New York City Environmental Quality Review (CEQR)

Environmental Assessment Statement (EAS)

100-12 QUEENS BOULEVARD REZONING

100-12 QUEENS BOULEVARD

CEQR NUMBER: 26DCP077Q
FOREST HILLS, QUEENS



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

Prepared By
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LANGAN

28 May 2026

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

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

Part I: GENERAL INFORMATION

PROJECT NAME 100-12 Queens Boulevard Rezoning

1. *Reference Numbers*

CEQR REFERENCE NUMBER (to be assigned by lead agency)	BSA REFERENCE NUMBER (if applicable)
26DCP077Q	
ULURP REFERENCE NUMBER (if applicable)	OTHER REFERENCE NUMBER(S) (if applicable) (*e.g.*, legislative intro, CAPA)
260184ZMQ; 260185ZRQ	

2a. *Lead Agency Information*			**2b. *Applicant Information***		
NAME OF LEAD AGENCY New York City Department of City Planning			NAME OF APPLICANT 100 Queens Blvd Co. LLC		
NAME OF LEAD AGENCY CONTACT PERSON Stephanie Shellooe, AICP Director, Environmental Assessement and Review Division			NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON Rachel Loeb Advisor		
ADDRESS 120 Broadway, 3st Floor			ADDRESS 10 Grand Central, Suite 2800		
CITY New York	STATE NY	ZIP 10271	CITY New York	STATE NY	ZIP 10017
TELEPHONE 212-720-3328	EMAIL sshellooe@planning.nyc.gov		TELEPHONE 212-716-9035	EMAIL rloeb@benensoncapital.com	

3. *Action Classification and Type*

SEQRA Classification

☒ UNLISTED ☐ TYPE I: Specify Category (see 6 NYCRR 617.4 and NYC Executive Order 91 of 1977, as amended):

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

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

4. *Project Description*

The Applicant, 100 Queens Blvd Co. LLC, seeks approval of two discretionary land use actions from the City Planning Commission – a zoning map amendment and zoning text amendment – to facilitate the construction of a mixed-use building containing residential, commercial, and accessory parking at 100-12 Queens Boulevard (Queens Block 3170, Lots 27 and 31 – Applicant-owned and collectively, the "Project Site") in the Forest Hills neighborhood of Community District 6, Queens (see EAS Figure 1). The Proposed Actions comprise:

1. A zoning map amendment to rezone the area of Queens Block 3170 within 150 feet of Queens Boulevard (the "Proposed Rezoning Area") – which includes Lots 27, 31, 24-26 and part of Lots 1 and 23 (see EAS Figures 1 and 2) – from R7-1/C1-2 and R4B/C1-2 districts to R9X/C2-4, R7-1, R7-1/C2-4, and R4B districts; and

2. a zoning text amendment to modify ZR Appendix F to designate the Project Site as a Mandatory Inclusionary Housing (MIH) area.

With the Proposed Actions, the Applicant would demolish the two existing commercial buildings on the Project Site to allow the Proposed Development, a 21-story, 235-foot-tall (215 feet, plus a 20-foot mechanical bulkhead), 366,074-gross-square-foot, 10.8 FAR building that would contain:

- Approximately 322,429 gross square feet of residential floor area with approximately 389 dwelling units of which 97 would be affordable under MIH Option 1 (25% of residential floor area at an average of 60% AMI), the Applicant's preferred MIH option;
- Approximately 16,685 gross square feet of retail floor area; and
- Approximately 18,429 gross square feet (38 accessory residential spaces) of parking floor area located in the cellar of the proposed building.

The MIH option ultimately selected will be determined during the ULURP process after discussion with the local councilmember. Under MIH Option 1, 97 units of affordable housing would be developed. Under MIH Option 2, 117 units of affordable housing would be developmed at an average of 80% AMI. Under MIH Option 3, 78 units of affordable housing would be developed at an average of 40% AMI.

Project Location

BOROUGH Queens	COMMUNITY DISTRICT(S) 6	STREET ADDRESS 100-12 Queens Blvd
TAX BLOCK(S) AND LOT(S) Block 3170, Lots 27, 31, 24-26, and p/o Lots 1, and 23		ZIP CODE 11375

DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS The Proposed Rezoning Area is the area generally bounded by the centerlines of Queens Boulevard, 67th Avenue, 67th Road, and a depth of 150 feet from Queens Boulevard on Queens Block 3170.

EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY	ZONING SECTIONAL MAP NUMBER
R7-1/C1-2, R4B/C1-2	14a

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

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

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

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

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION Appendix F

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

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:

6. *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.): 39,000	Waterbody area (sq. ft.) and type:
Roads, buildings, and other paved surfaces (sq. ft.): 39,000	Other, describe (sq. ft.):

7. *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): 366,074

NUMBER OF BUILDINGS: 1	GROSS FLOOR AREA OF EACH BUILDING (sq. ft.): 366,074
HEIGHT OF EACH BUILDING (ft.): 235 (215 ft + 20-ft bulkhead)	NUMBER OF STORIES OF EACH BUILDING: 21

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: 26,000

The total square feet not owned or controlled by the applicant: 13,000

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

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

AREA OF TEMPORARY DISTURBANCE: 26,000 sq. ft. (width x length) VOLUME OF DISTURBANCE: TBD cubic ft. (width x length x depth)

AREA OF PERMANENT DISTURBANCE: 26,000 sq. ft. (width x length)

8. *Analysis Year* CEQR Technical Manual Chapter 2

ANTICIPATED BUILD YEAR (date the project would be completed and operational): 2029

ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: 31-32

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

BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE: The analysis year assumes that the Proposed Actions would be certified in the middle of 2026. At least six months would be needed for permitting from the NYC Department of Buildings. Demolition would last approximately six months, and construction of the Proposed Development would begin soon after and last approximately 32 months. The Proposed Development would be complete and fully occupied in 2029 (the "Build Year"). The Proposed Development would require up to approximately 32 months for construction: up to 5 months for demolition, 7 months for excavation/foundation, up to 5 months to construct the superstructure, and up to 12-13 months to complete the interior fit-out and about 2 months to close out. With the anticipated construction timeline, the build year would be 2029.

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

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

DESCRIPTION OF EXISTING AND PROPOSED CONDITIONS

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

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
LAND USE				
Residential	☐ YES ☒ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
Describe type of residential structures		Mixed Multi-Family Residnetial Building with Community Faiclity and Retail Uses	Mixed Multi-Family Residnetial Building with Retail Uses	(Community Facility)
No. of dwelling units	0	131	389	258
No. of low- to moderate-income units	0	0	117	117
Gross floor area (sq. ft.)	0	95,886	322,429	226,543
Commercial	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
Describe type (retail, office, other)	Local Retail	Local Retail	Local Retail	
Gross floor area (sq. ft.)	23,583	27,426	16,685	-10,741
Manufacturing/Industrial	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," specify the following:				
Type of use				
Gross floor area (sq. ft.)				
Open storage area (sq. ft.)				
If any unenclosed activities, specify:				
Community Facility	☐ YES ☒ NO	☒ YES ☐ NO	☐ YES ☒ NO	
If "yes," specify the following:				
Type	0	19,216	0	-19,216
Gross floor area (sq. ft.)		Nonprofit Office		(Nonprofit Office)
Vacant Land	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," describe:				
Publicly Accessible Open Space	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," specify type (mapped City, State, or Federal parkland, wetland—mapped or otherwise known, other):				
Other Land Uses	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," describe:				
PARKING				
Garages	☐ YES ☒ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
No. of public spaces	0	0	0	
No. of accessory spaces	0	109	38	-71
Operating hours	NA	24/7	24/7	
Attended or non-attended	NA	attended	attended	
Lots	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," specify the following:				
No. of public spaces				
No. of accessory spaces				
Operating hours				
Other (includes street parking)	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," describe:				
POPULATION				
Residents	☐ YES ☒ NO	☒ YES ☐ NO	☒ YES ☐ NO	

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
If "yes," specify number:	0	295	875	580
Briefly explain how the number of residents was calculated:	2.25 average household size in Queens CD 6			
Businesses	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
No. and type	Local Retail	Local Retail and Community Facility (Nonprofit Office Space)	Local Retail	
No. and type of workers by business	69- Local Retail	147 Total- 3 for Parking; 6 for DU's; 57 for CF; 81 for Retail	65 Total- 1 for Parking; 15 for DU's; 49 for Retail	-82 Total
No. and type of non-residents who are not workers	0	0	0	
Briefly explain how the number of businesses was calculated:	3 employees per 1,000 of retail floor area, 1 employee per 333 sf of community facility floor area (nonprofit office space) , 1 employee per 25 DUs, 1 employee per 50 parking spaces. Source: 2025 Long Island City Neighborhood Plans DEIS.			
Other (students, visitors, concert-goers, *etc.*)	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If any, specify type and number:				
Briefly explain how the number was calculated:				
ZONING				
Zoning classification	R7-1, R7-1/C1-2, R4B , R4B/C1-2	R7-1, R7-1/C1-2, R4B , R4B/C1-2	R7-1, R7-1/C2-4 , R4B, R9X/C2-4	R9X/C2-4, R7-1/C2-4
Maximum amount of floor area that can be developed	5.01 FAR	5.01 FAR	10.8 FAR	+5.79 FAR
Predominant land use and zoning classifications within land use study area(s) or a 400 ft. radius of proposed project	R7-1, R7-1/C1-2, R4B , R4B/C1-2; Residential, Mixed Residential and Commercial, Commercial	R7-1, R7-1/C1-2, R4B , R4B/C1-2; Residential, Mixed Residential and Commercial, Commercia	R7-1, R7-1/C2-4 , R4B, R9X/C2-4; Residential, Mixed Residential and Commercial, Commercia	; R9X/C2-4, R7-1/C2-4
Attach any additional information that may be needed to describe the project. If your project involves changes that affect one or more sites not associated with a specific development, it is generally appropriate to include total development projections in the above table and attach separate tables outlining the reasonable development scenarios for each site.				

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 Full EAS Form. For example, if a question is answered "no," an agency may request a short explanation for this response.

	YES	NO
1. *LAND USE, ZONING, AND PUBLIC POLICY*: CEQR Technical Manual Chapter 4		
(a) Would the proposed project result in a change in land use and/or zoning different from the surrounding area?	☒	☐
(b) Is there the potential to affect an applicable public policy?	☐	☒
(c) If "yes," to (a) and/or, (b), complete a preliminary assessment and attach.		
(d) Is the project a large, publicly sponsored project?	☐	☒
○ If "yes," complete a OneNYC assessment and attach.		
(e) Is any part of the directly affected area within the City's Waterfront Revitalization Program boundaries?	☐	☒
○ If "yes," complete the Consistency Assessment Form.		
2. *SOCIOECONOMIC CONDITIONS*: CEQR Technical Manual Chapter 5		
(a) Would the proposed project:		
○ Generate a net increase of more than 250 residential units?	☒	☐
▪ If "yes," answer *both* questions 2(b)(ii) below.		
○ Generate a net increase of more than 200,000 square feet of commercial space?	☐	☒
▪ If "yes," answer question 2(b)(iv) below.		
○ Directly displace 500 or more existing residents?	☐	☒
▪ If "yes," answer questions 2(b)(i), 2(b)(ii), and 2(b)(iv) below.		
○ Directly displace more than 100 existing employees or an unusually important business as defined in the chapter?	☐	☒
▪ If "yes," answer questions under 2(b)(iii) and 2(b)(iv) below.		
○ Create a retail concentration?	☐	☒
▪ If "yes," answer question 2(b)(v) below.		
○ Affect conditions in a specific industry?	☐	☒
▪ If "yes," answer question 2(b)(vi) below.		
(b) If "yes" to any of the above, attach supporting information to answer the relevant questions below. If "no" was checked for each category above, the remaining questions in this technical area do not need to be answered.		
i. Direct Residential Displacement		
○ If more than 500 residents would be displaced, would these residents represent more than 5% of the primary study area population?	☐	☒
○ If "yes," is the average income of the directly displaced population markedly lower than the average income of the rest of the study area population?	☐	☒
ii. Indirect Residential Displacement		
○ Would the population of the primary study area increase by more than 10 percent or is there the potential to increase or accelerate trends toward increasing rents?	☐	☒
iii. Direct Business Displacement		
○ Do any of the displaced businesses provide goods or services essential to the local economy that otherwise would not be found within the trade area, either under existing conditions or in the future with the proposed project?	☐	☒
○ If "yes," is any category of business to be displaced the subject of other regulations or publicly adopted plans to preserve, enhance, or otherwise protect it?	☐	☒
iv. Indirect Business Displacement		

	YES	NO
○ Would the project potentially introduce trends that make it difficult for businesses that provide products or services essential to the local economy to remain in the area?	☐	☒
○ Would the project displace a use that either directly supports businesses in the area or brings a customer base to the area for local businesses?	☐	☒
v. Indirect Business Displacement due to Retail Market Saturation		
○ Would the project capture retail sales in a particular category of goods to the extent that the market for such goods would become saturated, potentially resulting in vacancies and disinvestment on neighborhood commercial streets?	☐	☒
vi. Adverse Effects on Specific Industries		
○ Would the project significantly affect business conditions in any industry or any category of businesses within or outside the study area?	☐	☒
○ Would the project indirectly substantially reduce employment or impair the economic viability in the industry or category of businesses?	☐	☒
3. *COMMUNITY FACILITIES*: CEQR Technical Manual Chapter 6		
(a) Direct Effects		
○ Would the project directly eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, libraries, health care facilities, day care centers, police stations, or fire stations?	☐	☒
(b) Indirect Effects		
○ **Early Childhood Programs:** Would the project result in 20 or more eligible children under age 6, based on the number of low or low/moderate income residential units? (See Table 6-1 in Chapter 6)	☐	☒
○ **Public Schools:** Would the project result in 100 or more elementary or middle school students, or 150 or more high school students based on number of residential units? (See Table 6-1 in Chapter 6)	☐	☒
○ **Libraries:** Would the project result in a 5 percent or more increase in the ratio of residential units to library branches? (See Table 6-1 in Chapter 6)	☐	☒
○ **Healthcare 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 a net increase of more than 175 residential units in an existing R1-R4 district or 250 units in an existing R5 or above, C, or M district?	☒	☐
(c) Would the project generate more 500 additional employees?	☐	☒
5. *SHADOWS*: CEQR Technical Manual Chapter 8		
(a) Would the proposed project result in with-action structures of 250 feet or more?	☐	☒
(b) Would the proposed project result in with-action structures between 50-250 feet and be located adjacent to, within, or across the street from a sunlight-sensitive resource?	☐	☒
(c) Would the proposed project result in greater than 50 feet of incremental height change or substantial changes in bulk?	☒	☐
(d) If "yes" to any of the above questions, attach supporting information explaining whether the project's shadow would reach any sunlight-sensitive resource at any time of the year. See Supp. Studies		
6. *HISTORIC AND CULTURAL RESOURCES*: CEQR Technical Manual Chapter 9		
(a) Does the proposed project site or an adjacent site contain any architectural and/or archaeological resource that is eligible for or has been designated (or is calendared for consideration) as a New York City Landmark, Interior Landmark or Scenic Landmark; 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. Metropolitan Industrial Bank, a S/NR-eligible resource that is within 400 feet of the Project Site.		
7. *URBAN DESIGN AND VISUAL RESOURCES*: CEQR Technical Manual Chapter 10		
(a) Would the proposed project result in a building over 250 feet tall, have a project area greater than 1.5 acres, or be classified as a general large-scale development?	☐	☒
(b) Does the project require a special permit to allow the modification of bulk and yard requirements or special uses?	☐	☒
(c) Does the proposed project introduce new, or change the location of, streets or public open spaces?	☐	☒
(d) Would the proposed project result in obstruction of publicly accessible views to visual resources not currently allowed by existing zoning?	☐	☒

	YES	NO
(e) If "yes" to either of the above, please provide the information requested in Chapter 10.		
8. *NATURAL RESOURCES*: CEQR Technical Manual Chapter 11		
(a) Does the proposed project site or a site adjacent to the project contain natural resources as defined in Section 100 of Chapter 11?	☐	☒
○ If "yes," list the resources and attach supporting information on whether the project would affect any of these resources.		
(b) Is any part of the directly affected area within the Jamaica Bay Watershed?	☐	☒
○ If "yes," complete the Jamaica Bay Watershed Protection Plan Project Tracking Form and submit according to its instructions.		
9. *HAZARDOUS MATERIALS*: CEQR Technical Manual Chapter 12		
(a) Would the proposed project allow commercial or residential uses in an area that is currently, or was historically, a manufacturing area that involved hazardous materials?	☒	☐
(b) Would the proposed project introduce new activities or processes using hazardous materials and increase the risk of human or environmental exposure?	☐	☒
(c) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to hazardous materials that preclude the potential for significant adverse impacts?	☐	☒
(d) Would the project require soil disturbance in a manufacturing area or any development on or near a manufacturing area or existing/historic facilities listed in the Hazardous Materials Appendix (including nonconforming uses)?	☐	☒
(e) Would the project result in the development of a site where there is reason to suspect the presence of hazardous materials, contamination, illegal dumping or fill, or fill material of unknown origin?	☒	☐
(f) Would the project result in development on or near a site that has or had underground and/or aboveground storage tanks (*e.g.*, gas stations, oil storage facilities, heating oil storage)?	☐	☒
(g) Would the project result in renovation of interior existing space on a site with the potential for compromised air quality; vapor intrusion from either on-site or off-site sources; or the presence of asbestos, PCBs, mercury or lead-based paint?	☐	☒
(h) Would the project result in development on or near a site with potential hazardous materials issues such as government-listed voluntary cleanup/brownfield site, current or former power generation/transmission facilities, coal gasification or gas storage sites, railroad tracks or rights-of-way, or municipal incinerators?	☐	☒
(i) Has a Phase I Environmental Site Assessment been performed for the site?	☒	☐
○ If "yes," were Recognized Environmental Conditions (RECs) identified? Briefly identify: Former and current dry-cleaning operations at 99-34 67th Avenue (Lot 27)	☒	☐
(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 that listed in Table 13-1 in Chapter 13?	☐	☐
(d) Would the 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?	☐	☒
(g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a Wastewater Treatment Plant and/or contribute contaminated stormwater to a separate storm sewer system?	☐	☒
(h) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits?	☐	☒
(i) If "yes" to any of the above, conduct the appropriate preliminary analyses and attach supporting documentation.		
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): No-Action: (131 DU x 41 lbs/DU) + (82 retail emp. x 79 lbs/emp.) + (58 CF emp. x 13 lbs/emp.) = 12,603 lbs/wk With-Action: (389 DU x 41 lbs/DU) + (50 retail emp. x 79 lbs/emp.) = 19,899 lbs/wk Incremental: 19,899 - 12,603 = 7,296 lbs/w		
○ 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?	☐	☒
○ If "yes," would the proposed project comply with the City's Solid Waste Management Plan?	☐	☐

