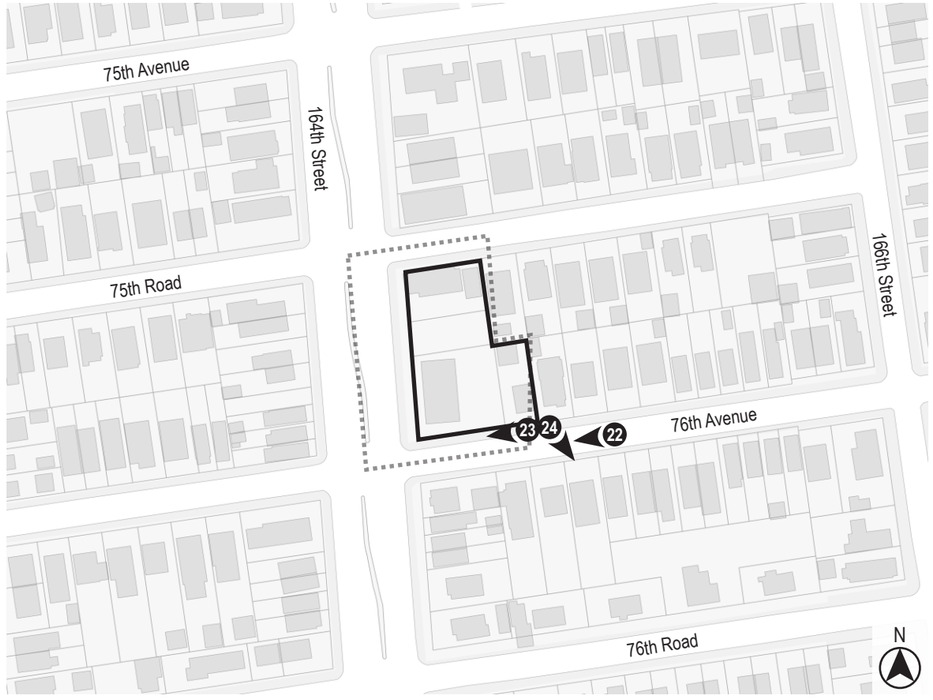
22. View of 76th Avenue facing west (Development Site at right).



23. View of the sidewalk along the north side of 76th Avenue facing west (Development Site at right).



24. View of the south side of 76th Avenue facing southeast from the Development Site.





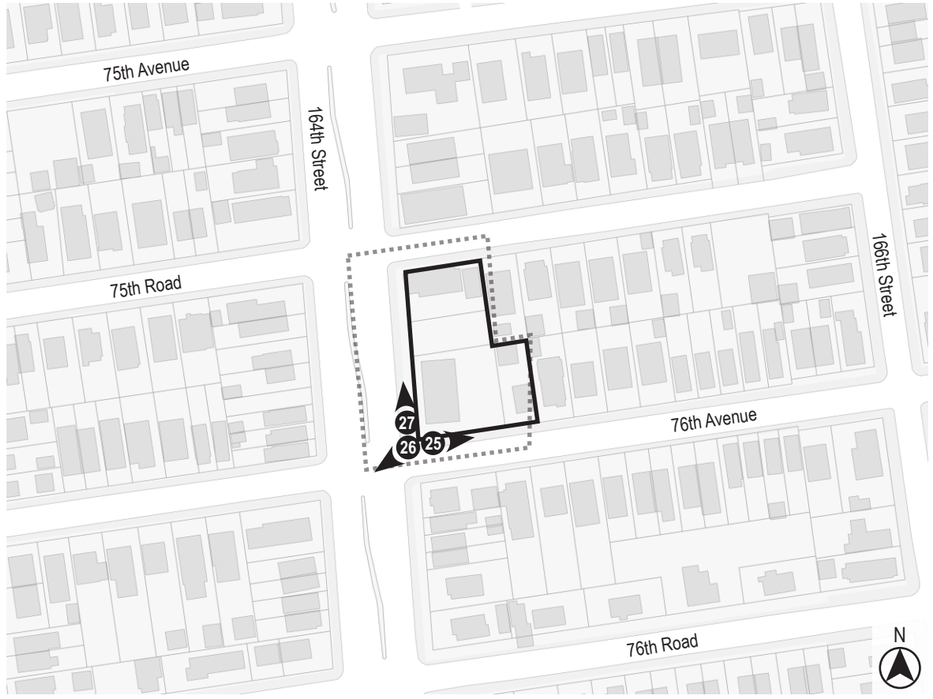
25. View of the sidewalk along the north side of 76th Avenue facing east from 164th Street (Development Site at left).



26. View of the intersection of 164th Street and 76th Avenue facing southwest from the Development Site.



27. View of the sidewalk along the east side of 164th Street facing north from 76th Avenue (Development Site at right).



The street system is laid out in a grid pattern. All streets are one-way local streets, except for 164th Street, which is a 120-foot-wide, two-way, bifurcated thoroughfare.

The terrain is generally level.

Visual Resources

No visual resources have been identified in either the Rezoning Area or the Study Area.

FUTURE NO-ACTION CONDITIONS

No urban design changes are anticipated in the future without the Proposed Actions.

FUTURE WITH-ACTION CONDITIONS

The Proposed Actions consist of the following:

- *A Zoning Map (14c) Amendment to rezone an R3-2 zoning district to an R6A/C2-4 zoning district; and*

- *A Zoning Text Amendment (Appendix F of the New York City Zoning Resolution) to make the Rezoning Area applicable as a Mandatory Inclusionary Housing (MIH) Area in the future.*

In the future with the Proposed Actions, Projected Development Site 1 would be redeveloped with a nine-story mixed-use building on merged Lots 1, 25, 28, and 30. The Proposed Development would have approximately 123,216 gsf of floor area (91,476 zsf with an FAR of 3.90. This includes approximately 20,271 gsf (17,627 zsf and FAR of 0.75 of community facility floor area, 84,926 gsf (73,849 zsf with an FAR of 3.15 of residential floor area, and 18,019 gsf (0 zsf of enclosed accessory parking. The Proposed Development would have a children's day care center on the ground floor and approximately 100 dwelling units on the upper floors. The building would rise to a roof height of 95 feet, with mandatory setbacks from all street lines at a height of 65 feet. A total of 34 parking spaces would be provided in the building's cellar, and a curb cut located on the north side of 76th Avenue, approximately 77 feet east of 164th Street. The two existing curb cuts along 164th Avenue would be eliminated.Entrance to the residential lobby would be on 76th Avenue. Entrance to the daycare would be along 164th Street.

Table 10-1 compares the development characteristics of Projected Development Site 1 under existing, future no-action, and future with-action condi ion.

Table 10-1: Existing, No-Action, and With-Action Conditions

	Existing Conditions	No-Action Conditions	With-Action Conditions
Development scenario	Commercial buildings, a vacant building, a single-family home, and surface parking	Commercial buildings, a vacant building, a single-family home, and surface parking	Residential apartments above a children's day care center
Gross/(net) floor area	6,936 gsf/6,936 zsf (0.30 FAR)	6,936 gsf/6,936 zsf (0.30 FAR)	123,216 gsf/91,476 zsf (3.90 FAR)
Lot coverage	5,500 sf (23%)	5,500 sf (23%)	21,844 sf (93%)
Building height	1 and 2 stories (17-25 feet)	1 and 2 stories (17'-25')	9 stories (95 feet)

The new development would be unlike any existing building in the Study Area. It would be a nine-story apartment building, with setbacks above six-story street walls, in an area of one- and two-family homes. As Figures 10-1 and 10-2 show, it would be a singular presence within the streetscape.

The fact that the building would be different does not mean that it would be a deleterious presence. It would be located on a 120-foot-wide major street, along which buildings of greater height are appropriate, which is itself a departure from the local streets characteristic of the surrounding neighborhood. The street is already lined with buildings and land uses unlike those found elsewhere in the Study Area. The development would not alter the low-rise, low-density character of the residential neighborhood with its narrow streets and front lawns. It would alter the pedestrian experience, but it would not diminish that experience.

The Proposed Actions would not affect the topography, street system, block forms, or building arrangements within the vicinity of the proposed Rezoning Area.

The Proposed Actions would not result in a significant adverse urban design impact.

No visual resources have been identified in the vicinity of the Rezoning Area. The Proposed Actions would therefore not have a significant adverse impact on visual resources.

CONCLUSION

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

164th Street Rezoning, Queens

Figure 1: Urban Design Diagram

No-Action Scenario

164th Street and 76th Avenue facing northeast (Site ahead)



With-Action Scenario

164th Street and 76th Avenue facing northeast (Site ahead)



Maximum Permitted Base Height (65')

Maximum Permitted Building Height (95')

Proposed Base Height

Proposed Building Height

Urban Cartographics

164th Street Rezoning, Queens

Figure 2: Urban Design Diagram

No-Action Scenario

75th Road and 164th Street facing southeast (Site ahead)



With-Action Scenario

75th Road and 164th Street facing southeast (Site ahead)



Maximum Permitted Base Height (65')

Maximum Permitted Building Height (95')

Proposed Base Height

Proposed Building Height

Urban Cartographics

14. HAZARDOUS MATERIALS

PHASE I ENVIRONMENTAL SITE ASSESSMENT

Introduction

Environmental Studies Corp. has performed a Phase I Environmental Site Assessment (ESA) of Projected Development Site 1, consisting of Queens Block 6967, Lots 1, 25, 28, and 30. The resulting report is dated September 2024. This Phase I ESA was prepared in accordance with the ASTM Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process (ASTM Designation E 1527-13). The goal of an ESA is to identify, to the extent feasible in accordance with ASTM E 1527-13, Recognized Environmental Conditions (RECs) in connection with the property.

Site Description

The subject property at 75-27 through 75-45 164th Street, and 164-11 76th Avenue, Queens, New York consists of four adjoining lots with a total combined area of approximately 23,444 square feet. Lot 1 (75-27 164th Street) is a 5,520+/- square-foot parcel occupied by a 2-story (plus basement), mixed-use building (i.e., residential with a ground floor self-serve laundromat) on the west side of the lot, and a 1-story landscape contractor's warehouse on the east side. There are not any dry-cleaning operations performed by the laundromat. Lot 25 is a 4,000+/- square-foot parcel occupied by a 2-story (plus basement), single-family dwelling. Lot 28 is approximately 10,000 square feet in area and is occupied by a 1-story commercial building occupied by a day care center. Lot 30 is a 4,000 square-foot, undeveloped lot used for equipment and materials storage for a landscape contractor. Heat and hot water for the subject buildings are provided by gas-fired systems.

There were not any operations involving the storage or use of hazardous substances or petroleum products observed on the portions of the property which could be viewed from the street. In addition, there were no indications of the past storage or use of hazardous substances or petroleum products observed, such as chemical/oil-stained surfaces, discarded drums or chemical containers, dead or dying vegetation, etc.

Site History

Research into the history of the project site shows that the 2-story building on Lot 1 was constructed circa 1945 and the 1-story building on Lot 1 was constructed sometime between 1985 and 1994. The 2-story dwelling on Lot 25 of the property was constructed circa 1921. The building on Lot 28 was constructed circa 1971, and no evidence of site development on Lot 30 was identified in the information reviewed for this report. The identified former uses of the subject property include residential uses, retail stores, a restaurant, a laundromat, a day care center, a contracting company, a towing company, and a landscape contractor. The uses of the building on Lot 28 from 1971 to 1981 could not be determined from the information reviewed for this report, however, there were not any indications found of the storage or use of hazardous substances or petroleum products on Lot 28, or the other three subject lots, in the information reviewed for this report. Given the identified former uses of the site, it is considered unlikely that these uses would have impacted the subject property.

Site Drainage

Typical lavatory drainage structures such as sinks and toilets are located in the subject buildings. These structures discharge to the municipal sewer system.

Petroleum Storage Tanks

There is a sealed fuel oil tank fillport, and a suspected fuel oil tank vent line, located outside the north wall of the 2-story commercial building on Lot 1 of the property. No oil staining or other indications of past fuel oil spills or leaks were observed around the fillport or vent line. No other tank fillports, vent lines, or indications of additional petroleum storage tanks were observed at the property during the site visit. Given the location of these structures, it is likely that they are connected to an aboveground fuel oil tank located in the basement of the building. Out-of-service fuel oil tanks are required to be properly closed or removed in accordance with all applicable New York State Department of Environmental Conservation (NYSDEC), and New York City Fire Department (FDNY) requirements.

The subject property is not identified in the New York State Department of Environmental Conservation (NYSDEC) Petroleum Bulk Storage (PBS) database, which lists all registered facilities with a total combined petroleum storage capacity in excess of 1,100 gallons. There are not any Oil Burner Applications on file for the project site in the New York City Department of Buildings (NYCDOB) records reviewed.

Asbestos/Lead-Based Paints/PCBs

Given the age of the site buildings (constructed prior to 1980), it is possible that they contain asbestos building materials and lead-based paints. Given the use of the property, it is considered unlikely to contain electrical transformers or other large electrical equipment containing PCBs.

Regulatory Agency Database Records

The subject property does not appear in any of the Federal or State environmental databases reviewed including the United States Environmental Protection Agency (USEPA's) Superfund, SEMS or ERNS databases, the RCRA Hazardous Waste Handler database or the Hazardous Waste Treatment/Storage/Disposal Facilities list, or the NYSDEC Spills database, PBS database, Solid Waste Facilities database, Voluntary Cleanup Program database, Brownfield Cleanup Program database, list of Registered Dry Cleaner, or the Registry of Inactive Hazardous Waste Disposal Sites.

Surrounding Land Uses

The property is adjoined to the north by 75th Road, beyond which are residential dwellings and retail stores. Adjacent and to the south of the site is 76th Avenue, beyond which are residential uses. Adjacent and to the east of the site are residential uses. The property is adjoined to the west by 164th Street, beyond which are residential uses and a day care center. Land uses in the immediate vicinity of the property (i.e., within approximately 500 feet of the site) are predominantly residential with retail stores along 164th Street. There are not any active gasoline filling stations or heavy industrial uses located within the immediate vicinity of the property.

A review of Sanborn historical maps shows that land uses in the immediate vicinity of the property have historically contained a mix of residential and commercial/retail uses since at least the 1950s. There are not any gasoline filling stations or heavy industrial uses shown in the immediate vicinity of the project site on any of the Sanborn maps reviewed.

There were not any off-site, potential sources of contamination which are considered likely to have impacted the subject property identified in the information reviewed for this report.

Conclusions

The September 2024 Phase I report revealed that historical on-site and surrounding area land uses consisted of a variety of residential and commercial uses including residential buildings, a school, retail stores, laundromat, day care center, contracting company, a towing company, landscape contractor, etc. Regulatory databases identified 6 spills, 2 historical auto sites and 1 historical cleaner within 1/8 mile; 5 underground storage tank sites, 1 dry cleaner and 2 aboveground storage tank sites within 1/4 mile; and 21 leaking storage tank sites within 1/2 mile of the subject property. A fuel oil tank fillport and a suspected fuel oil tank vent line is located on the subject property and may be connected to an aboveground fuel oil tank located in the basement of the building.

Based on the historical on-site and/or surrounding area land uses, a Phase II Environmental Site Assessment (Phase II) is necessary to adequately identify/characterize the surface and subsurface soils, groundwater, and soil vapor of the subject property, and to inform and disclose the measures necessary to avoid impacts from hazardous materials.

The Applicant-Owned Projected Development Site is currently occupied and integral to ongoing residential and commercial operations, therefore intrusive subsurface investigation required for Phase II testing cannot be performed without displacing tenants or interrupting business operations.
As a result, Phase II testing is not feasible at this time, and an E-designation for hazardous materials would be placed on the Projected Development Site to ensure that appropriate testing and remediation occur prior to any future redevelopment.

(E)-Designation

An (E) Designation for hazardous materials should be placed on the zoning map pursuant to Section 11-15 of the New York City Zoning Resolution for the Projected Development Site. The (E) Designation would ensure that testing and mitigation would be provided as necessary before any future development and/or soil disturbance. Further hazardous materials assessments should be coordinated through the Mayor's Office of Environmental Remediation.

The (E-880) designation requirements applicable to the Projected Development Site Block 6967, Lots 1, 25, 28 and 30 for hazardous materials would apply as follows:

Task 1 – Sampling Protocol

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

Task 2-Remediation Determination and Protocol

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

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

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

16. TRANSPORTATION

INTRODUCTION

Pursuant to the guidance of the *2021 City Environmental Quality Review (CEQR) Technical Manual*, this chapter examines the potential effects of the Proposed Actions on the Project Area's transportation systems. Specifically, a reasonable worst-case development scenario (RWCDS) for future with the Proposed Actions (the With-Action scenario) and future without the Proposed Actions (the No-Action scenario) are analyzed to determine the potential for significant adverse transportation impacts of the Proposed Actions. If transportation impacts are warranted, this chapter would also identify improvement measures that are appropriate to address those impacts.

PROJECT AREA

The Proposed Rezoning Area consists of six tax and zoning lots, (Block 6967, Lots 1, portions of 5, 23, 25, 28, and 30) in the Hillcrest neighborhood of Queens Community District 8. It is bounded by 164th Street, a two-way north/southbound roadway to the west; 76th Avenue, a two-way east-westbound roadway to the south; 166th Street, a one-way southbound roadway to the east; and 75th Road, a two-way east-westbound roadway to the north.

PROJECTED DEVELOPMENT SITES

The transportation analyses are based on one (1) Projected Development Site (total of 4 lots): Block 6967, Lots 1, 25, 28, and 30 will be developed as Projected Development Site 1 in the With-Action condition (owned by the Applicant).

EXISTING CONDITIONS

Projected Development Site 1 within the Project Area currently contains a total of 3 low-rise (two floors or less) residential dwelling units (2,536 gsf) with 3 accessory parking spaces, 3,000 gsf of daycare facility and 1,400 local retail space, as summarized in **Table 1.**

NO-ACTION SCENARIO

Absent the Proposed Action, it is assumed that the developments on Projected Development Site 1 within the Project Area would remain the same as the existing condition, as summarized in **Table 1**.

WITH-ACTION SCENARIO

The Proposed Actions would result in a development of a new, five story mixed-use building comprised of 100 high-rise (three or more floors) residential dwelling units (84,926 gsf) and 20,271 gsf of community facility (daycare) space, as summarized in **Table 1**. The Proposed

Actions would also provide 34 accessory parking spaces, accessed via curb cuts along 76th Avenue on the south side of the proposed building.

Table 1 – Existing, No-Action Scenario, With-Action Scenario, and Increment on Projected Development Site 1

Land Use	Existing/No-Action	With-Action	Increment
Residential (2 floors or less) d.u.	**3 d.u. (2,536 gsf)**	**0**	**- 3 d.u. (2,536 gsf)**
Residential (3 or more floors) d.u.	**0**	**100 d.u. (84,9226 gsf)**	**+ 100 d.u. (84,926 gsf)**
Local Retail (gsf)	**1,400 gsf**	**0**	**- 1,400 gsf**
Daycare (gsf)	**3,000 gsf**	**20,271 gsf**	**+ 17,271 gsf**
Accessory Parking	**3**	**34**	**+ 31**

Source: Approved RWCDS.

ANALYSIS FRAMEWORK

The transportation analyses are based on the net difference between the Proposed With-Action and No-Action scenarios or build increment.

INCREMENT

The Proposed Actions would result in a net increase of 100 high-rise (three or more floors) residential dwelling units (82,926 gsf), 17,271 gsf of daycare facility space, and 31 accessory parking spaces; and a net decrease of 3 low-rise (two floors or less) residential dwelling units (2,536 gsf) and 1,400 gsf of local retail space, as summarized in **Table 1**.

TRANSPORTATION PLANNING ASSUMPTIONS

Trip generation factors for the Proposed Actions were determined based on information from the 2021 *City Environmental Quality Review (CEQR) Technical Manual*, U.S. Census Data, trip generation and modal split data provided by the NYCDOT, and other approved EASs and EISs. The travel demand assumptions and trip generation sources are summarized in **Table 2 (Transportation Appendix)** and detailed below.

Residential Development

The *2021 CEQR Technical Manual* Table 16-2 was utilized for trip generation rates, including truck trips, peak hour temporal distribution, and directional splits. The 2015-2019 American Community Survey (ACS) Journey-to Work (JTW) data for Census Tract #'s 1223, 1227.01,

1241, 1247, 1257, 1265, and 1267 in Queens, NY was used for modal split information and auto occupancy rate, as is estimated in **Exhibits 1 and 2**, and summarized in **Table 2 (Transportation Appendix).**

The estimated modal split data for residential use found that approximately 50.0% would travel by car, 0.2% would travel by taxi, 15.3% would travel by bus, 24.8% would travel by subway, and 9.8% would travel by foot and other modes of travel, such as bicycle, as shown and summarized in **Exhibit 1**. The auto occupancy rate is 1.14, based on the 2015-2019 ACS JTW data for Census Tract #'s 1223, 1227.01, 1241, 1247, 1257, 1265, and 1267 in Queens NY as summarized in **Exhibit 2**. The taxi occupancy rate is based on the *East New York Rezoning Proposal FEIS* (Table 13-8).

Local Commercial Retail Development

The *2021 CEQR Technical Manual* Table 16-2 was utilized for trip generation rates, peak hour temporal distribution, directional splits, and truck trip rates. Modal split information and vehicle occupancy rates are provided by NYCDOT based on the survey results for a similar local retail use in Queens non-transit zones, as is summarized in **Table 2 (Transportation Appendix).**

The estimated modal split results for local commercial retail use found that approximately 11% would travel by car, 0% would travel by taxi, 2% would travel by bus, 3% would travel by subway, and 84% would travel by foot and other modes of travel.

Daycare Facility Development

The *2021 CEQR Technical Manual* Table 16-2 was utilized for trip generation rates, peak hour temporal distribution and directional splits. Modal split information for children and parents are based on the 2015-2019 American Community Survey (ACS) Journey-to-Work (JTW) data for Census Tracts 1223, 1227.01, 1241, 1247, 1257, 1265, and 1267 in Queens, NY. According to the operator of the existing daycare center, children typically arrive in carpools of two or three, dropped off by parents. For conservative analysis, this study assumes an average of two children per vehicle for vehicle and taxi occupancy rate. For staff members, modal split information and vehicle occupancy rates are based on the 2012-2016 AASHTO Reverse-Journey-to-Work (RJTW) data for the same Census Tracts. Truck trip rates are based on *East New York Rezoning FEIS*, Table 13-8, as is summarized in **Table 2 (Transportation Appendix).**

Children and Parents

The estimated modal split results for children and parents found that approximately 50.0% would travel by car, 0.2% would travel by taxi, 15.3% would travel by bus, 24.8% would travel by subway, and 9.8% would travel by foot and other modes of travel, as shown and summarized in **Exhibit 1.**

Staff

The estimated modal split results for staff found that approximately 65.6% would travel by car, 0.6% would travel by taxi, 9.9% would travel by bus, 15.8% would travel by subway, and 8.1% would travel by foot and other modes of travel, as shown and summarized in **Exhibit 3**.

PRELIMINARY ANALYSIS METHODOLOGY AND SCREENING ASSESSMENTS

The *CEQR Technical Manual* recommends a two-tier screening procedure for the preparation of a "preliminary analysis" to determine if quantified analyses of transportation conditions are warranted. As discussed below, the preliminary analysis begins with a trip generation analysis (Level 1) to estimate the volume of person and vehicle trip-ends attributable to the Proposed Actions. If the Proposed Actions are expected to result in fewer than 50 peak hour vehicle trip-ends and fewer than 200 peak hour transit or pedestrian trip-ends, further quantified analyses are not warranted. When these thresholds are exceeded, detailed trip assignments (Level 2) are performed to estimate the incremental trip-ends at specific transportation elements and to identify potential locations for further analyses. If the trip assignments show that the Proposed Actions would result in 50 or more peak hour vehicle trip-ends at an intersection, 200 or more peak hour subway trip-ends at a station, 50 or more peak hour bus trip-ends in one direction along a bus route, or 200 or more peak hour pedestrian trip-ends traversing a pedestrian element, then further quantified analyses may be warranted to assess the potential for significant adverse impacts on traffic, transit, pedestrians, and parking.

LEVEL 1 SCREENING ASSESSMENTS

A Level 1 trip generation screening assessment was conducted for the project increment, as summarized in **Table 1,** to estimate the numbers of person and vehicle trip-ends by mode generated by the Proposed Actions during the Weekday AM, Midday, PM, and Saturday peak hours, as summarized in **Tables 3, and 4 (Transportation Appendix)**. These trip estimates were then compared to the *CEQR Technical Manual* thresholds to determine if a Level 2 screening and/or quantified operational analyses would be warranted.

The Proposed Actions would generate a total of 361, 9, 327, and 14 net person trip-ends, 94 (46 inbound and 48 outbound), 20 (10 inbound and 10 outbound), 89 (40 inbound and 49 outbound), and 27 (15 inbound and 12 outbound) net vehicle trip-ends; 94, 10, 90, and 16 net subway trip-ends; 58, 6, 57, and 10 net bus trip-ends; and 170, -10, 140, and -16 net pedestrian trip-ends, during the Weekday AM, Midday, PM, and Saturday Midday peak hours, respectively. Based on the results of trips generated by the Proposed Actions, as summarized in **Tables 3, and 4** (Transportation Appendix), Level 2 screening analysis (trip assignment) would be required for vehicular traffic during Weekday AM and PM peak hours, as detailed below.

LEVEL 2 SCREENING ASSESSMENTS

A Level 2 screening assessment involves the distribution and assignment of projected trips to the transportation network and the determination of whether specific locations are expected to experience incremental trips exceeding *CEQR Technical Manual* thresholds. Typically, if the results of this analysis show that the Proposed Actions would result in 50 or more peak hour vehicle trip-ends through an intersection, 50 or more peak hour bus trip-ends on a bus route in a single direction, 200 or more peak hour subway trip-ends per station, or 200 or more peak hour pedestrian trip-ends per pedestrian element, further quantified analyses may be warranted to evaluate the potential for significant adverse traffic, transit, pedestrian, and parking impacts.

VEHICLE TRIPS

Vehicular Trip-Ends

The Proposed Actions would generate a total of 94 (46 inbound and 48 outbound), 20 (10 inbound and 10 outbound), 89 (40 inbound and 49 outbound), and 27 (15 inbound and 12 outbound) net vehicle trip-ends during the Weekday AM, Midday, PM, and Saturday Midday peak hours, respectively. Auto trips are assigned to the proposed daycare frontage on 164th Street and accessory parking garage accessed via curb cuts on 76th Avenue. No taxi or truck trips would be generated by the Proposed Actions during the peak hour periods, according to Level 1 screening analysis, as is summarized in **Table 4 (Transportation Appendix).**

Based on trip assignments, and as shown in **Figures 1 and 2 (Transportation Appendix)** for Weekday AM and PM peak hours**,** none of the intersections in the study area would experience 50 or more peak hour vehicle trip-ends during the Weekday AM and PM peak hours (**Figures 1 and 2** show the highest vehicle trip-ends of 48 and 45 at the intersection of 76th Avenue and 164th Street, during the Weekday AM and PM peak hours, respectively). Therefore, in accordance with the *CEQR Technical Manual* 50-vehicle trip-ends threshold, the vehicular trip-ends generated by the Proposed Actions would not require a detailed assessment of traffic impacts.

Parking

The Proposed Actions would provide 34 accessory parking spaces. The proposed off-street parking garage could be accessed via curb cuts along 76th Avenue. Because the Proposed Actions would screen out for detailed vehicular traffic analysis, and per the *CEQR Technical Manual*, no detailed parking assessment would be required.

TRANSIT

Bus Trip-Ends

The Proposed Actions would generate a total of 58 and 57 bus trips during the Weekday AM and PM peak hour periods, respectively, as presented in **Table 3 (Transportation Appendix**). Three (3) local bus routes operate in the proposed study area: East-westbound Q46 (along Union Turnpike) and Q64 (along Jewel Avenue); and north-southbound Q65 (along 164th Street). Therefore, in accordance with the *CEQR Technical Manual* 200 bus trip-ends threshold/50 or more peak hour bus trip-ends in one direction along a bus route during any peak hour, the bus trip-ends generated by the Proposed Actions would not result in any conditions requiring a detailed assessment of bus impacts.

Subway Trip-Ends

The Proposed Actions would generate a total of 94 and 90 subway trips during the Weekday AM and PM peak hour periods, respectively, as presented in **Table 3 (Transportation Appendix)**. Therefore, in accordance with the *CEQR Technical Manual* 200 subway trip-ends threshold, the

subway trip-ends generated by the Proposed Actions would not result in any conditions requiring a detailed assessment of subway impacts.

PEDESTRIAN TRIPS

The Proposed Actions would generate a total of 170, -10, 140, and -16 net pedestrian trip-ends, during the Weekday AM, Midday, PM, and Saturday Midday peak hours, respectively. Therefore, in accordance with the *CEQR Technical Manual* 200 pedestrian trip-ends threshold, a Level 2 screening assessment of pedestrian impacts will not be required.

CONCLUSION

In accordance with the threshold guidelines as detailed in the *2021 CEQR Technical Manual*, the Proposed Actions would not result in significant adverse impacts related to transportation. Specifically, the Proposed Actions would not have a significant adverse impact on the neighborhood traffic, parking, transit, and pedestrian movements.

17. AIR QUALITY

Ambient air quality, defined as pollutant levels in the surrounding environment to which the public has access, may be affected by air pollutants produced by motor vehicles, referred to as "mobile sources"; by fixed facilities, usually referenced as "stationary sources"; or by a combination of both. Under the City Environmental Review (CEQR), an air quality assessment determines both a proposed project's effects on ambient air quality and the quality of the ambient air at the project. This analysis was conducted in accordance with the 2021 CEQR Technical Manual methodology.

PROJECT DESCRIPTION

The Rezoning Area includes approximately 24,000 square feet spread over six lots (1, part of (p/o 5, p/o 23, 25, 28, and 30 within Block 6967 in the Hillcrest neighborhood of Queens Community District 8. The Proposed Actions would facilitate the development of a new five-story, 55-foot-tall, mixed-use building containing 20,271 gross square feet (gsf) of community facility floor area and 76,590 gsf of residential floor area, including 34 cellar-level accessory parking space (the "Proposed Project"). Under the Reasonable Worst Case Development Scenario (RWCDS, the Applicant-owned Projected Development Site 1 (Block 3967, Lots 1, p/o 25, 28, and 30 would be developed with a nine-story, 95-foot-tall, mixed-use building containing 123,216 gsf (91,476 zsf with an FAR of 3.90. This includes approximately 20,271 gsf (17,627 zsf and FAR of 0.75) of community facility floor area, 84,926 gsf (73,849 zsf with an FAR of 3.15) of residential floor area, and 18,019 gsf (0 zsf) of enclosed cellar accessory parking. Absent the Proposed Actions, the remainder of the Rezoning Area would remain in their existing conditions.

AIR QUALITY STANDARDS, REGULATIONS, AND BENCHMARKS

As required by the Clean Air Act (CAA, the U.S. Environmental Protection Agency (EPA has established National Ambient Air Quality Standards (NAAQS for the most common air pollutants (six criteria pollutants. Criteria pollutants' presence in ambient air is generally due to numerous diverse and widespread sources of emissions. Ambient air quality describes pollutant levels in the surrounding environment to which the public has access. New York has adopted the NAAQS as the State ambient air quality standard.

In addition to the NAAQS, the *CEQR Technical Manual* requires that projects subject to CEQR apply carbon monoxide (CO and particulate matter with aerodynamic diameters less than or equal to 2.5 microns ("$PM_{2.5}$" significant impact criteria (*de minimis*. The *CEQR Technical Manual de minimis* criteria set allowable incremental increases in CO and $PM_{2.5}$ concentrations that would result as a maximum 8-hour average CO concentration at a location where the predicted No-Action 8-hour concentration is equal to 8 ppm or between 8 ppm and 9 ppm; or

- An increase of more than half the difference between baseline (i.e., No-Action) concentrations and the 8-hour standard, when No-Action concentrations are below 8 ppm.

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$PM_{2.5}$ *de minimis*, for projects under CEQR, is evaluated as follows:

- 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 0.1 $\mu g/m^3$ at ground level on a neighborhood scale (i.e., the annual increase in concentration representing the average over an area of approximately 1 square kilometer, centered on the location where the maximum ground-level impact is predicted for stationary sources; or for mobile sources, at a distance from a roadway corridor similar to the minimum distance defined for locating neighborhood scale monitoring stations).

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

Determination of significant adverse impact related to criteria pollutants accounts for existing pollutant concentrations in the ambient air (background concentrations). Background concentrations from the nearest New York State Department of Environmental Conservation (NYSDEC) federally-mandated monitoring station(s) were applied in the analysis. **Table 17-1** shows the NAAQS, background concentration, and the *City's de minimis* for the pollutants/sources that an air dispersion analysis was required for.

Table 17-1: NAAQS and CEQR *de minimis* for the Relevant Pollutants

Pollutant	Averaging Period	NAAQS	Background Concentration[1]	Monitoring Station	CEQR *de minimis*(3)
$PM_{2.5}$	24 Hour	35 $\mu g/m^3$	18.1 $\mu g/m^3$	Queens College, Site No. 36-081-0124 (2)	8.45 $\mu g/m^3$
	Annual	9.0 $\mu g/m^3$	7.6 $\mu g/m^3$		0.3 $\mu g/m^3$ or 0.1 $\mu g/m^3$

Notes:

1. $PM_{2.5}$ background concentration: NYSDEC. 2019. "New York State Ambient Air Quality Report for 2019." File version: 11/12/2020. extapps.dec.ny.gov/docs/air_pdf/2019airqualreport.pdf.
2. $PM_{2.5}$ mobile or stationary source *de minimis,* depending on the type of source.

Noncriteria pollutants include hundreds of toxic pollutants, ranging from high to low toxicities. High-toxicity contaminants include potential human carcinogens, such as 188 hazardous air pollutants (HAPs). Moderate-toxicity contaminants may consist of animal carcinogens and other substances, posing a health risk to humans. Low-toxicity contaminants generally include contaminants that are of primary concern as irritants. The New York State Department of Environmental Conservation (NYSDEC) has established guidelines for the maximum allowable concentration of noncriteria air contaminants. The maximum permissible guidelines set maximum 1-hour and annual averaging time concentrations published (February 12, 2021 publication) in the DAR-1 Annual and Short-term Guideline Concentration (AGC/SGC Table). In addition, DAR-1 also includes standards for pollutants cumulative risk assessment.

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

MOBILE SOURCE

According to the *CEQR Technical Manual,* projects may result in significant mobile source air quality impacts when they increase or cause a redistribution of traffic, create any other mobile sources of pollutants (e.g., diesel trains, helicopters, boats), or add new uses near mobile sources (e.g., roadways, garages, parking lots). Certain types of projects may require further analysis, including microscale analyses.

The Proposed Actions would generate a total of 94, 18, 88, and 25 net vehicle trip-ends (inbound and outbound combined) during the Weekday AM, Midday, PM, and Saturday Midday peak hours, respectively (see Chapter "Transportation"). As such, the projected traffic volumes would not exceed the carbon monoxide (CO) screening threshold defined in the 2021 *CEQR Technical Manual* (170 peak-hour vehicle trips at an intersection in the study area).

Heavy-duty diesel vehicles (HDDVs) screens were conducted for the project-generated Weekday AM and PM peak hour traffic increments (the peak hours that required a transportation trip assignment (Level 2) analysis) at the most affected intersections. For the Weekday Midday and Saturday Midday peak hour periods, considering the low levels of project-generated traffic, emissions of particulate matter (PM) would not exceed the *de minimis* thresholds referenced in the *CEQR Technical Manual*. Using the New York City Department of Environmental Protection's ("DEP's") Equivalent Truck Calculation Matrix, the $PM_{2.5}$ vehicular emission screening threshold ranges from 12 to 23 HDDVs depending on the type of roadway. For analysis purposes, all autos were assumed to be LDGT1 class vehicles based on guidance from the New York City Department of City Planning (DCP) for similar types of analysis under CEQR. To account for all roadways comprising an intersection (vehicles entering an intersection), based on DCP methodology for similar projects under CEQR, each roadway HDDV score and roadway ratio were aggregated. If the aggregate ratio at an intersection (for all peak-hour periods) is less than 1, the intersection passes the HDDV screen. **Table 17-2** shows the project-generated peak hour traffic and the HDDV screening results at the most affected intersections. As shown in **Table 17-2**, HDDV or its equivalent in vehicular emissions exceedance is predicted at 164th Street and 76th Avenue during the Weekday AM and PM peak-hour periods. Therefore, a detailed mobile source microscale dispersion analysis is required.

Table 17-2: Peak Period Incremental Vehicle Volumes by Vehicle Type and HDDVs Truck Calculation Matrix

Peak Hour	HDDV Threshold[1]	Car, Truck Per Hour	E-Truck	HDDV Threshold	Car, Truck Per Hour	E-Truck	Combined E-Truck Ratio[2]
	76th Avenue and 164th Street						
	164th Street			76th Avenue			
AM	23	18, 0	0.79	12	30, 0	14.46	1.20
Midday [3]	Total project increment 18 cars						
PM	23	16, 0	0.70	12	28, 0	13.50	1.11
Sat Midday [3]	Total project increment 25 cars						
	75th Road and 164th Street						
	164th Street			75th Road			
AM	23	34, 0	1.50	12	0, 0	0	0.07
Midday [3]	Total project increment 18 cars						
PM	23	31, 0	1.37	12	0, 0	0	0.06
Sat Midday [3]	Total project increment 25 cars						

Notes:
1. Roadway classification: New York State Department of Transportation ("NYSDOT") map application in August 2024 (dot.ny.gov/gisapps/functional-class-maps).
2. A combined E-Truck Ratio is used to identify the most affected intersection. Generally, a value greater than 1.0 indicates an exceedance of the HDDV screen.
3. The total project traffic increment did not require a transportation Level 2 analysis.

Projected Development Site 1 RWCDS would feature 42 indoor accessory parking spaces, an increment of 39 accessory parking spaces from the No-Action scenario. The 39 spaces increment between the With-Action and No-Action scenario screens out of the need for a transportation analysis, is less than 85 spaces (DCP's threshold that requires an air quality parking detailed analysis, and considering the small number of accessory parking spaces, a significant adverse air quality impact is unlikely. In addition, Projected Development Site 1 is not located near any existing parking garage or atypical roadway requiring an analysis.

Mobile Source HDDV Dispersion Analysis

As shown above, a detailed analysis is required for the 164th Street and 76th Avenue intersection. A Tier 1 approach, applying the AM peak period traffic, was used for the short-term analysis and the annual average daily traffic for the annual timeframe period. New York State Department of Transportation (NYSDOT data was used to compile existing traffic volume and vehicle classification. On 164th Street, NYSDOT data (Site ID 051111000000 from 2023 was used. For 76th Avenue, NYSDOT 2023 data on 75th Road (Site ID 052210000000 was used. The 2021 *CEQR Technical Manual* annual background growth was used to estimate the No-Action traffic, and the project traffic increment was added to the No-Action traffic to predict the With-Action traffic.

The EPA's Mobile Vehicle Emission Simulator (MOVES4 version was utilized to predict vehicular emissions. MOVES county data input (inspection/maintenance, fuel data, (average vehicle fuel technology (AVFT projected to 2026, age distribution, and meteorology was obtained from NYSDEC.[1] MOVES was run for the year 2026 as the NYSDEC county database has no 2027 or

[1] NYSDEC. 2021. "Air Emission Inventories." NYSDEC, dec.ny.gov/environmental-protection/air-quality/air-emission-inventories#Non-Road

later data. Queens County's projected vehicle population dataset, part of the MOVES database, was used to augment the vehicle classification (e.g., intercity bus, transit bus, and school bus). The MOVES4 model was run for each season (January, April, July, and October). Maximum emission was predicted during the summer month. In addition, $PM_{2.5}$ emissions of dust generated by vehicles traveling on paved roadways were added to estimate total particulate matter emissions for the short-term analysis (annual fugitive dust emission is negligible, based on similar types of analysis under CEQR). Fugitive dust emissions were calculated using the EPA's AP-42 manual methodology,[2] where a conservative assumption of "dry" road conditions (precipitation reduces silt loading) was used. Based on the *CEQR Technical Manual* specification, silt loading factors of 0.4 and 0.1 grams per meter square (g/m^2), applicable to local and arterial roadways, respectively, were applied in the analysis.

Pollutant concentrations were predicted with AERMOD. AERMOD MPI version 23132 executable was used in the dispersion analysis. Lakes Environmental, Inc. adjusted the EPA AERMOD source code and recompiled the model to parallelize the processing of receptors, reducing run-time significantly. The MPI executable (used in the analysis) modified the EPA AERMOD executable model version 23132. The AERMOD model incorporates air dispersion based on planetary boundary layer turbulence structure and scaling concepts, including treatment of surface and elevated sources and simple and complex terrain. The model was run with the regulatory default option. All models used five consecutive years of meteorological data (2017-2021) from the NYSDEC. According to the NYSDEC, due to nationwide helium shortage, a fair amount of 2022 upper air data was missing, and therefore, 2017-2021 meteorology data should be used. Meteorology surface data is from LaGuardia Airport, and upper air data is from Brookhaven station, New York. The meteorological data provided hour-by-hour wind speeds and directions, stability states, and temperature inversion elevations over the five years. Population in New York City was specified to account for the effects of increased surface heating from an urban area on pollutant dispersion under stable atmospheric conditions. The map application in Urchin Tracking Module (UTM) coordinates (zone 18), built into Lakes Environmental, Inc.'s commercial application of AERMOD (AERMOD View), was used to locate features spatially. Elevation at the intersection (164th Street and 76th Avenue)[3] was applied for all AERMOD features.

Receptors around the intersection were placed in spaced intervals approximately in the middle of the sidewalks for the short-term analysis and 15 meters from the curb for the annual time frame. On-street emission was simulated as line area sources. Dispersion parameters of the line area sources were calculated using the EPA's guidance manual.[4]

Predicted increment concentrations were evaluated with the *de minimis* for mobile source and total With-Action concentration with the NAAQS. **Table 17-3** shows the dispersion analysis results for the $PM_{2.5}$ intersection analysis. **Table 17-3** shows that the HDDV incremental $PM_{2.5}$ concentration associated with the Proposed Actions would not exceed the *CEQR Technical Manual de minimis* criteria, and the With-Action ambient level concentrations would be within the NAAQS. Therefore, the heavy-duty vehicles or its equivalent in $PM_{2.5}$ emission associated with the Proposed Actions will not result in significant adverse air quality impact(s) at the local scale.

[2] EPA. Compilation of Air Pollutant Emission Factors AP-42 Fifth Edition, Vol. 1: Paved Roads Chapter 13: Miscellaneous Sources. epa.gov/ttn/chief/ap42. January 2011.
[3] NYC Open Data. 2024. "NYC Planimetric Database: Elevation Points." NYC Open Data, August 28, 2024.
[4] EPA. 2021. *PM Hot-spot Guidance, Transportation Conformity Guidance for Quantitative Hot-spot Analyses in $PM_{2.5}$ and PM_{10} Nonattainment and Maintenance Areas*. EPA-420-B-21-037, Transportation and Regional Programs Division, Office of Transportation and Air Quality, U. S. Environmental Protection Agency, October 2021.

Table 17-3: $PM_{2.5}$ Dispersion Analysis Results at 164th Street and 76th Avenue

Pollutant	Background Concentration (µg/m³)	Modeled Concentration (µg/m³)		*De minimis* Threshold (µg/m³)		NAAQS (µg/m³)	
		No-Action	With-Action	Increment Concentration	*de minimis*	Ambient With-Action	NAAQS
24-Hour	18.1	7.35	8.27	0.92	8.45 (1)	26.4	35
Annual	7.0	0.137	0.190	0.053	0.1	7.2	9.0

Notes:
1. Background concentration Queens College Site ID 36-081-0124, NYSDEC New York State Ambient Air Quality Report for 2019.

STATIONARY SOURCE

According to the *CEQR Technical Manual*, air quality analyses of stationary sources may be warranted if a project would (i) create new stationary sources of pollutants – such as emission stacks of industrial plants, hospitals, other large institutional uses, or even a building's boiler – that may affect surrounding uses; (ii) introduce certain new uses near existing or planned emissions stacks that may affect the use, or (iii) introduce structures near such stacks so that changes in the dispersion of emissions from the stacks may affect surrounding uses.

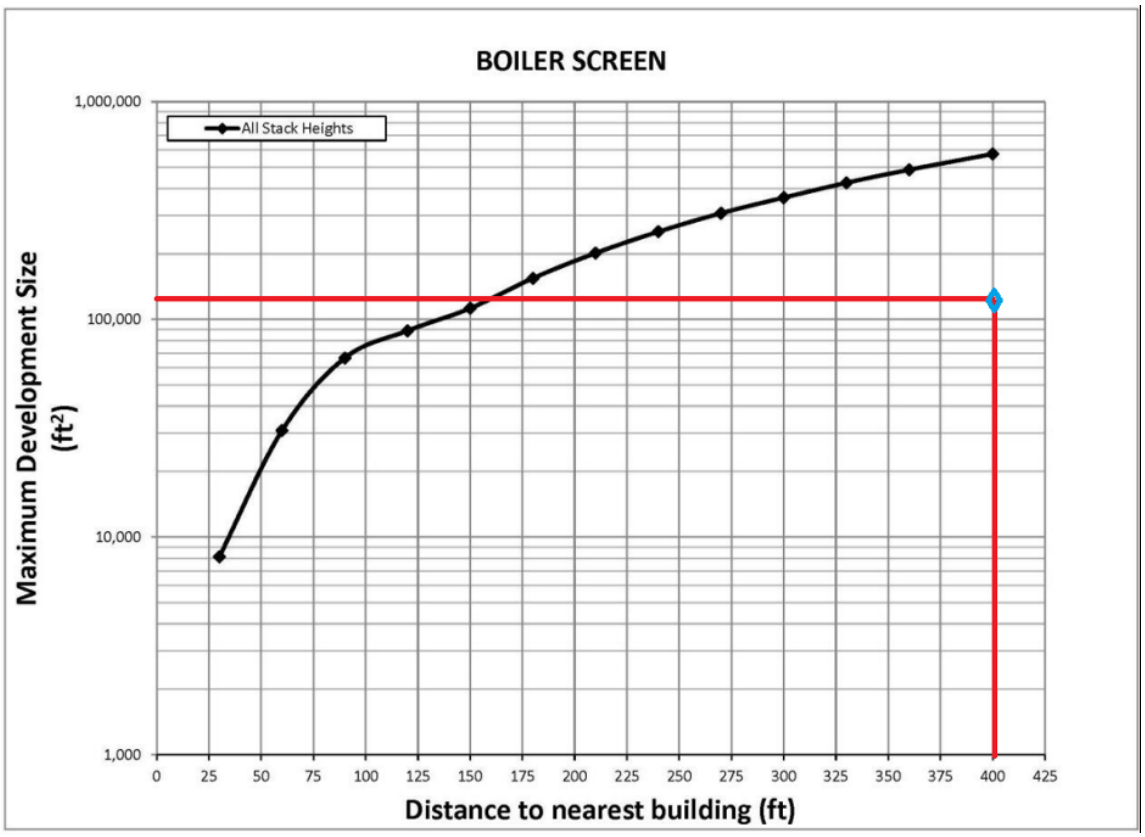
Heating and Hot Water Systems

The heating/hot water, ventilation, and air conditioning (HVAC) systems analysis considers the potential for emissions from the HVAC system(s) of a proposed action to result in development that significantly impacts land uses in the area. Based on the *CEQR Technical Manual*, a preliminary screening assessment can 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.

HVAC Screening Assessment

The *CEQR Technical Manual* Figure 17-3 nomograph was used for the screening assessment. The nomograph depicts the size of the development versus the distance below which the potential impact can occur and provides a conservative estimate of the threshold distance. A detailed analysis is required if the screening assessment fails. Based on the methodology above, Projected Development Site 1 was analyzed as a 55-foot-tall building (the Applicant's Proposed Development height) containing 123,216 gsf (the RWCDS gsf). A distance of 400 feet was applied in the HVAC screen as no other building similar or greater in height is located within 400 feet of the Projected Development Site 1. **Figure 17-1** shows the project-on-existing screening analysis. As seen in the screening analysis **17-1** (using Figure 17-3 of the *CEQR Technical Manual*), the Projected Development Site 1 RWCDS floor areas intersect the distance to the nearest building of similar or greater height below the curve for a fossil fuel-fired HVAC system. Therefore, the Proposed Actions passes the project-on-existing screening analysis.

Figure 17-1: Project on Existing – HVAC Screen



Existing Stationary Sources

Industrial Source

Per the *CEQR Technical Manual*, projects that would result in new uses (particularly schools, hospitals, parks, and residences) within 400 feet of manufacturing processing facilities may result in potentially significant adverse impacts. The analysis first determines if there are any existing manufacturing uses within the 400-foot study area containing exhaust stacks, vents, or other emission sources that may have the potential to adversely affect the uses introduced by the project. If warranted, an air dispersion analysis is conducted for any existing industrial source(s) in the study area.

Existing manufacturing uses with exhaust stacks, vents, or other emission sources that may have the potential to adversely affect the uses introduced by the project were identified by reviewing the New York City Department of Environmental Protection (DEP) online Clean Air Tracking System (CATS) database,[5] the NYSDEC map application (DECinfo Locator[6]), the New York City Department of City

[5] New York City Open Data. "Clean Air Tracking System (CATS)." data.cityofnewyork.us/Environment/Clean-Air-Tracking-System-CATS-Permits/f4rp-2kvy/about_data, Aug. 20, 2024.
[6] NYSDEC. "DECinfo Locator." gisservices.dec.ny.gov/gis/dil/, Aug. 20, 2024.

Planning (DCP) online Land Use Map (ZOLA) application, and through a field survey performed on August 8th, 2024.

The study area encompasses all or part of Blocks 6844, 6845, 6846, 6847, 6848, 6965, 6966, 6967, 6968, and 6969, and includes properties along 164th Street, 73rd Avenue, 75th Avenue, 75th Road, 76th Avenue, 76th Road, 77th Avenue, 162nd Street, and 166th Street. Land uses in the study area are predominantly residential, with commercial/retail uses located along 164th Street. There are also several small daycare centers located in the study area.

The results of the study are as follows:

A DEP processing permit PB046607 (expiration date 11/2/2025) was issued to Charter Communications at 76-45 164th Street (Block 6969, Lot 1) for a small combustion installation. At the time of the field survey, the property at 76-45 164th Street was occupied by an office and warehouse for Spectrum Communications. No analysis is required for small combustion installations.

No air emission source in the study area was identified in the NYSDEC database, and no potential air emission source was identified in the study area during the field survey. There is an active auto repair shop at 76-36 164th Street (Block 6848, Lot 1). This shop, Brendan's Service Station, is a general auto repair facility that does not perform auto body repair or auto painting operations. During the field survey, no stacks, odors, or emissions were observed at this location.

Therefore, no significant adverse air quality impact would occur in the future with the Proposed Actions from "major" or "large" emission source(s) or odor-producing facility, and detailed analysis is not warranted.

Major and Large Source

Per the *CEQR Technical Manual*, projects introducing new uses near "major" sources, "large" sources, or odor-producing facilities may result in potentially significant adverse air quality impacts. The study area considers "major" sources, "large" sources, and odor-producing facilities within 1,000 feet of the proposed project. "Major" emission sources are identified as those located at Title V facilities; "large" emission sources are identified as sources located at facilities requiring an Air State Facility permit. Asphalt and concrete plants, power generating plants, large public facilities boilers, and large industrial facilities are typical operations requiring these permits. Odor-producing facilities, such as solid waste management facilities and wastewater plants (i.e., sewage treatment plants), are operations that have the potential to induce discomfort.

The NYSDEC DECinfo Locator map application was used to identify "major" and "large" sources and other facilities of interest, such as odor-producing facilities. No "major," "large," or odor-producing facility within 1,000 of the Rezoning Area was identified in the database. Therefore, no significant adverse air quality impact is predicted in the future with the Proposed Actions from "major" or "large" emission source(s) or odor-producing facility, and detailed analysis is not warranted.

E-Designation

To avoid any potential significant adverse air quality impact from the proposed building on the existing sensitive receptors nearby, an E designation would be placed on the Development Site as follows: Block 6967, lots 1, 25, 28 and 30 (Projected Development Site):

Any new residential and/or community facility development on the above-referenced property must ensure the heating, ventilating, and air conditioning (HVAC) system and hot water equipment stackllocated at the highest tier and at least 58 feet above grade to avoid any potential significant adverse air quality impacts.

CONCLUSION

- Based on the analysis, conditions associated with the Proposed Actions would not result in any violations of the ambient air quality standards. Therefore, the Proposed Actions would not result in any significant adverse stationary or mobile source air quality impact(s), and further assessment is not warranted. The summary results of the analysis are as follows: A detailed mobile source HDDV analysis was conducted for the intersection that failed the HDDV screen. No significant adverse air quality impact was predicted in the microscale refined analysis.

- No manufacturing processing emission source, not including small combustion installations, was identified in the 400-foot study area, and no "major" or "large" emission source is located within 1,000 feet of the Rezoning Area; thus, no analysis was warranted.

- No significant adverse air quality impact was predicted in the HVAC analysis with the implementation of an E-Designation on Projected Development Site 1, requiring that the HVAC system(s) stack is located at least 58 feet above grade.

19. NOISE

INTRODUCTION

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

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

The Proposed Actions are as follows:

- *A Zoning Map (14c) Amendment to rezone an R3-2 zoning district to an R6A/C2-4 zoning district; and*

- *A Zoning Text Amendment (Appendix F of the New York City Zoning Resolution) to make the Rezoning Area applicable as a Mandatory Inclusionary Housing (MIH) Area in the future.*

NOISE FUNDAMENTALS

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

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

Sound is often measured and described in terms of its overall energy, taking all frequencies into account. However, the human hearing process is not the same at all frequencies. Humans are less sensitive to low frequencies (less than 250 Hz) than mid-frequencies (500 Hz to 1,000 Hz) and are most sensitive to frequencies in the 1,000- to 5,000-Hz range. Therefore, noise measurements are often adjusted, or weighted, as a function of frequency to account for human perception and sensitivities. The most

common frequency weightings used are the A- and C-weightings. These weight scales were developed to allow sound level meters, which use filter networks to approximate the characteristic of the human hearing mechanism, to simulate the frequency sensitivity of human hearing. The A-weighting is the most commonly used for environmental measurements, and sound levels measured using this weighting are denoted as dBA. The letter "A" indicates that the sound has been filtered to reduce the strength of very low and very high frequency sounds, much as the human ear does. C-weighting gives nearly equal emphasis to sounds of most frequencies. Mid-range frequencies approximate the actual (unweighted) sound level, while the very low and very high frequency bands are significantly affected by C-weighting. **Table 19-1** notes the decibel levels of common noise sources.

Table 19-1: Noise Levels of Common Sources

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

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

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

The decrease in sound level caused by the distance from any single noise source normally follows the inverse square law (i.e., the SPL changes in inverse proportion to the square of the distance from the

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

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

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

- $L_{eq(24)}$ is the continuous equivalent sound level over a 24-hour time period.

- Lmax 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.

- Ldn is the day-night equivalent sound level, defined as a 24-hour continuous Leq 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 during 10% of the measurement period.

IMPACT DETERMINATION AND 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 19-2** 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 19-3** below.

Table 19-2
CEQR Noise Exposure Guidelines for Use in City Environmental Impact Review[1]

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

Notes:

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

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

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

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

External Noise Exposure standards for industrial areas of sounds produced by industrial operations other than operating motor vehicles or other transportation facilities are spelled out in the New York City Zoning Resolution, Sections 42-20 and 42-21. The referenced

standards apply to M1, M2, and M3 manufacturing districts and to adjoining residence districts (performance standards are listed by octave bands).

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

Table 19-3

Required 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)

NEW STATIONARY NOISE SOURCES

The 2021 *CEQR Technical Manual* states that based upon previous studies, unless existing ambient noise levels are very low and/or stationary source levels are very high (and there are no structures that provide shielding), it is unusual for stationary sources to have significant impacts at distances beyond 1,500 feet. A detailed analysis may be appropriate if the Proposed Project would: cause a substantial stationary source (i.e., unenclosed mechanical equipment for manufacturing or building ventilation purposes, playground, etc.) to be operating within 1,500 feet of a receptor, with a direct line of sight to that receptor; or introduce a receptor in an area with high ambient noise levels resulting from stationary sources, such as unenclosed manufacturing activities or other loud uses. Machinery, mechanical equipment, heating, ventilating and air-conditioning units, loudspeakers, new loading docks, and other noise associated with building structures may also be considered in a stationary source noise analysis. Impacts may occur when a stationary noise source is near a sensitive receptor and is unenclosed.

No unenclosed stationary noise sources of concern were observed during field inspections. As Projected Development Site 1 is not subject to high ambient noise levels from any nearby stationary source, no stationary source noise impacts from surrounding uses would occur.

Building mechanical systems (i.e., HVAC systems) would be designed to meet all applicable noise regulations (i.e., Subchapter 5, §24-227 of the New York City Noise Control Code, the New York City

Department of Buildings Code) and to avoid producing levels that would result in any significant increase in ambient noise levels. Therefore, the Proposed Actions would not result in any significant adverse noise impacts related to building mechanical equipment.

The proposed children's day care center would not have access to any outdoor play area, so the development would not be a source of noise produced by crowds of people within a defined location, such as children in playgrounds.

MOBILE SOURCES

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.