	YES	NO
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): No-Action: (95,886 gsf res. x 126.7) + (27,426 gsf retail x 216.3) + (19,216 gsf CF x 250.7) = 22,898,451 MBtu With-Action: (322,429 gsf res. x 126.7) + (16,685 gsf retail x 216.3) = 44,460,720 MBtu Incremental: 44,460,720 - 22,898,451 = 21,562,269 MBtu		
(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 appropriate screening analyses, attach back up data as needed for each stage, and answer the following questions:		
○ Would the proposed project result in 50 or more Passenger Car Equivalents (PCEs) per project peak hour?	☐	☒
If "yes," would the proposed project result in 50 or more vehicle trips per project peak hour at any given intersection? ***It should be noted that the lead agency may require further analysis of intersections of concern even when a project generates fewer than 50 vehicles in the peak hour. See Subsection 313 of Chapter 16 for more information.*	☐	☐
○ Would the proposed project result in more than 200 subway/rail, bus trips, or 50 Citywide Ferry Service ferry trips per project peak hour?	☐	☒
If "yes," would the proposed project result, per project peak hour, in 50 or more bus trips on a single line (in one direction), 200 subway/rail trips per station or line, or 25 or more Citywide Ferry Service ferry trips on a single route (in one direction), or 50 or more passengers at a Citywide Ferry Service landing?	☐	☐
○ Would the proposed project result in more than 200 pedestrian trips per project peak hour?	☐	☒
If "yes," would the proposed project result in more than 200 pedestrian trips per project peak hour to any given pedestrian or transit element, crosswalk, subway stair, bus stop, or Citywide Ferry Service landing?	☐	☐
14. *AIR QUALITY*: CEQR Technical Manual Chapter 17		
(a) *Mobile Sources*: Would the proposed project result in the conditions outlined in Section 210 in Chapter 17?	☐	☒
(b) *Stationary Sources*: Would the proposed project result in the conditions outlined in Section 220 in Chapter 17?	☒	☐
○ If "yes," would the proposed project exceed the thresholds in Figure 17-3, Stationary Source Screen Graph in Chapter 17? (Attach graph as needed) See Supp. Studies	☐	☒
(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?	☐	☒
(f) If "yes" to any of the above, conduct the appropriate analyses and attach any supporting documentation. See Supp. Studies		
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) Would the proposed project result in the development of 350,000 square feet or more?	☐	☒
(d) If "yes" to any of the above, would the project require a GHG emissions assessment based on guidance in Chapter 18?	☐	☒
○ If "yes," would the project result in inconsistencies with the City's GHG reduction goal? (See Local Law 22 of 2008; § 24-803 of the Administrative Code of the City of New York). Please attach supporting documentation.	☐	☐
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?	☐	☒
(e) If "yes" to any of the above, conduct the appropriate analyses and attach any supporting documentation. See Supp. Studies		
17. *PUBLIC HEALTH*: CEQR Technical Manual Chapter 20		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Air Quality; Hazardous Materials; Noise?	☐	☒

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

20. *APPLICANT'S CERTIFICATION*

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

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

APPLICANT/REPRESENTATIVE NAME	SIGNATURE	DATE
RACHEL LOEB		26 May 2026

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. Does the project have the potential to disproportionately affect disadvantaged communities, or cause or increase a disproportionate pollution burden on a disadvantaged community. ☐ YES ☒ NO

3. 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.

4. 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.

5. ***LEAD AGENCY'S CERTIFICATION***

TITLE	LEAD AGENCY
Deputy Director, Environmental Assessment and Review	NYC City Planning on behalf of City Planning Commission
NAME	DATE
Evren Ulker-Kacar, AICP	05/28/2026

SIGNATURE Evren Ulker Kacar

CITY PLANNING
COMMISSION CITY OF
NEW YORK

OFFICE OF THE CHAIR

CONDITIONAL NEGATIVE DECLARATION

Project Identification
CEQR No. 26DCP077Q
ULURP No. 260184ZMQ; 260185ZRQ
SEQRA Classification: Unlisted

Lead Agency
City Planning Commission
120 Broadway, 31st Floor
Contact: Evren Ulker-Kacar
(212) 720-3493

Name, Description and Location of Proposal

100-12 Queens Boulevard Rezoning

The Applicant, 100 Queens Blvd Co. LLC, requests the approval of two discretionary actions (the "Proposed Actions") including a Zoning Map Amendment to rezone Queens Block 3170, Lots 27, 31, 24, 25, 26 and portions of Lots 1 and 23 (the "Proposed Rezoning Area") from R7-1/C1-2, R4B/C1-2, and R4B districts to R9X/C2-4, R7-1, R7-1/C2-4, and R4B districts, and a Zoning Text Amendment to modify Zoning Resolution Appendix F to designate Block 3170, Lots 27 and 31 (the "Project Site") as a Mandatory Inclusionary Housing (MIH) area in the Forest Hills neighborhood of Community District 6, Queens. The Proposed Actions would facilitate the development of a 366,074 total gross square foot (GSF), 215-foot-tall mixed-use building consisting of 322,429 GSF of residential area including 389 dwelling units (DUs), 16,685 GSF of commercial retail area, 18,429 GSF of cellar parking containing 38 accessory residential parking spaces, and 8,531 GSF of mechanical floor area on the Project Site ("Projected Development Site 1"). 20-30% of the DUs (78-117 DUs) would be affordable pursuant to MIH options 1, 2, or 3, at an average of 60%, 80%, or 40% area median income, respectively. The Build Year for the Proposed Actions is 2029.

The Environmental Assessment Statement (EAS) analyzes a Reasonable Worst Case Development Scenario (RWCDS) with a With-Action scenario consistent with the Applicant's Proposed Project, as the FAR of the site's proposed R9X/C2-4 zoning would be maximized. Without the Proposed Actions (the "No-Action Condition"), a 4.8 FAR building containing 187,202 total GSF 95,886 GSF of residential space, 27,426 GSF of retail across the cellar and ground floor, 19,216 GSF of

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120 Broadway, 31st Floor, New York, N.Y. 10271 | Fax: (212) 720-3488

community facility space (non-profit office space), and 33,700 GSF of parking with 109 attended accessory spaces would be developed.

To avoid any potential significant adverse impacts, an (E) designation (E-899) related to hazardous materials, air quality, and noise would be placed on the applicant's property (the "Project Site"), Queens Block 3170, Lots 27 and 31.

The (E) designation text related to hazardous materials is 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.

The (E) designation text related to air quality would apply as follows:

Queens Block 3170, Lots 27 and 31: Any new residential, commercial and/or community facility development on the above-referenced property must ensure the HVAC system and hot water equipment are powered by electricity only with no venting or stacks, to avoid any potential significant adverse air quality impacts.

The (E) designation text related to noise is as follows:

Block 3170, Lots 27, and 31: In order to ensure an acceptable interior noise environment, future residential, community facility and/or commercial office uses must provide a closed window condition with a minimum of 28 dBA window/wall attenuation on the northern facade facing Queens Blvd, the eastern facade facing 67th Rd within 50 feet of Queens Blvd, and the western facade facing 67th Ave within 50 feet of Queens Blvd, to maintain an interior noise level not greater than 45 dBA for residential and community facility uses or not greater than 50 dBA for commercial office use. In order to maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, air conditioning.

Statement of No Significant Effect:

The Environmental Assessment and Review Division of the Department of City Planning, on behalf of the City Planning Commission, has completed its technical review of the Environmental Assessment Statement, dated May 28, 2026, prepared in connection with the ULURP Applications (No. 260184ZMQ; No. 260185ZRQ). The City Planning Commission has determined that the Proposed Actions will have no significant effect on the quality of the environment, once it is modified as follows:

The Applicant agrees to enter into a Restrictive Declaration (RD) to ensure the implementation of Project Components Related to the Environment (PCREs) relating to construction transportation and construction noise that would avoid the potential for any significant adverse impacts. The PCREs are as follows:

1. The Applicant shall implement as part of its development of the Project Site, and at its sole cost and expense, the following construction noise PCREs:
    a. Source control and path control measures listed below that are beyond those required by New York City regulations:
        i. Auger drills will be used instead of pile drivers.
        ii. All compressors will be $\leq$ 350cfm.
        iii. Generators shall not exceed an Lmax noise level limit of 76 dBA at 23 feet.
        iv. 15-foot construction barriers around the truck stage areas and west property line.
2. The Applicant shall implement as part of its development of the Project Site, and at its sole cost and expense, the following construction transportation PCREs:
    a. If future development of the Applicant's property should occur, the property owner will be required to notify the New York City Department of Transportation (NYCDOT) that a signal timing modification would be made at the intersection of Queens Boulevard and 67th Road intersection during construction. The signal timing modification includes shifting three seconds of green time from the eastbound phase to the protected westbound left-turn phase during the morning (AM) construction peak hour. NYCDOT would make this modification.

Supporting Statement:
The above determination is based on an environmental assessment which finds that:

1. The applicant will enter into a Restrictive Declaration to ensure the implementation of project components relating to construction transportation and construction noise which would avoid the potential for any significant adverse impacts related thereto.

2. No other significant adverse effects on the environment which would require an Environmental Impact Statement are foreseeable.

It is fully agreed and understood that if the foregoing conditions, modification, and alterations are not fully incorporated into the Proposed Actions, this Conditional Negative Declaration shall become null and void. In such event, the applicant shall be required to prepare a Draft Environmental Impact Statement before proceeding further with said proposal.

This Conditional Negative Declaration has been prepared in accordance with Article 8 of the Environmental Conservation Law 6NYCRR part 617.

I, the Undersigned, as the applicant or authorized representative for this proposal, hereby affix my signature in acceptance of the above conditions to the Proposed Actions.

Rachel Loeb
Signature of Applicant or Authorized Representative

Date: May 28, 2026

Rachel Loeb
Name of Applicant or Authorized Representative

Evren Ulker-Kacar
Evren Ulker-Kacar, AICP, Deputy Director
Environmental Assessment and Review Division
Department of City Planning

Date: May 28, 2026

Sideya Sherman
Sideya Sherman, Chair
City Planning Commission

Date: 9/10/26

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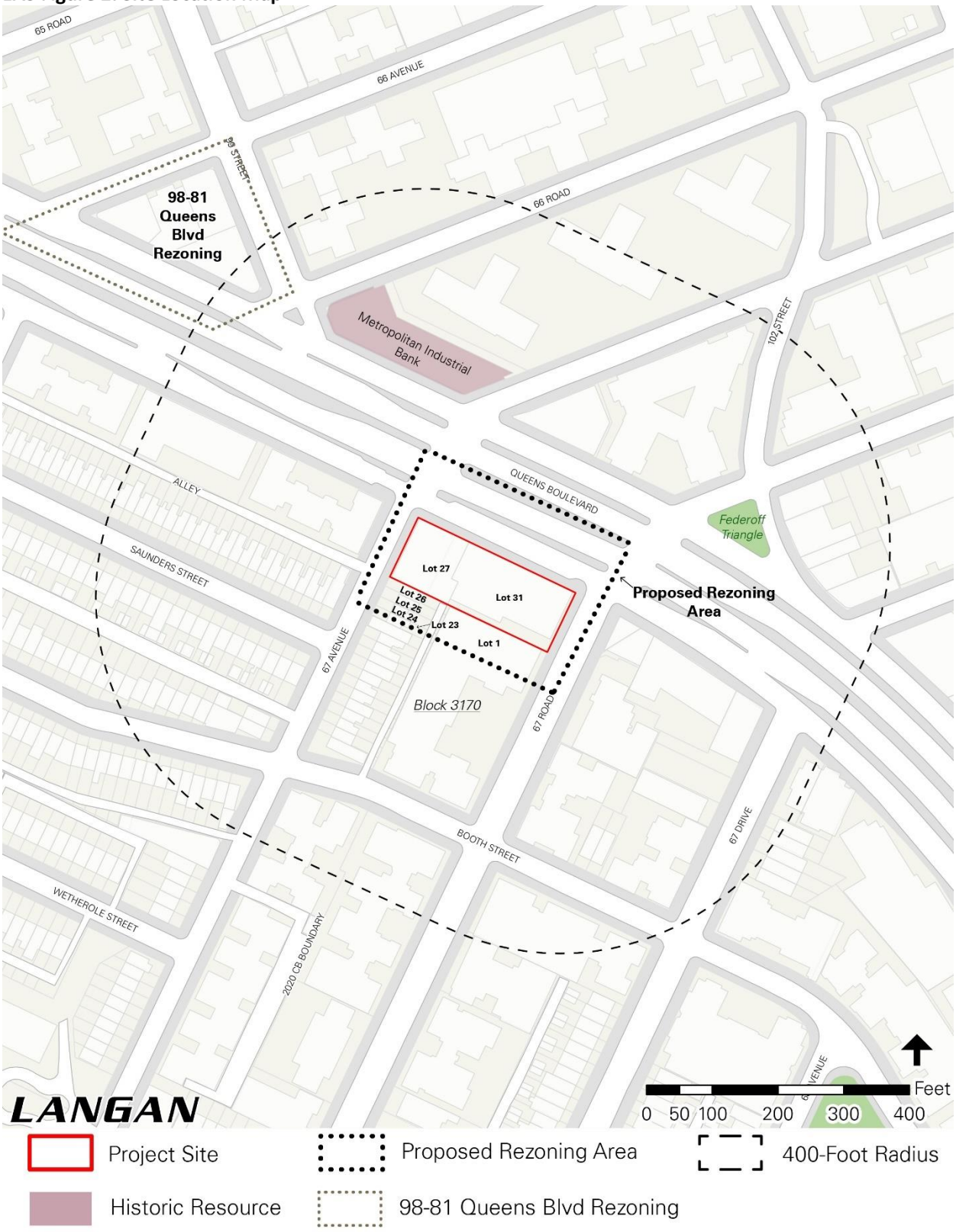
Appendices

A- Architectural Drawings
B- Agency Correspondence
C- Phase I ESA
D- Construction Schedule and Construction Phasing and Sequencing Plans
E- Construction-Generated Vehicle Trip Assignments

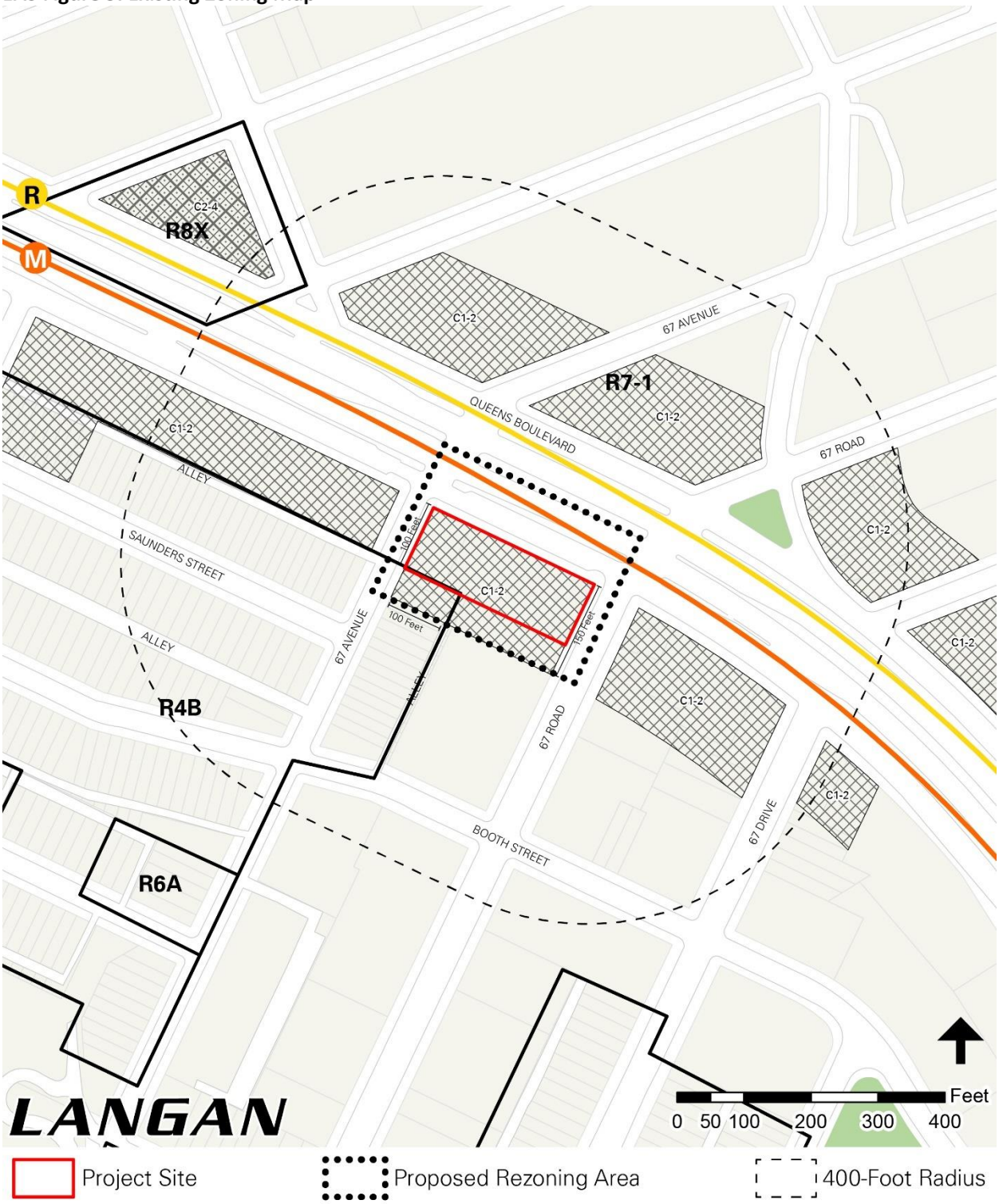
EAS Figure 1: Regional Location Map



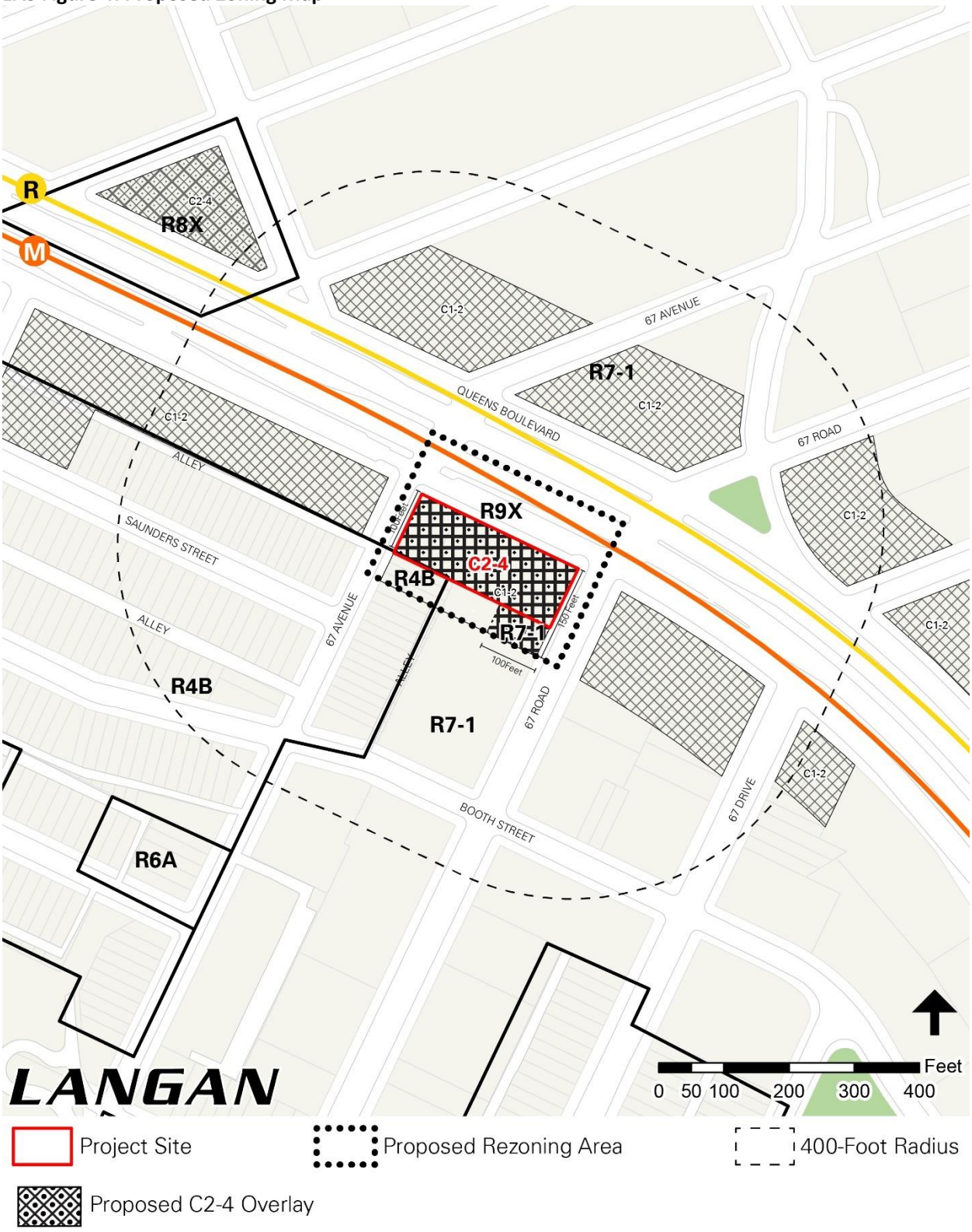
EAS Figure 2: Site Location Map



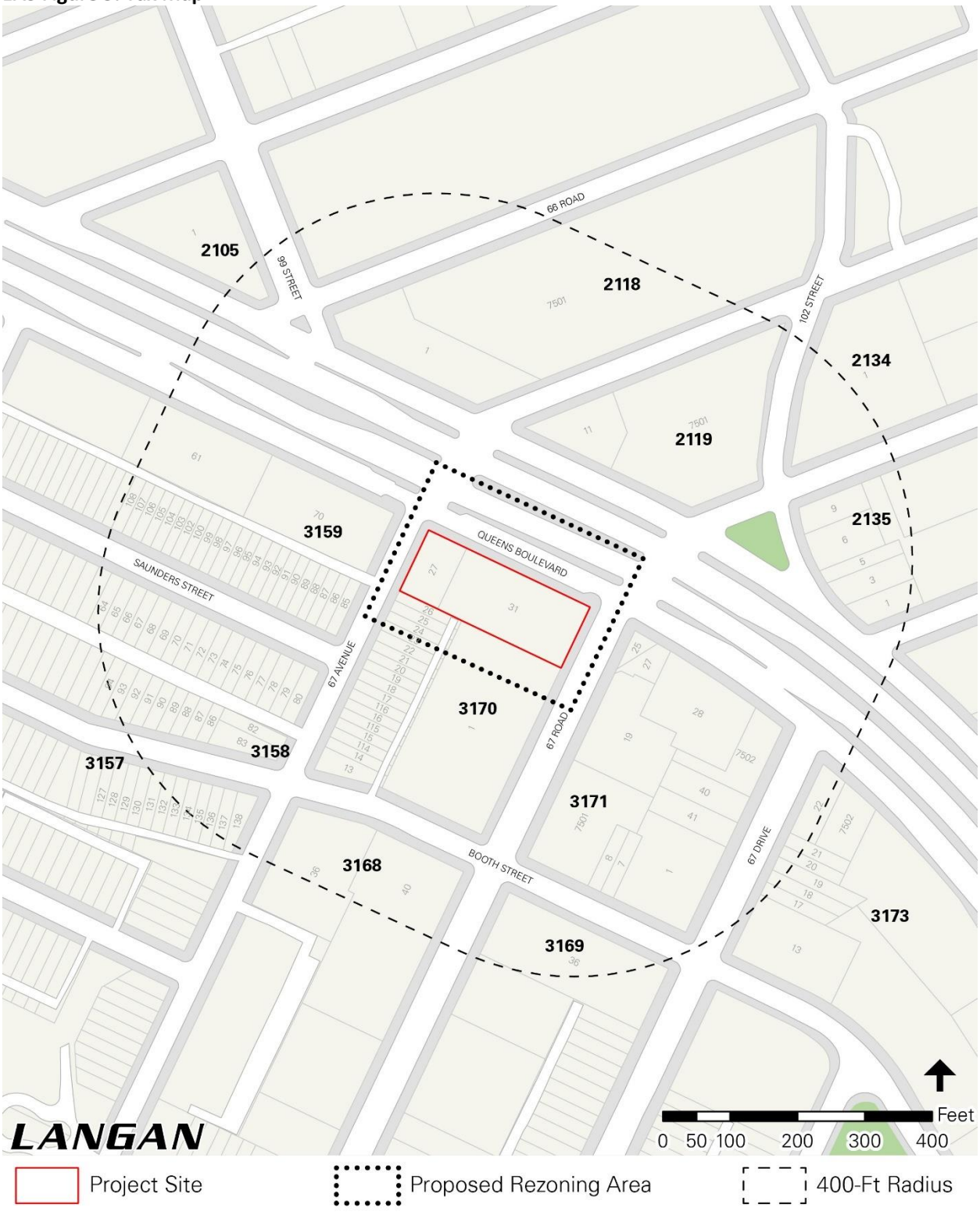
EAS Figure 3: Existing Zoning Map



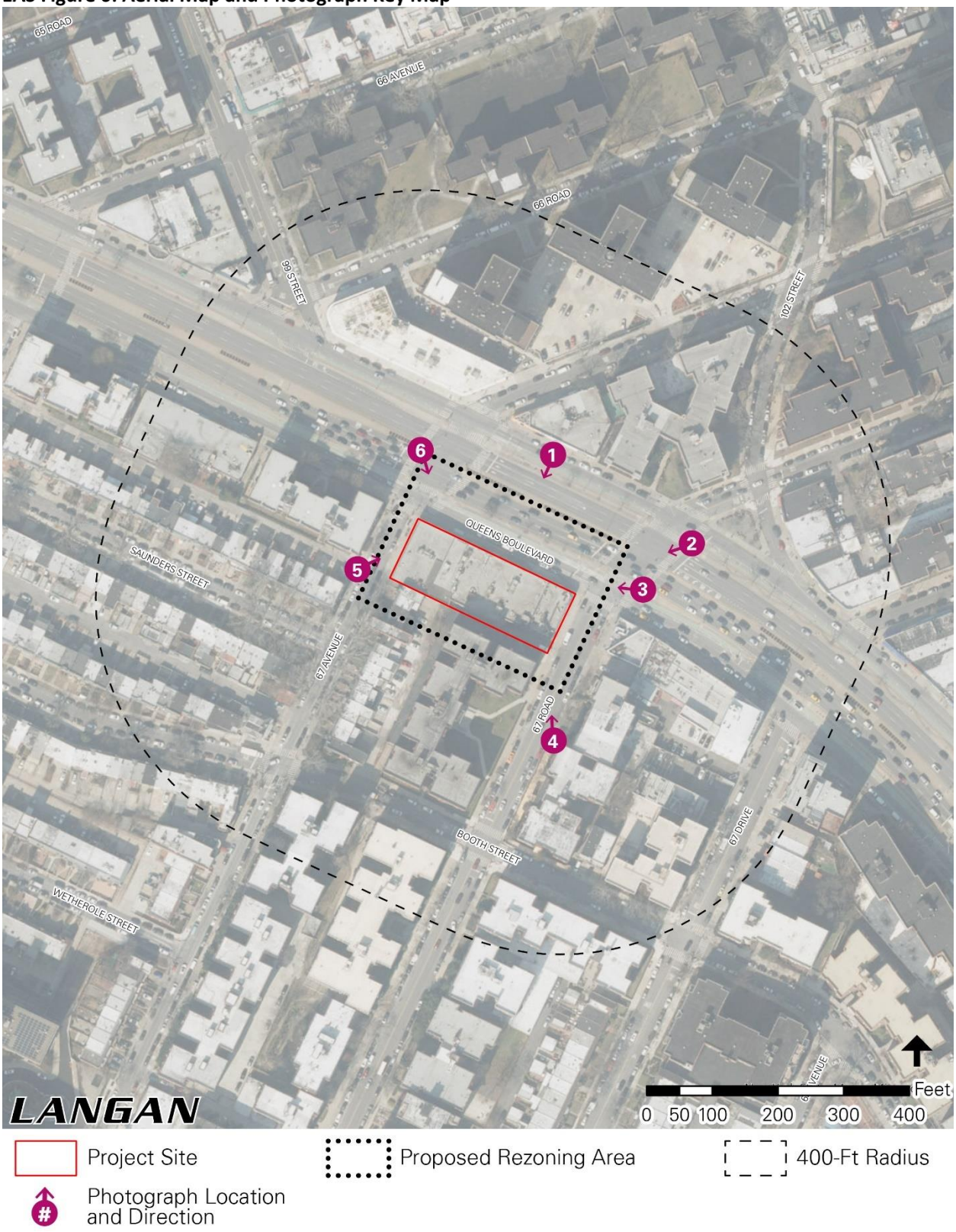
EAS Figure 4: Proposed Zoning Map



EAS Figure 5: Tax Map



EAS Figure 6: Aerial Map and Photograph Key Map



EAS Photograph 1



View south across Queens Boulevard to the Project Site.

EAS Photograph 2



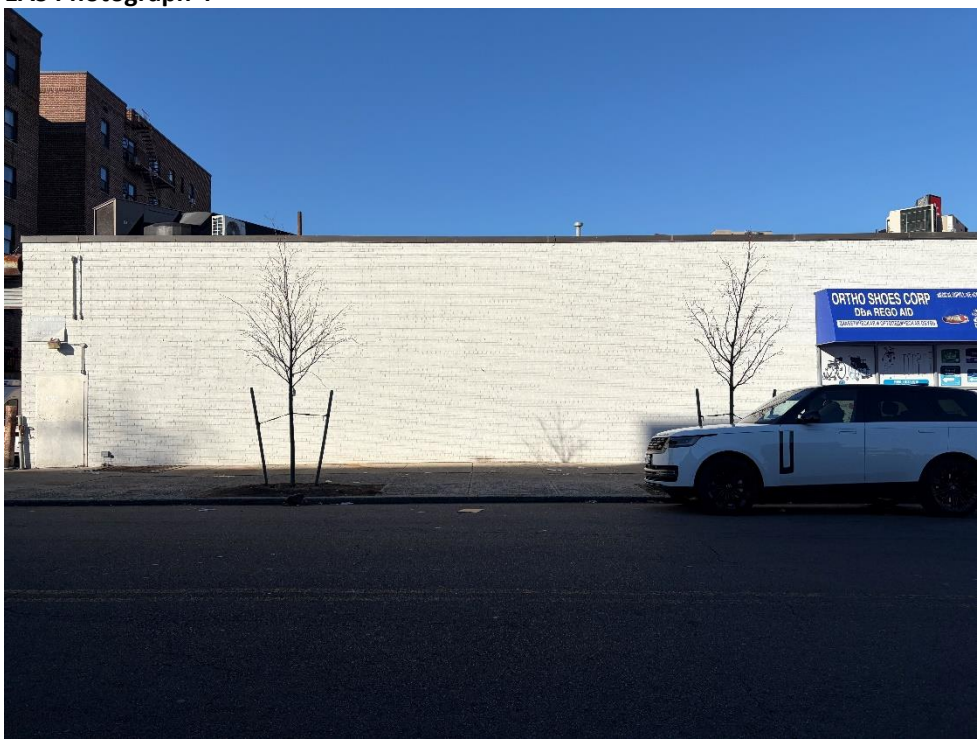
View southwest across Queens Boulevard towards the Project Site.

EAS Photograph 3



View west towards the Project Site from the intersection of the Queens Boulevard service roadway and 67 Road.

EAS Photograph 4



View west along 67 Road towards the Project Site and Queens Boulevard beyond. The multifamily building on Lot 1 is shown in the left of the frame.

EAS Photograph 5



View northeast along 67 Avenue towards the Project Site and Queens Boulevard beyond.

EAS Photograph 6



View from the center median of Queens Boulevard towards the Project Site.

A PROJECT DESCRIPTION

A1 Introduction

The Applicant, 100 Queens Blvd Co. LLC, seeks approval of two discretionary land use actions from the City Planning Commission – a zoning map amendment and zoning text amendment – to permit the construction of a mixed-use building containing residential, commercial, and accessory parking at 100-12 Queens Boulevard (Queens Block 3170, Lots 27 and 31 – collectively, the "Project Site") in the Forest Hills neighborhood of Community District 6, Queens (see EAS Figure 1). The Proposed Actions comprise:

1. a zoning map amendment to rezone the area of Queens Block 3170 within 150 feet of Queens Boulevard (the "Proposed Rezoning Area") – which includes Lots 27, 31, 24-26 and part of Lots, 1 and 23[1] (see EAS Figures 1 and 2) – from R7-1/C1-2 and R4B/C1-2 districts to R9X/C2-4, R7-1, R7-1/C2-4, and R4B districts; and
2. a zoning text amendment to modify ZR Appendix F to designate the Project Site as a Mandatory Inclusionary Housing (MIH) area.

With the Proposed Actions, the Applicant would demolish the two existing commercial buildings on the Project Site to allow the Proposed Development, a 21-story, 235-foot-tall (215 feet, plus a 20-foot mechanical bulkhead), 366,074-gross-square-foot (gsf) building that would contain:

- Approximately 322,429 gsf (264,616 zoning square feet {zsf}) of residential floor area with approximately 389 dwelling units of which 97 would be affordable under MIH Option 1, the Applicant's preferred MIH option (For purposes of early childhood programs analysis, 20 percent of units (78 units) would be affordable at or below 80 percent Area Median Income (AMI);
- Approximately 16,685 gsf of retail floor area; and

[1] Part of Lot 23 is zoned R4B and would remain zoned R4B.

- Approximately 18,429 gsf (38 accessory residential spaces) of parking. The parking spaces would be located in the cellar of the proposed building and accessed from a new curb cut along 67th Avenue.

Illustrative architectural drawings for the Proposed Development are provided in Appendix A.