Vehicular traffic is the predominant source of noise in the area. Therefore, the noise analysis presented in this report focuses on the operational noise effects of the Proposed Actions to determine the level of building attenuation necessary to ensure that interior noise levels satisfy CEQR requirements. The Proposed Actions would not increase existing noise passenger car equivalents (PCEs) by greater than 100% and would therefore not result in significant adverse noise impacts associated with project-generated vehicles.

EXISTING AMBIENT NOISE LEVELS

An action can cause a significant adverse noise impact if it introduces new noise-sensitive uses in an area characterized by high ambient noise levels. The Proposed Actions would lead to the development of new residential units.

Because the predominant noise source in the area of the proposed project is vehicular traffic, 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 at the project frontage along 75th Road; Noise Monitoring Location Two (2) was located at the project frontage along 164th Street; and Noise Monitoring Location Three (3) was located at the Project frontage along 76th Avenue. The noise monitoring locations are shown in **Figure 19-1** to **Figure 19-4** below.

Noise monitoring was conducted using a Type 1 Casella CEL-633 sound level meter with wind screen. The monitor was placed on a tripod at a height of approximately four feet above the ground, away from any other noise-reflective surfaces. The monitor was calibrated prior to and following each monitoring session. Periods of peak vehicular around the Affected Area constitute a worst-case condition for noise at the Project Site. Noise meter calibration certification and back up data are provided.

Figure 19-1: Noise Monitoring Locations

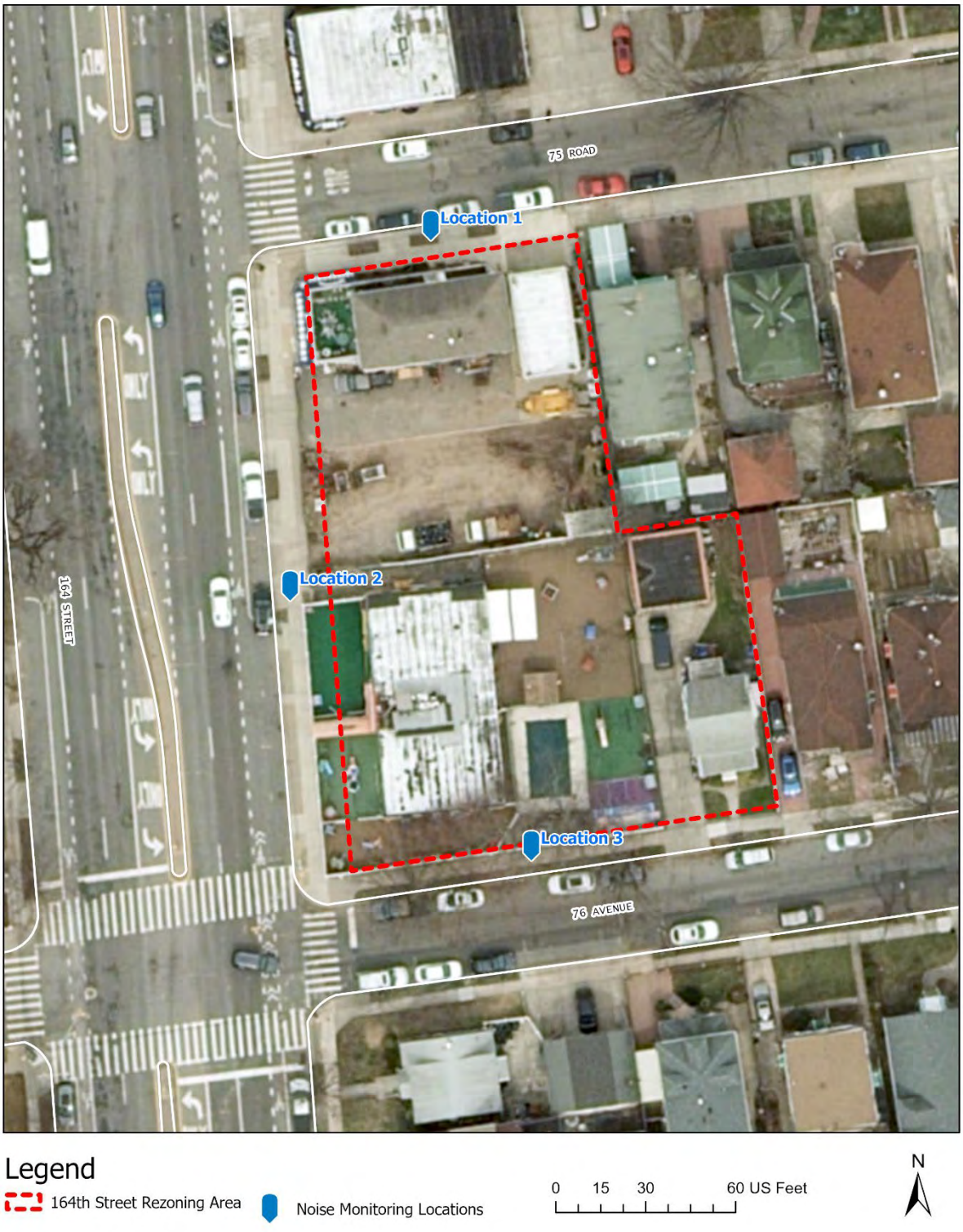


Figure 19-2: Location 1 – Noise Monitor Location Photo



Figure 19-3: Location 2 – Noise Monitor Location Photo



Figure 19-4: Location 3 – Noise Monitor Location Photo



Monitoring was conducted during typical midweek conditions, on Thursday November 30, 2023. The weather was dry and wind speeds were moderate during all monitoring periods. **Table 19-4** through **Table 19-6** below contain the results for the measurements taken at Location 1 through Location 3.

Table 91-4: Noise Levels in dBA at Location 1

Thursday, November 30, 2023			
Time	**8:37 am – 8:57 am**	**1:03 pm – 1:23 pm**	**5:27 pm – 5:57 pm**
L_{max}	74.1	79.0	82.0
L_{10}	62.0	60.5	60.0
L_{eq}	58.7	57.7	57.5
L_{50}	55.0	53.0	54.5
L_{90}	49.5	46.5	48.5
L_{min}	45.9	43.0	45.7

Table 19-5: Noise Levels in dBA at Location 2

Thursday, November 30, 2023			
Time	**8:13 am – 8:36 am**	**12:41 pm – 1:01pm**	**5:04 pm – 5:24 pm**
L_{max}	88.9	86.6	90.1
L_{10}	68.5	68.5	69.5
L_{eq}	65.7	64.9	66.0
L_{50}	59.0	60.0	63.5
L_{90}	51.5	51.0	54.5
L_{min}	48.9	47.6	49.5

Table 19-6: Noise Levels in dBA at Location 3

Thursday, November 30, 2023			
Time	**7:47 am – 8:12 am**	**12:18 pm – 12:38 pm**	**4:41 pm – 5:01 pm**
L_{max}	76.4	91.0	81.4
L_{10}	61.0	61.0	62.0
L_{eq}	57.7	62.6	59.1
L_{50}	56.0	50.5	56.0
L_{90}	50.0	44.5	50.0
L_{min}	44.0	40.9	44.9

The traffic volumes (vehicle counts) and vehicle classifications collected during peak vehicular travel periods [morning (AM), noon (MD), and evening (PM)] concurrent with noise monitoring at Location 1 and Location 2 are shown below in **Table 19-7** through **Table 19-9.**

Table 19-7: Traffic Volumes and Vehicle Classifications Noise Location 1

	8:37 am – 8:57 am	1:03 pm – 1:23 pm	5:27 pm – 5:57 pm
Car/ Taxi	1	1	3
Van/Light Truck/SUV	5	4	4
Medium Truck	0	0	0
Heavy Truck	0	0	0
Bus	0	0	0

Table 19-8: Traffic Volumes and Vehicle Classifications Noise Location 2

	8:13 am – 8:36 am	12:41 pm – 1:01pm	5:04 pm – 5:24 pm
Car/ Taxi	83	70	113
Van/Light Truck/SUV	166	147	254
Medium Truck	6	3	8
Heavy Truck	0	0	0
Bus	10	4	6

Table 19-9: Traffic Volumes and Vehicle Classifications Noise Location 3

	7:47 am – 8:12 am	12:18 pm – 12:38 pm	4:41 pm – 5:01 pm
Car/ Taxi	14	3	10
Van/Light Truck/SUV	45	3	19
Medium Truck	0	0	0
Heavy Truck	0	0	0
Bus	0	0	1

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 a mixed residential/commercial use such as what 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 Location 1 was 62.0 dB(A) during the morning period. The highest recorded L_{10} at Location 2 was 69.5 dB(A) during the evening period. The highest recorded L_{10} at Location 3 was 62.0 dB(A) during the evening period.

Based on the noise readings, no window wall attenuation would be required, and there would be no significant adverse impacts related to ambient noise levels at Projected Development Site 1.

CONCLUSION

For the reasons discussed in this section, the Proposed Actions would not have a significant adverse impact related to noise, and no further assessment is required.

20. CONSTRUCTION

According to the 2021 CEQR Technical Manual, construction activities may warrant assessment if they are expected to last more than 24 months or occur within a Central Business District or along an arterial roadway. The Proposed Project is located along an arterial road; therefore, a preliminary screening-level construction assessment is required.

The Proposed Project entails a short- to medium-term construction schedule that is not expected to exceed 18 months. Construction will include site preparation and construction of a new mixed-use building. Standard construction practices will be followed, and construction activities will comply with applicable NYC Construction Codes, noise regulations, and dust mitigation protocols.

Although the project is located along an arterial road, it is not anticipated to result in significant construction-related impacts due to the limited duration and scale of work. Construction staging will be confined to the project site wherever feasible, and access will be managed to minimize disruption to traffic and pedestrian flow along the adjacent thoroughfare.

And any potential effects related to construction noise, air quality (e.g., dust), or traffic will be temporary and limited to standard working hours. The project will comply with the NYC Department of Environmental Protection's (DEP) Construction Noise Mitigation requirements.

Conclusion

Given the limited scale and duration of construction and adherence to all applicable city construction and environmental protection standards, no significant adverse construction-related impacts would result. Therefore, further analysis is not warranted.

21. Disadvantaged Communities Assessment

Methodology

The Disadvantaged Communities Assessment was conducted following the guidance provided by the New York State Department of Environmental Conservation (NYSDEC) and the City of New York's Environmental Justice (EJ) policies. The assessment is conducted pursuant to NYCDEC guidance for Project's requiring a CEQR EAS Short Form, and is structured as follows:

1. Identification of Disadvantaged Community Status

To determine whether the Project Site is within, or within ½ mile of a disadvantaged community, the following tools were used:

•New York State Disadvantaged Communities Assessment Tool (DACAT): This GIS-based tool identifies census tracts designated as disadvantaged communities (DAC) based on data from the Climate Justice Working Group (CJWG).

•Geospatial Analysis: The project location was mapped and measured for proximity to the nearest designated disadvantaged community, ensuing compliance with the ½-mile buffer analysis specified in the assessment requirements.

2. *Assessment of Potential Impacts*

If the Project Site is found to be within, or within ½ mile of a disadvantaged community, or if the Proposed Action(s) could affect a disadvantaged community, further assessment is required. If either of these conditions are met, potential direct and indirect impacts to nearby disadvantaged communities are evaluated to determine if the proposed project would create any new sources of pollution or increase pollution from existing sources in the following categories:

- Air Quality Impacts
- Noise Pollution
- Light Pollution
- Wastewater Treatment or ·wastewater Discharges
- Stormwater and Flooding Considerations
- Solid and Hazardous waste Management
- Odor Impacts

3. *Assessment of Magnitude of Impacts*

If a potential impact is identified, the magnitude of these impacts must be evaluated. Considerations for magnitude of impact (Small vs. Moderate to Large) are described below:

Small Impact:

•Air emissions will occur at a level that does not require a state air pollution control permit.

•Solid or hazardous waste will be generated in an amount easily transported to and handled at a permitted disposal facility.

•Wastewater discharges will not occur or expand.

•There will be no traffic associated with the project or the traffic generated is limited to non-truck traffic and will not increase to a level causing level of service impacts.

•The disadvantaged community is identified by the Disadvantaged Community Assessment Tool as having comparatively lower burdens or vulnerabilities.

Moderate to Large Impact:

•Air emissions will occur· at a level that requires a state air pollution control permit.

•Solid or hazardous waste will be generated in an amount requiring substantial increase in truck traffic to transport to a permitted disposal facility.

•Solid or hazardous waste will be managed or disposed on site, requiring a state solid or hazardous waste management facility permit.

•Wastewater discharges will occur or expand, requiring a State Pollutant Discharge or safety impacts.

•The disadvantaged community is identified by the DCAT as having comparatively higher burdens or vulnerabilities.

•Proposed operations would potentially result in off-site pollution impacts.

•Traffic associated with the project will increase to a level or type causing level of service or safety impacts.

•The action involves a DEC permit application that requires preparation of an 'Existing Burden Report' analyzing potential pollutant impacts to a disadvantaged community.

4. *Evaluation of Moderate to Large Impacts*

Where moderate to large impacts are predicted, these impacts should be identified and assessed considering its setting, probability of occurring, duration, irreversibility, geographic scope, and magnitude. The evaluation should consider the potential for cumulative impacts and whether impacts are expected to be short- te1n1 or long-term. Where potential impacts are identified, measures or design elements that have been included by the project sponsor to avoid or reduce impacts should be described.

Preliminary Assessment

With approval of the Proposed Actions, the Applicant intends to rezone Block 6967, Lots 1, part of (p/o) 5, p/o 23, p/o 25, 28 and 30 in the Hillcrest neighborhood of Queens Community District 8 (the "Rezoning Area") from an R3-2 zoning district to an R6A/C2-4 zoning district and a Zoning Text Amendment to Appendix F of the Zoning Resolution to designate the Rezoning Area a Mandatory Inclusionary Housing Area (MIH),. The Proposed Actions would allow for the development of a new, six-story mixed-use building on merged Lots 1, 25, 28, and 30 (the Proposed Development). The Proposed Development would have approximately 120, 515 gsf of floor area (91,426 zsf with an FAR of 3.90). This includes approximately 17,627 gsf/zsf with an FAR of 0.75) of community facility floor area, 84,869 gsf (73,7991 zsf with an FAR of 3.15) of residential floor area, and 18,019 gsf (0 zsf) of enclosed cellar accessory parking. The Proposed Development would have community facility use on the ground floor and approximately 80 dwelling units on the upper floors. Of the 80 dwelling units, 16,20, or 24 , (20%, 25%, or 30%) would be affordable pursuant to MIH under Option 1 , 2, or 3.
The building would rise to a height of 65 feet. Thirty-four parking spaces would be provided.

This EAS analyzes a larger reasonable worst-case development scenario (RWCDS) that would achieve the maximum floor area and height permitted under the proposed zoning. The new development would be a nine-story mixed-use building with 123,216 gsf of floor area (91,476 zsf with an FAR of 3.90). This includes 20,271 gsf (17,627 zsf with an FAR of 0.75) of community facility floor area, 84,926 gsf (73,849 zsf with an FAR of 3.15) of residential floor area, and 18,019 gsf (0 zsf) of enclosed cellar accessory parking. The Proposed Development would have community facility use on the ground floor, and 100 dwelling units on the upper floors. Of the 100 dwelling units, 20-30 would be affordable pursuant to MIH under Option 1, 2, or 3 The building would rise to a maximum height of 95 feet. Fourty-two parking spaces would be provided.

The Project Site is located at 75-41 164th Street within the Hillcrest neighborhood of Queens Community District 8. As shown in Figure 1 below, the Project Site is located within .4 miles of a disadvantaged community identified having comparatively higher burdens and vulnerabilities (Census Tract 36081122702) bounded by Kissena Boulevard on the South and West sides, Parsons Boulevard on the Eastside, and the Long Island Expressway on the Northside. Accordingly, an assessment of potential impacts is provided below.

Figure 1



The Phase I Environmental Site Assessment completed by Environmental Studies Corp in September 2024, and E-designation would preclude any significant adverse impact related to hazardous materials.

Therefore, the Proposed Actions would not result in significant hazardous waste impacts to surrounding disadvantaged communities.

The proposed project would not involve activities that would result in air quality impacts, noise pollution, light pollution, odor impacts or wastewater discharges. In addition, the proposed project would not involve any additional building construction at the Project Site and would therefore not result in increased stormwater runoff or potential flooding impacts. Lastly, any solid waste would be placed in appropriate containers and picked up. Therefore, the proposed mixed-use development would not result in adverse impacts or a combination of moderate effects that would cause or increase a disproportionate pollution burden to any disadvantaged communities.

Conclusion

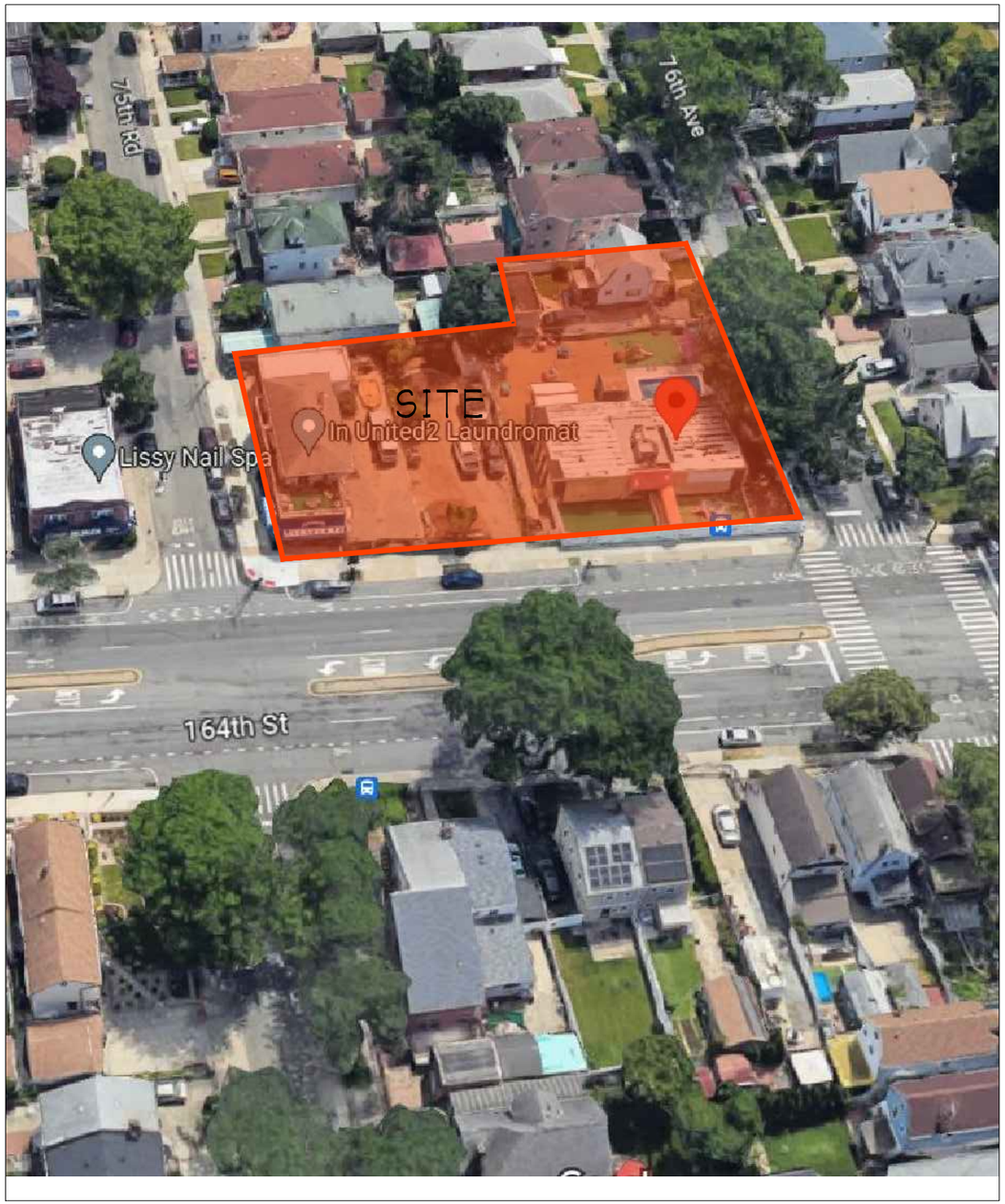
The Project Site is located proximate to disadvantaged communities. However, as discussed above, the Proposed Actions would not contribute to environmental burdens that disproportionately affect such communities. Further, community facility and residential uses will serve the local population, while maintaining compliance with environmental regulations and best practices. Accordingly, the Proposed Actions would not disproportionately affect disadvantaged communities and would not cause or increase a disproportionate pollution burden on disadvantaged communities.

APPENDIX A
Proposed Building Plans
(for illustrative purposes only)

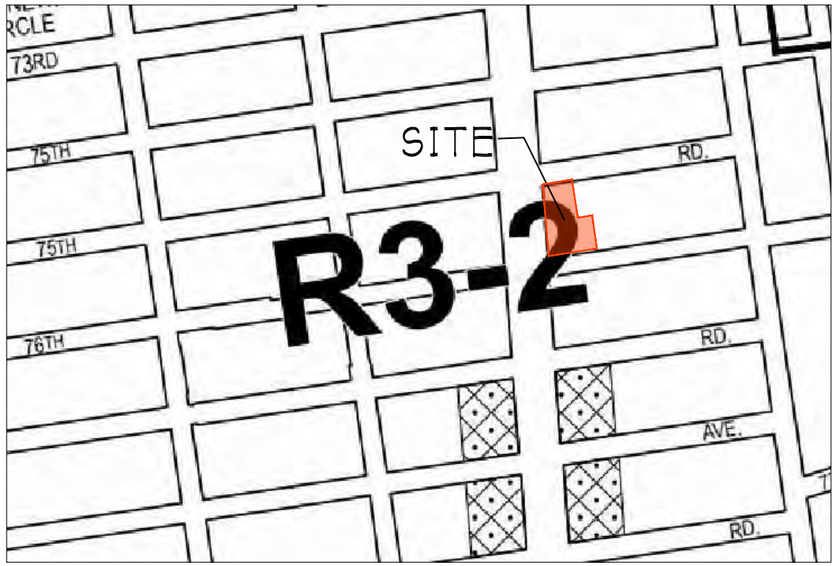
ZONING ANALYSIS - R6A/C2-4

75-41 164TH STREET

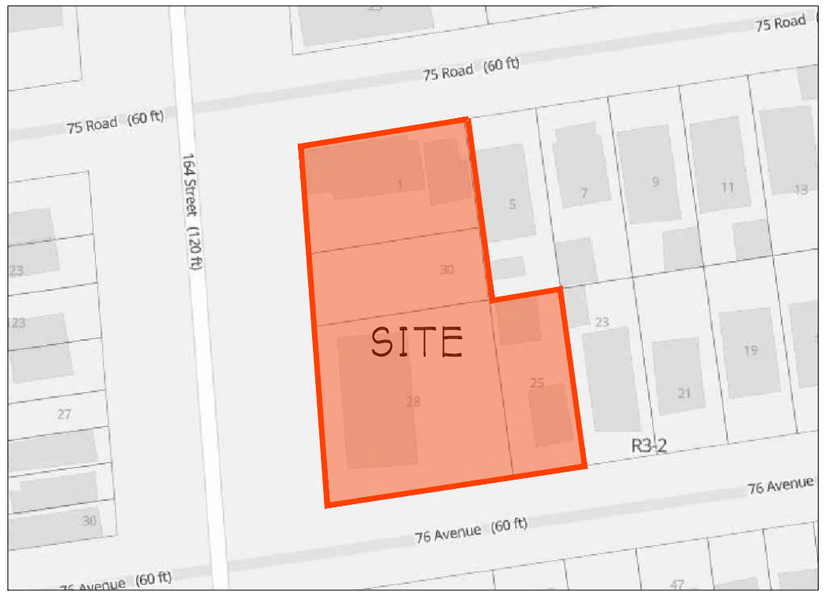
FRESH MEADOWS, NY



AERIAL PHOTO



ZONING MAP No. 14c



AREA MAP

SCHEME A

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DRAWING TITLE: ZONING ANALYSIS - R6A/C2-4 TITTLE PAGE

PREMISES: 75-41 164th Street Fresh Meadows, NY

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CHECKED BY:	GJC
JOB No:	22165
SCALE:	AS NOTED
DATE:	11-15-23

REGISTERED ARCHITECT GERALD J. CALIENDO 020241 STATE OF NEW YORK

DRAWING No: 1 OF 11

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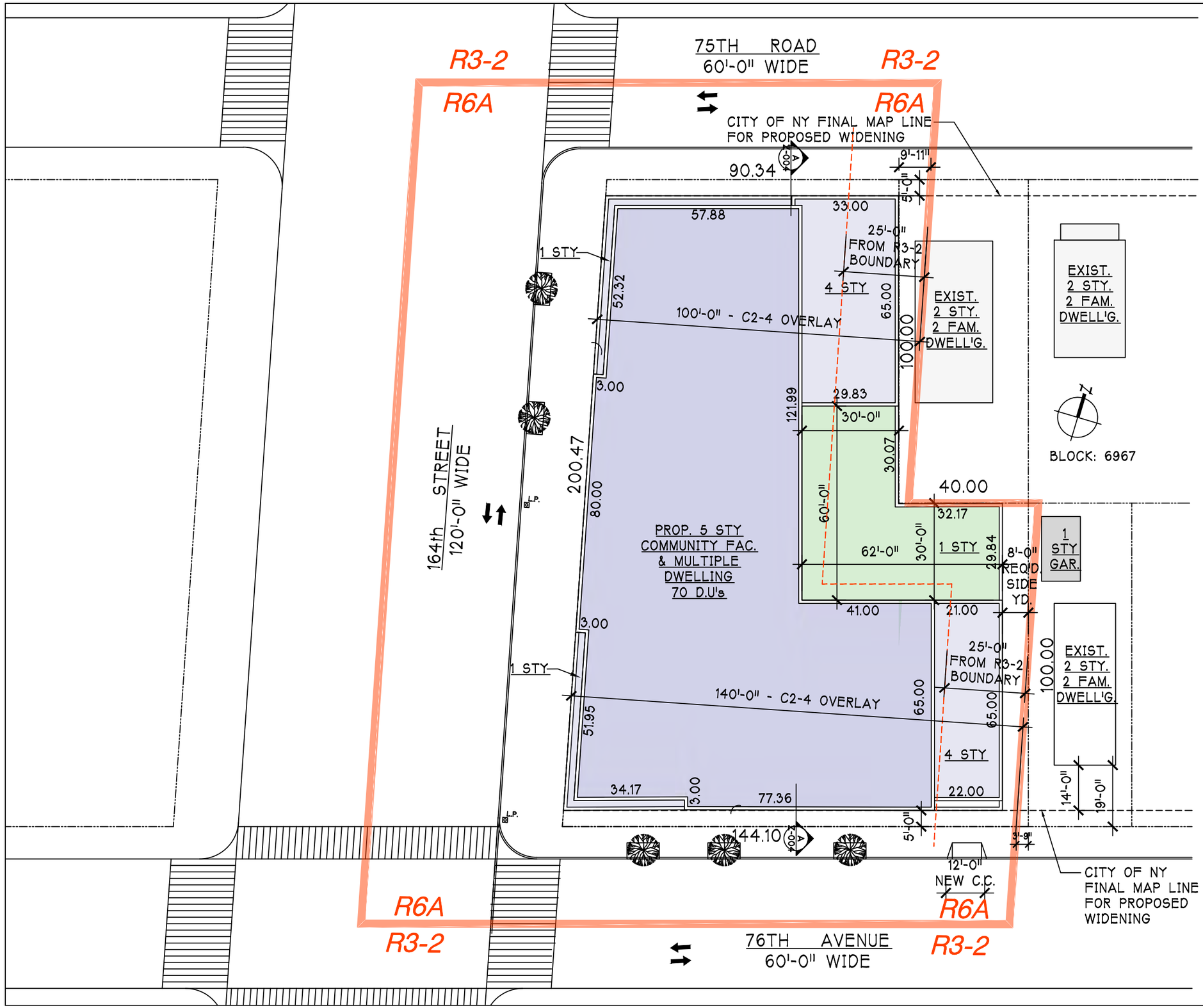

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SITE PLAN
R6A/C2-4

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75-41 164th STREET
FRESH MEADOWS, NY

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N.M.H.	GJC	22188	AS NOTED	11-15-23