A2 Proposed Rezoning Area and Project Site

The Proposed Rezoning Area is the area bounded by the centerlines of Queens Boulevard, 67th Avenue, 67th Road, and a depth of 150 feet from Queens Boulevard on Queens Block 3170. The Proposed Rezoning Area includes the entirety of the Project Site (Lots 27 and 31), Lots 24-26, and part of Lots 1 and 23.

Lot 1 is an approximately 43,963-sf corner lot that fronts along 67th Road and Booth Street. The lot contains the Fontaine Gardens, a six-story multifamily building with 156 dwelling units. Fontaine Gardens is a U-shaped building with an exterior courtyard along 67th Road. Approximately 8,000 sf of Lot 1 is in the Proposed Rezoning Area.

Lot 23 is a 1,600-sf lot with frontage on 67th Avenue. The lot is improved with a two-story, 976-gsf, single-family residential building. Approximately 200 sf of Lot 23 is in the Proposed Rezoning Area.

Lot 24 is a 1,600-sf lot with frontage on 67th Avenue. The lot is improved with a two-story, 976-gsf, 2-unit residential building.

Lot 25 is a 1,600-sf lot with frontage on 67th Avenue. Lot 25 is a 1,600-sf lot with frontage on 67th Avenue. The lot is improved with a two-story, 976-gsf, single-family residential building.

Lot 26 is a 1,600-sf lot with frontage on 67th Avenue. The lot is improved with a two-story, approximately 1,232-gsf, single-family residential building.

The 26,000-sf rectangular Project Site has 260 feet of frontage along Queens Boulevard and 100 feet of frontage along both 67th Avenue and 67th Road. Queens Boulevard is a 200-foot-wide mapped street, and 67th Road is an 80-foot-wide mapped street; both are "wide" streets as defined by the New York City Zoning Resolution (ZR). 67th Avenue is a 60-foot-wide mapped "narrow street." Queens Boulevard is classified by the New York State Department of Transportation as a "principal arterial," while 67th Avenue and 67th Road are classified as urban local streets.

The Project Site occupies the entire block front along Queens Boulevard and is improved with two one-story commercial buildings. Lot 27 contains a 6,000-gsf building occupied by a pharmacy and a drycleaner. Lot 31 contains a 17,583-gsf building occupied by food and beverage establishments, a grocer, a medical office, a bank, and a shoe retailer. Collectively, the two buildings total 23,583 gsf of commercial floor area across 10 retail establishments. The two buildings are built to the street lines with no setbacks. Vehicular access to the loading area for Project Site buildings is available from an approximately 24-foot-wide-plus-splays curb cut along 67th Road.

The Project Site is served by the New York City Transit (NYCT) M and R subway lines at the 67th Avenue subway station, which is adjacent to the Project Site on Queens Boulevard. The E and F subway lines are also available four blocks to the west along Queens Boulevard at the Forest Hills-71st Avenue subway station. The Project Site is also served by NYCT

express and local bus lines. The QM11 bus terminates in the Financial District while the QM18 bus terminates in Midtown. The Q60 bus, stopping immediately in front of the Project Site provides local service along Queens Boulevard and into Manhattan, terminating at East 60th Street and 2nd Avenue in Midtown. The Q23 bus runs along Austin and 108th streets, with the nearest stop about 0.3 miles away at Yellowstone Road and Burns Street. The Project Site is outside an area denoted by SHPO as an archaeological buffer area—areas determined by SHPO as proximate to known or suspected archeological resources.

The area immediately surrounding the Proposed Rezoning Area is generally comprised of commercial uses, mixed residential and commercial buildings, and residential uses. South of the Proposed Rezoning Area, on Block 3170 are one and two-family homes along 67 Avenue, and a 6-story, 156-unit, apartment building along 67 Road. The area to the west of the Proposed Rezoning Area is characterized by low-density one and two-family resident uses just south of Queens Boulevard, and commercial uses along Queens Boulevard. The area to the east of the Study Area is characterized by commercial uses along Queens Boulevard, and mid-rise, multi-family residential buildings south of Queens Boulevard.

Project Site History

Historical Sanborn maps and aerial photographs indicate that:

- In 1924, the Project Site was vacant, and the area was sparsely developed.
- In 1936, the 67th Avenue subway station opened adjacent to the Project Site on Queens Boulevard.
- Around 1947, the existing one-story commercial building was developed on Lot 27. Lot 31 was used for parking.
- Around 1951, Lot 31 was developed with the existing one-story commercial building. The two buildings on Lots 27 and 31 remain today.

In 1961, the Proposed Rezoning Area was mapped as a R7-1/C1-2 mixed-use zoning district with the adoption of the ZR. The Project Site has remained in a R7-1/C1-2 zoning district since 1961.

In 2002, the existing R4B district to the southwest of the Project Site – including part of the Proposed Rezoning Area – was mapped as part of the Forest Hills/Rego Park Rezoning.

A3 Proposed Actions

As described above, the Applicant seeks two discretionary land use actions:

- a zoning map amendment to rezone the Proposed Rezoning Area from R7-1/C1-2 and R4B/C1-2 districts to:
  - a R9X/C2-4 district within 100 feet of Queens Boulevard;
  - a R7-1 district between 100 and 150 feet from Queens Boulevard, and 100 feet from 67th Road; and
  - a R7-1/C2-4 district between 100 and 150 feet from Queens Boulevard and within 100 feet of 67th Road; and

- an R4B district within 100 feet of 67th Avenue and between 100 and 150 feet from Queens Boulevard; and

- a zoning text amendment to modify ZR Appendix F to designate a MIH area coterminous with the proposed R9X/C2-4 district (the area within 100 feet of Queens Boulevard).

The proposed rezoning would remove the C1-2 commercial overlay within 150 feet of Queens Boulevard for Lots 1, 23, 24, 25, 26, 27, and 31. For Lots 27 and 31, the underlying residential district within 100 feet of Queens Boulevard would be rezoned from R7-1 to R9X. Additionally, the area within 150 feet of Queens Boulevard and 100 feet of 67th Road would be mapped with a C2-4 commercial overlay (p/o Lot 1, Lots 27 and 31). A mandatory inclusionary housing (MIH) area would be mapped within 100 feet of Queens Boulevard, coterminous with the proposed R9X/C2-4 district.

Four MIH options are available in New York City that vary based on the affordability level, as measured as a percent of the area median income (AMI). The Applicant proposes to comply with Option 1. The specific MIH options would be selected by the New York City Council during the Uniform Land Use Review Procedure

Table A-1 below shows the existing and proposed zoning of the lots in the Proposed Rezoning Area.

Table A-1: Existing and Proposed Zoning by Affected Tax Lot

Lot	Current Land Use	Current Zoning	Proposed Zoning
1	Multifamily Residential	R7-1, R7-1/C1-2	R7-1, R7-1/C2-4
23	One- or Two-Family Residence	R4B	R4B
24	One- or Two-Family Residence	R4B/C1-2,	R4B
25	One- or Two-Family Residence	R4B/C1-2,	R4B
26	One- or Two-Family Residence	R4B/C1-2,	R4B
27*	Commercial	R7-1/C1-2	R9X/C2-4
31*	Commercial	R7-1/C1-2	R9X/C2-4

* Tax lot comprising the Project Site. These lots are proposed to be in an MIH Area.

Table A-2 shows the estimated project-generated affordable dwelling units under each MIH option available in New York City.

Table A-2: Estimated Project-Generated Affordable Dwelling Units

MIH Option	Average AMI (% AMI)	Minimum Percent of Residential Floor Area Dedicated to MIH Units (%)	Estimated Affordable Units
1	60	25	97
2	80	30	117
3	40	20	78

The Proposed Actions are classified as "Unlisted" discretionary actions pursuant to Part 617 of the *New York Codes, Rules, and Regulations*. Unlisted actions require environmental review per City Environmental Quality Review (CEQR) to enable a lead agency to make an informed decision about the land use actions. For the Proposed Actions, the NYC Department of City Planning is the Lead Agency on behalf of the NYC City Planning Commission.

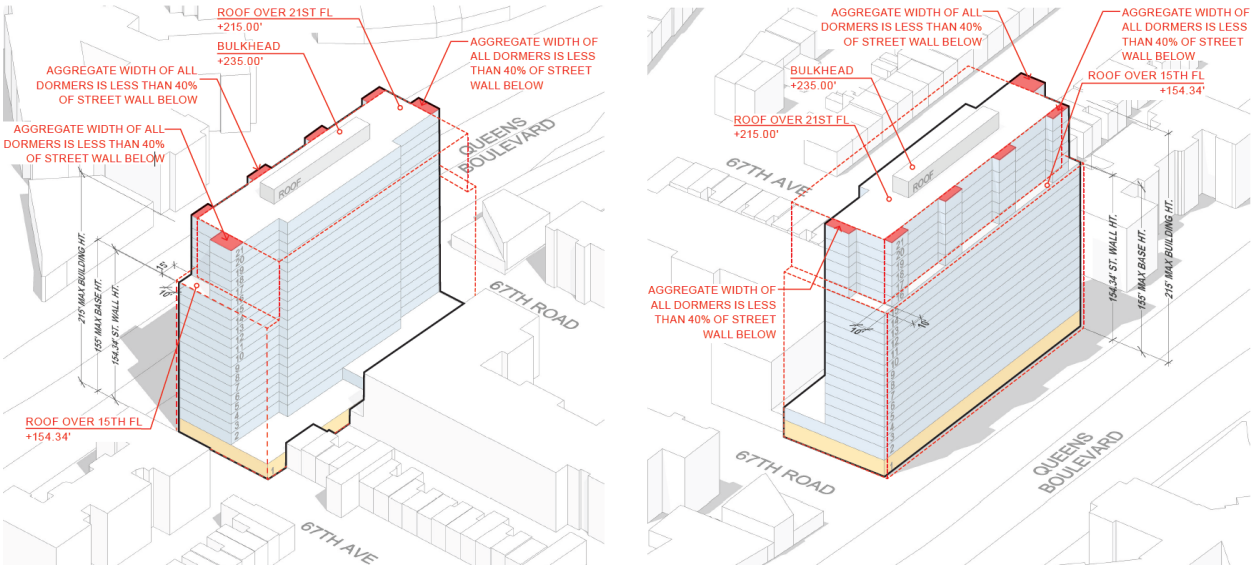
A4 Proposed Development

The Proposed Actions would allow the Applicant to construct the Proposed Development, a 21-story (215 feet tall plus a 20-foot bulkhead), 366,074-gsf building containing:

- Approximately 322,429 gsf (264,616 zsf) of residential floor area;
- Approximately 16,685 gsf (16,184 zsf) of retail floor area; and
- Approximately 18,429 gsf (0 zsf) of residential accessory parking floor area located on the cellar (16,249 gsf) and first floor (2,000 gsf). The proposed 38 accessory parking spaces would be located in the cellar and accessed from a new curb cut along 67th Avenue.

The Proposed Development would contain up to 389 dwelling units. Pursuant to MIH Option 1, the Applicant's preferred MIH option, at least 25 percent of the proposed units (approximately 97 of the maximum 389 total units) would be permanently affordable to low-income households earning an average of 60 percent of the AMI. A loading curb cut would be located along 67th Road, in the general location of the existing loading curb cut. Figure A-1 shows the proposed massing of the Proposed Development.

Figure A-1: Proposed Development Massing and Allowable Zoning Envelope



For illustrative purposes only. Source: Fogarty Finger

A5 Purpose and Need

The Project Site is underdeveloped with two one-story commercial buildings that total a FAR of 0.91 out of a permissible 5.01 FAR, as allowed under the Universal Affordability Preference. The Project Site does not contain residential uses and is, therefore, readily available to redevelop without displacing existing residents.

OneNYC 2050 – New York City's long-term strategy to secure the "city's future against the challenges of today and tomorrow" – identified a critical need for housing, including affordable options. In accordance with the strategy, the Proposed Actions would rezone the Project Site to an R9X/C2-4 district, which would provide the zoning framework to

develop much needed housing, including affordable options. Similarly, the CHO text amendment increased the allowable FAR for most zoning districts to accommodate additional housing, including affordable options, and mixed uses.

The Project Site is appropriate for increased residential density because of its adjacency to the 67th Avenue subway station, its location along Queens Boulevard (a wide, major arterial street), and its adjacency to a bus stop. The Project Site is served by the M and R subways lines and the Q23, Q60, QM18, and QM11 buses. The Proposed Actions would increase the residential zoning capacity of the Project Site to allow new housing, including affordable options. A zoning text amendment is needed to map the Proposed Rezoning Area as an MIH area because the residential capacity within the Proposed Rezoning Area would increase. The proposed rezoning would remove a commercial overlay in areas beyond 150 feet of Queens Boulevard and 100 feet west of 67th Road. This removal of a commercial overlay would align the zoning on Lots 24, 25, 26 and part of Lot 1 with the existing residential land uses on these lots and limit new commercial uses to within 150 feet of Queens Boulevard or within 100 feet of 67th Road within the Proposed Rezoning Area.

ZR 36-663 requires that an entrance to or exit from a loading berth be at least 30 feet from a residential district boundary. The proposed C2-4 overlay on part of Lot 1 is needed to allow the proposed loading curb cut along 67th Road to be located as far as practicable from Queens Boulevard to avoid having potential queuing extend to the Boulevard while trucks are entering or waiting to enter the berth.

Parking can be waived in R9 districts pursuant to ZR 25-222 if less than 40 accessory residential spaces are required. While not required, the 38 proposed parking spaces respond to market conditions that include a demand for parking in this part of Queens.

A6 Analysis Framework

The 2025 *CEQR Technical Manual* provides guidance for the methodologies and impact criteria to evaluate the potential environmental effects of the proposed rezoning map and text actions. Consistent with the guidelines in the *CEQR Technical Manual,* existing conditions are described. Conditions are then forecasted to the future analysis year absent the Proposed Actions (the "No-Action Condition"). The "With-Action Condition" assumes that the Proposed Actions would be adopted and that the project-generated development would be complete and fully occupied by the analysis (build) year.

The With-Action Condition was compared to the No-Action Condition to determine whether the incremental effects of the Proposed Actions have the potential to result in significant adverse impacts, as defined in the *CEQR Technical Manual* (and pursuant to both Title 62 of the Rules of the City of New York and Part 617 of the New York Codes, Rules and Regulations). Collectively, the existing, No-Action, and With-Action conditions are referred to as the Reasonable Worst-Case Development Scenario (RWCDS).

No-Action Condition

As noted above, the Project Site is underdeveloped with two one-story commercial buildings that total a FAR of 0.91 out of a permissible 5.01 FAR, accounting for only 18 percent of the allowable FAR on the Site under the Universal Affordability Preference. The Project Site does not contain residential uses and is, therefore, readily available to

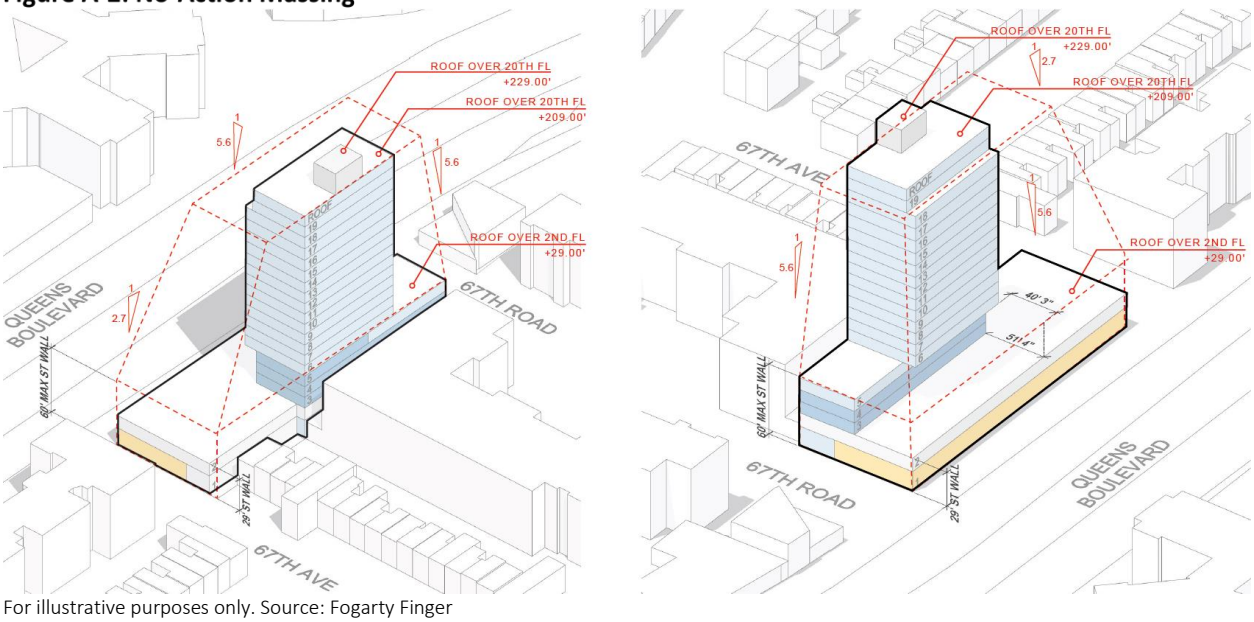
redevelop without displacing existing residents. The Project Site's lot size is 26,000-sf making the Project Site ripe for development. The Applicant believes that the Project Site is ripe for redevelopment because multiple large multifamily and mixed-use buildings front along Queens Boulevard near the Project Site. Per the NYC Department of Buildings (DOB) Major Active Construction application, three active, large, residential construction projects are within a half mile of the Project Site on Queens Boulevard. Under height factor regulations, only 3.44 FAR is allowed for residential uses, meaning the remaining 1.36 of FAR would be non-residential. In the No-Action Condition, the ground floor would be predominantly retail, and the community facility space would be above the ground floor Trends in the Forest Hills neighborhood suggest that this site is well suited for residential-over-retail mixed-use development. For example, a new mixed-use building at 97-12 65th Road, about 0.25 miles from the Development Site, is being developed as a 23-story height factor building pursuant to R7-1/C1-2 zoning.