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020241
STATE OF NEW YORK

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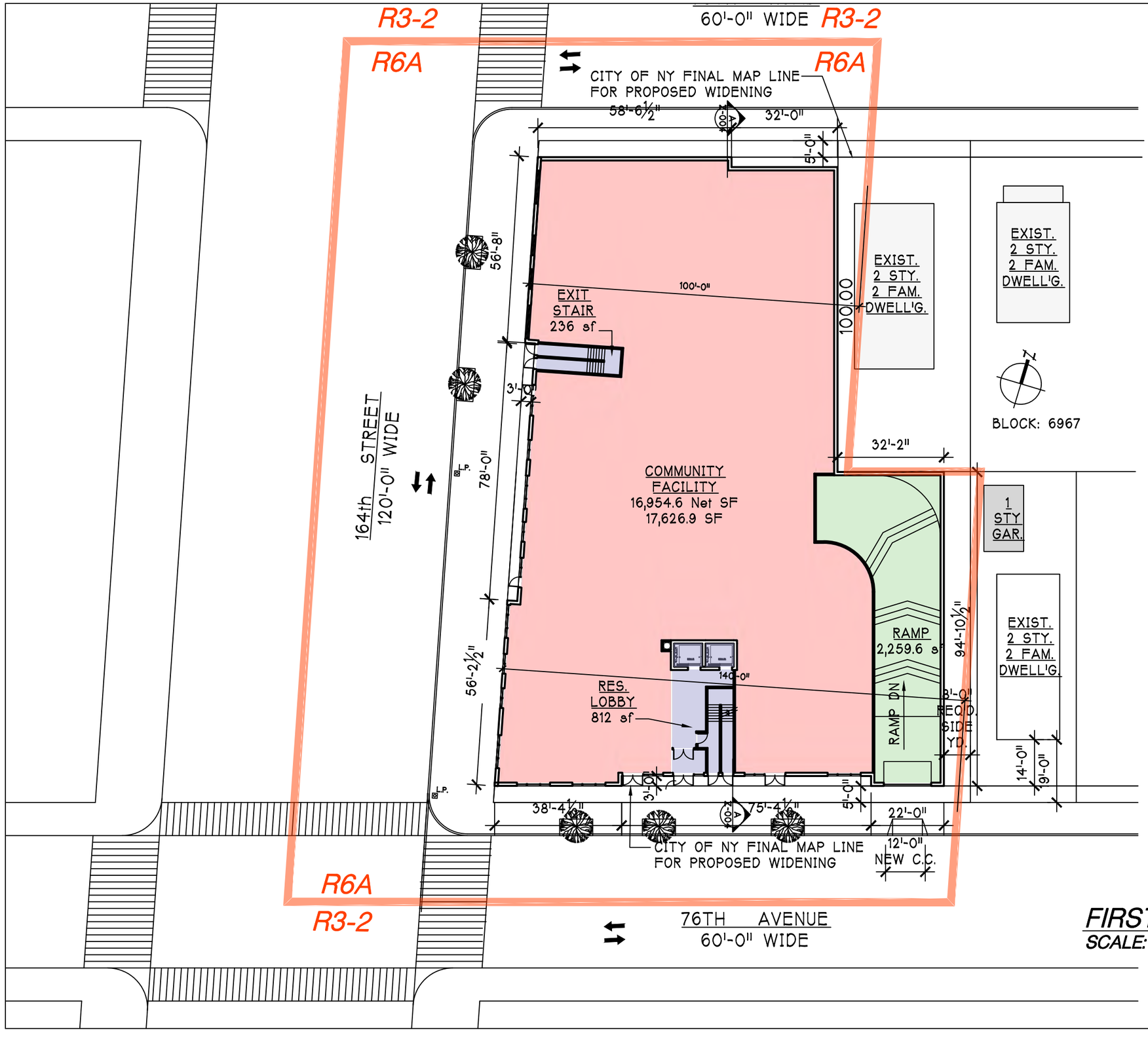

FIRST FLOOR PLAN

SCALE: 1" = 30'-0"

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DRAWING TITLE: ROOF PLAN
FIRST FLOOR PLAN

PREMISES: 75-41 164th STREET
FRESH MEADOWS, NY

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STATE OF NEW YORK

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CELLAR FLOOR PLAN
SCALE: 1" = 30'-0"



SECOND - FOURTH FLOOR PLAN
SCALE: 1" = 30'-0"

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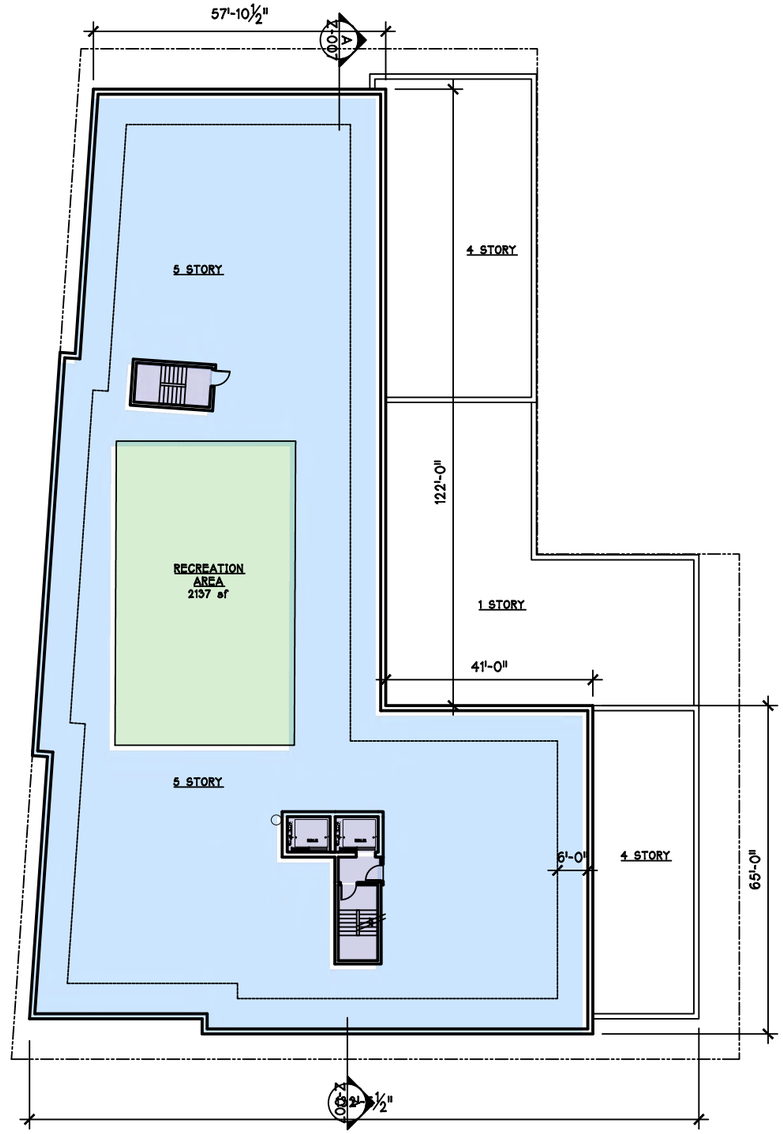
FIFTH FLOOR PLAN
SCALE: 1" = 30'-0"



ROOF FLOOR PLAN
SCALE: 1" = 30'-0"

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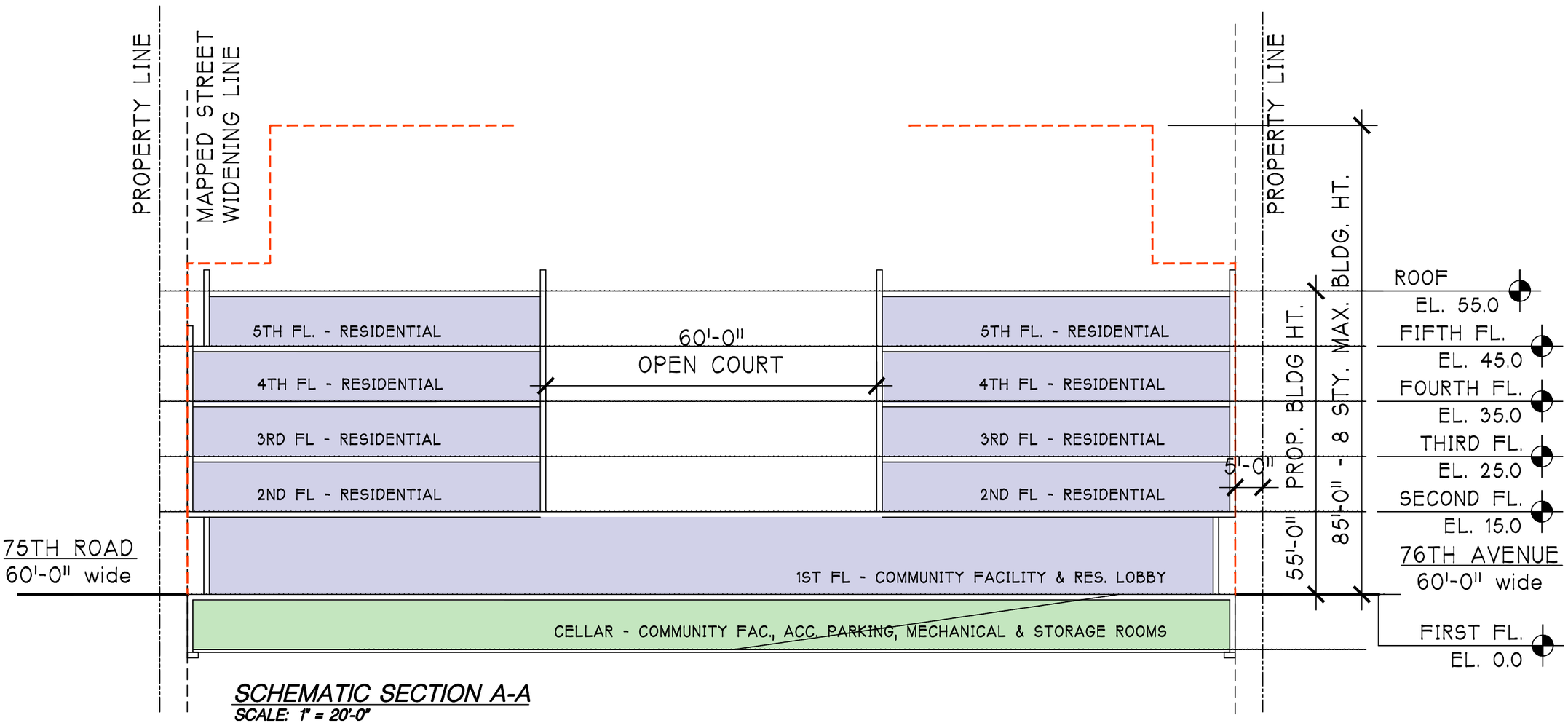

SCHEMATIC SECTION A-A
SCALE: 1" = 20'-0"

SCHEME A

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SECTION A -A
R6A

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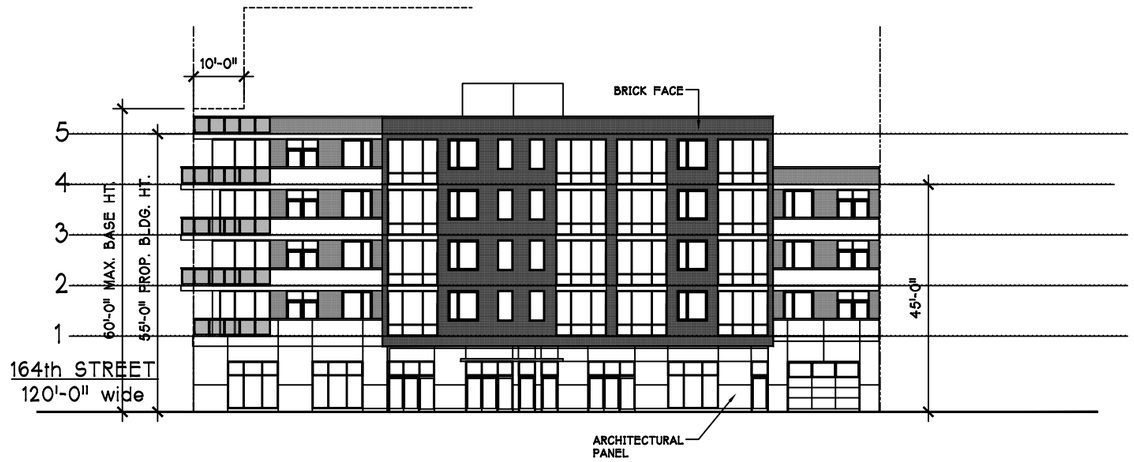

SOUTH (76th AVE.) ELEVATION

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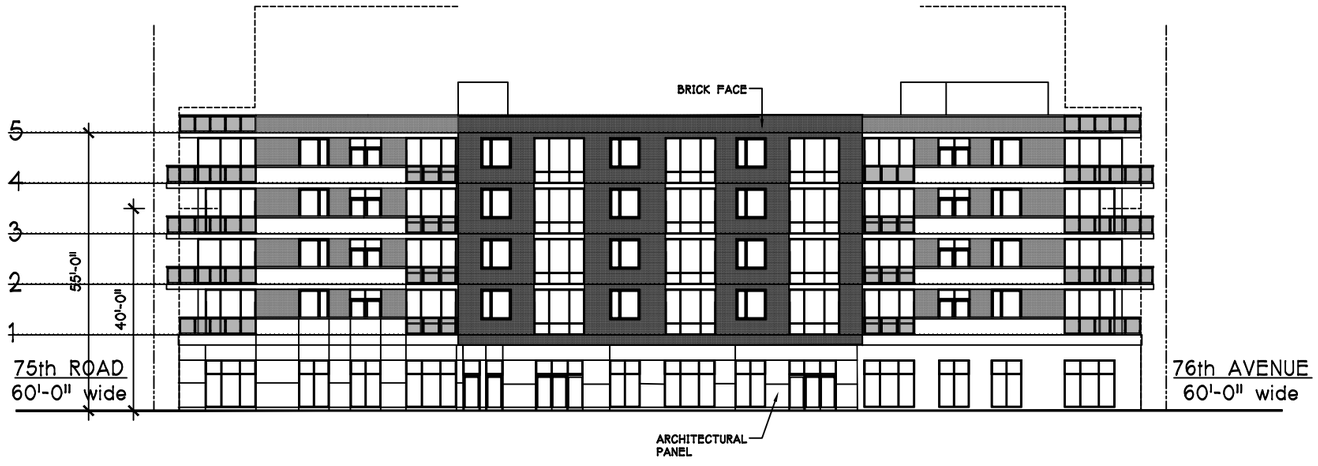

WEST (164th STREET.) ELEVATION

SCALE: 1" = 30'-0"

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DATE:	9-25-23

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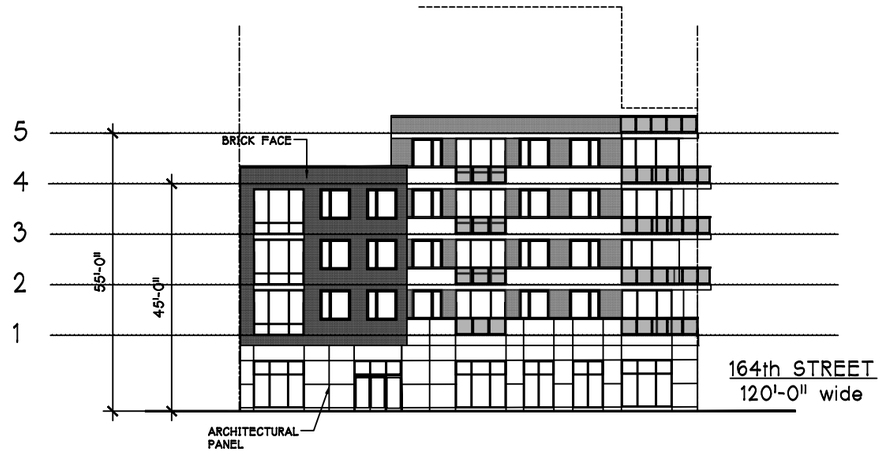

NORTH (75th ROAD.) ELEVATION

SCALE: 1" = 30'-0"



EAST (REAR) ELEVATION

SCALE: 1" = 30'-0"

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DATE:	9-25-23

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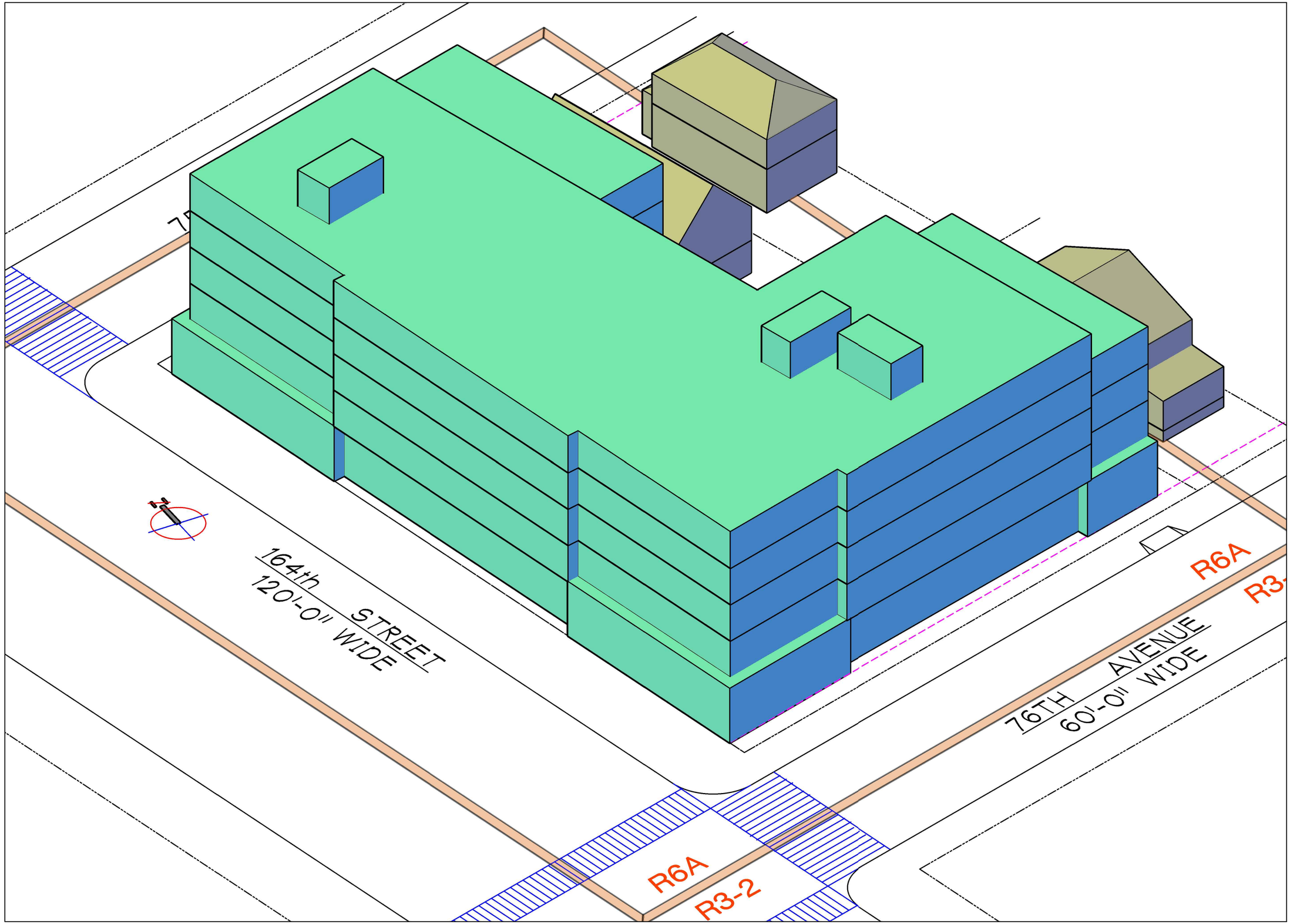

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DRAWING TITLE: MASSING - VIEW 1
R6A

PREMISES: 120-27 84th AVE.
KEW GARDENS, NY

DRAWN BY:	N.M.H.	JOB No:	22188
CHECKED BY:	GJC	SCALE:	AS NOTED
		DATE:	9-25-23

REGISTERED ARCHITECT
GERALD J. CALIENDO
020241
STATE OF NEW YORK

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DRAWING TITLE: MASSING - VIEW 2
R6A

PREMISES: 120-27 84th AVE.
KEW GARDENS, NY

DRAWN BY:	N.M.H.
CHECKED BY:	GJC
JOB No:	22188
SCALE:	AS NOTED
DATE:	9-25-23

REGISTERED ARCHITECT
GERALD J. CALIENDO
020241
STATE OF NEW YORK

DRAWING No: 11 OF 11

Z-011.00

APPENDIX B
LPC 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: 164 ST. REZONING
Date Received: 5/1/2024

.

Properties with no Architectural or Archaeological significance:

1) 75-27 164 STREET, BBL: 4069670001
2) 164-11 76 AVENUE, BBL: 4069670025
3) 75-41 164 STREET, BBL: 4069670028
4) 164 STREET, BBL: 4069670030

Gina Santucci 5/3/2024

SIGNATURE DATE
Gina Santucci, Environmental Review Coordinator

File Name: 37303_FSO_DNP_05032024.docx

APPENDIX C
Transportation

Selection Method | 75-41 164 STREET, Flush | Census Tract | Neighborhood Tabulation Area (NTA) | Community District Tabulation Area (CDTA) | Community District (CD) | More Geographies | Add Map Layers

Your Selection

7 Tracts selected

25,731
Population
(2020 Census)

8,160
Housing Units
(2020 Census)

Clear Selection | View Data

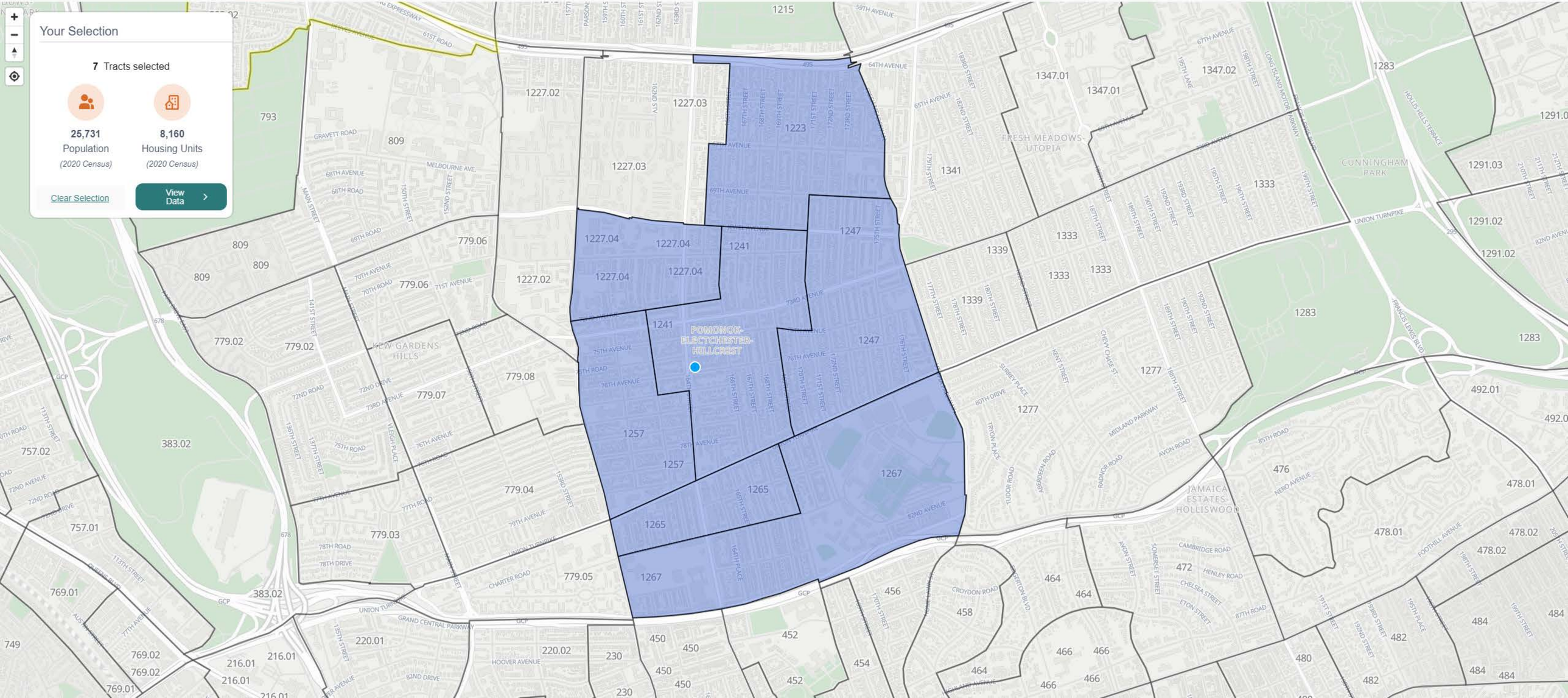


Exhibit 1

Modal Split Data

2015-2019 ACS 5-YEAR Journey-to-Work (JTW) for Census Tract numbers 1223, 1227.01, 1241, 1247, 1257, 1265, and 1267 in Queens, NY

75-41 164th Street, Queens NY

2015-2019 ACS 5-Year, Journey-to-Work:

Census Tract	Total Workers	Car or Van Drive-Alone	Carpool	Bus	Street Car	Subway	R.R.	Ferry	Taxi	Motor cycle	Bicycle	Walked	Other Means	Worked @ Home	Total
1223	1706	706	186	208	0	511	0	0	0	0	0	0	24	71	1,706
1227.01	5071	2011	538	917	0	1299	44	0	0	22	0	202	0	38	5,071
1241	1864	766	204	302	0	466	0	0	20	11	0	46	0	49	1,864
1247	1464	789	137	103	0	215	0	0	0	0	0	102	0	118	1,464
1257	1393	479	126	323	0	360	0	0	0	0	0	75	0	30	1,393
1265	725	332	37	122	0	196	0	0	0	0	0	23	0	15	725
1267	1713	509	144	153	0	318	42	0	8	0	0	287	8	244	1,713
Total	13,936	5,592	1,372	2,128	0	3,365	86	0	28	33	0	735	32	565	13,936
% Mode of Travel		***0.401***	***0.098***	***0.153***	***0.00***	***0.241***	***0.006***	***0.00***	***0.00***	***0.00***	***0.00***	***0.053***	***0.00***	***0.041***	***1.00***

Exhibit 2

Auto Occupancy Rate Data

2015-2019 ACS 5-YEAR Journey-to-Work (JTW) for Census Tract numbers 1223, 1227.01, 1241, 1247, 1257, 1265, and 1267 in Queens, NY

2015-2019 ACS-5 Year (JTW), Auto Occupancy Rate:

Census Tract	Total	Drove Alone	Total Carpool	2 Person Carpool	3 Person Carpool	4 Person Carpool	5 or 6 Person Carpool	7 or more Person Carpool	Total
1223	892	706	186	121	14	51	0	0	186
1227.01	2549	2011	538	256	0	0	68	214	538
1241	970	766	204	122	27	55	0	0	204
1247	926	789	137	107	0	0	19	11	137
1257	605	479	126	38	88	0	0	0	126
1265	369	332	37	31	0	3	0	3	37
1267	653	509	144	139	0	5	0	0	144
Persons	6,964	5,592	1,372	814	129	114	87	228	1,372
Cars		5592		407	43	29	16	33	6,119

Modal Split Data Summary	
Auto	**50.0%**
Taxi	**0.2%**
Bus	**15.3%**
Subway	**24.8%**
Walk	**5.3%**
Other	**4.5%**
Total	**100%**
Vehicle Occupancy =	**1.14**

Exhibit 3

Modal Split Data

2012-2016 AASHTO 5-YEAR Reverse-Journey-to-Work (RJTW) for Census Tract #'s 1223, 1227.01, 1241, 1247, 1257, 1265, and 1267 in Queens NY

75-41 164th Street, Queens NY

2012-2016 AASHTO 5-Year, Reverse-Journey-to-Work:

Census Tract	Total Workers	Car or Van Drive-Alone	Carpool	Bus	Street Car	Subway	R.R.	Ferry	Bicycle	Walked	Taxi	Motor cycle	Other Means	Worked @ Home	Total
1223	250	135	50	10	0	0	4	0	0	0	0	0	0	50	249
1227.01	2165	1125	135	240	0	340	115	10	0	95	10	10	25	60	2,165
1241	335	200	0	20	0	20	0	0	0	25	0	0	0	70	335
1247	155	95	10	0	0	0	0	0	0	4	0	0	0	50	159
1257	720	465	50	90	0	60	0	0	0	55	0	0	0	4	724
1265	620	345	140	15	0	45	0	0	0	45	0	0	0	35	625
1267	6400	3405	569	635	10	950	85	0	20	520	50	0	20	130	6,394
Total	10,645	5,770	954	1,010	10	1,415	204	10	20	744	60	10	45	399	10,651
% Mode of Travel		***0.542***	***0.090***	***0.095***	***0.00***	***0.133***	***0.019***	***0.00***	***0.00***	***0.07***	***0.01***	***0.001***	***0.00***	***0.037***	***1.00***