Under height factor regulations, only 3.44 FAR is allowed for residential uses in the No-Action Condition, meaning the remaining as-of-right FAR would be reserved non-residential uses, such as commercial and community facility uses. It is likely that market conditions would suggest that retail would not be a practical use above the ground floor. Therefore, the No-Action retail would be centered on the ground floor, and cellar while the community facility floor area would be located above the ground floor.

Project Site

In the No-Action Condition, the Project Site would be developed in compliance with the existing R7-1/C1-2 zoning, and the Applicant would construct a 20-story, 4.8-FAR height factor mixed-use building, as shown in Figure A-2.

Figure A-2: No-Action Massing



For illustrative purposes only. Source: Fogarty Finger

The building would contain approximately 187,202 gsf (124,799 zsf) comprising:

- Approximately 95,886 gsf (89,440 zsf) of residential space;
- Approximately 27,426 gsf (16,816 zsf) of retail across the cellar and ground floor (the 10,000 gsf of cellar retail space would be storage space);

- Approximately 19,216 gsf (18,543 zsf) of community facility space (non-profit office space) across the ground through fifth floors; and
- Approximately 33,700 gsf (0 zsf) of parking – about 109 attended accessory spaces, of which 33 would be for residents, 56 would be for the retail uses, and 20 would be for the community facility uses. The parking would be located across the cellar and second floors.

All 131 dwelling units (approximately 682 zsf per DU, or 731 gsf per DU) would be located on floors 6-20 and would be market-rate units; no affordable housing would be developed. The building would rise to a roof height of 209 feet (229 feet including the mechanical bulkhead).

Other Lots

In the No-Action Condition, Lots 23-26, and Lot 1 would remain in their existing condition. These lots have been in their existing condition for over 30 years. Lot 1 is an approximately 156-unit cooperative. The small size of Lots 23-26, which lack common ownership, would continue to be an R4B district, where FAR is limited to 1.5. A review of new building applications made with the New York City Department of Buildings found no plans to construct a new building on these lots. The existing development, limited FAR, uncommon ownership, and small lot size indicates that redevelopment of these lots is unlikely.

With-Action Condition

Project Site

In the With-Action Condition, the Proposed Actions would be adopted, and the Applicant would construct the Proposed Development (Projected Development Site 1). The With-Action Condition assumes that the Applicant would construct a 10.8-FAR building, the maximum FAR permitted for R9X/C2-4 zoning districts.

The approximately 366,074-gsf building would be 21 stories (approximately 215 feet tall plus a 20-foot bulkhead) and would contain approximately 322,429 gsf of residential floor area (389 DUs), 16,685 gsf of retail floor area, and 18,429 gsf (38 spaces) of residential accessory parking in the cellar of the building, and 8,531 gsf of mechanical floor area, such as HVAC system, plumbing, and fire protection systems. All 389 dwelling units (approximately 680 zsf per DU, or 828 gsf per DU) would be located on floors above the ground level.

Table A-2 above shows the estimated project-generated affordable dwelling units by MIH option. While the Applicant is proposing to satisfy the requirements of Option 1, to analyze a worst-case condition for this environmental review, MIH Option 2 will be assumed to be mapped on the Project Site. Pursuant to MIH Option 2, at least 30 percent of the project-generated dwelling units would be permanently affordable units, approximately 117 dwelling units. To account for the requirement that the affordable units be available to households earning an average of 80 percent of the AMI in MIH Option 2, approximately 117 units would be made available.

While there are parking requirements for the outer transit zone (the transit zone which the Project Site is within) per ZR 25-222, the required parking would be waived under the

With-Action Condition because fewer than 40 spaces are required[2]. The parking the Applicant proposes in the With-Action Condition is in response to market conditions.

Other Lots

In the With-Action Condition, the existing C1-2 commercial overlay district would be removed from the other lots within the Proposed Rezoning Area and the underlying R7-1 and R4B districts would remain. Lots 1, and 23-26 would not experience an increase in zoning capacity as a result of the Proposed Actions and would remain the same as their existing conditions.

Lots 24 -26 are all under 5,000 sf and would not be large enough to considered soft and do not have substantial floor area left to be developed. Therefore, these three lots are not considered soft sites, and would not be soft absent the proposed actions if the existing zoning remained. While only a very small portion of Lot 23 is within the Proposed Rezoning Area the above also applies to Lot 23. Lot 1 is improved with a 156-unit elevator building built in 1950 making it likely that the units have some form of rent protection per CEQR guidelines. Thus, Lot 1 does not meet soft site criteria. In Lots 24-26 also would not meet soft site criteria because the allowable FAR would not be increased, the lots are not under common ownership, and the lots are too small to be soft sites per *CEQR Technical Manual* criteria,

Lot 1 is improved with a 156-unit cooperative residential building constructed in 1950. Residential buildings with six or more units constructed before 1974 are likely to be rent-stabilized and difficult to legally demolish due to tenant relocation requirements. These conditions make the development of Lot 1 in the With-Action Condition unlikely.

ZR 36-663 requires that an entrance to or exit from a loading berth be at least 30 feet from a residential district boundary. The proposed C2-4 commercial overlay on Lot 1 is needed to allow the Proposed Development's loading curb cut to be located as far as practicable from Queens Boulevard to avoid having potential queuing extend to the Boulevard while trucks are entering or waiting to enter the berth. The proposed C2-4 on Lot 1 would not increase allowable FAR and new commercial development is unlikely because the lot has limited area available for new development.

Increment

Compared to the No-Action Condition, the With-Action Condition would result in an increment of 178,872 gsf. The increment-by-use established in the Reasonable Worst Case Development Scenario (RWCDS) is shown in Table A-3.

[2] Per ZR 25-222, up to 40 spaces can be waived in R9 districts if 40 or fewer parking spaces are required for the residential dwelling units. Since the total commercial floor area is 16,184 SF, at 1,000 SF of use per parking space (ZR 36-21), the 16 required commercial parking spaces is less than 40 spaces and can therefore be waived pursuant to ZR 36-232The With-Action Condition would waive from all required parking.

Table A-3: Project Increment by Use

Use by Condition	No-Action	With-Action	Increment
Dwelling Units (DU)	131	389	258
*Affordable**	*0*	*117*	*117*
Market-Rate	*131*	*272*	*141*
Parking Spaces	109	38	-71
Residents	295	875	580
Workers	147	65	-82[3]
Gross Square Footage			
Residential	95,886	322,429	226,543
Community Facility	19,216	0	-19,216
Retail	27,426	16,685	-10,741
Parking	33,700	18,429	-15,271
Mechanical	10,974	8,531	-2,443
Total gsf	**187,202**	**366,074**	**178,872**

* For CEQR purposes, MIH Option 2 represents worst-case conditions. MIH Option 2 is projected to yield 78 low-income (≤ 80percent or less of the area median income) affordable units, and 39 affordable units households earning more than 80 percent the area median income.

Analysis Year

The analysis year is 2029, the year when new development generated by the Proposed Actions is projected to be complete and fully occupied. Construction of the Proposed Development would begin after the Proposed Actions have been approved and the Applicant obtains the required permits. The analysis year assumes that the Proposed Actions would be adopted in the middle of 2026, demolition would last approximately six months, and construction of the Proposed Development would begin soon after and last approximately 32 months.

Project Components Related to the Environment (PCREs) and Conditions

A Restrictive Declaration (RD) would be recorded in conjunction with the Proposed Actions and would be placed on the applicant-owned Projected Development Site (Block 3170 Lots 27 and 31) to ensure that PCREs (included in the Construction analysis on page K-25 and K-34) and conditions are followed during construction. With these PCREs and conditions related to construction noise and construction transportation in place and the RD recorded on the property, the Proposed Actions would avoid significant adverse impacts with respect to construction period noise and transportation.

[3] The number of incremental workers for the Socioeconomic Conditions analysis will be calculated using the number of existing workers (71) instead of those in the No-Action Condition.

B LAND USE, ZONING, AND PUBLIC POLICY

B1 Introduction

A land-use, zoning, and public-policy assessment analyzes a project's compatibility and consistency with the land-use patterns and development trends in the area and determines whether a project would generate land-use changes. Similarly, the analysis considers the project's compliance with, and effect on, the area's zoning and other applicable public policies. This analysis follows the guidelines in the 2025 *CEQR Technical Manual.*

The Applicant, 100 Queens Blvd Co. LLC seeks approval of two discretionary land use actions from the City Planning Commission – a zoning map amendment and zoning text amendment – to allow construction of a mixed-use building containing residential, commercial, and accessory parking at 100-12 Queens Boulevard (Queens Block 3170, Lots 27 and 31 – collectively, the "Project Site") in the Forest Hills neighborhood of Community District 6, Queens (see EAS Figure 1). The Proposed Actions comprise:

- a zoning map amendment to rezone the area of Queens Block 3170 within 150 feet of Queens Boulevard (the "Proposed Rezoning Area") – which includes Lots 27, 31, Lots 24-26, and part of Lots 1 and 23 (see EAS Figures 1 and 2) – from R7-1/C1-2 and R4B/C1-2 districts to R9X/C2-4, R7-1, R7-1/C2-4, and R4B districts; and
- a zoning text amendment to modify ZR Appendix F to designate the Project Site as a Mandatory Inclusionary Housing (MIH) area.

The proposed rezoning would remove the C1-2 commercial overlay within 150 feet of Queens Boulevard. The underlying residential district within 100 feet of Queens Boulevard would be rezoned from R7-1 to R9X/C2-4. Additionally, the area within 150 feet of Queens Boulevard and 100 feet of 67th Road would be mapped with a C2-4 commercial overlay. A mandatory inclusionary housing (MIH) area would be mapped within 100 feet of Queens Boulevard, coterminous with the proposed R9X/C2-4 district.

With the Proposed Actions, the Applicant would demolish the two existing commercial buildings on the Project Site to allow the Proposed Development, a 21-story, 235-foot-tall (215 feet, plus a 20-foot mechanical bulkhead), 366,074-gross-square-foot building that would contain:

- Approximately 322,429 gross square feet (264,616 zsf) of residential floor area;
- Approximately 16,685 gross square feet of retail floor area; and
- Approximately 18,429 gross square feet (38 residential accessory spaces) of parking floor area; and
- Approximately 8,531 gross square feet of mechanical floor area.

The Proposed Development would contain 389 dwelling units, of which a minimum of 20 percent of residential floor area would be designated as permanently affordable pursuant to the City's MIH program. Pursuant to MIH Option 1, the Applicant's preferred affordability option, at least 25 percent of the proposed units (approximately 97 of the maximum 389 total units) would be permanently affordable to low-income households earning an average of 60 percent of the Area Median Income (AMI). Table B-1 below shows the number of affordable units generated under each MIH option. Figure B-1 shows the Project Site and the surrounding land use, Figure B-2 and Figure B-3 show the existing and proposed zoning.

Table B-1: Estimated Project-Generated Affordable Dwelling Units

MIH Option	Average AMI (% AMI)	Minimum Percent of Residential Floor Area Dedicated to MIH Units (%)	Estimated Affordable Units
1	60	25	97
2	80	30	117
3	40	20	78

B2 Methodology

This land-use, zoning, and public-policy assessment follows the guidance in the *CEQR Technical Manual*. The analysis assesses the Proposed Actions' consistency with local land-use patterns, development trends, zoning regulations, and applicable policies. The Proposed Actions include discretionary land-use actions; therefore, a preliminary land-use, zoning, and public-policy assessment is warranted. The Study Area for this land-use, zoning, and public-policy assessment is a 400-foot radius around the Proposed Rezoning Area (see Figure B-1).

Existing conditions within the Study Area were identified through field reconnaissance and research using resources such as the Department of City Planning's (DCP) Zoning Application Portal (ZAP), Primary Land Use Tax Lot Output (PLUTO™) data files, DCP's Zoning and Land Use Map (ZoLa), the NYC Mayor's Office of Environmental Coordination's (MOEC) CEQR Access, the NYC Department of Finance's Automated City Register Information System (ACRIS), and the Queens Community District 6 website. Relevant public-policy documents were also reviewed to identify and describe existing public policies that have the potential to affect both the Proposed Rezoning Area and Study Area.

Figure B-1: Land Use Map

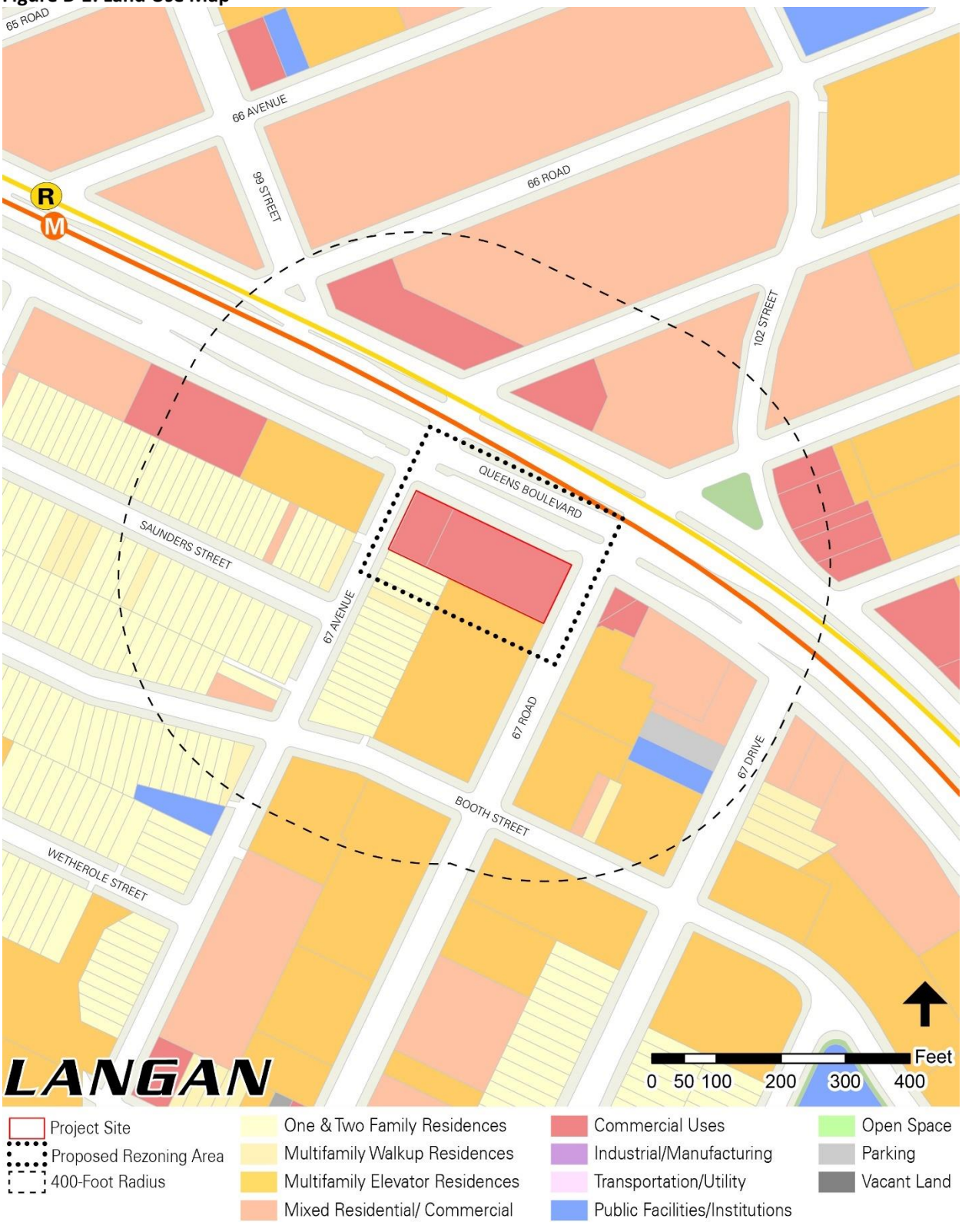


Figure B-2: Existing Zoning Map

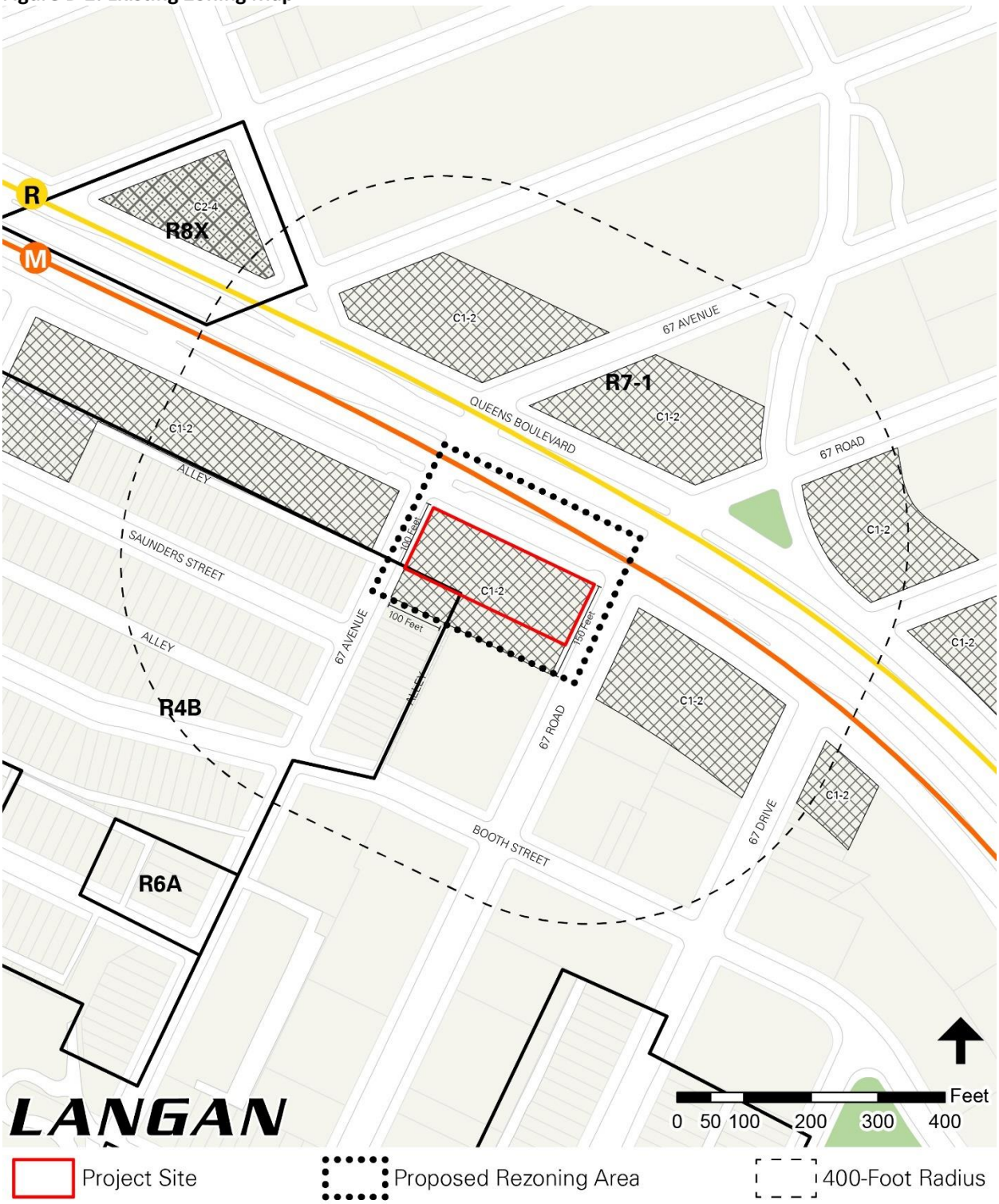
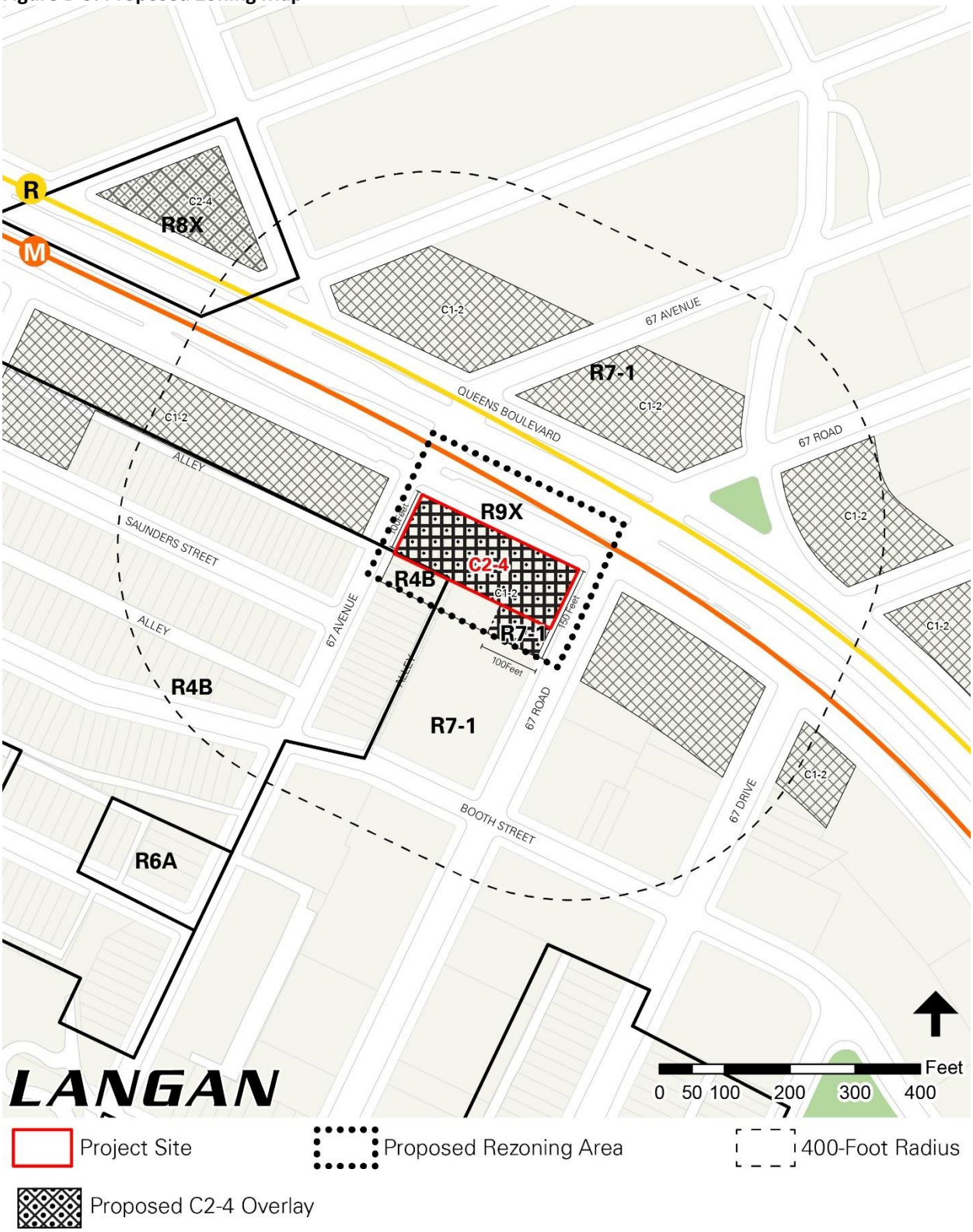


Figure B-3: Proposed Zoning Map



Four MIH options are available in New York City that vary based on the affordability level, as measured as a percent of the area median income (AMI). The Applicant proposes to map MIH Options 1 and 2, and to comply with Option 1. The specific MIH options would be selected by the New York City Council during the Uniform Land Use Review Procedure.

B3 Land Use and Zoning

Existing Conditions

Proposed Rezoning Area

Figure B-1 shows the that Proposed Rezoning Area is bounded by the centerlines of Queens Boulevard, 67th Avenue and 67th Road, and at a depth of 150 feet of the centerline of Queens Boulevard. The Proposed Rezoning Area includes the entirety of the Project Site and Lots 24, 25, and 26, and part of Lots 1 and 23.

Lot 1 is a 43,963-sf corner lot that fronts 67th Road and Booth Street. The lot contains the Fontaine Gardens, a six-story multifamily building with approximately 156 dwelling units. Fontaine Gardens is a U-shaped building with an exterior courtyard along 67th Road. Approximately 8,000-sf of Lot 1 is within the Proposed Rezoning Area.

Lot 23 is a 1,600-sf lot with frontage on 67th Avenue. The lot is improved with a two-story, 976-gsf, single-family residential building. Approximately 200-sf (2 by 100 feet) of Lot 23 is in the Proposed Rezoning Area.

Lot 24 is a 1,600-sf lot with frontage on 67th Avenue. The lot is improved with a two-story, 976-gsf, two-unit residential building.

Lot 25 is a 1,600-sf lot with frontage on 67th Avenue. The lot is improved with a two-story, 976-gsf, single-family residential building.

Lot 26 is a 1,600-sf lot with frontage on 67th Avenue. The lot is improved with a two-story, 1,232-gsf, single-family residential building.

The 26,000-square-foot rectangular Project Site (Lots 27 and 31) has 260 feet of frontage along Queens Boulevard and 100 feet of frontage along both 67th Avenue and 67th Road. Lot 27 is improved with a one-story pharmacy, and a dry cleaner, containing about 6,000 square feet of commercial floor area, and Lot 31 is improved with a one-story building, with eight local retail and service establishments including a grocery store, a doctor's office, a bank, and eating and drinking establishments, totaling approximately 17,583 square feet. Queens Boulevard is a 200-foot mapped street and 67th Road is an 80-foot mapped street. Both are considered "wide streets" pursuant to Section 12-10 of the Zoning Resolution. Mapped 67th Avenue, 60 feet wide, is considered a "narrow street."

The Project Site is within an R7-1 zoning district, with a C1-2 commercial overlay mapped on the Project Site within 100 feet of Queens Boulevard, 67th Avenue and 67th Road. The Proposed Rezoning Area is also within the Outer Transit Zone.

R7-1 districts are medium-density apartment-house districts with height regulations that encourage low apartment buildings on smaller zoning lots and, on larger lots, taller buildings with less lot coverage (height factor). Under height factor regulations, R7-1 districts allow a maximum FAR of 4.80 for community facility use and a maximum residential FAR of 3.44 for standard residences. Building height is subject to the height factor plane, which begins at a height of 60 feet with a setback of 10 feet (wide street) or

15 feet (narrow street), and slopes at a ratio of 5.6:1 on wide streets or 2.7:1 on narrow streets. Under the Standard Residences regulations, R7-1 districts allow a residential FAR of 4.0 along wide streets. A building's base height must be between 40 and 75 feet with a maximum building height of 85 feet. Under the optional Qualifying Affordable Housing regulations, qualifying developments that provide affordable housing are allowed at an FAR of 5.01; the base height must be between 40 and 85 feet, and the maximum roof height is 115 feet within 100 feet of a wide street. R7-1 districts also permit height and setback modifications of 155ft which may be increased up to 25% if considered an eligible zoning lot. This is for eligible sites pursuant to ZR 23-434. Within the Outer Transit Zone, parking is required for 25 percent of the market-rate dwelling units.

C1-2 overlay districts are local retail and service districts that allow commercial uses (Use Groups V and VI) at a FAR of 2.0. These overlays are typically found in low- and medium-density districts. No front yard is required for mixed-use buildings in C1-2 commercial overlay districts (including R4/C1-2 districts). Accessory parking is required for retail uses at a rate of one space per 300 square feet.

Study Area

The 400-foot radius Study Area contains an array of uses from family residences to commercial buildings. The blocks north of the Study Area are entirely composed of commercial and mixed residential/commercial uses, including fast-food and coffee-shop chains, bank, pharmacy, and hospital, with one open space – Federoff Triangle. Immediately to the south and southwest of the Study Area are clusters of multifamily elevator residences and one- and two-family rowhouses, with one multifamily walkup building. To the west, there are commercial uses and multifamily residences. East of the Study Area is the Sephardic Jewish Congregation, more commercial uses, multifamily residences, mixed-use buildings, and a parking lot.

The Study Area is predominately zoned R7-1 and R4B, with a C1-2 commercial overlay along Queens Boulevard. R4B is a primarily contextual rowhouse district that allows one- and two-family residences. The maximum FAR is 1.0 for residential uses (1.5 for Qualifying Residential Sites) and the maximum building height is 25 feet (45 feet for Qualifying Residential Sites). This district is mostly populated with two-story flat-roofed houses with required 5-foot-deep front yards. Parking must be located at the rear of the building, and one space is required per dwelling unit for two-family residences. No designated parking space is required for a single-family residence. Curb cuts are prohibited on zoning lots with frontages less than 40 feet.

Northwest of the Proposed Rezoning Area, Block 2501 Lot 1 was rezoned in October 2021 by the 98-81 Queens Boulevard Rezoning (CEQR No. 20DCP160Q). The block was rezoned from R7-1/C1-2 to R8X/C2-4. R8X zoning districts require the base height before setback to between 60 to 105 feet with a maximum building height of 155 feet for standard residences, and 175 feet for qualifying affordable housing or qualifying senior housing. When paired with a C2-4 commercial overlay district, the zoning allows residential (Use Group II), community facilities (Use Group III) and commercial (Use Groups V - VIII) uses at a maximum FAR of 6.02 (7.20 for Qualifying Affordable Housing) 6.2, and 2, respectively. The 2002 Forest Hills/Rego Park rezoning CEQR No. 02DCP058Q) which included a portion of the Proposed Rezoning Area, replaced older zoning (R3-2, R4, and R7-1) across 61 blocks with contextual districts such as R2, R3-1, R3A, and R4B to better match existing one- and two-family homes and preserve the neighborhood's established low-rise character.

The Project Site is also within the outer transit zone, which is an area where special lower accessory parking requirements apply.

No-Action Condition

Proposed Rezoning Area

The Project Site is allowed a floor area ratio (FAR) of up to 4.8 with community facility uses. In the No-Action Condition, the Project Site would be developed with an approximately 187,202-gross-square-foot mixed-use building. The development would maximize the allowable floor area ratio (FAR) under height factor regulations of R7-1/C1-2 zoning district. The 20-story (209-foot-tall plus a 20-foot-tall bulkhead for a maximum height of 229 feet) building would contain 95,886 gross square feet of residential, 27,426 gross square feet of commercial, and 19,216 gross square feet of community facility space. The building would contain 109 parking spaces for residential, commercial, and community facility uses, of which 33 would be for residents, 56 would be for the retail uses, and 20 would be for the community facility uses. The building would contain 131 market rate dwelling units, with a dwelling-unit factor of approximately 682 zsf per DU or 731 gsf per DU. In the No-Action Condition, the Study Area would remain as existing conditions, and no changes would occur to zoning or land use in the Study Area, as there are no known development plans or pending zoning map amendments. Lots 24-26, and Lots 1 and 23 would remain in their existing conditions under the No-Action Condition, as described above.

With-Action Condition

Proposed Rezoning Area

As shown in Figure B-2 and Figure B-3, in the With-Action Condition, the Proposed Rezoning Area would be rezoned from R7-1/C1-2 and R4B/C1-2 districts to:

- a R9X/C2-4 district within 100 feet of Queens Boulevard;
- a R7-1 district between 100 and 150 feet from Queens Boulevard and between 100 feet and 160 feet from 67th Road;
- a R7-1/C2-4 district between 100 and 150 feet from Queens Boulevard and within 100 feet of 67th Road; and
- an R4B district within 100 feet of 67th Avenue and between 100 and 150 feet from Queens Boulevard.

An MIH area would be mapped coterminous with the proposed R9X/C2-4 zoning district. This MIH Area would require a minimum of 20 percent of new housing be permanently affordable; the Applicant proposes MIH option 1 and 2, but the specific options would be selected by the New York City Council during the Uniform Land Use Review Procedure (see Table B-2 for estimates of project-generated affordable housing by MIH option). Table B-2 shows the existing and proposed zoning by tax lot.

Table B-2: Existing and Proposed Zoning by Affected Tax Lot

Lot	Current Land Use	Current Zoning	Proposed Zoning
1	Multifamily Residential	R7-1, R7-1/C1-2	R7-1, R7-1/C2-4
23	One- or Two-Family Residence	R4B	R4B
24	One- or Two-Family Residence	R4B/C1-2	R4B
25	One- or Two-Family Residence	R4B/C1-2	R4B
26	One- or Two-Family Residence	R4B/C1-2	R4B
27*	Commercial	R7-1/C1-2	R9X/C2-4
31*	Commercial	R7-1/C1-2	R9X/C2-4

* Tax lot comprising the Project Site. These lots are proposed to be in an MIH Area.

R9X/C2-4 districts are higher-density contextual districts that require new buildings to be constructed near the street line. In R9X/C2-4 districts, the base height of a new building must be between 105 to 155 feet (on wide streets) with a 10-foot setback before rising to a maximum height of 215 feet. On a wide street, the street wall must extend along the entire width of the zoning lot and at least 70 percent of the street wall must be within 8 feet of the street line.

Where a property is mapped for MIH buildings have increased height pursuant to ZR 23-432. The Proposed Development would have a maximum height of 215 feet, which is permitted in the proposed R9X/C2-4 zoning district pursuant to ZR 23-432. The required 10-foot setback from Queens Boulevard and 67th Road and 15-foot setback from 67th Avenue would be provided above the 15th story, at a height of approximately 155 feet, in compliance with the R9X district's 155-foot maximum base height. R9X standard residences on narrow streets require a base height between 60 and 125 feet, with a maximum building height of 165 feet. A mandatory 15-foot setback from the street wall is required above the base height, with at least 70% of the street wall located within 10 feet of the street line.

Off-street parking is required for 12 percent of a building's market-rate dwelling units in the Outer Transit Zone, and no parking is required for affordable units. Off-street parking requirements can be waived if 40 or fewer parking spaces are required, pursuant to ZR 25-222.

Lots 23 through 26 would no longer have a commercial overlay in the With-Action Condition. Accordingly, no new commercial uses would be allowed as-of-right on these lots. Residential and community facility uses would continue to be allowed as-of-right on these lots.

On Lot 1, only the portion of the lot within 150 feet of Queens Boulevard and 100 feet of 67th Road would experience a zoning change, from an R7-1/C1-2 district to an R7-1/C2-4 district. The proposed C2-4 overlay would allow a slightly larger range of commercial uses (such as repair shops) within the overlay district, as well as reduced parking requirements for community facility and commercial uses. The allowable bulk would not change on Lot 1. Additionally, mapping a C2-4 commercial overlay over a 50-foot by 100-foot portion of Lot 1 along 67th Road, would allow for a better location for the Proposed Development's required loading berth.

In the With-Action Condition, the Applicant would construct the Proposed Development, a 10.8-FAR mixed- use building, the maximum FAR permitted for R9X/C2-4 zoning districts. The proposed zoning district allows up to 10.8 FAR for residential uses, and up to 9.0 FAR for community facility uses, and up to a 2.0 FAR for commercial uses.