Exhibit 4

Vehicle Occupancy Rate Data

2012-2016 AASHTO 5-YEAR Reverse-Journey-to-Work (RJTW) for Census Tract #'s 1223, 1227.01, 1241, 1247, 1257, 1265, and 1267 in Queens NY

2012-2016 AASHTO 5-Year (RJTW), Vehicle Occupancy Rate:

Census Tract	Total Drove Alone & Car Pool	Drove Alone	Total Car pool	Carpool 2 Person	3 Person	4 Person	5 or 6 Person	7 or more Person	Total
1223	185	135	50	30	20	0	0	0	50
1227.01	1260	1125	135	80	10	45	0	0	135
1241	200	200	0	0	0	0	0	0	0
1247	105	95	10	10	0	0	0	0	10
1257	515	465	50	50	0	0	0	0	50
1265	485	345	140	95	0	25	20	0	140
1267	3974	3405	569	420	100	45	4	0	569
Persons	6,724	5,770	954	685	130	115	24	0	954
Cars		5770		343	43	29	4	0	6,189

Modal Split Summary		WFH Removed
Auto	**63.2%**	**65.6%**
Taxi	**0.6%**	**0.6%**
Bus	**9.6%**	**9.9%**
Subway	**15.2%**	**15.8%**
Walk	**7.0%**	**7.3%**
Other	**0.8%**	**0.8%**
Total	**96%**	**100%**

Vehicle Occupancy = **1.09**

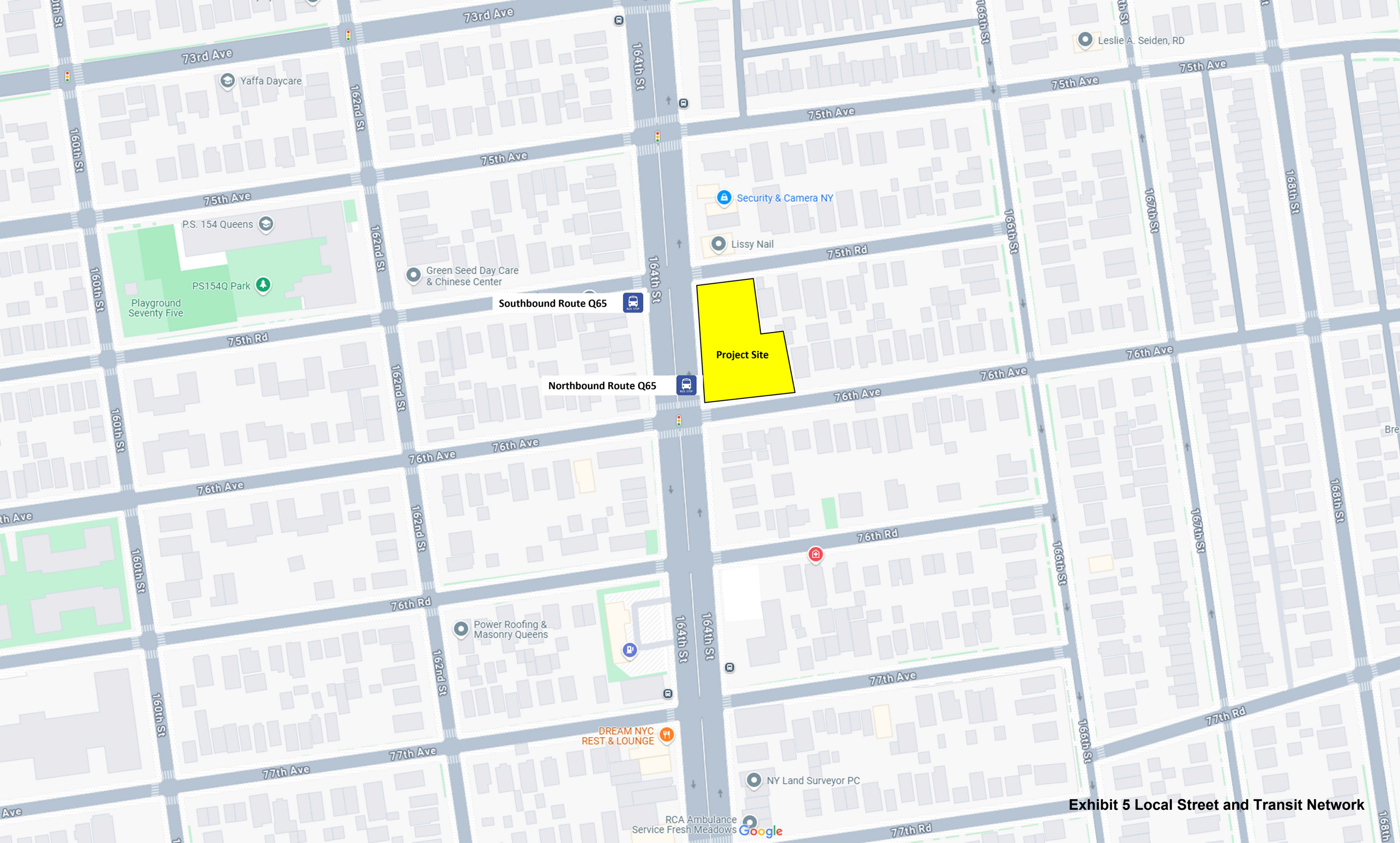


Exhibit 5 Local Street and Transit Network

Table 2 : Transportation Planning Factors

75-41 164th Street, Queens NY

Land Use:	***Residential(2 floors or less)***		***Residential(3 or more floors)***		***Local Retail***				***Daycare Center***			
	d.u.		***d.u.***		***gsf***				***gsf***			
Size/Units:	***-3***		***100***		***-1,400***				***17,271***			
	(1)		**(1)**		**(1)**				**(1)**			
Trip Generation:							***Children***		***Parents***		***Staff***	
Weekday	12.6		8.18		329		22		44		6	
Saturday	13.7		9.08		358		N/A		N/A		N/A	
	per d.u.		per d.u.		per 1,000 gsf				per 1,000 gsf			
Linked-Trip:	0%		0%		0%				0%			
Temporal Distribution:	**(1)**		**(1)**		**(1)**		**(1)**		**(1)**		**(1)**	
AM Peak Hour	9.3%		9.3%		4.8%		25.0%		25.0%		25.0%	
MD Peak Hour	5.6%		5.6%		8.0%		0.0%		0.0%		2.5%	
PM Peak Hour	8.5%		8.5%		10.9%		25.0%		25.0%		25.0%	
Saturday Midday Peak Hour	8.4%		8.4%		11.7%		N/A		N/A		N/A	
	(2)		**(2)**		**(1)**		**(2)**		**(2)**		**(3)**	
Modal Split :	All Periods		All Periods		All Periods		All Periods		All Periods		All Periods	
Auto	50.0%		50.0%		11.0%		50.0%		50.0%		65.6%	
Taxi	0.2%		0.2%		0.0%		0.2%		0.2%		0.6%	
Subway	24.8%		24.8%		3.0%		24.8%		24.8%		15.8%	
Bus	15.3%		15.3%		2.0%		15.3%		15.3%		9.9%	
Walk & Other	9.8%		9.8%		84.0%		9.8%		9.8%		8.1%	
Total	100%		100%		100%		100%		100%		100%	
	(1)		**(1)**		**(1)**		**(1)**		**(1)**		**(1)**	
In/Out Splits:	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
AM Peak Hour	22%	78%	22%	78%	52%	48%	100%	0%	50%	50%	100%	0%
MD Peak Hour	50%	50%	50%	50%	50%	50%	0%	0%	0%	0%	50%	50%
PM Peak Hour	62%	38%	62%	38%	50%	50%	0%	100%	50%	50%	0%	100%
Saturday Midday Peak Hour	55%	45%	55%	45%	50%	50%	0%	0%	0%	0%	0%	0%
Vehicle Occupancy:	**(2&4)**		**(2&4)**		**(5)**		**(6)**				**(3&4)**	
Auto	1.14		1.14		1.4		2.0				1.1	
Taxi	1.3		1.3		1.4		2.0				1.4	
Truck Trip Generation:	**(1)**		**(1)**		**(1)**				**(4)**			
Weekday	0.06		0.06		0.35				0.07			
Saturday	0.02		0.02		0.04				0.00			
	per d.u.		per d.u.		per 1,000 gsf				per 1,000 gsf			
	(1)		**(1)**		**(1)**				**(4)**			
AM Peak Hour	12.0%		12.0%		8.0%				9.6%			
MD Peak Hour	9.0%		9.0%		11.0%				11.0%			
PM Peak Hour	2.0%		2.0%		2.0%				1.0%			
Saturday Midday Peak Hour	9.0%		9.0%		11.0%				0.0%			
Truck In/Out Splits:	In	Out	In	Out	In	Out		In		Out		
AM/MD/PM/Sat.Midday	50%	50%	50%	50%	50%	50%		50%		50%		

Sources:

(1)-2021 CEQR Technical Manual, **Table 16-2**.

(2)-2015-2019 American Community Survey (ACS) Journey-to-Work (JTW) Census Tract #'s 1223, 1227.01, 1241, 1247, 1257, 1265, and 1267 in Queens N.Y.

(3)-2012-2016 AASHTO CTPP Reverse-Journey-to-Work (RJTW) Census Tract #'s 1223, 1227.01, 1241, 1247, 1257, 1265, and 1267 in Queens N.Y.

(4)-East New York Rezoning FEIS, **Table 13-8**.

(5)-Provided by NYCDOT/DCP

(6)-Based on information provided by operators of the existing daycare.

Table 3 : Estimated Person Trips

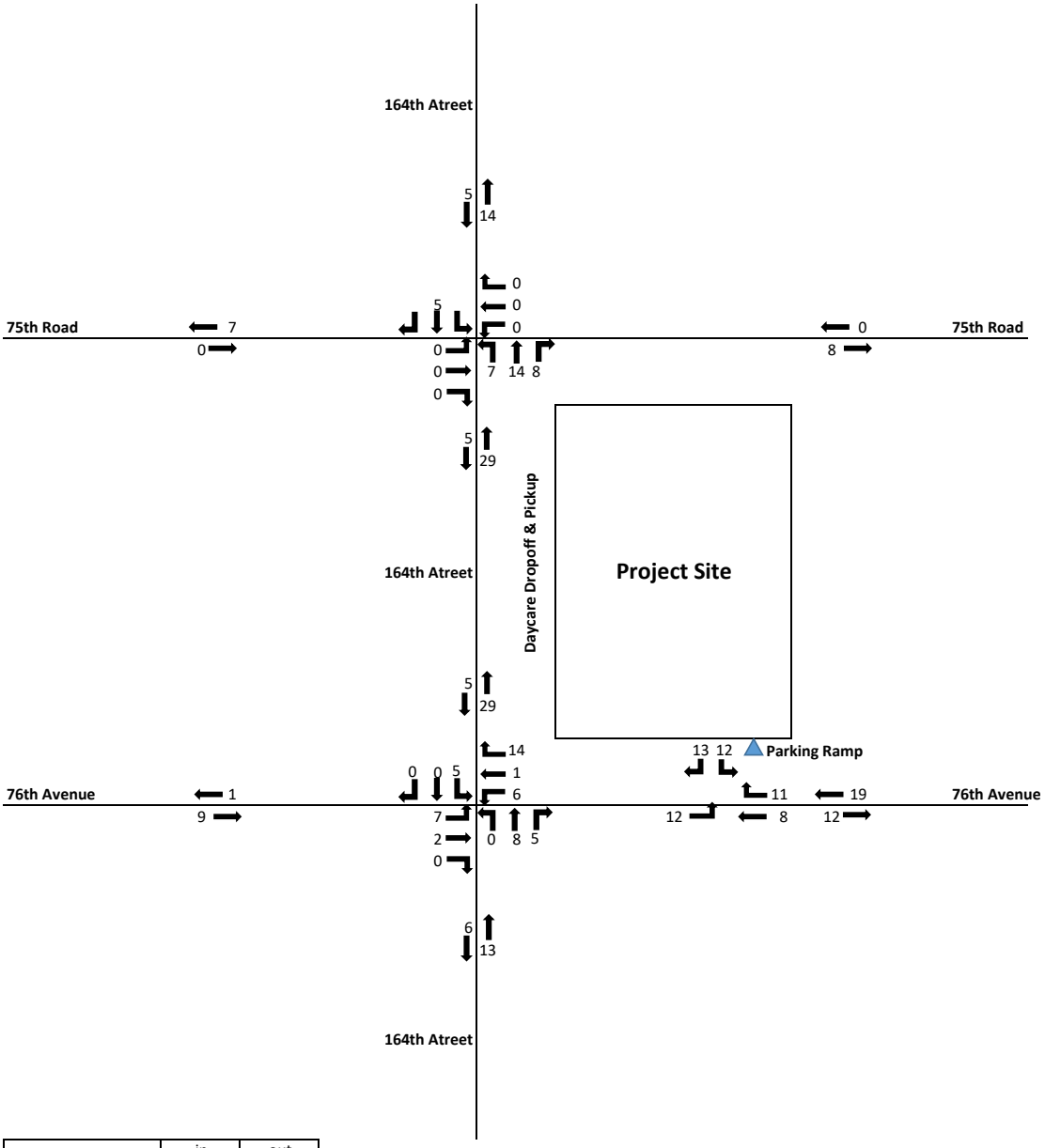
75-41 164th Street, Queens NY

Land Use:	*Residential(2 floors or less)*		*Residential(3 or more floors)*		*Local Retail*				*Daycare Center*				Total	Net Demand	Subway
	d.u.		*d.u.*		*gsf*				*gsf*						Bus
Size/Units:	*-3*		*100*		*-1,400*				*17,271*						Walk
							Children		*Parents*		*Staff*				Pedestrian
Peak hour Trips															volumes
AM Peak Hour	-4		76		-22		95		190		26		361		
Midday Peak Hour	-2		46		-37		0		0		3		9		
PM Peak Hour	-3		70		-50		95		190		26		327		
Saturday Midday Peak Hour	-3		76		-59		0		0		0		14		
Person Trips:															
AM Peak Hour	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	
Auto	0	-1	8	30	-1	-1	47	0	47	47	17	0	118	74	
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Subway	0	-1	4	15	0	0	24	0	24	24	4	0	56	38	94
Bus	0	0	3	9	0	0	15	0	15	15	3	0	35	23	58
Walk & Other	0	0	2	6	-10	-9	9	0	9	9	2	0	12	6	18
Total	-1	-3	17	59	-11	-11	95	0	95	95	26	0	221	141	170
Midday Peak Hour	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	
Auto	-1	-1	11	11	-2	-2	0	0	0	0	1	1	10	10	
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Subway	0	0	6	6	-1	-1	0	0	0	0	0	0	5	5	10
Bus	0	0	4	4	0	0	0	0	0	0	0	0	3	3	6
Walk & Other	0	0	2	2	-15	-15	0	0	0	0	0	0	-13	-13	-26
Total	-1	-1	23	23	-18	-18	0	0	0	0	1	1	5	5	-10
PM Peak Hour	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	
Auto	-1	-1	22	13	-3	-3	0	47	47	47	0	17	65	121	
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Subway	0	0	11	7	-1	-1	0	24	24	24	0	4	33	57	90
Bus	0	0	7	4	-1	-1	0	15	15	15	0	3	21	36	57
Walk & Other	0	0	4	3	-21	-21	0	9	9	9	0	2	-8	1	-7
Total	-2	-1	43	26	-25	-25	0	95	95	95	0	26	111	215	140
Saturday Midday Peak Hour	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	
Auto	-1	-1	21	17	-3	-3	0	0	0	0	0	0	17	13	
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Subway	0	0	10	9	-1	-1	0	0	0	0	0	0	9	7	16
Bus	0	0	6	5	-1	-1	0	0	0	0	0	0	6	4	10
Walk & Other	0	0	4	3	-25	-25	0	0	0	0	0	0	-21	-21	-42
Total	-2	-2	42	34	-29	-29	0	0	0	0	0	0	11	3	-16

Table 4 : Estimated Vehicular Trips

75-41 164th Street, Queens NY

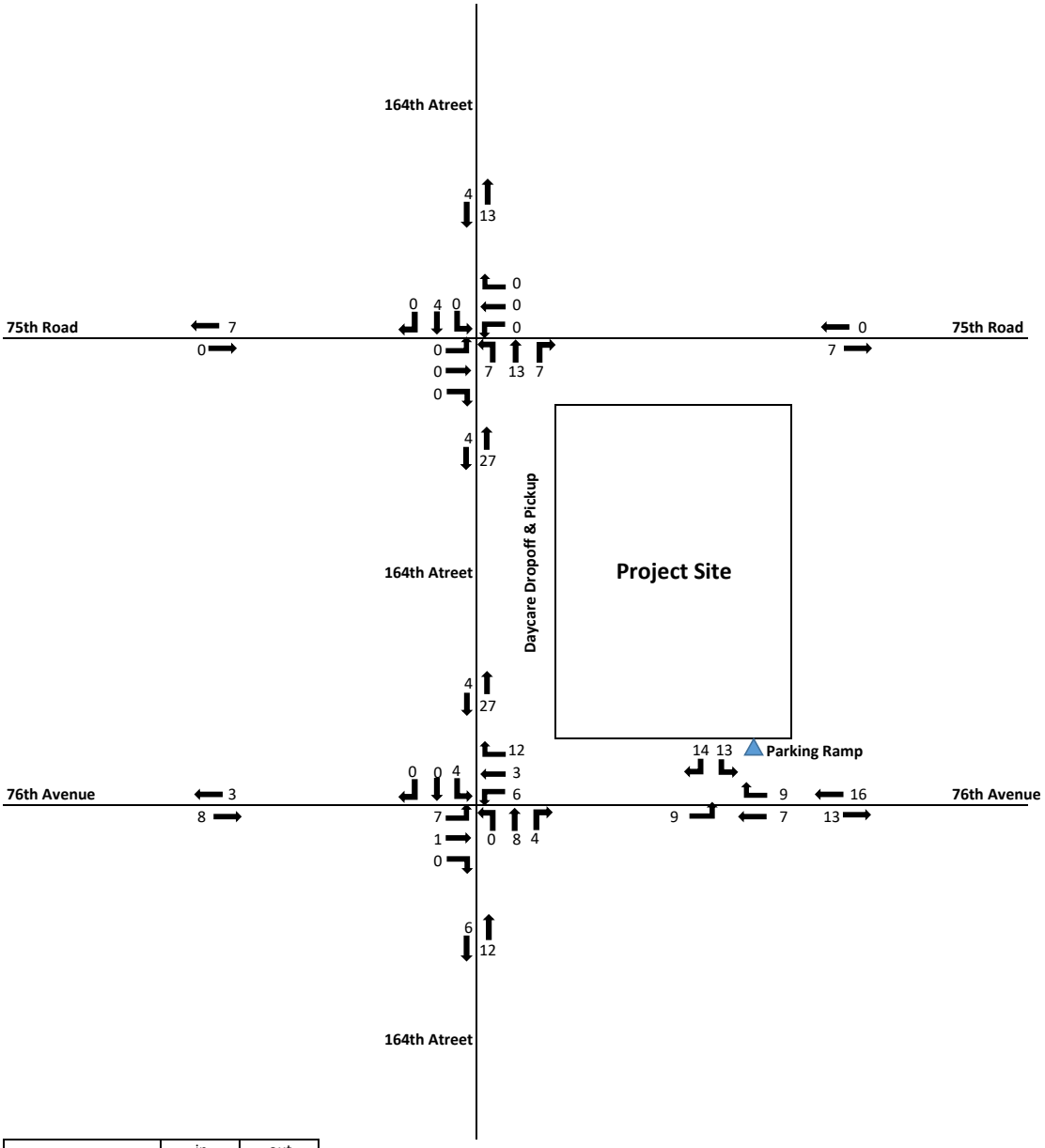
Land Use:	*Residential(2 floors or less)*		*Residential(3 or more floors)*		*Local Retail*				*Daycare Center*				Total Net Demand		Total Vehicle Trip-ends
	d.u.		*d.u.*		*gsf*				*gsf*						
Size/Units:	*-3*		*100*		*-1,400*				*17,271*						
							Children		*Parents*		*Staff*				
Vehicular Trips															
AM Peak Hour	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**Total**
Auto (Total)	0	-1	7	26	-1	-1			24	24	16	0	46	48	94
Taxi	0	0	0	0	0	0			0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0			0	0	0	0	0	0	0
Truck(Balanced)	0	0	0	0	0	0					0	0	0	0	0
Total	0	-1	7	26	-1	-1			24	24	16	0	46	48	94
Midday Peak Hour	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**Total**
Auto (Total)	0	0	10	10	-1	-1			0	0	1	1	10	10	20
Taxi	0	0	0	0	0	0			0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0			0	0	0	0	0	0	0
Truck(Balanced)	0	0	0	0	0	0					0	0	0	0	0
Total	0	0	10	10	-1	-1			0	0	1	1	10	10	20
PM Peak Hour	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**Total**
Auto (Total)	-1	-1	19	12	-2	-2			24	24	0	16	40	49	89
Taxi	0	0	0	0	0	0			0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0			0	0	0	0	0	0	0
Truck(Balanced)	0	0	0	0	0	0					0	0	0	0	0
Total	-1	-1	19	12	-2	-2			24	24	0	16	40	49	89
Saturay Midday Peak Hour	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**Total**
Auto (Total)	-1	-1	18	15	-2	-2			0	0	0	0	15	12	27
Taxi	0	0	0	0	0	0			0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0			0	0	0	0	0	0	0
Truck(Balanced)	0	0	0	0	0	0					0	0	0	0	0
Total	-1	-1	18	15	-2	-2			0	0	0	0	15	12	27



	in	out
Residential	7	25
Daycare	39	23
Total Vehicle Trips	46	48

Project Generated Vehicle Trips Weekday AM Peak Hour

Figure 1



	in	out
Residential	18	11
Daycare	22	38
Total Vehicle Trips	40	49

Project Generated Vehicle Trips Weekday
PM Peak Hour

Figure 2

APPENDIX D
Noise



equity environmental engineering
A Division of GZA

PLANNING
GEOTECHNICAL
ENVIRONMENTAL
ECOLOGICAL
WATER
CONSTRUCTION MANAGEMENT

Northern NJ
500 International Drive
Suite 150
Mount Olive, NJ 07828

Manhattan
104 West 29th Street
10th Floor
New York, NY 10001

Noise Assignment Field Sheet

Name of Project: 164th 12.00077740.00

Project Address: 75-27, 75-41 164th Street, 164-11 76th Avenue Queens

Date(s) of Field Work: 11/30

Personnel: Victoria Curran

Project Specific Scope of Work:

3 x 20-minute readings reading AM, Midday, PM

Maximum Billable Hours for the Day: 15

I. Start of Noise Monitoring Day

Departure Time: 5:15 Arrival Time: 7:00

Weather Conditions (temp, wind speed, precipitation): 30s - 40s, Sunny, 7mph wind

Meter Type: Casella Meter Serial #: 2670911 Meter Location: 1, 2 & 3

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 #: 1090999 Meters used on: 2670911 (locations 1, 2 & 3)

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.*

An Equal Opportunity Employer M/F/V/H

II. Morning Session 7:30 AM – 9:00 AM

Before Measurement:

L3 Meter Serial #: 2670911 Time: 7:46 Calibration Passed at 114 dB? (Y) / N

L2 Meter Serial #: 2670911 Time: 8:12 Calibration Passed at 114 dB? Y / N

L1 Meter Serial #: 2670911 Time: 8:36 Calibration Passed at 114 dB? Y / N

After Measurement:

L3 Meter Serial #: 2670911 Time: 8:07 Calibration Passed at 114 dB? (Y) / N

L2 Meter Serial #: 2670911 Time: 8:34 Calibration Passed at 114 dB? Y / N

L1 Meter Serial #: 2670911 Time: 8:57 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	7:37	8:57
2	8:13	8:33
3	7:47	8:07

*If more locations are needed for a project use a second Field Sheet

Location #	Car	SUV	Medium Truck	Heavy Truck	Bus	~~Train~~ Motorcycle
1	1	5	0	0	0	0
2	83	166	6	0	10	2
3	14	45	0	0	0	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):

- location 3 → [redacted] 7:49 person passed by loudly talking on the phone.
- location 2 → 8:19 group of people walked by speaking loudly.
- location 1 → 8:46 sirens passed on 64th Street.

Please place noise meters in their respective cases between sessions to avoid damage.

III. Midday 12:00 PM – 1:30 PM

Before Measurement:

L3 Meter Serial #: 2670911 Time: ~~12:17~~ 12:17 Calibration Passed at 114 dB? (Y) / N

L2 Meter Serial #: 2670911 Time: 12:40 Calibration Passed at 114 dB? (Y) / N

L1 Meter Serial #: 2670911 Time: 1:03 Calibration Passed at 114 dB? (Y) / N

After Measurement:

L3 Meter Serial #: 2670911 Time: 12:38 Calibration Passed at 114 dB? (Y) / N

L2 Meter Serial #: 2670911 Time: 1:01 Calibration Passed at 114 dB? (Y) / N

L1 Meter Serial #: 2670911 Time: 1:24 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	~~12:18~~ 1:03	~~1:30~~ 1:23
2	~~12:41~~ 12:41	~~1:01~~ 1:01
3	~~12:18~~ 12:18	~~12:38~~ 12:38

*If more locations are needed for a project use a second Field Sheet

Location #	Car	SUV	Medium Truck	Heavy Truck	Bus	~~Train~~ Motorcycle
1	~~31~~ 1	~~34~~ 4	0	0	0	0
2	70	147	3	0	4	7
3	3	3	0	0	0	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):
- location 2 → Motorcycle with loud music passed at 12:48.
→ Sirens in the distance @ 12:50.

Please place noise meters in their respective cases between sessions to avoid damage.