The approximately 366,074-gsf building would be 21 stories (approximately 215 feet tall plus a 20-foot bulkhead for a total height of 235 feet) and would contain 322,429 gross square feet of residential floor area, 16,685 gsf of retail floor area, and 18,429 gsf (38 spaces) of residential accessory parking. The building would be constructed on the Project Site (Lots 27 and 31).

The proposed residential lobby would be located on the ground floor and would be accessed from Queens Boulevard. Retail would wrap around all three street frontages of the Project Site. The proposed parking on the first floor would be accessed via 67th Avenue. Residential units would be developed above the first floor, on floors two to twenty-one. The retail uses would be similar to the existing uses of the Project Site and land uses in the Study Area as described in the assessment below.

The required 10-foot setback from Queens Boulevard and 67th Road, and 15-foot setback from 67th Avenue would be provided above the 15th story at a height of approximately 155 feet, in compliance with the proposed R9X/C2-4 district's 155-foot maximum base height.

Pursuant to MIH Option 2, which is analyzed as a worst-case condition, at least 30 percent of the project generated dwelling units would be permanently affordable units at an average of 80 percent of the AMI.[4]

No other lots within the Proposed Rezoning Area are expected to experience a change in land use in the With-Action Condition compared to the existing and No-Action conditions; the other lots in the Proposed Rezoning Area would continue to be residential, with a multifamily building on Lot 1 and one- and two-family residences on Lots 23-26.

Study Area

Similar to the No-Action Condition, in the With-Action Condition there would not be any No-Build projects independent of the Proposed Actions within the Study Area. The Study Area would continue to primarily be a residential area with higher-density mixed-use buildings concentrated along Queens Boulevard.

Land Use and Zoning Conclusion

The Proposed Actions would allow a new mixed-use building on the Project Site that would contain residential commercial, and accessory parking. These uses are already allowed as-of-right uses in the existing R7-1/C1-2 zoning. Community facilities would also continue to be allowed as-of-right. The remaining lots in the Proposed Rezoning Area are projected to remain as existing conditions in the No- and With-Action conditions.

R7-1/C1-2 and R9X/C2-4 districts encourage high lot coverage buildings. The Proposed Actions would increase the permissible residential FAR from 5.01 in the R7-1/C1-2 district to an allowable 10.8 in the proposed R9X/C2-4 district. The Proposed R9X residential district is also consistent with the characteristics of the R8X residential zoning district in the Study Area, which permits a similar height and bulk. Both the existing R8X zoning district and the Proposed R9X zoning district are high density residential zoning districts. R8X zoning districts allow an FAR of up to 7.2 when mapped with an MIH text amendment, and permits a building height of up to 175 feet.

[4] See Table B-1 for the estimated project-generated affordable units under other MIH options.

Queens Boulevard is a wide corridor designated by the New York State Department of Transportation as a Principal Arterial – Other, reflecting its role as a major regional thoroughfare. Given this classification and its established development pattern, an FAR of 10.8 is appropriate along Queens Boulevard.

A recent zoning map amendment within the Study Area, at 98-81 Queens Boulevard, which changed the zoning on Queens Block 2105, former Lot 1 (now Lot 7501), and Lots 10, 14, and 16 from R7-1/C1- 2 to R8X/C2-4, newly permits a development program comparable to that proposed under the Proposed Actions. This demonstrates a precedent for higher-density, mixed-use development along the corridor and demonstrates that the Proposed Actions are compatible with the surrounding Study Area.

Compared to the No-Action Condition, the With-Action Condition would have uses that would be more compatible with the existing uses in the Study Area. There are several mixed residential and commercial buildings in the Study Area along Queens Boulevard, a predominant land use along Queens Boulevard. The No-Action Condition would have parking located on the second floor of the building, while the With-Action Condition would have parking on the first floor and cellar of the building. Additionally, the With-Action Scenario would have residential uses on the second floor of the building, as opposed to parking. The With-Action Scenario is generally consistent with other larger, mixed residential and commercial buildings in the Study Area. While the Applicant does intend on supplying parking in the With-Action Condition, the Proposed Development would waive out of required parking.

While the allowable residential uses would not change, the proposed change in the commercial overlay district from C1-2 to C2-4 would allow a slightly larger range of commercial uses (such as funeral homes and appliance repair shops) at the same FAR of 2.0 than currently allowed as-of-right in the Proposed Rezoning Area and reduce parking requirements for commercial uses. Additionally, the With-Action would not have any community facility uses, compared to the No-Action Condition which would have approximately 19,216 gsf of community facility floor area.

Furthermore, Lots 24-26 and p/o Lot 23 would have the commercial overlay completely removed from their zoning, reflecting the current residential use. Within 150 feet of Queens Boulevard and 100 feet of 67th Road, Lot 1 would continue to have a commercial overlay on a portion of the lot. The proposed C2-4 overlay would not cover the entire portion of the lot, much in the way that the existing C1-2 overlay does not cover the entirety of Lot 1. The proposed C2-4 commercial overlay would continue to be consistent with Queens Blvd commercial corridor, which is the main commercial corridor in the Study Area and contains a wide array of commercial and retail uses.

The proposed R9X/C2-4 zoning district, a contextual district, would require the new development to be built near the street line and would permit the buildings to a roof height of up to 215 feet. The proposed zoning would allow uses consistent with the mix of multifamily, one- and two-family residences, and commercial uses in the Study Area. The proposed zoning would permit compatible building heights allowed in R7-1 zoning districts, which make up the majority of the land use and zoning Study Area. The R9X and the R4B both permit residential and community facility uses as of right, albeit at differing FARs, making the uses compatible across the zoning districts. Both R7-1/C1-2 and the proposed R9X/C2-4 districts typically result in mixed-use residential-over-ground-floor-retail. Accordingly, the Proposed Actions would not result in a significant adverse land use and zoning impact, and further analysis is not warranted.

B4 Public Policy

Per the *CEQR Technical Manual*, a proposed project located in areas governed by public policies controlling land use – or that has the potential to substantially affect land-use regulation or policy – requires an analysis of the actions' consistency with public policies that pertain to a project's study area. If the proposed actions could potentially alter or conflict with identified policies, a detailed assessment should be conducted; otherwise, no further analysis of public policy is necessary.

OneNYC 2050

OneNYC 2050, originally released as PlaNYC in 2007, is a policy document designed to address New York City's long-term challenges, such as accommodating a projected population of more than 9 million residents by 2050, decreasing reliance on fossil fuels, encouraging new modes of transportation, increasing neighborhood safety, improving access to education, and addressing aging infrastructure. *OneNYC 2050* builds upon PlaNYC and focuses on eight goals comprised of 30 initiatives. The eight goals consist of a vibrant democracy, an inclusive economy, thriving neighborhoods, healthy lives, equity and excellence in education, a livable climate, efficient mobility, and modern infrastructure. The relevant policies to the Proposed Actions include: "Thriving Neighborhoods," "Healthy Lives," "A Livable Climate," and "Efficient Mobility."

Thriving Neighborhoods (Volume 4)

Initiative 9 of 30: Ensure that all New Yorkers have access to safe, secure, and affordable housing.

It is critically important to capitalize on opportunities for housing wherever large, appropriately located, underutilized parcels of land present an opportunity. Sites in all five boroughs include obsolete facilities; large, low-rise commercial sites; and even infrastructure that can support overbuilds, such as rail yards and tracks.

The Project Site is a one-story commercial building constructed more than 70 years ago and is not a historic resource. The Proposed Actions would allow the Project Site to be redeveloped with approximately 389 dwelling units, of which a minimum of 20 percent (approximately 78) would be permanently affordable per the MIH program. The remaining project-generated units would be market-rate.

Initiative 11 of 30: Advance Shared Responsibility for Community Safety and Promote Neighborhood Policing

To promote safety and fairness, the City is committed to increasing interaction among residents by creating spaces for community, through inter-agency collaboration, events, and informal gatherings.

The Project Site is adjacent to a subway station. The Proposed Actions would introduce new residential units and commercial space next to this subway station, creating new opportunities for an active streetscape of the area. This active streetscape created by residents and commercial users would advance a shared responsibility to community safety.

Healthy Lives (Volume 5)

Initiative 16 of 30: Design a Physical Environment that Creates the Conditions for Health and Well-Being

Environmental conditions are a foundational component of health equity. Environmental hazards lead to poor health, loss of wages, and diminished quality of life, especially for residents in high-poverty communities and communities of color that have historically been burdened with a disproportionate share of pollution and other environmental risks.

The Project Site is adjacent to a subway station and is walkable to essential commercial facilities along Queens Boulevard. The Proposed Actions would introduce a new building that would have pedestrian-friendly components, such as active ground floor retail and a street wall near the street line.

A Livable Climate (Volume 7)

Initiative 20 of 30: Achieve Carbon Neutrality and 100 Percent Clean Energy

New York City is committed to achieving carbon neutrality by 2050, and will do so in a just and equitable way.

The Proposed Actions would introduce a new building that would not consume fossil fuels for the heating and cooling systems (See E-Designation for air quality in Attachment H). By avoiding the use of fossil fuels to power the building's heating a cooling system, the Proposed Actions would support the goal of achieving carbon neutrality.

Efficient Mobility (Volume 8)

Initiative 26 of 30: Reduce Congestion and Emissions

To increase livability and sustain the City's economic vitality, street congestion must be managed and reduced.

The Project Site is proximate to essential commercial services along Queens Boulevard, and the Proposed Actions would introduce new commercial and residential uses adjacent to a subway station. The proposed off-street loading would reduce the need for delivery vehicles to load or unload in the street.

Housing New York 2.0

Housing New York 2.0 is an extension of the city's comprehensive housing development policy that includes a primary goal of building or preserving 200,000 units of high-quality affordable housing by 2022 and 300,000 homes by 2026. *Housing New York 2.0*, builds on the foundation laid with *Housing New York: A Five-Borough, Ten-Year Plan*, and was developed in conjunction with the New York City Department of Housing and Preservation (HPD) to create housing opportunities for New Yorkers with a range of incomes, while fostering vibrant and diverse neighborhoods. Framed by the policy goals and objectives in *Housing New York*, the City Council adopted an amendment to the ZR to establish the MIH program in March 2016 that requires a percentage of new housing be permanently affordable when an increase in permissible residential floor area is requested via discretionary land use action (i.e., an upzoning).

The primary components of *Housing New York 2.0* include the Mandatory Inclusionary Housing program, which requires areas rezoned for residential growth to include a minimum of 20 percent to 30 percent of dwelling units be affordable in new developments.

The Proposed Actions would support the policies and goals of *Housing New York 2.0* because a minimum of 20 percent of new dwelling units would be permanently affordable, as required by the MIH program. The Proposed Actions would, therefore, provide the Forest Hills neighborhood with additional supply of permanently affordable housing in support of the city's effort to increase the overall supply of affordable housing.

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

A Blueprint for New York City's Economic Recovery is a plan to accelerate the recovery of New York City's economy after the 2019 COVID-19 pandemic. The plan is intended to propel job creation back to pre-pandemic employment levels and create equitable economic opportunities for all. The core principles of the plan are to focus on people, build on existing strengths, tap into New York City's innovators and entrepreneurs, break down government silos, promote equity and economic opportunity, and call New York businesses and organizations to work together. The plan includes a myriad of strategies to support economic growth and equitable opportunity for all.

The COVID-19 pandemic unveiled the inequities across New York City's neighborhoods, including unsafe and overcrowded housing, disparities in access to open space, and disproportionate commute times for many of the city's most vulnerable populations. The plan includes an initiative to "Plan and Build for an Inclusive Future," which includes equitable investment in neighborhood infrastructure. Necessary resources for neighborhood infrastructure include parks and open spaces, schools, health-care resources, and cultural amenities, among other assets required for a thriving community.

The With-Action Condition would develop a mixed-use residential and commercial building and would generate temporary construction jobs and permanent jobs related to the building's commercial uses and maintenance. Therefore, the With-Action Condition would support the economic recovery after the COVID-19 pandemic and provide new economic opportunities.

Where We Live NYC (Fair Housing Together)

The *Where We Live NYC* plan is the culmination of a two-year process led by the Department of Housing and Preservation to identify goals, strategies, and actions that can be undertaken by the City of New York to advance fair housing through 2025. *Where We Live* was completed in collaboration with fair housing stakeholder groups, community-based organizations, and government partners. The plan was formulated through data analysis and community outreach and public participation and seeks to understand challenges to fair housing such as segregation, discrimination, and lack of access to thriving neighborhoods in an effort to eliminate these barriers.

Where We Live NYC seeks to address a wide range of housing challenges including an affordability crisis, a housing shortage, unequal access between neighborhoods to resources and opportunities, and the ongoing discrimination in the housing market. As a

result, the city will focus its affirmative fair housing work on six goals and complementary strategies and actions:

1. combat persistent, complex discrimination with expanded resources and protections;
2. facilitate equitable housing development in New York City and the region;
3. preserve affordable housing and prevent displacement of long-standing residents;
4. enable more effective use of rental assistance benefits, especially in amenity-rich areas;
5. create more independent and integrated living options for people with disabilities;
6. make equitable investments to address the neighborhood-based legacy of discrimination, segregation, and concentrated poverty.

The Proposed Actions would support the goals and strategies of *Where We Live NYC* by allowing a mixed-use residential and commercial building with up to 117 affordable dwelling units on a site that currently does not have residential units or affordable housing. The Proposed Actions would expand the supply of affordable housing opportunities in Forest Hills, Queens.

The Proposed Actions would provide greater access to housing in an area with access to public transit and local retail options, thereby improving equity for both existing and future users in the neighborhood. With the creation of affordable housing and the Proposed Rezoning Area's proximity to transit, the Proposed Actions would support the city's fair housing plan and help relieve the city's housing challenges.

Public Policy Conclusion

The Proposed Actions would facilitate the Proposed Development, a mixed-use residential and commercial building on the Project Site. The Proposed Development would include 389 new dwelling units. The MIH options will be selected by the New York City Council during the Uniform Land Use Review Procedure; however, a minimum of 20 percent of project-generated dwelling units would be permanently affordable. The Proposed Actions would not conflict with and would support public policies including: *OneNYC 2050; Housing New York 2.0; Rebuild, Renew, Reinvent*; and *Where We Live NYC.* The Proposed Actions would not result in a significant adverse public policy impact and no further analysis is warranted.

Land Use, Zoning and Public Policy Conclusion

As discussed above, the Proposed Actions would not result in a significant adverse land use, zoning, or public policy impact and no further analysis is warranted.

C SOCIOECONOMIC CONDITIONS

C1 Introduction

As defined in the 2025 *CEQR Technical Manual,* the socioeconomic character of an area is affected by the socioeconomic status of its residents, income, quantity and quality of housing, access to stores that sell food and dry goods, access to transportation, availability of local and nearby jobs, access to recreation resources, crime, in- and out-migration, and other factors.

If development is proposed in the city, a socioeconomic assessment should consider whether the proposed project could have significant adverse impacts because of direct or indirect displacement of residents and businesses, or whether a project would have an adverse effect on industries.

The Proposed Actions would allow the development of 389 dwelling units. Pursuant to MIH Option 1, the Applicant's preferred affordability option, at least 25 percent of the proposed units (approximately 97 of the maximum 389 total units) would be permanently affordable at an average of 60 percent of the Area Median Income (AMI).

Methodology

An assessment of socioeconomic conditions separates the socioeconomic conditions of area residents from area businesses, although a development project can affect both in similar ways. Because the displacement of residents and businesses by new development can affect the socioeconomic character of an area, the potential for displacement is important when evaluating the potential impact of development. The *CEQR Technical Manual* defines direct displacement as "the involuntary displacement of residents or businesses from a site(s) directly affected by a proposed project." Indirect displacement is the involuntary displacement of residents, businesses, or employees that results from a change in socioeconomic conditions as a result of a proposed project. The methodology for assessing the socioeconomic conditions of a population in an area for which a development project is proposed consists of an initial

screening assessment of direct and indirect residential displacement, and an assessment of indirect business displacement.

Initial Screening Assessment

The first step in understanding the socioeconomic conditions of a given population is to apply CEQR's initial screening criteria. These criteria include direct residential displacement, indirect residential displacement, direct business displacement, indirect business displacement, and study area.

If a proposed project were to exceed the preliminary screening criteria, a preliminary assessment would be completed. If the preliminary assessment would not rule out the potential for significant adverse impacts, a detailed assessment would be warranted. The results of the detailed assessment would then be compared to the impact criteria outlined in the *CEQR Technical Manual* to determine whether proposed actions could result in a significant adverse impact.

Direct Residential Displacement

According to the *CEQR Technical Manual*, a direct residential displacement analysis is warranted if more than 500 residents would be directly displaced. The Proposed Actions would not displace any residents and would not result in significant adverse impacts related to direct residential displacement. Further assessment is not warranted for direct residential displacement.

Indirect Residential Displacement

According to the *CEQR Technical Manual*, an indirect residential displacement analysis is warranted if the Proposed Actions would generate more than 250 incremental dwelling units. The Proposed Actions would generate more than 250 incremental dwelling units. Further assessment is warranted for indirect residential displacement.

Per the *CEQR Technical Manual*, if the population vulnerable to displacement because of increasing rents exceeds 5 percent of the study area population, the project may substantially affect the socioeconomic character of the study area, and a significant adverse impact may occur.

The 26,000-square-foot rectangular Project Site has 260 feet of frontage along Queens Boulevard and 100 feet of frontage along both 67th Avenue and 67th Road. Lot 27 is improved with a one-story pharmacy, and a dry cleaner, containing about 6,000 square feet of commercial floor area, and Lot 31 is improved with a one-story building, with eight local retail and service establishments including a grocery store, a doctor's office, a bank, and eating and drinking establishments, totaling approximately 17,583 square feet. The existing commercial uses are estimated to employ approximately 71 employees. The two buildings are built to the street lines and have no setback.