IV. Evening Session 4:30 PM – 6:00 PM

Before Measurement:

L3 Meter Serial #: 2670911 Time: 4:40 Calibration Passed at 114 dB? (Y)/ N

L2 Meter Serial #: 2670911 Time: 5:03 Calibration Passed at 114 dB? (Y)/ N

L1 Meter Serial #: 2670911 Time: 5:27 Calibration Passed at 114 dB? (Y)/ N

After Measurement:

L3 Meter Serial #: 2670911 Time: 5:01 Calibration Passed at 114 dB? (Y)/ N

L2 Meter Serial #: 2670911 Time: 5:25 Calibration Passed at 114 dB? (Y)/ N

L1 Meter Serial #: 2670911 Time: 5:48 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	5:27	5:47
2	5:04	5:24
3	4:41	5:01

*If more locations are needed for a project use a second Field Sheet

Location #	Car	SUV	Medium Truck	Heavy Truck	Bus	Motorcycle ~~Train~~
1	3	4	0	0	0	0
2	113	254	8	0	6	1
3	10	19	0	0	1	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):

- location 2 → Truck horn & reverse beeping at 5:09.
  → Talking near meter from 5:19 to 5:21.
- location 1 → Honking nearby at 5:34

**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.

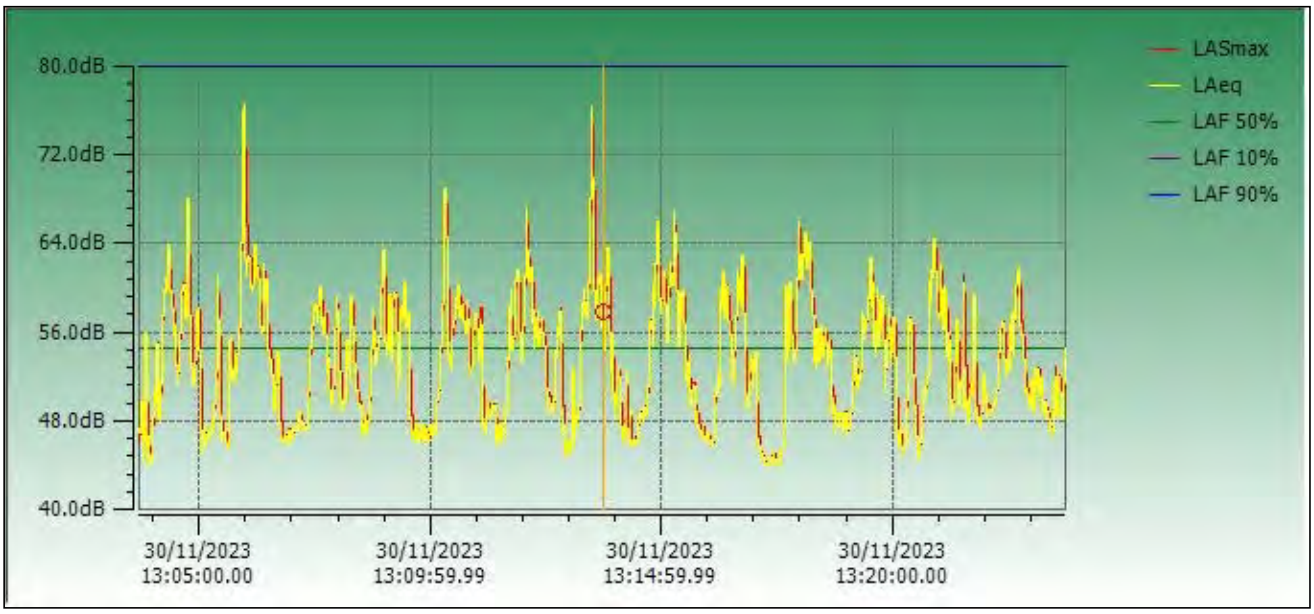
Anything of note/concern for the day: —

Departure Time: 5:45 Arrival Time: 8:00

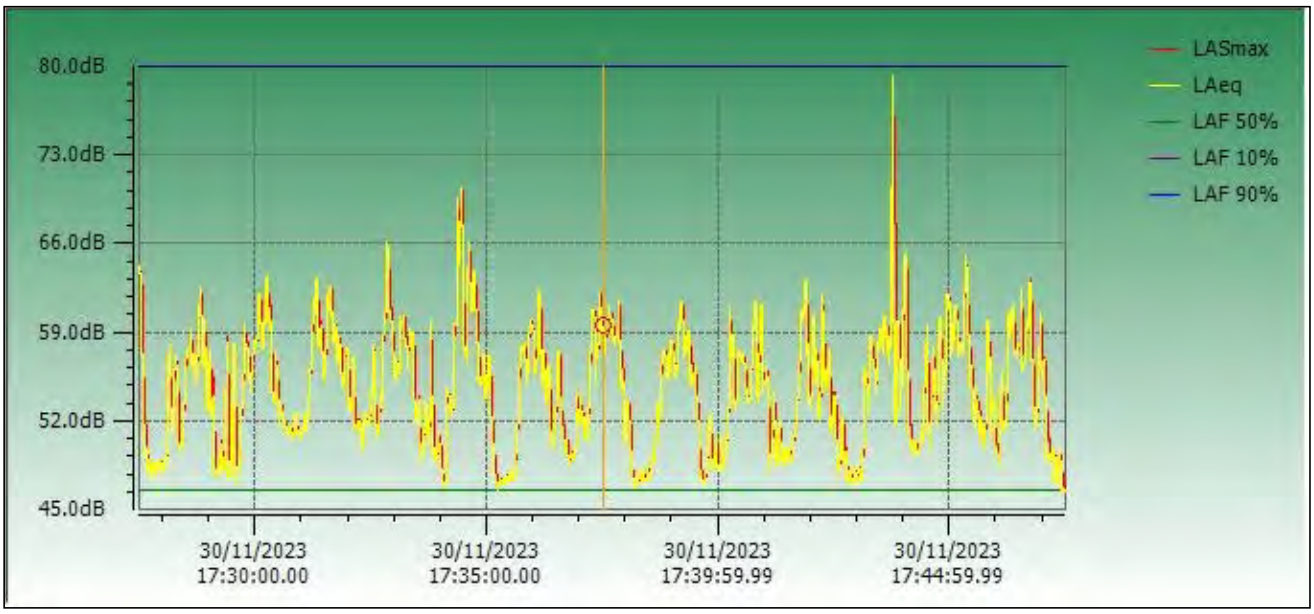
Total Time to Be Billed: 15

Instrument Model	**CEL-633C**

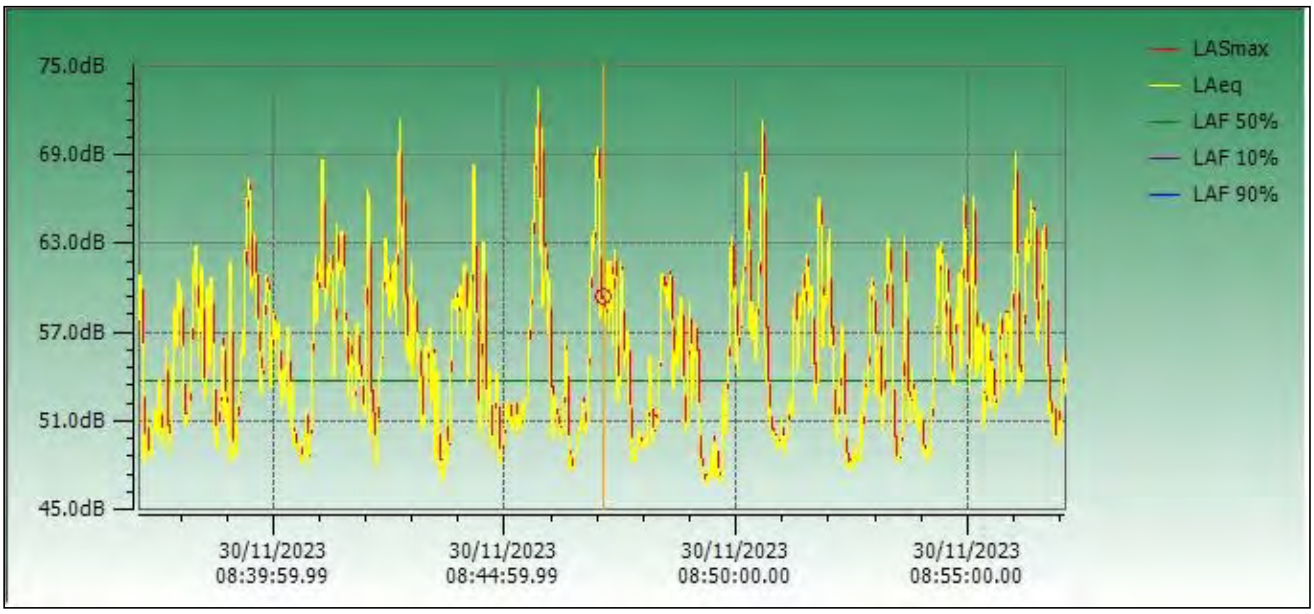
Serial Number	2670911	LASmin	43 dB
Start Date & Time	11/30/2023 1:03:42 PM	LAeq	57.7 dB
End Date & Time	11/30/2023 1:23:45 PM	LAS 10%	60.5 dB
Duration	00:20:03 HH:MM:SS	LAS 50%	53 dB
Pause Duration	00:00:00 HH:MM:SS	LAS 90%	46.5 dB
Calibration (Before) Date	11/30/2023 1:03:28 PM	LDN	0
Calibration (After) Date	11/30/2023 4:40:33 PM	Result	Cumulative
LASmax	79 dB		



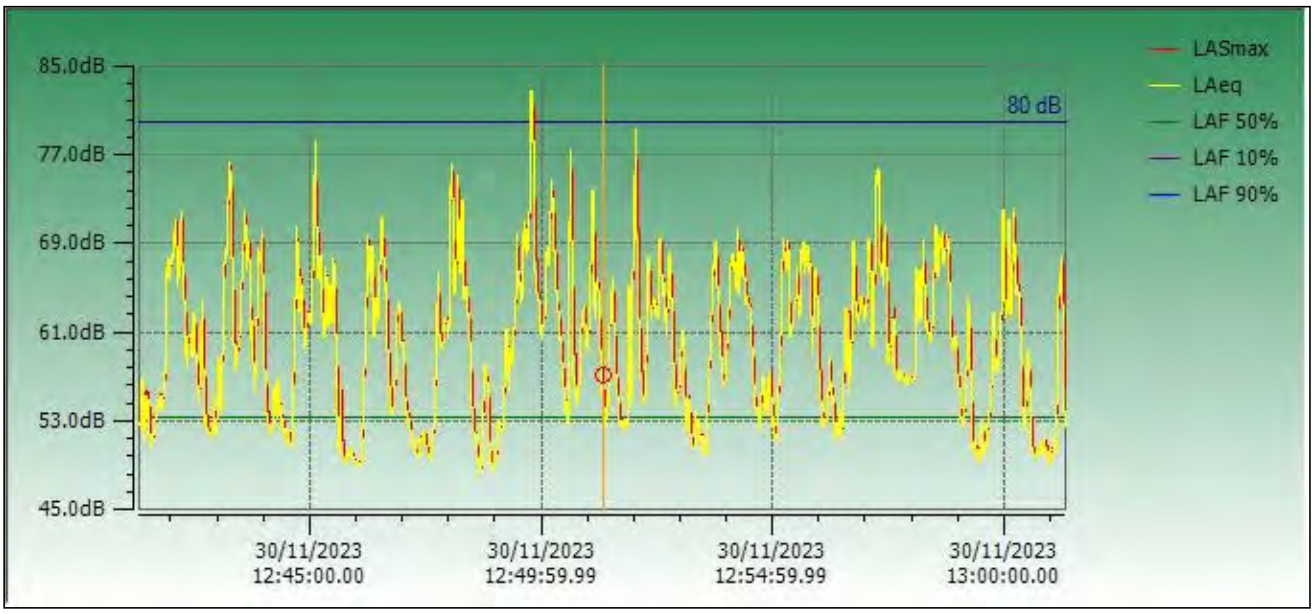
Instrument Model	**CEL-633C**
Serial Number	2670911
Start Date & Time	11/30/2023 5:27:30 PM
End Date & Time	11/30/2023 5:47:31 PM
Duration	00:20:01 HH:MM:SS
Pause Duration	00:00:00 HH:MM:SS
Calibration (Before) Date	11/30/2023 5:27:07 PM
Calibration (After) Date	
LASmax	82 dB
LASmin	45.7 dB
LAeq	57.5 dB
LAS 10%	60 dB
LAS 50%	54.5 dB
LAS 90%	48.5 dB
LDN	0
Result	Cumulative



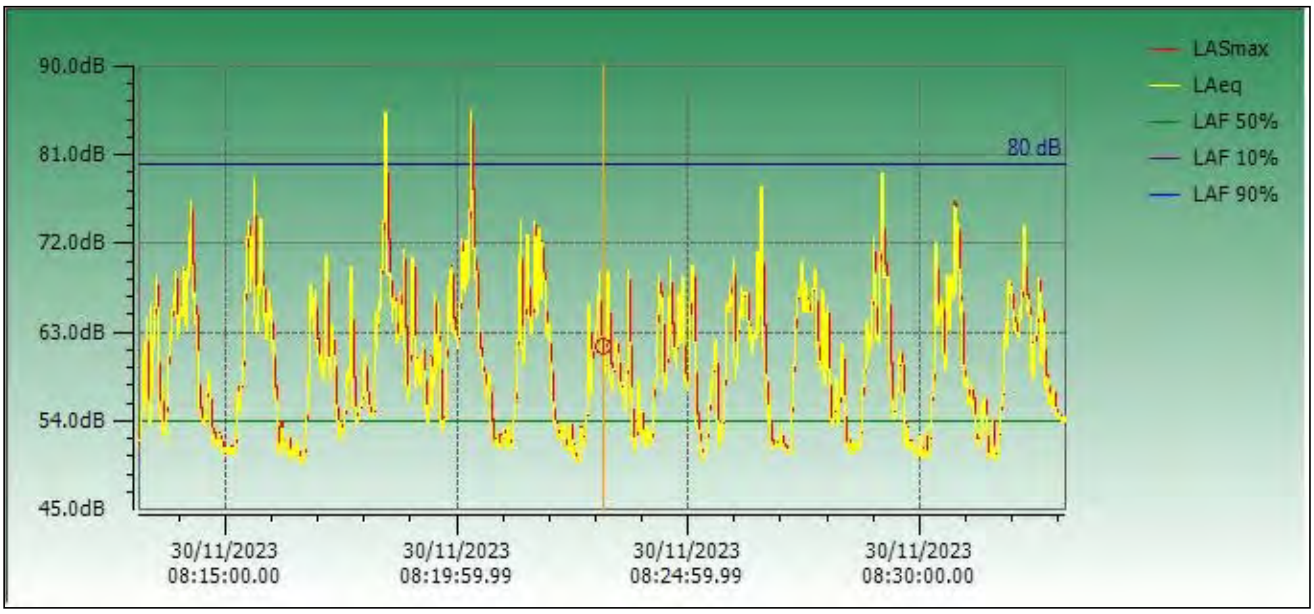
Instrument Model	CEL-633C		
Serial Number	2670911	LASmin	45.9 dB
Start Date & Time	11/30/2023 8:37:06 AM	LAeq	58.7 dB
End Date & Time	11/30/2023 8:57:07 AM	LAS 10%	62 dB
Duration	00:20:01 HH:MM:SS	LAS 50%	55 dB
Pause Duration	00:00:00 HH:MM:SS	LAS 90%	49.5 dB
Calibration (Before) Date	11/30/2023 8:36:26 AM	LDN	0
Calibration (After) Date	11/30/2023 12:17:46 PM	Result	Cumulative
LASmax	74.1 dB		



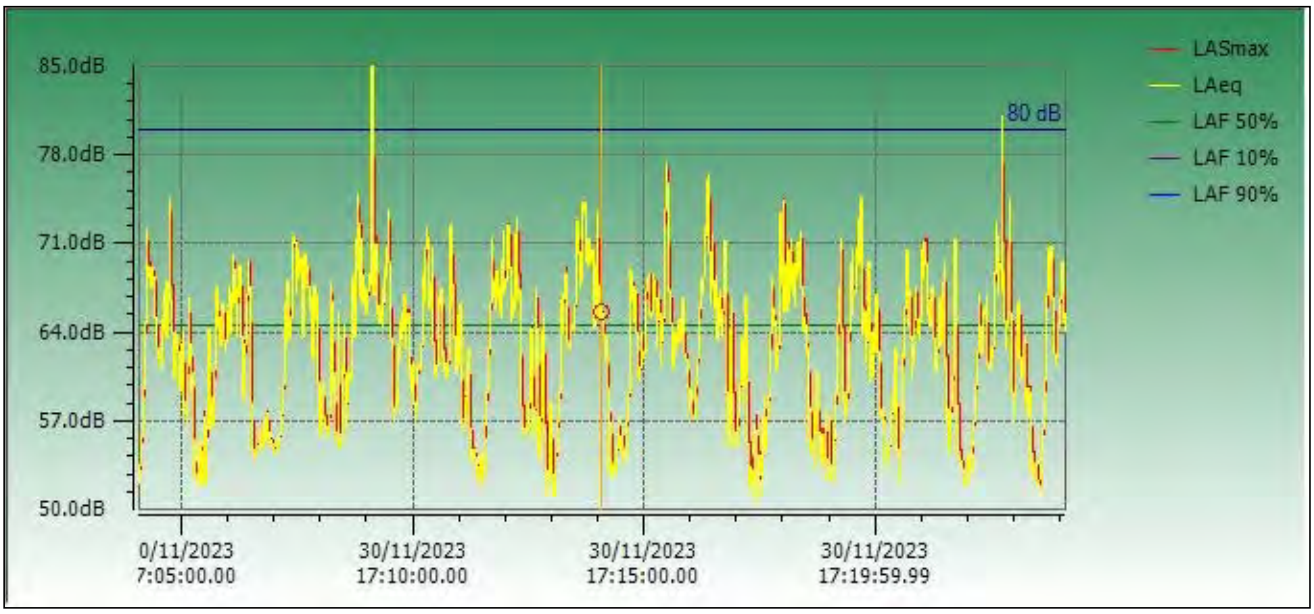
Instrument Model	CEL-633C		
Serial Number	2670911	LASmin	47.6 dB
Start Date & Time	11/30/2023 12:41:19 PM	LAeq	64.9 dB
End Date & Time	11/30/2023 1:01:20 PM	LAS 10%	68.5 dB
Duration	00:20:01 HH:MM:SS	LAS 50%	60 dB
Pause Duration	00:00:00 HH:MM:SS	LAS 90%	51 dB
Calibration (Before) Date	11/30/2023 12:41:03 PM	LDN	0
Calibration (After) Date	11/30/2023 1:03:28 PM	Result	Cumulative
LASmax	86.6 dB		



Instrument Model	CEL-633C		
Serial Number	2670911	LASmin	48.9 dB
Start Date & Time	11/30/2023 8:13:08 AM	LAeq	65.7 dB
End Date & Time	11/30/2023 8:33:09 AM	LAS 10%	68.5 dB
Duration	00:20:01 HH:MM:SS	LAS 50%	59 dB
Pause Duration	00:00:00 HH:MM:SS	LAS 90%	51.5 dB
Calibration (Before) Date	11/30/2023 8:12:58 AM	LDN	0
Calibration (After) Date	11/30/2023 8:36:26 AM	Result	Cumulative
LASmax	88.9 dB		

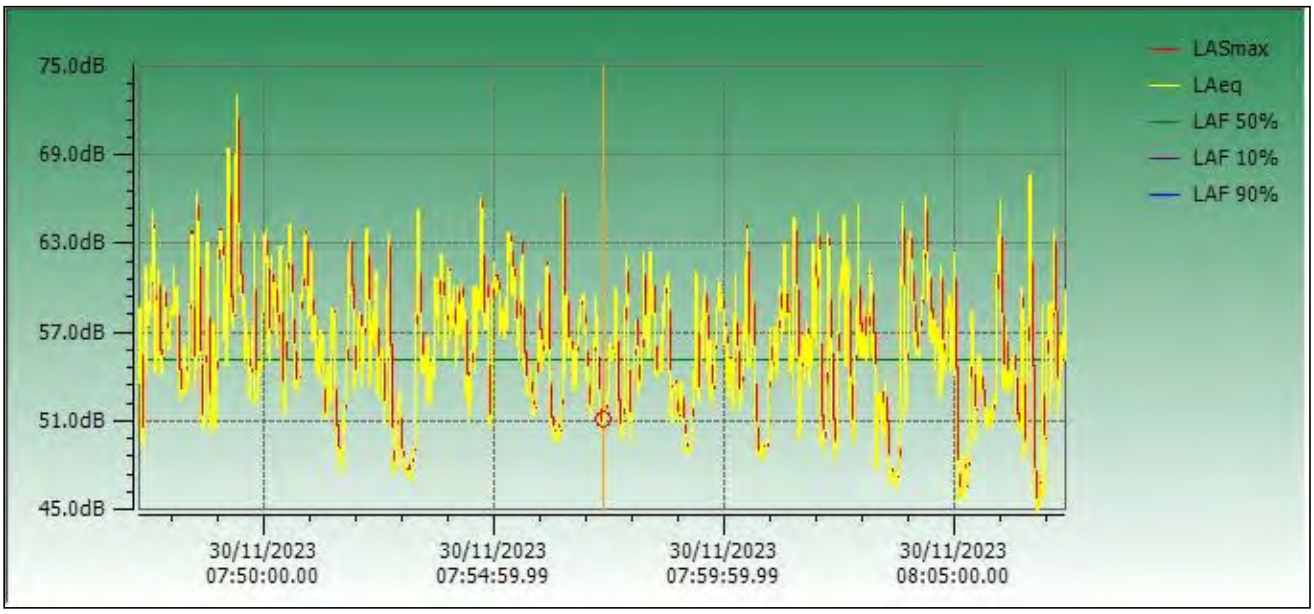


Instrument Model	**CEL-633C**
Serial Number	2670911
Start Date & Time	11/30/2023 5:04:05 PM
End Date & Time	11/30/2023 5:24:07 PM
Duration	00:20:02 HH:MM:SS
Pause Duration	00:00:00 HH:MM:SS
Calibration (Before) Date	11/30/2023 5:03:50 PM
Calibration (After) Date	11/30/2023 5:27:07 PM
LASmax	90.1 dB
LASmin	49.5 dB
LAeq	66 dB
LAS 10%	69.5 dB
LAS 50%	63.5 dB
LAS 90%	54.5 dB
LDN	0
Result	Cumulative

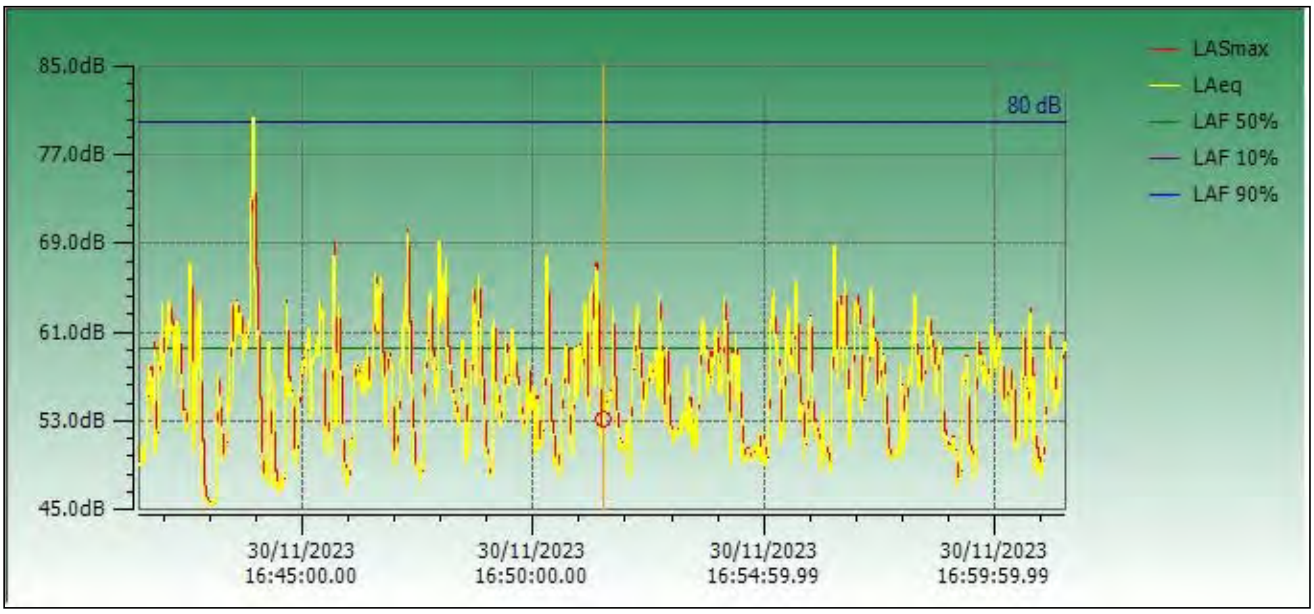


Instrument Model	**CEL-633C**

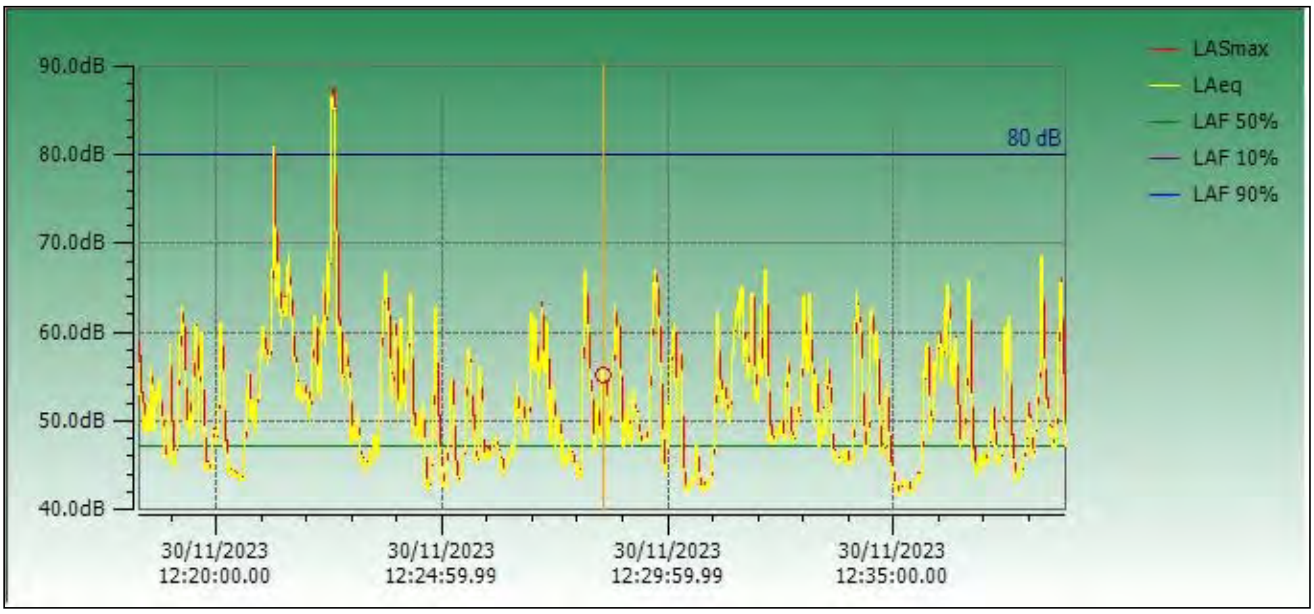
Serial Number	2670911	LASmin	44 dB
Start Date & Time	11/30/2023 7:47:16 AM	LAeq	57.7 dB
End Date & Time	11/30/2023 8:07:24 AM	LAS 10%	61 dB
Duration	00:20:08 HH:MM:SS	LAS 50%	56 dB
Pause Duration	00:00:00 HH:MM:SS	LAS 90%	50 dB
Calibration (Before) Date	11/30/2023 7:46:41 AM	LDN	0
Calibration (After) Date	11/30/2023 8:12:58 AM	Result	Cumulative
LASmax	76.4 dB		



Instrument Model	CEL-633C		
Serial Number	2670911	LASmin	44.9 dB
Start Date & Time	11/30/2023 4:41:26 PM	LAeq	59.1 dB
End Date & Time	11/30/2023 5:01:33 PM	LAS 10%	62 dB
Duration	00:20:07 HH:MM:SS	LAS 50%	56 dB
Pause Duration	00:00:00 HH:MM:SS	LAS 90%	50 dB
Calibration (Before) Date	11/30/2023 4:40:33 PM	LDN	0
Calibration (After) Date	11/30/2023 5:03:50 PM	Result	Cumulative
LASmax	81.4 dB		



Instrument Model	CEL-633C		
Serial Number	2670911	LASmin	40.9 dB
Start Date & Time	11/30/2023 12:18:17 PM	LAeq	62.6 dB
End Date & Time	11/30/2023 12:38:48 PM	LAS 10%	61 dB
Duration	00:20:31 HH:MM:SS	LAS 50%	50.5 dB
Pause Duration	00:00:00 HH:MM:SS	LAS 90%	44.5 dB
Calibration (Before) Date	11/30/2023 12:17:46 PM	LDN	0
Calibration (After) Date	11/30/2023 12:41:03 PM	Result	Cumulative
LASmax	91 dB		



Scantek, Inc.
CALIBRATION LABORATORY

ISO 17025: 2017, ANSI/NCSL Z540:1994 Part 1
ACCREDITED by NVLAP (an ILAC MRA signatory)

NVLAP®
CALIBRATION
NVLAP Lab Code: 200625-0

Calibration Certificate No.50077

Instrument: **Sound Level Meter**
Model: **63X**
Manufacturer: **CEL**
Serial number: **2670911**
Tested with: **Microphone 251 s/n 02268**
Preamplifier 495 s/n 003810
Type (class): **1**
Customer: **GZA**
Tel/Fax: **973-774-3300**

Date Calibrated: **7/25/2023** *Cal Due:*

Status:	**Received**	**Sent**
In tolerance:	**X**	**X**
Out of tolerance:		
See comments:		

Contains non-accredited tests: __ **Yes** _X_ **No**
Calibration service: __ **Basic** _X_ **Standard**
Address: **55 Lane Road Suite 407**
Fairfield, NJ 07004

Tested in accordance with the following procedures and standards:
Calibration of Sound Level Meters, Scantek Inc., Rev. 6/26/2015
SLM & Dosimeters – Acoustical Tests, Scantek Inc., Rev. 7/6/2011

Instrumentation used for calibration: Nor-1504 Norsonic Test System:

Instrument - Manufacturer	Description	S/N	Cal. Date	Traceability evidence Cal. Lab / Accreditation	Cal. Due
483B-Norsonic	SME Cal Unit	31052	Nov 7, 2022	Scantek, Inc./ NVLAP	Nov 7, 2023
DS-360-SRS	Function Generator	88077	Dec 21, 2022	ACR Env./ A2LA	Dec 21, 2024
34401A-Agilent Technologies	Digital Voltmeter	MY47011118	Apr 17, 2023	ACR Env. / A2LA	Apr 17, 2024
PTU300-Vaisala	EnvironmentalMonitor	P5011262	Sept 15, 2022	ACR Env./ A2LA	Sept 15, 2023
PC Program 1019 Norsonic	Calibration software	v.6.1T	Validated Nov 2014	Scantek, Inc.	-
1251-Norsonic	Calibrator	30878	Oct 31, 2022	Scantek, Inc./ NVLAP	Oct 31, 2023

Instrumentation and test results are traceable to SI (International System of Units) through standards maintained by NIST (USA) and NPL (UK).

Environmental conditions:

Temperature (°C)	Barometric pressure (kPa)	Relative Humidity (%)
22.8	100.33	47.4

Calibrated by:	Bailey Partoza	**Authorized signatory:**	William Gallagher
Signature		Signature	
Date	7/25/23	Date	7/27/2023

Calibration Certificates or Test Reports shall not be reproduced, except in full, without written approval of the laboratory.
This Calibration Certificate or Test Reports shall not be used to claim product certification, approval or endorsement by NVLAP, NIST, or any agency of the federal government.

Results summary: Device complies with following clauses of mentioned specifications:

CLAUSES[1] FROM IEC/ANSI STANDARDS REFERENCED IN PROCEDURES:	RESULT[2,3]	EXPANDED UNCERTAINTY (coverage factor 2) [dB]
INDICATION AT THE CALIBRATION CHECK FREQUENCY - IEC61672-3 ED.2 CLAUSE 10	Passed	0.15
SELF-GENERATED NOISE - IEC 61672-3 ED.2 CLAUSE 11	Passed	0.30
FREQUENCY WEIGHTINGS: A NETWORK - IEC 61672-3 ED.2.0 CLAUSE 13	Passed	0.20
FREQUENCY WEIGHTINGS: C NETWORK - IEC 61672-3 ED.2.0 CLAUSE 13	Passed	0.20
FREQUENCY WEIGHTINGS: Z NETWORK - IEC 61672-3 ED.2.0 CLAUSE 13	Passed	0.20
FREQUENCY AND TIME WEIGHTINGS AT 1 KHZ IEC 61672-3 ED.2.0 CLAUSE 14	Passed	0.20
LEVEL LINEARITY ON THE REFERENCE LEVEL RANGE - IEC 61672-3 ED.2 CLAUSE 16	Passed	0.25
TONEBURST RESPONSE - IEC 61672-3 ED.2.0 CLAUSE 18	Passed	0.30
PEAK C SOUND LEVEL - IEC 61672-3 ED.2.0 CLAUSE 19	Passed	0.35
OVERLOAD INDICATION - IEC 61672-3 ED.2.0 CLAUSE 20	Passed	0.25
HIGH LEVEL STABILITY TEST - IEC 61672-3 ED.2.0 CLAUSE 21	Passed	0.10
LONG TERM STABILITY TEST - IEC 61672-3 ED.2.0 CLAUSE 15	Passed	0.10
FILTER TEST 1/1OCTAVE: RELATIVE ATTENUATION - IEC 61260, CLAUSE 4.4 & #5.3	Passed	0.25
FILTER TEST 1/3OCTAVE: RELATIVE ATTENUATION - IEC 61260, CLAUSE 4.4 & #5.3	Passed	0.25
COMBINED ELECTRICAL AND ACOUSTICAL TEST - IEC 61672-3 ED.2.0 CLAUSE 13	Passed	See test report

1 The results of this calibration apply only to the instrument type with serial number identified in this report.

2 Parameters are certified at actual environmental conditions.

3 The tests marked with (*) are not covered by the current NVLAP accreditation.

Comments: The sound level meter submitted for testing has successfully completed the class 1 periodic tests of IEC 61672-3, for the environmental conditions under which the tests were performed. As public evidence was available, from an independent testing organization responsible for approving the results of pattern evaluation tests performed in accordance with IEC 61672-2, to demonstrate that the model of sound level meter fully conforms to the requirements in the IEC 61672-2, the sound level meter submitted for testing conforms to the class 1 requirements of IEC 61672-1.

Note: The instrument was tested for the parameters listed in the table above, using the test methods described in the listed standards. All tests were performed around the reference conditions. The test results were compared with the manufacturer's or with the standard's specifications, whichever are larger. The measurement results are reported as Pass / Fail simple acceptance; measured values are in the tolerance interval.

Tests made with the following attachments to the instrument:

Microphone: CEL 251 s/n 02268 for acoustical test
Preamplifier: CEL 495 s/n 003810 for all tests
Other: line adaptor ADP005 (18pF) for electrical tests
Accompanying acoustical calibrator: CEL 120_1 s/n 4478708
Windscreen: none

Measured Data: in Test Report # 50077 of 9 +1 pages.

Place of Calibration: Scantek, Inc.
6430 Dobbin Road, Suite C
Columbia, MD 21045 USA

Ph/Fax: 410-290-7726/ -9167
callab@scantekinc.com

Calibration Certificates or Test Reports shall not be reproduced, except in full, without written approval of the laboratory.
This Calibration Certificate or Test Reports shall not be used to claim product certification, approval or endorsement by NVLAP, NIST, or any agency of the federal government.

Summary of Test Report No.:50077

CEL Type: 63X Serial no: 2670911

Customer:	**GZA**
Address:	**55 Lane Road Suite 407 Fairfield, NJ 07004**
Contact Person:	**Gene Bove**
Phone No.:	**973-774-3300**
eMail:	**gene.bove@gza.com**

Instrument software version: 006-05

Microphone:	CEL	Type: 251	Serial no: 02268	Sens:-28.02dB
Preamplifier	CEL	Type: 495	Serial no: 003810	
Calibrator:	CEL	Type: 120_1	Serial no: 4478708	Level:114.17dB

Measurement Results:

Indication at the calibration check frequency - IEC61672-3 Ed.2 Clause 10	Passed
Self-generated noise - IEC 61672-3 Ed.2 Clause 11	Passed
Frequency weightings: A Network - IEC 61672-3 Ed.2.0 Clause 13	Passed
Frequency weightings: C Network - IEC 61672-3 Ed.2.0 Clause 13	Passed
Frequency weightings: Z Network - IEC 61672-3 Ed.2.0 Clause 13	Passed
Frequency and time weightings at 1 kHz IEC 61672-3 Ed.2.0 Clause 14	Passed
Level linearity on the reference level range - IEC 61672-3 Ed.2 Clause 16	Passed
Toneburst response - IEC 61672-3 Ed.2.0 Clause 18	Passed
Peak C sound level - IEC 61672-3 Ed.2.0 Clause 19	Passed
Overload indication - IEC 61672-3 Ed.2.0 Clause 20	Passed
High level stability test - IEC 61672-3 Ed.2.0 Clause 21	Passed
Long term stability test - IEC 61672-3 Ed.2.0 Clause 15	Passed
Filter Test 1/1octave: Relative attenuation - IEC 61260, Clause 4.4 & #5.3	Passed
Filter Test 1/3octave: Relative attenuation - IEC 61260, Clause 4.4 & #5.3	Passed
Combined electrical and acoustical test - IEC 61672-3 Ed.2.0 Clause 13	Passed

Environmental conditions:

Pressure:	Temperature:	Relative humidity:
100.33	22.8	47.4

Date of calibration: 7/25/2023
Date of issue: 7/25/2023
Supervisor: Lydon Dawkins
Measurements performed by:

Bailey Partoza

Software version: 6.1 T

Scantek, Inc.
6430 Dobbin Rd., Suite C, Columbia, MD 21045
Ph: 410-290-7726 eMail: callab@scantekinc.com

Test Report No.:50077

Manufacturer:	CEL
Instrument type:	63X
Serial no:	2670911
Customer:	GZA
Department:	
Order No:	
Contact Person:	Gene Bove
Address:	55 Lane Road Suite 407 Fairfield, NJ 07004

Environmental conditions:

Pressure:	100.33
Temperature:	22.8
Relative humidity:	47.4

Supervisor	Lydon Dawkins
Engineer	Bailey Partoza
Date:	7/25/2023

Frequency weightings: A Network - IEC 61672-3 Ed.2.0 Clause 13

Freq (Hz)	Ref. (dB)	Meas. (dB)	Tol. (dB)	Tol. (dB)	Uncert. (dB)	Dev. (dB)	Result
3981.1	95.0	94.8	1.0	-1.0	0.2	-0.2	P
7943.3	95.0	94.7	1.5	-2.5	0.2	-0.3	P
15848.9	95.0	92.3	2.5	-16.0	0.2	-2.7	P

Test Passed

Frequency weightings: C Network - IEC 61672-3 Ed.2.0 Clause 13

Freq (Hz)	Ref. Level (dB)	Meas. Value (dB)	Tol. (dB)	Tol. (dB)	Uncert. (dB)	Dev. (dB)	Result
63.1	95.0	94.9	1.0	-1.0	0.2	-0.1	P
125.9	95.0	95.0	1.0	-1.0	0.2	0.0	P
251.2	95.0	94.9	1.0	-1.0	0.2	-0.1	P
501.2	95.0	95.0	1.0	-1.0	0.2	0.0	P
1000.0	95.0	95.0	0.7	-0.7	0.2	0.0	P
1995.3	95.0	95.0	1.0	-1.0	0.2	0.0	P
3981.1	95.0	94.8	1.0	-1.0	0.2	-0.2	P
7943.3	95.0	94.6	1.5	-2.5	0.2	-0.4	P
15848.9	95.0	92.2	2.5	-16.0	0.2	-2.8	P

Test Passed

Frequency weightings: Z Network - IEC 61672-3 Ed.2.0 Clause 13

Freq (Hz)	Ref. Level (dB)	Meas. Value (dB)	Tol. (dB)	Tol. (dB)	Uncert. (dB)	Dev. (dB)	Result
63.1	95.0	94.1	1.0	-1.0	0.2	-0.9	P
125.9	95.0	94.9	1.0	-1.0	0.2	-0.1	P
251.2	95.0	94.9	1.0	-1.0	0.2	-0.1	P
501.2	95.0	94.9	1.0	-1.0	0.2	-0.1	P
1000.0	95.0	95.0	0.7	-0.7	0.2	0.0	P
1995.3	95.0	94.9	1.0	-1.0	0.2	-0.1	P
3981.1	95.0	94.9	1.0	-1.0	0.2	-0.1	P
7943.3	95.0	94.9	1.5	-2.5	0.2	-0.1	P
15848.9	95.0	94.7	2.5	-16.0	0.2	-0.3	P

Test Passed

Frequency and time weightings at 1 kHz IEC 61672-3 Ed.2.0 Clause 14

Weightings Time	Netw	Ref. (dB)	Measured (dB)	Tol. (dB)	Tol. (dB)	Uncert. (dB)	Dev. (dB)	Result
Fast	A	114.0	114.0	0.1	-0.1	0.2	0.0	P
Fast	C	114.0	114.0	0.1	-0.1	0.2	0.0	P
Fast	Z	114.0	114.0	0.1	-0.1	0.2	0.0	P
Slow	A	114.0	114.0	0.1	-0.1	0.2	0.0	P
Leq	A	114.0	114.0	0.1	-0.1	0.2	0.0	P
SEL	A	124.0	124.0	0.1	-0.1	0.2	0.0	P

Test Passed

Level linearity on the reference level range - IEC 61672-3 Ed.2 Clause 16

Ref. (dB)	Measured (dB)	Tol. (dB)	Tol. (dB)	Uncert. (dB)	Dev. (dB)	Result
44.0	44.0	0.8	-0.8	0.25	0.0	P
43.0	43.0	0.8	-0.8	0.25	0.0	P
42.0	42.0	0.8	-0.8	0.25	0.0	P
41.0	41.0	0.8	-0.8	0.25	0.0	P
40.0	40.0	0.8	-0.8	0.25	0.0	P
Measured at 8 kHz						
114.0	114.0	0.8	-0.8	0.25	0.0	P
119.0	119.0	0.8	-0.8	0.25	0.0	P
124.0	124.0	0.8	-0.8	0.25	0.0	P
129.0	129.0	0.8	-0.8	0.25	0.0	P
134.9	134.9	0.8	-0.8	0.25	0.0	P
135.9	135.9	0.8	-0.8	0.25	0.0	P
136.9	136.9	0.8	-0.8	0.25	0.0	P
137.9	137.9	0.8	-0.8	0.25	0.0	P
138.9	138.9	0.8	-0.8	0.25	0.0	P
114.0	114.0	0.8	-0.8	0.25	0.0	P
109.0	109.0	0.8	-0.8	0.25	0.0	P
104.0	104.0	0.8	-0.8	0.25	0.0	P
99.0	99.0	0.8	-0.8	0.25	0.0	P
94.0	94.0	0.8	-0.8	0.25	0.0	P
89.0	89.0	0.8	-0.8	0.25	0.0	P
84.0	84.0	0.8	-0.8	0.25	0.0	P
79.0	79.0	0.8	-0.8	0.25	0.0	P
74.0	74.0	0.8	-0.8	0.25	0.0	P
69.0	69.0	0.8	-0.8	0.25	0.0	P
64.0	64.0	0.8	-0.8	0.25	0.0	P
59.0	59.0	0.8	-0.8	0.25	0.0	P
54.0	54.0	0.8	-0.8	0.25	0.0	P
49.0	48.9	0.8	-0.8	0.25	-0.1	P
44.0	44.0	0.8	-0.8	0.25	0.0	P
43.0	43.0	0.8	-0.8	0.25	0.0	P
42.0	42.0	0.8	-0.8	0.25	0.0	P
41.0	41.0	0.8	-0.8	0.25	0.0	P
40.0	40.0	0.8	-0.8	0.25	0.0	P

Test Passed

Toneburst response - IEC 61672-3 Ed.2.0 Clause 18

Burst type	Ref. (dB)	Measured (dB)	Tol. (dB)	Tol. (dB)	Uncert. (dB)	Dev. (dB)	Result
Fast 200 mSec	137.0	137.0	0.5	-0.5	0.3	0.0	P
Fast 2.0 mSec	120.0	119.9	1.0	-1.5	0.3	-0.1	P
Fast 0.25 mSec	111.0	110.8	1.0	-3.0	0.3	-0.2	P
Slow 200 mSec	130.6	130.6	0.5	-0.5	0.3	0.0	P
Slow 2.0 mSec	111.0	111.0	1.0	-3.0	0.3	0.0	P
SEL 200 mSec	131.0	131.0	0.5	-0.5	0.3	0.0	P
SEL 2.0 mSec	111.0	111.0	1.0	-1.5	0.3	0.0	P
SEL 0.25 mSec	102.0	101.9	1.0	-3.0	0.3	-0.1	P

Test Passed

Filter Test 1/1octave: Relative attenuation - IEC 61260, Clause 4.4 & #5.3

6727.17	137.8	137.6	138.2	P
7336.03	137.9	137.8	138.2	P
8000.00	137.9	137.9	138.2	P
8724.06	137.9	137.8	138.2	P
9513.66	137.8	137.6	138.2	P
10374.7	137.1	136.9	138.2	P
11313.7	134.1	133.5	135.7	P
16000.0	113.5	0.0	120.0	P
32000.0	49.0	0.0	95.5	P
64000.0	18.7	0.0	76.0	P
128000	18.0	0.0	63.0	P

Test 1/1 octave filter X= 4 fexact=16000.000Hz class 0

Nominal f[Hz]	Measured L[dB]	LoLim [dB]	HiLim [dB]	Result [P/F]
1000.00	56.1	0.0	63.0	P
2000.00	63.7	0.0	76.0	P
4000.00	84.6	0.0	95.5	P
8000.00	114.3	0.0	120.0	P
11313.7	133.9	133.5	135.7	P
12337.7	137.0	136.9	138.2	P
13454.3	137.8	137.6	138.2	P
14672.1	137.9	137.8	138.2	P
16000.0	137.9	137.9	138.2	P
17448.1	137.8	137.8	138.2	P
19027.3	137.8	137.6	138.2	P
20749.4	137.7	136.9	138.2	P
22627.4	134.1	133.5	135.7	P
32000.0	55.8	0.0	120.0	P
64000.0	40.0	0.0	95.5	P
128000	46.5	0.0	76.0	P
200000	61.8	0.0	63.0	P

Test Passed

Filter Test 1/3octave: Relative attenuation - IEC 61260, Clause 4.4 & #5.3

Test 1/3 octave filter X= 12 fexact=16000.000Hz class 0

Nominal f[Hz]	Measured L[dB]	LoLim [dB]	HiLim [dB]	Result [P/F]
2944.02	58.1	0.0	63.0	P
5212.50	62.9	0.0	76.0	P
8479.30	79.9	0.0	95.5	P
12349.0	110.3	0.0	120.0	P
14254.4	134.1	133.5	135.7	P
14709.1	137.3	136.9	138.2	P
15152.4	137.8	137.6	138.2	P
15583.0	137.8	137.8	138.2	P
16000.0	137.9	137.9	138.2	P
16428.1	137.8	137.8	138.2	P
16895.0	137.8	137.6	138.2	P
17404.2	137.4	136.9	138.2	P
17959.4	133.8	133.5	135.7	P
20730.4	102.9	0.0	120.0	P
30191.2	44.3	0.0	95.5	P
49112.7	38.0	0.0	76.0	P
86955.9	39.0	0.0	63.0	P

Test 1/3 octave filter X= 13 fexact=20158.737Hz class 0

Combined electrical and acoustical test - IEC 61672-3 Ed.2.0 Clause 13

500 Hz	-0.1	0.2	0.0	0.1	0.2	+-1.0	-0.1	P
1 kHz	0.0	0.2	0.1	0.1	0.2	+-0.7	0.1	P
2 kHz	-0.1	0.2	0.0	0.2	0.3	+-1.0	-0.1	P
4 kHz	-0.1	0.2	-0.5	0.2	0.3	+-1.0	-0.6	P
8 kHz	-0.1	0.2	-0.4	0.4	0.5	+1.5/-2.5	-0.5	P
16 kHz	-0.3	0.2	-0.1	0.7	0.7	+2.5/-16.0	-0.4	P

The actual frequency response of CEL / 251 02268 has been used for the calculations.
Test Passed
The overall frequency response of the sound level meter and microphone response has shown to conform with the requirements in IEC 61672-3 for a class 1 sound level meter.



Summary of Test Report No.:50077

CEL Type: 63X Serial no: 2670911

Customer:	**GZA**
Address:	**55 Lane Road Suite 407 Fairfield, NJ 07004**
Contact Person:	**Gene Bove**
Phone No.:	**973-774-3300**
eMail:	**gene.bove@gza.com**

Instrument software version: 006-05

Microphone:	CEL	Type: 251	Serial no: 02268	Sens:-28.02dB
Preamplifier	CEL	Type: 495	Serial no: 003810	
Calibrator:	CEL	Type: 120_1	Serial no: 4478708	Level:114.17dB

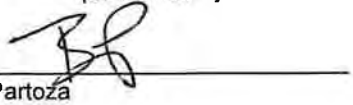
Measurement Results:

Indication at the calibration check frequency - IEC61672-3 Ed.2 Clause 10	Passed
Self-generated noise - IEC 61672-3 Ed.2 Clause 11	Passed
Frequency weightings: A Network - IEC 61672-3 Ed.2.0 Clause 13	Passed
Frequency weightings: C Network - IEC 61672-3 Ed.2.0 Clause 13	Passed
Frequency weightings: Z Network - IEC 61672-3 Ed.2.0 Clause 13	Passed
Frequency and time weightings at 1 kHz IEC 61672-3 Ed.2.0 Clause 14	Passed
Level linearity on the reference level range - IEC 61672-3 Ed.2 Clause 16	Passed
Toneburst response - IEC 61672-3 Ed.2.0 Clause 18	Passed
Peak C sound level - IEC 61672-3 Ed.2.0 Clause 19	Passed
Overload indication - IEC 61672-3 Ed.2.0 Clause 20	Passed
High level stability test - IEC 61672-3 Ed.2.0 Clause 21	Passed
Long term stability test - IEC 61672-3 Ed.2.0 Clause 15	Passed
Filter Test 1/1octave: Relative attenuation - IEC 61260, Clause 4.4 & #5.3	Passed
Filter Test 1/3octave: Relative attenuation - IEC 61260, Clause 4.4 & #5.3	Passed
Combined electrical and acoustical test - IEC 61672-3 Ed.2.0 Clause 13	Passed

Environmental conditions:

Pressure:	Temperature:	Relative humidity:
100.33	22.8	47.4

Date of calibration: 7/25/2023
Date of issue: 7/25/2023
Supervisor: Lydon Dawkins
Measurements performed by:



Bailey Partoza

Software version: 6.1 T

Scantek, Inc.
6430 Dobbin Rd., Suite C, Columbia, MD 21045
Ph: 410-290-7726 eMail: callab@scantekinc.com

Test Report No.:50077

Manufacturer:	CEL
Instrument type:	63X
Serial no:	2670911
Customer:	GZA
Department:	
Order No:	
Contact Person:	Gene Bove
Address:	55 Lane Road Suite 407 Fairfield, NJ 07004

Environmental conditions:

Pressure:	100.33
Temperature:	22.8
Relative humidity:	47.4

Supervisor	Lydon Dawkins
Engineer	Bailey Partoza
Date:	7/25/2023

Measurement Results:

Indication at the calibration check frequency - IEC61672-3 Ed.2 Clause 10

```
Reference Calibrator: WSC4 - NOR1251-30878
Reference calibrator level: 113.99
Before calibration:
  Environmental corrections: 0.00
  Other corrections: -0.08
  Notional level: 113.91
Reference calibrator level before calibration: 113.2
After calibration:
  Environmental corrections: 0.00
  Other corrections: -0.08
  Notional level: 113.91
Reference calibrator level after calibration: 113.8
Associated Calibrator: CEL - 120_1 - 4478708
Associated calibrator level: 114.17
Initial level check:
  Environmental corrections: 0.00
  Other corrections: -0.08
  Notional level: 114.09
Indicated level before calibration: 113.4
Final level statement:
  Environmental corrections after calibration: 0.00
  Other corrections: -0.08
  Notional level: 114.09
Indicated level after calibration: 114.0
This value shall be used for adjusting the sound level meter in the future.
Test Passed
```

Self-generated noise - IEC 61672-3 Ed.2 Clause 11

Network	Level (dB)	Max (dB)	Uncert. (dB)	Result	Comment
A	14.0	17.5	0.3	P	Equivalent capacity
C	17.3	21.0	0.3	P	Equivalent capacity
Z	23.8	26.5	0.3	P	Equivalent capacity

Test Passed

Frequency weightings: A Network - IEC 61672-3 Ed.2.0 Clause 13

Freq (Hz)	Ref. (dB)	Meas. (dB)	Tol. (dB)	Tol. (dB)	Uncert. (dB)	Dev. (dB)	Result
63.1	95.0	95.0	1.0	-1.0	0.2	0.0	P
125.9	95.0	95.0	1.0	-1.0	0.2	0.0	P
251.2	95.0	94.9	1.0	-1.0	0.2	-0.1	P
501.2	95.0	94.9	1.0	-1.0	0.2	-0.1	P
1000.0	95.0	95.0	0.7	-0.7	0.2	0.0	P
1995.3	95.0	94.9	1.0	-1.0	0.2	-0.1	P

Frequency weightings: A Network - IEC 61672-3 Ed.2.0 Clause 13

Freq (Hz)	Ref. (dB)	Meas. (dB)	Tol. (dB)	Tol. (dB)	Uncert. (dB)	Dev. (dB)	Result
3981.1	95.0	94.8	1.0	-1.0	0.2	-0.2	P
7943.3	95.0	94.7	1.5	-2.5	0.2	-0.3	P
15848.9	95.0	92.3	2.5	-16.0	0.2	-2.7	P

Test Passed

Frequency weightings: C Network - IEC 61672-3 Ed.2.0 Clause 13

Freq (Hz)	Ref. Level (dB)	Meas. Value (dB)	Tol. (dB)	Tol. (dB)	Uncert. (dB)	Dev. (dB)	Result
63.1	95.0	94.9	1.0	-1.0	0.2	-0.1	P
125.9	95.0	95.0	1.0	-1.0	0.2	0.0	P
251.2	95.0	94.9	1.0	-1.0	0.2	-0.1	P
501.2	95.0	95.0	1.0	-1.0	0.2	0.0	P
1000.0	95.0	95.0	0.7	-0.7	0.2	0.0	P
1995.3	95.0	95.0	1.0	-1.0	0.2	0.0	P
3981.1	95.0	94.8	1.0	-1.0	0.2	-0.2	P
7943.3	95.0	94.6	1.5	-2.5	0.2	-0.4	P
15848.9	95.0	92.2	2.5	-16.0	0.2	-2.8	P

Test Passed

Frequency weightings: Z Network - IEC 61672-3 Ed.2.0 Clause 13

Freq (Hz)	Ref. Level (dB)	Meas. Value (dB)	Tol. (dB)	Tol. (dB)	Uncert. (dB)	Dev. (dB)	Result
63.1	95.0	94.1	1.0	-1.0	0.2	-0.9	P
125.9	95.0	94.9	1.0	-1.0	0.2	-0.1	P
251.2	95.0	94.9	1.0	-1.0	0.2	-0.1	P
501.2	95.0	94.9	1.0	-1.0	0.2	-0.1	P
1000.0	95.0	95.0	0.7	-0.7	0.2	0.0	P
1995.3	95.0	94.9	1.0	-1.0	0.2	-0.1	P
3981.1	95.0	94.9	1.0	-1.0	0.2	-0.1	P
7943.3	95.0	94.9	1.5	-2.5	0.2	-0.1	P
15848.9	95.0	94.7	2.5	-16.0	0.2	-0.3	P

Test Passed

Frequency and time weightings at 1 kHz IEC 61672-3 Ed.2.0 Clause 14

Weightings Time	Netw	Ref. (dB)	Measured (dB)	Tol. (dB)	Tol. (dB)	Uncert. (dB)	Dev. (dB)	Result
Fast	A	114.0	114.0	0.1	-0.1	0.2	0.0	P
Fast	C	114.0	114.0	0.1	-0.1	0.2	0.0	P
Fast	Z	114.0	114.0	0.1	-0.1	0.2	0.0	P
Slow	A	114.0	114.0	0.1	-0.1	0.2	0.0	P
Leq	A	114.0	114.0	0.1	-0.1	0.2	0.0	P
SEL	A	124.0	124.0	0.1	-0.1	0.2	0.0	P

Test Passed

Frequency and time weightings at 1 kHz IEC 61672-3 Ed.2.0 Clause 14

Weightings		Ref.	Measured	Tol.		Uncert.	Dev.	Result
Time	Netw	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	

Level linearity on the reference level range - IEC 61672-3 Ed.2 Clause 16

Ref. (dB)	Measured (dB)	Tol. (dB)	(dB)	Uncert. (dB)	Dev. (dB)	Result
Full scale setting: 140dB						
The following measurements are SPL measurements						
Measured at 31.5 Hz						
94.0	94.0	0.8	-0.8	0.25	0.0	P
96.6	96.6	0.8	-0.8	0.25	0.0	P
97.6	97.6	0.8	-0.8	0.25	0.0	P
98.6	98.6	0.8	-0.8	0.25	0.0	P
99.6	99.6	0.8	-0.8	0.25	0.0	P
100.6	100.6	0.8	-0.8	0.25	0.0	P
94.0	94.0	0.8	-0.8	0.25	0.0	P
89.0	89.0	0.8	-0.8	0.25	0.0	P
84.0	84.0	0.8	-0.8	0.25	0.0	P
79.0	79.0	0.8	-0.8	0.25	0.0	P
74.0	74.0	0.8	-0.8	0.25	0.0	P
69.0	69.0	0.8	-0.8	0.25	0.0	P
64.0	64.0	0.8	-0.8	0.25	0.0	P
59.0	59.1	0.8	-0.8	0.25	0.1	P
54.0	54.3	0.8	-0.8	0.25	0.3	P
49.0	49.7	0.8	-0.8	0.25	0.7	P
44.0	44.0	0.8	-0.8	0.25	0.0	P
43.0	43.0	0.8	-0.8	0.25	0.0	P
42.0	42.0	0.8	-0.8	0.25	0.0	P
41.0	41.0	0.8	-0.8	0.25	0.0	P
40.0	40.0	0.8	-0.8	0.25	0.0	P
Measured at 1 kHz						
114.0	114.0	0.8	-0.8	0.25	0.0	P
119.0	119.0	0.8	-0.8	0.25	0.0	P
124.0	124.0	0.8	-0.8	0.25	0.0	P
129.0	129.0	0.8	-0.8	0.25	0.0	P
134.0	134.0	0.8	-0.8	0.25	0.0	P
136.0	136.0	0.8	-0.8	0.25	0.0	P
137.0	137.0	0.8	-0.8	0.25	0.0	P
138.0	138.0	0.8	-0.8	0.25	0.0	P
139.0	139.0	0.8	-0.8	0.25	0.0	P
140.0	140.0	0.8	-0.8	0.25	0.0	P
114.0	114.0	0.8	-0.8	0.25	0.0	P
109.0	109.0	0.8	-0.8	0.25	0.0	P
104.0	104.0	0.8	-0.8	0.25	0.0	P
99.0	99.0	0.8	-0.8	0.25	0.0	P
94.0	94.0	0.8	-0.8	0.25	0.0	P
89.0	89.0	0.8	-0.8	0.25	0.0	P
84.0	84.0	0.8	-0.8	0.25	0.0	P
79.0	79.0	0.8	-0.8	0.25	0.0	P
74.0	74.0	0.8	-0.8	0.25	0.0	P
69.0	69.0	0.8	-0.8	0.25	0.0	P
64.0	64.0	0.8	-0.8	0.25	0.0	P
59.0	59.0	0.8	-0.8	0.25	0.0	P
54.0	54.0	0.8	-0.8	0.25	0.0	P
49.0	49.0	0.8	-0.8	0.25	0.0	P

Level linearity on the reference level range - IEC 61672-3 Ed.2 Clause 16

Ref. (dB)	Measured (dB)	Tol. (dB)	Tol. (dB)	Uncert. (dB)	Dev. (dB)	Result
44.0	44.0	0.8	-0.8	0.25	0.0	P
43.0	43.0	0.8	-0.8	0.25	0.0	P
42.0	42.0	0.8	-0.8	0.25	0.0	P
41.0	41.0	0.8	-0.8	0.25	0.0	P
40.0	40.0	0.8	-0.8	0.25	0.0	P
Measured at 8 kHz						
114.0	114.0	0.8	-0.8	0.25	0.0	P
119.0	119.0	0.8	-0.8	0.25	0.0	P
124.0	124.0	0.8	-0.8	0.25	0.0	P
129.0	129.0	0.8	-0.8	0.25	0.0	P
134.9	134.9	0.8	-0.8	0.25	0.0	P
135.9	135.9	0.8	-0.8	0.25	0.0	P
136.9	136.9	0.8	-0.8	0.25	0.0	P
137.9	137.9	0.8	-0.8	0.25	0.0	P
138.9	138.9	0.8	-0.8	0.25	0.0	P
114.0	114.0	0.8	-0.8	0.25	0.0	P
109.0	109.0	0.8	-0.8	0.25	0.0	P
104.0	104.0	0.8	-0.8	0.25	0.0	P
99.0	99.0	0.8	-0.8	0.25	0.0	P
94.0	94.0	0.8	-0.8	0.25	0.0	P
89.0	89.0	0.8	-0.8	0.25	0.0	P
84.0	84.0	0.8	-0.8	0.25	0.0	P
79.0	79.0	0.8	-0.8	0.25	0.0	P
74.0	74.0	0.8	-0.8	0.25	0.0	P
69.0	69.0	0.8	-0.8	0.25	0.0	P
64.0	64.0	0.8	-0.8	0.25	0.0	P
59.0	59.0	0.8	-0.8	0.25	0.0	P
54.0	54.0	0.8	-0.8	0.25	0.0	P
49.0	48.9	0.8	-0.8	0.25	-0.1	P
44.0	44.0	0.8	-0.8	0.25	0.0	P
43.0	43.0	0.8	-0.8	0.25	0.0	P
42.0	42.0	0.8	-0.8	0.25	0.0	P
41.0	41.0	0.8	-0.8	0.25	0.0	P
40.0	40.0	0.8	-0.8	0.25	0.0	P

Test Passed

Toneburst response - IEC 61672-3 Ed.2.0 Clause 18

Burst type	Ref. (dB)	Measured (dB)	Tol. (dB)	Tol. (dB)	Uncert. (dB)	Dev. (dB)	Result
Fast 200 mSec	137.0	137.0	0.5	-0.5	0.3	0.0	P
Fast 2.0 mSec	120.0	119.9	1.0	-1.5	0.3	-0.1	P
Fast 0.25 mSec	111.0	110.8	1.0	-3.0	0.3	-0.2	P
Slow 200 mSec	130.6	130.6	0.5	-0.5	0.3	0.0	P
Slow 2.0 mSec	111.0	111.0	1.0	-3.0	0.3	0.0	P
SEL 200 mSec	131.0	131.0	0.5	-0.5	0.3	0.0	P
SEL 2.0 mSec	111.0	111.0	1.0	-1.5	0.3	0.0	P
SEL 0.25 mSec	102.0	101.9	1.0	-3.0	0.3	-0.1	P

Test Passed

Peak C sound level - IEC 61672-3 Ed.2.0 Clause 19

Pulse Type	Pulse Freq. (Hz)	Ref. RMS (dB)	Ref. Peak (dB)	Measured Value (dB)	Tol. (+/-dB)	Uncert. (dB)	Dev. (dB)	Result
1 cycle	8k	129.0	132.4	132.2	2.0	0.35	-0.2	P
Pos 1/2 cycle	500	132.0	134.4	134.5	1.0	0.35	0.1	P
Neg 1/2 cycle	500	132.0	134.4	134.5	1.0	0.35	0.1	P

Test Passed

Overload indication - IEC 61672-3 Ed.2.0 Clause 20

	Measured (dB)	Tol. (+/-dB)	Uncert. (dB)	Result
Level difference of positive and negative pulses:	0.0	1.5	0.25	P
Positive 1/2 cycle 4 kHz. Overload occurred at:	141.3			
Negative 1/2 cycle 4 kHz. Overload occurred at:	141.3			

Test Passed

High level stability test - IEC 61672-3 Ed.2.0 Clause 21

Test signal: Sine wave at 1 kHz

Initial level (dB)	Final level (dB)	Diff. (dB)	Tol. value (dB)	Uncert. (dB)	Result
139.0	139.0	0.0	0.1	0.10	P

Test Passed

Long term stability test - IEC 61672-3 Ed.2.0 Clause 15

Test signal: Sine wave at 1 kHz

Time inteval (mm:SS)	StartLevel (dB)	StopLevel (dB)	Difference (dB)	Tolerence (dB)	Result
39:14	114.0	114.0	0.0	0.1	P

Test Passed

Filter Test 1/1octave: Relative attenuation - IEC 61260, Clause 4.4 & #5.3

Test 1/1 octave filter X= 3 fexact=8000.000Hz class 0

Nominal f[Hz]	Measured L[dB]	LoLim [dB]	HiLim [dB]	Result [P/F]
500.000	58.9	0.0	63.0	P
1000.00	75.2	0.0	76.0	P
2000.00	94.4	0.0	95.5	P
4000.00	117.8	0.0	120.0	P
5656.85	134.3	133.5	135.7	P
6168.84	137.0	136.9	138.2	P

Filter Test 1/1octave: Relative attenuation - IEC 61260, Clause 4.4 & #5.3

6727.17	137.8	137.6	138.2	P
7336.03	137.9	137.8	138.2	P
8000.00	137.9	137.9	138.2	P
8724.06	137.9	137.8	138.2	P
9513.66	137.8	137.6	138.2	P
10374.7	137.1	136.9	138.2	P
11313.7	134.1	133.5	135.7	P
16000.0	113.5	0.0	120.0	P
32000.0	49.0	0.0	95.5	P
64000.0	18.7	0.0	76.0	P
128000	18.0	0.0	63.0	P

Test 1/1 octave filter X= 4 fexact=16000.000Hz class 0

Nominal f[Hz]	Measured L[dB]	LoLim [dB]	HiLim [dB]	Result [P/F]
1000.00	56.1	0.0	63.0	P
2000.00	63.7	0.0	76.0	P
4000.00	84.6	0.0	95.5	P
8000.00	114.3	0.0	120.0	P
11313.7	133.9	133.5	135.7	P
12337.7	137.0	136.9	138.2	P
13454.3	137.8	137.6	138.2	P
14672.1	137.9	137.8	138.2	P
16000.0	137.9	137.9	138.2	P
17448.1	137.8	137.8	138.2	P
19027.3	137.8	137.6	138.2	P
20749.4	137.7	136.9	138.2	P
22627.4	134.1	133.5	135.7	P
32000.0	55.8	0.0	120.0	P
64000.0	40.0	0.0	95.5	P
128000	46.5	0.0	76.0	P
200000	61.8	0.0	63.0	P

Test Passed

Filter Test 1/3octave: Relative attenuation - IEC 61260, Clause 4.4 & #5.3

Test 1/3 octave filter X= 12 fexact=16000.000Hz class 0

Nominal f[Hz]	Measured L[dB]	LoLim [dB]	HiLim [dB]	Result [P/F]
2944.02	58.1	0.0	63.0	P
5212.50	62.9	0.0	76.0	P
8479.30	79.9	0.0	95.5	P
12349.0	110.3	0.0	120.0	P
14254.4	134.1	133.5	135.7	P
14709.1	137.3	136.9	138.2	P
15152.4	137.8	137.6	138.2	P
15583.0	137.8	137.8	138.2	P
16000.0	137.9	137.9	138.2	P
16428.1	137.8	137.8	138.2	P
16895.0	137.8	137.6	138.2	P
17404.2	137.4	136.9	138.2	P
17959.4	133.8	133.5	135.7	P
20730.4	102.9	0.0	120.0	P
30191.2	44.3	0.0	95.5	P
49112.7	38.0	0.0	76.0	P
86955.9	39.0	0.0	63.0	P

Test 1/3 octave filter X= 13 fexact=20158.737Hz class 0

Filter Test 1/3octave: Relative attenuation - IEC 61260, Clause 4.4 & #5.3

Nominal f[Hz]	Measured L[dB]	LoLim [dB]	HiLim [dB]	Result [P/F]
3709.24	60.5	0.0	63.0	P
6567.33	66.1	0.0	76.0	P
10683.2	82.8	0.0	95.5	P
15558.8	111.9	0.0	120.0	P
17959.4	134.0	133.5	135.7	P
18532.3	137.2	136.9	138.2	P
19090.8	137.8	137.6	138.2	P
19633.4	137.8	137.8	138.2	P
20158.7	137.9	137.9	138.2	P
20698.2	137.8	137.8	138.2	P
21286.4	137.8	137.6	138.2	P
21927.9	137.5	136.9	138.2	P
22627.4	133.6	133.5	135.7	P
26118.7	97.1	0.0	120.0	P
38038.5	62.2	0.0	95.5	P
61878.2	36.8	0.0	76.0	P
109558	33.9	0.0	63.0	P

Test Passed

Combined electrical and acoustical test - IEC 61672-3 Ed.2.0 Clause 13

A-Weighted results: Free field

Frequency	SLM Val (dB)	SLM U (dB)	Microphone Val (dB)	Microphone U (dB)	Case Refl. Val (dB)	Case Refl. U (dB)	Wind Screen Val (dB)	Wind Screen U (dB)	Uncert (dB)	Tol (dB)	Result (dB)	
63 Hz	0.0	0.2	0.0	0.1					0.2	+-1.0	0.0	P
125 Hz	0.0	0.2	0.1	0.1					0.2	+-1.0	0.1	P
250 Hz	-0.1	0.2	0.0	0.1					0.2	+-1.0	-0.1	P
500 Hz	-0.1	0.2	0.0	0.1					0.2	+-1.0	-0.1	P
1 kHz	0.0	0.2	0.1	0.1					0.2	+-0.7	0.1	P
2 kHz	-0.1	0.2	0.0	0.2					0.3	+-1.0	-0.1	P
4 kHz	-0.2	0.2	-0.5	0.2					0.3	+-1.0	-0.7	P
8 kHz	-0.3	0.2	-0.4	0.4					0.5	+1.5/-2.5	-0.7	P
16 kHz	-2.7	0.2	-0.1	0.7					0.7	+2.5/-16.0	-2.8	P

C-Weighted results: Free field

Frequency	SLM Val (dB)	SLM U (dB)	Microphone Val (dB)	Microphone U (dB)	Case Refl. Val (dB)	Case Refl. U (dB)	Wind Screen Val (dB)	Wind Screen U (dB)	Uncert (dB)	Tol (dB)	Result (dB)	
63 Hz	-0.1	0.2	0.0	0.1					0.2	+-1.0	-0.1	P
125 Hz	0.0	0.2	0.1	0.1					0.2	+-1.0	0.1	P
250 Hz	-0.1	0.2	0.0	0.1					0.2	+-1.0	-0.1	P
500 Hz	0.0	0.2	0.0	0.1					0.2	+-1.0	0.0	P
1 kHz	0.0	0.2	0.1	0.1					0.2	+-0.7	0.1	P
2 kHz	0.0	0.2	0.0	0.2					0.3	+-1.0	0.0	P
4 kHz	-0.2	0.2	-0.5	0.2					0.3	+-1.0	-0.7	P
8 kHz	-0.4	0.2	-0.4	0.4					0.5	+1.5/-2.5	-0.8	P
16 kHz	-2.8	0.2	-0.1	0.7					0.7	+2.5/-16.0	-2.9	P

Z-Weighted results: Free field

Frequency	SLM Val (dB)	SLM U (dB)	Microphone Val (dB)	Microphone U (dB)	Case Refl. Val (dB)	Case Refl. U (dB)	Wind Screen Val (dB)	Wind Screen U (dB)	Uncert (dB)	Tol (dB)	Result (dB)	
63 Hz	-0.9	0.2	0.0	0.1					0.2	+-1.0	-0.9	P
125 Hz	-0.1	0.2	0.1	0.1					0.2	+-1.0	0.0	P
250 Hz	-0.1	0.2	0.0	0.1					0.2	+-1.0	-0.1	P

Combined electrical and acoustical test - IEC 61672-3 Ed.2.0 Clause 13

500 Hz	-0.1	0.2	0.0	0.1	0.2	+-1.0	-0.1	P
1 kHz	0.0	0.2	0.1	0.1	0.2	+-0.7	0.1	P
2 kHz	-0.1	0.2	0.0	0.2	0.3	+-1.0	-0.1	P
4 kHz	-0.1	0.2	-0.5	0.2	0.3	+-1.0	-0.6	P
8 kHz	-0.1	0.2	-0.4	0.4	0.5	+1.5/-2.5	-0.5	P
16 kHz	-0.3	0.2	-0.1	0.7	0.7	+2.5/-16.0	-0.4	P

The actual frequency response of CEL / 251 02268 has been used for the calculations.
Test Passed
The overall frequency response of the sound level meter and microphone response has shown to conform with the requirements in IEC 61672-3 for a class 1 sound level meter.



Scantek, Inc.
CALIBRATION LABORATORY

ISO 17025: 2017, ANSI/NCSL Z540:1994 Part 1
ACCREDITED by NVLAP (an ILAC MRA signatory)

NVLAP®
CALIBRATION
NVLAP Lab Code: 200625-0

Calibration Certificate No.50078

Instrument: **Microphone**
Model: **251**
Manufacturer: **CEL**
Serial number: **02268**
Composed of:

Date Calibrated: **7/25/2023** *Cal Due:*

Status:	**Received**	**Sent**
In tolerance:	**X**	**X**
Out of tolerance:		
See comments:		

Contains non-accredited tests: __**Yes** _**X**_ **No**

Customer: **GZA**
Tel/Fax: **973-774-3300**

Address: **55 Lane Road Suite 407**
Fairfield, NJ 07004

Tested in accordance with the following procedures and standards:
Calibration of Measurement Microphones, Scantek, Inc., Rev. 2/25/2015

Instrumentation used for calibration: N-1504 Norsonic Test System:

Instrument - Manufacturer	Description	S/N	Cal. Date	Traceability evidence Cal. Lab / Accreditation	Cal. Due
483B-Norsonic	SME Cal Unit	31052	Nov 7, 2022	Scantek, Inc./ NVLAP	Nov 7, 2023
DS-360-SRS	Function Generator	88077	Dec 21, 2022	ACR Env./ A2LA	Dec 21, 2024
34401A-Agilent Technologies	Digital Voltmeter	MY47011118	Apr 17, 2023	ACR Env. / A2LA	Apr 17, 2024
PTU300-Vaisala	EnvironmentalMonitor	P5011262	Sept 15, 2022	ACR Env./ A2LA	Sept 15, 2023
PC Program 1017 Norsonic	Calibration software	v.6.1T	Validated Nov 2014	Scantek, Inc.	-
1253-Norsonic	Calibrator	28326	Oct 31, 2022	Scantek, Inc./ NVLAP	Oct 31, 2023
1203-Norsonic	Preamplifier	14059	Mar 7, 2023	Scantek, Inc./ NVLAP	Mar 7, 2024
4180-Brüel&Kjær	Microphone	2246115	Oct 6, 2021	DPLA / DANAK	Oct 6, 2023

Instrumentation and test results are traceable to SI - BIPM through standards maintained by NPL (UK) and NIST (USA)

Calibrated by:	Bailey Partoza	**Authorized signatory:**	William Gallagher
Signature		Signature	
Date	7/25/23	Date	7/27/2023

Calibration Certificates or Test Reports shall not be reproduced, except in full, without written approval of the laboratory.
This Calibration Certificate or Test Reports shall not be used to claim product certification, approval or endorsement by NVLAP, NIST, or any agency of the federal government.
Document stored as: Y:\Calibration Lab\Mic 2023\CEL251_02268_M1.doc

Results summary: Device was tested and complies with following clauses of mentioned specifications:

CLAUSES / METHODS[1] FROM PROCEDURES		MET[2,3]	NOT MET	NOT TESTED	MEASUREMENT EXPANDED UNCERTAINTY (coverage factor 2)
Open circuit sensitivity (insert voltage method, 250 Hz)		X			See below
Frequency response	Actuator response	X			63 – 200Hz: 0.3 dB 200 – 8000 Hz: 0.2 dB 8 – 10 kHz: 0.5 dB 10 – 20 kHz: 0.7 dB 20 – 50 kHz: 0.9 dB 50 – 100 kHz: 1.2 dB
	FF/Diffuse field responses	X			63 – 200Hz: 0.3 dB 200 – 4000 Hz: 0.2 dB 4 – 10 kHz: 0.6 dB 10 – 20 kHz: 0.9 dB 20 – 50 kHz: 2.2 dB 50 – 100 kHz: 4.4 dB
	Scantek, Inc. acoustical method			X	31.5 – 125 Hz: 0.16 dB 250, 1000 Hz: 0.12 dB 2 – 8 kHz: 0.8 dB 12.5 – 16 kHz: 2.4 dB

[1] The results of this calibration apply only to the instrument type with serial number identified in this report.

[2] Results are normalized to the reference conditions.

[3] The tests marked with (*) are not covered by the current NVLAP accreditation.

Note: The free field/diffuse field characteristics were calculated based on the measured actuator response and adjustment coefficients as provided by the manufacturer. The measurement results are reported as Pass / Fail simple acceptance; measured values are in the tolerance interval.

Comments: The instrument was tested and met all specifications found in the referenced procedures.

Environmental conditions:

Temperature (°C)	Barometric pressure (kPa)	Relative Humidity (%)
22.9 ± 1.0	100.47 ± 0.020	48.6 ± 2.0

Main measured parameters:

Tone frequency (Hz)	Measured[4] /Nominal Open circuit sensitivity (dB re 1V/Pa)	Sensitivity (mV/Pa)
250	-28.02 ± 0.13/ -26.0	39.71

[4] The reported expanded uncertainty is calculated with a coverage factor k=2.00

Tests made with following attachments to instrument and auxiliary devices:

Protection grid mounted for sensitivity measurements
Actuator type: G.R.A.S. RA0014

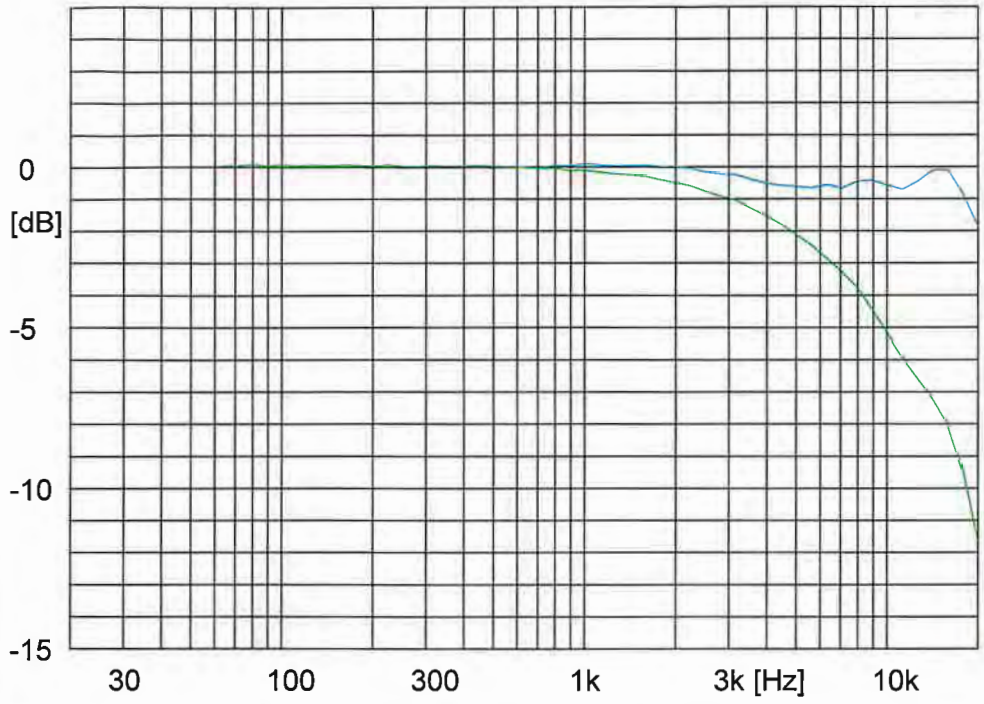
Measured Data: Found on Microphone Test Report # 50078 of one page.

Place of Calibration: Scantek, Inc.
6430 Dobbin Road, Suite C
Columbia, MD 21045 USA

Ph/Fax: 410-290-7726/ -9167
callab@scantekinc.com

Calibration Certificates or Test Reports shall not be reproduced, except in full, without written approval of the laboratory.
This Calibration Certificate or Test Reports shall not be used to claim product certification, approval or endorsement by NVLAP, NIST, or any agency of the federal government.

Microphone Test Report No.:50078



CEL
Type: 251

Serial no: 02268

Sensitivity: 39.71 mV/Pa
-28.02 ±0.13 dB re. 1 V/Pa

Date: 7/25/2023

Signature:

Measurement conditions:

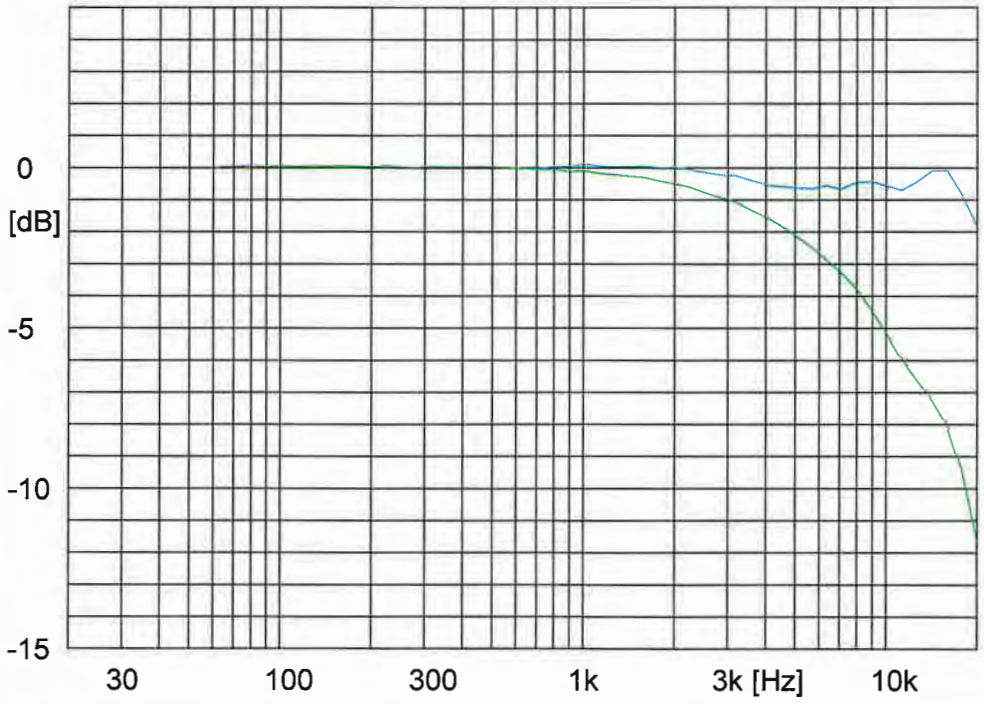
Polarisation voltage:	0.0 V
Pressure:	100.47 ±0.02 kPa
Temperature:	22.9 ±1.0 °C
Relative humidity:	48.6 ±2.0 %RH

Results are normalized to the reference conditions.

Free field response
Pressure response

Scantek, Inc.
6430 Dobbin Rd., Suite C, Columbia, MD 21045
Ph: 410-290-7726 eMail: callab@scantekinc.com

Microphone Test Report No.:50078



CEL
Type: 251

Serial no: 02268

Sensitivity: 39.71 mV/Pa
-28.02 ±0.13 dB re. 1 V/Pa

Date: 7/25/2023

Signature:

Measurement conditions:

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Pressure:	100.47 ±0.02 kPa
Temperature:	22.9 ±1.0 °C
Relative humidity:	48.6 ±2.0 %RH

Results are normalized to the reference conditions.

Free field response
Pressure response

Scantek, Inc.
6430 Dobbin Rd., Suite C, Columbia, MD 21045
Ph: 410-290-7726 eMail: callab@scantekinc.com

Comment:
(Y:\Calibration Lab\Mic 2023\CEL251_02268_M1.nmf)

Appendix E
Hazardous Materials DEP Letter

Environmental Protection

Rohit T. Aggarwala
Commissioner

Angela Licata
Deputy Commissioner
Sustainability

59-17 Junction Blvd.
Flushing, NY 11373

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

February 14, 2025

Ibrahim Jobe
Assistant Project Manager
New York City Department of City Planning
120 Broadway, 31st Floor
New York, NY 10271

Re: 164th Street Rezoning
Block 6967, Lots 1, p/o 5, p/o 23, p/o 25, 28, and 30
CEQR # 25DCP053Q

Dear Mr. Jobe:

The New York City Department of Environmental Protection, Bureau of Sustainability (DEP) has reviewed the January 2024 Environmental Assessment Statement and the September 2024 Phase I Environmental Site Assessment (Phase I), prepared by Environmental Studies Corporation on behalf of 88-66 Myrtle LLC (applicant) for the above referenced project. It is our understanding that the applicant seeks a zoning map amendment from the New York City Department of City Planning (DCP) to rezone Block 6967, Lots 1, part of (p/o) 5, p/o 23, p/o 25, 28 and 30 in the Hillcrest neighborhood of Queens Community District 8 (Rezoning Area) from an R3-2 zoning district to an R6A/C2-4 zoning district and a zoning text amendment to Appendix F of the Zoning Resolution to designate the Rezoning Area a Mandatory Inclusionary Housing Area. The Proposed Actions would allow for the development of a new, five-story mixed-use building on merged Lots 1, 25, 28, and 30 to form a single 23,444 square feet lot. The Proposed Development would have approximately 114,880 gross square feet (gsf) of floor area. This includes approximately 20,271 gsf of community facility floor area, 76,590 gsf of residential floor area, and 18,019 gsf of enclosed cellar accessory parking. The Proposed Development would have community facility use on the ground floor and approximately 70 dwelling units on the upper floors. Thirty-four parking spaces would be provided. The Proposed Actions would not lead to the redevelopment of Lots 5 and 23.

The September 2024 Phase I report revealed that historical on-site and surrounding area land uses consisted of a variety of residential and commercial uses including residential buildings, a school, retail stores, laundromat, day care center, contracting company, a towing company, landscape contractor, etc. Regulatory databases identified 6 spills, 2 historical auto sites and 1 historical cleaner within 1/8 mile; 5 underground storage tank sites, 1 dry cleaner and 2 aboveground storage tank sites within 1/4 mile; and 21 leaking storage tank sites within 1/2 mile of the subject property. A fuel oil tank fillport and a suspected fuel oil tank vent line is located on the subject property and may be

connected to an aboveground fuel oil tank located in the basement of the building.

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

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

- DCP should instruct the applicant that a minimum of 9 soil borings, 5 groundwater wells and 8 soil vapor probes should be installed throughout the subject property.

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

Future correspondence and submittals related to this project should include the following CEQR # **25DCP053Q**. If DCP has any questions, you may contact Scott Davidow, P.G. at sdavidow@dep.nyc.gov.

Sincerely,

Wei Yu

Wei Yu
Deputy Director, Hazardous Materials

c: R. Weissbard; S. Davidow; T. Estesen; M. Wimbish; S. Shellooe – DCP;
E. Ulker-Kacar – DCP

Appendix F
Daycare Letter

Sholom Day Care

April 11, 2025

Environmental Studies Corporation
55 Water Mill Lane
Great Neck, NY11021
Attn: Danielle Gartenberg

Re: Request for Carpool Confirmation

Dear Danielle,

In response to your question with regard to mode of travel by our children, please note the following:

At present we have a total enrollment of 58 children. As the majority of children all live in the surrounding neighborhood and for those that don't walk to the daycare, we have set up a parent carpool.

We currently have 20 children arriving by car at Sholom Daycare, for a total of 10 vehicles (2 children per vehicle). Upon arrival, they are greeted curbside by our staff to help assist children into the facility. This also serves to eliminate vehicle idling and double parking.

Best regards,

Leonid Yakubo

Leonid Yakubov, Director