The proposed building would contain approximately 389 dwelling units, 258 incremental residential units over the No-Action Condition. Under MIH Option 2, approximately 117 units would be designed as permanently affordable. Although MIH Option 2 is being assumed as a worst-case condition, MIH Options 1 and 3 would respectively generate approximately 97 and 78 permanently affordable units.

Per the *CEQR Technical Manual*, projects that would add more than 250 incremental residential units warrant an indirect residential displacement analysis. While the Applicant is proposing MIH Option 1, for purposes of a Worst-Case Development Scenario, MIH Option 2 is assumed, which would yield the greatest number of affordable units at the highest income band (30 percent of the units affordable to households earning an average of 80 percent of the Area Median Income (AMI). Since the Proposed Actions would yield an increase of more than 200 units when compared to the No-Action Condition, an assessment of the Proposed Actions potential to result in indirect residential displacement was completed as described below.

Residential Indirect Displacement Study Area

The Study Area for a socioeconomic conditions assessment reflects the scale of change expected to result from the Proposed Actions. The *CEQR Technical Manual* states that the Study Area for an indirect residential displacement analysis should comprise census tracts with 50 percent or more of their areas within 0.25 miles of the Proposed Rezoning Area. For actions that would increase the population within a 0.25-mile study area by more than 5 percent compared to the No-Action Condition, a study area comprising the census tracts with 50 percent or more of their areas within 0.50 miles of the Proposed Rezoning Area is more appropriate to assess socioeconomic conditions relating to indirect residential displacement.

The census tracts with more than 50 percent of their area within 0.25 miles of the Proposed Rezoning Area are Queens 2020 Census Tracts 4071303, 4071304, 4071305, and 40171306, as shown in Figure C-1. Per guidance from the DCP Housing and Population Projections workbook, the study area has a population of 23,000 people.

The Proposed Actions would add 258 dwelling units and approximately 580 additional residents over the No-Action Condition.[5] These 580 additional residents would increase the population within a 0.25-mile radius by approximately 2.4 percent, which is less than 5 percent. Pursuant to *CEQR Technical Manual* guidance, the 0.25-mile radius was used to determine the Study Area. The Proposed Rezoning Area is in 2020 Census Tract 713.06 in the Forest Hills neighborhood of Queens.

Direct Business Displacement

Per the *CEQR Technical Manual*, a direct business displacement is warranted if a project would directly displace more than 100 employees. The Project Site is estimated to employ approximately 71 employees in its Existing Condition. In the No-Action Condition, these estimated 71 existing employees would be displaced. In the No-Action Condition, 147 employees are projected to be generated at the Project Site. With 67 employees projected in the With-Action Condition, the Proposed Actions is projected to result in 82 fewer employees over the No-Action Condition.

Displacement is defined in the *CEQR Technical Manual* as the involuntary displacement of existing residents or employees. As the Proposed Actions would not directly, displace more than 100 existing employees, an assessment of direct business displacement is not warranted. The Proposed Actions do not have the potential to affect conditions in a specific industry. The goods or services provided by the existing businesses on the Project Site are not dependent on the current location and similar businesses are available

[5] Based on an average household size of 2.25 in Queens Community District 6, as reported in the 2020 US Census.

throughout the Study Area. The Proposed Actions would not result in the loss or substantial diminishment of a particularly important product or service within the City.

Indirect Business Displacement

Per the *CEQR Technical Manual*, an indirect business displacement assessment is warranted if a project would generate a net increase of 200,000 or more square feet of commercial space. As the Proposed Actions would not generate a net increase of 200,000 or more square feet of commercial space, an assessment of the potential effects of indirect business displacement is not warranted.

Figure C-1: Socioeconomic Conditions Study Area



Data Sources

This socioeconomic conditions assessment draws on data from the U.S. Census Bureau's 2020 Decennial Census, the five-year ACS data from 2006–2010 and 2019-2023, and data from the map of Primary Land Use Tax Lot Output (MapPLUTO) maintained by the New York City Department of City Planning (DCP) and the New York City Department of Finance. The "No-Build" projects in the Study Area were identified in coordination with DCP's Housing Division (see Appendix F).

To estimate the household income of residents moving to rental housing in the Study Area, asked monthly rents were compiled by using Zumper's online inventory on 3 July 2024. Zumper is the largest privately owned rental platform in North America and provides information on monthly asked rents. The asked monthly rents found on Zumper were converted to annual asked rents. Annual household income was then estimated by dividing the asked annual rent by 0.3 because renters are assumed to spend up to 30 percent of their annual income on housing. The Study Area may have rental units that have not been posted to Zumper or other listing agencies; therefore, these units would not be captured in the data analysis.

No-Action Condition

In the No-Action Condition, the Project Site would be developed in compliance with the existing R7-1/C1-2 zoning, and the Applicant would construct a 20-story, 4.8-FAR height factor mixed-use building. The development would maximize the allowable floor area ratio (FAR) for height factor buildings in the R7-1/C1-2 zoning district with a 20-story (209 feet tall plus a 20-foot bulkhead) building containing 95,886 gross square feet of residential, 27,426 gross square feet of commercial, and 19,216 gross square feet of community facility space. The building would contain 109 parking spaces for residential, commercial, and community facility uses, of which 33 would be for residents, 56 would be for the retail uses, and 20 would be for the community facility uses. The building would contain 131 market rate dwelling units. In the No-Action Condition, the Study Area would remain as existing conditions, and no changes would occur to zoning or land use in the Study Area.

With-Action Condition

In the With-Action Condition, the Applicant would construct an approximately 366,074-gsf building that would be 21 stories and would contain approximately 322,429 gsf of residential floor area (389 DUs), 16,685 gsf of retail floor area, and 18,429 gsf (38 spaces) of residential accessory parking in the cellar of the building, and 8,531 gsf of mechanical floor area. All 389 dwelling units would be located on floors above the ground level.

Pursuant to MIH Option 2, at least 30 percent of the project-generated dwelling units would be permanently affordable units, approximately 117 dwelling units. MIH. Options 1 and 3 are projected to respectively generate 97 and 78 affordable units.

C2 Preliminary Indirect Residential Displacement Assessment

The goal of the indirect residential displacement assessment is to determine whether a proposed project may either introduce or accelerate a trend of changing socioeconomic conditions that could displace a vulnerable population to the extent that the socioeconomic character of the affected neighborhood would change. Per the *CEQR Technical Manual,* a preliminary assessment of a project's potential to result in indirect residential displacement should first consider the following question:

Step 1: Will the Proposed Action add a new population large enough relative to the size of the population expected to reside in the Study Area without affecting real estate market conditions in the Study Area?

The *CEQR Technical Manual* indicates that an indirect socioeconomic assessment examines whether the project-generated population increase would be more or less than five percent of the Study Area population. If the population increase is less than 5 percent within the study area, further analysis is not warranted as this change would not be expected to affect real estate market conditions.

As noted below in Table C-1, the project-generated population increase would be less than five percent of the Study Area population. The approximately 580 incremental residents would be approximately 2.49 percent of the No-Action population. Thus, the Proposed Actions would not result in an indirect residential displacement impact, and no further analysis is warranted.

Table C-1: Population Summary in the Study Area

Geography	Existing	No-Action	With-Action	Increment	Percentage
Study Area	23,000	23,295	23,875	580	2.49%

Source: 2020 U.S. Census Bureau, Estimates (NYC Planning Population FactFinder).

Conclusion

The Proposed Actions would not result in significant adverse socioeconomic impacts. The Proposed Actions would not result in a direct residential displacement. The Proposed Actions would not result in a population increase of more than five percent in the Study Area, and, thus, would not be expected to significantly affect real estate conditions in the Study Area; therefore, the Proposed Actions would not result in a significant adverse socioeconomic conditions impact and no further analysis is warranted.

D OPEN SPACE

D1 Introduction

This chapter assesses the potential of the Proposed Actions to result in a significant adverse impact on open space resources. Per the 2025 *CEQR Technical Manual,* an assessment of open space resources determines whether a project would:

- determine whether a proposed project would have a direct impact resulting from the elimination or alteration of open space; or
- whether a project would have an indirect impact resulting from burdening available open space by the introduction of a new residential or worker population.

The *CEQR Technical Manual* defines open space as publicly or privately owned land that is publicly accessible and available for leisure, play, or sport, or is set aside for the protection or enhancement of the natural environment.

In addition to the analysis provided in this section, Chapter E, "Shadows," provides an assessment of the Proposed Actions' potential shadow effects on open space resources.

Because the Proposed Actions would result in a net increase of more than 250 dwelling units in an R9X zoning district, a residential indirect-effect assessment was warranted, according to CEQR screening criteria. Because the number of employees would not increase, a non-residential indirect-effects assessment was not warranted.

D2 Methodology

Direct Effects

A proposed project would directly affect an open space resource if it would encroach upon, limit public access to, or cause a loss of public open space. Direct effects may also occur if the resource would be so changed that the open space no longer serves the same user population, or if a proposed project would result in increased noise or air pollutant emissions, odor, or shadows that would temporarily or permanently affect the usefulness of a public open space.

The Proposed Actions would not directly displace an open space. As detailed in Chapter E, "Shadows," Chapter H, "Air Quality," and Chapter I, "Noise," the Proposed Actions would not result in noise, air pollutant emissions, odors, or shadows that would directly affect the usefulness of a public open space.

Indirect Effects

Open space can be indirectly affected by a proposed action if a project would add sufficient population, either residential or non-residential, to substantively diminish the capacity of open space in the area to serve the future population. An assessment is conducted if a proposed project would generate 250 incremental units for proposed projects in existing R5-R12, C, or M districts or if projects would generate 500 nonresidents.

Pursuant to *CEQR Technical Manual* guidelines, the residential open space analysis is undertaken because of the increase in the number of dwelling units resulting from the Proposed Actions. The With-Action Condition would add over 250 dwelling units residents compared to the No-Action Condition. The With-Action Condition would not add incremental employees compared to the No-Action Condition. Because the Proposed Actions would result in more than 250 incremental dwelling units, an assessment of the indirect effects of the increased population on open space was warranted. An assessment of indirect effects from the anticipated number of nonresidents is not warranted because the number is fewer than the 500 that triggers CEQR-required screening.

Study Area

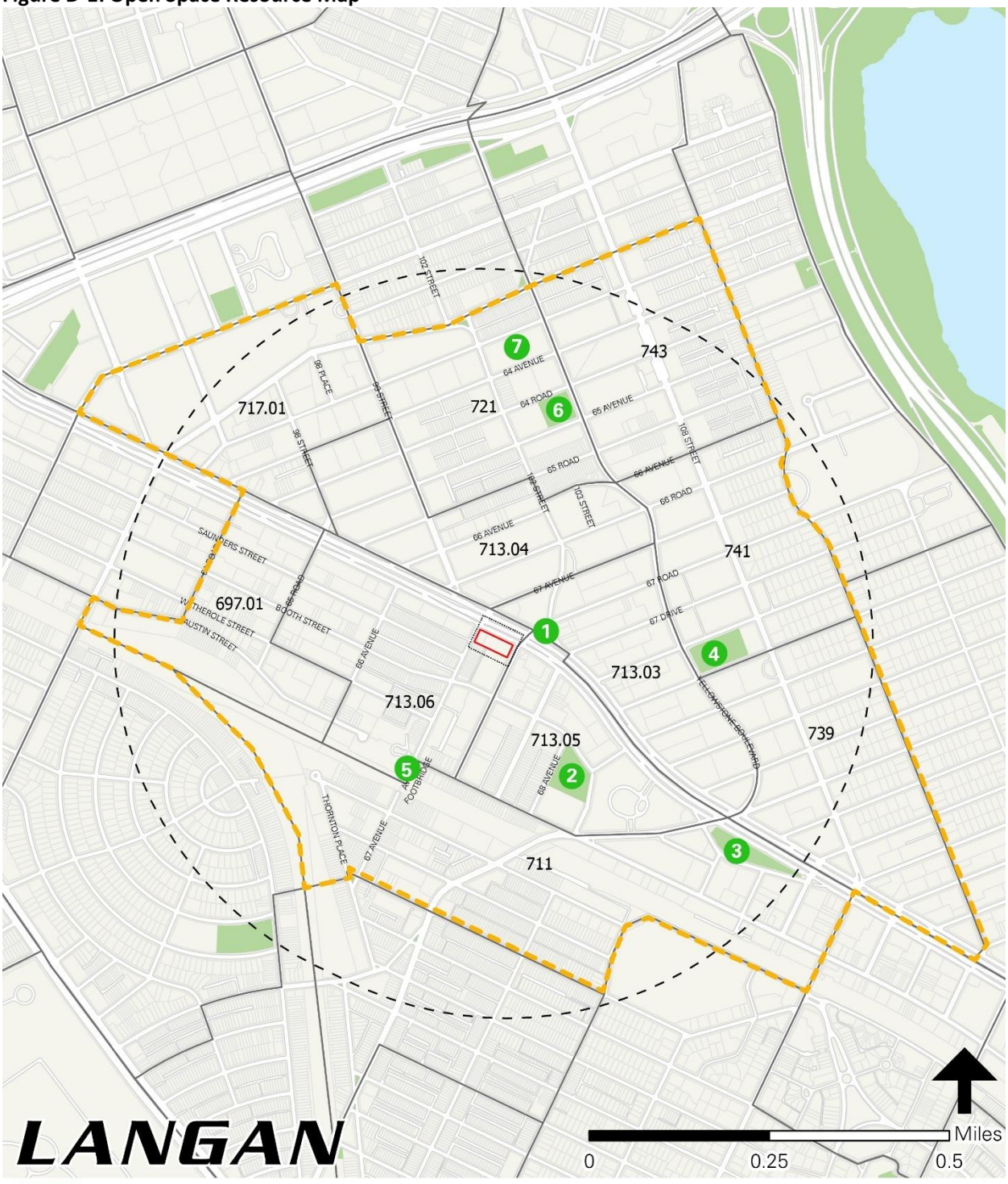
The *CEQR Technical Manual* states that the first step in assessing the potential effects of a project on open space is to identify affected residential populations.

Per the *CEQR Technical Manual*, an open space study area is defined as the area within a reasonable walking distance users would travel to reach open space and recreation areas—typically a half-mile radius for projects that require a residential indirect open space assessment. Therefore, consistent with the guidelines in the *CEQR Technical Manual,* a half-mile radius was used to determine the census tracts that have more than 50 percent of their areas within a half mile of the Proposed Rezoning Area.

The Study Area shown in Figure D-1 includes Queens 2020 Census Tracts 697.01, 711, 713.06, 713.03, 713.04, 713.05, 717.01, 721, 739, 741, and 743. These tracts have at least 50 percent of their areas within the half-mile radius.

Information on publicly accessible open space resources within the Open Space Study Area, including names and acreages, were found on the New York City Department of Parks and Recreation's (NYC Parks) website.

Figure D-1: Open Space Resource Map



Walk-to-a-Park Service Area

The *CEQR Technical Manual* requires a preliminary open space analysis to identify whether the affected area is within a Walk-to-a-Park service area. These areas are defined by the *CEQR Technical Manual* as those within walking distance of a park.

Per CTM chapter 7 section 331, a project area located in a walk gap area suggests the need for a detailed assessment to identify whether the Proposed Development affects the condition of residents living in areas of the city with insufficient park access. A majority of the Project Site is within Walk-to-a-Park service area, shown in Figure D-2. A portion of the Project Site is considered not served.

Figure D-2: Walk-to-a-Park Service Area



Passive and Active Open Space

The *CEQR Technical Manual* classifies open space resources as having either passive or active open space. Open space that is used for sports, exercise, or active play is classified as "active open space." Active open space may consist of recreational facilities such as playgrounds, fields (baseball, soccer, football, track), courts (basketball, handball, tennis), outdoor fitness equipment, pools, greenways, and esplanades (running, biking, rollerblading, or other active recreation), multipurpose areas (open lawns and paved areas for active recreation, such as running games, informal ballgames, skipping rope, etc.), and shore public walkways.

Open space that is used for relaxation, such as sitting or strolling, is classified as "passive open space." Passive open space may include plazas, beach seating, picnic areas, esplanades (sitting, strolling), greenways, walking paths, lawns reserved for passive use, gardens, and publicly accessible natural areas used for activities such as strolling, dog walking, or bird watching.

The distribution of active and passive space at each open space resource was obtained from the *NYC Parks Active and Passive Recreation* dataset published by NYC Parks, last updated 3 June 2025.

Open Space Ratio

An open space ratio (OSR) is the acreage of open space per 1,000 residents. Because local OSRs vary widely in New York City, an OSR planning goal of 2.5 acres per 1,000 residents represents an area well-served by open space. This ratio is used by the city as an optimal benchmark for residential populations.

If a preliminary analysis indicates that the OSR would increase or remain substantially the same in the With-Action Condition compared to the No-Action Condition, no further analysis of open space is warranted.

A decrease in the OSR that approaches or exceeds 5 percent is generally considered to be a substantial change that warrants more detailed analysis. For projects in study areas where the OSR is not near the City's optimal 2.5 OSR, the percentage decrease in OSR is weighted against how the OSR of the study area compares to the City's optimal 2.5 OSR. If a project results in a percentage change greater than the OSR guideline in Table D-1, a detailed analysis may be warranted.

Table D-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 is the OSR planning goal in NYC.
Source: *CEQR Technical Manual* Table 7-1.

As described below, the OSR would not be reduced by more than the thresholds outlined in Table E-1; therefore, a detailed assessment was not warranted.

D3 Assessment

Existing Conditions

Inventory of Publicly Accessible Open Spaces

The publicly accessible open space resources within the Study Area are Federoff Triangle, Russell Sage Playground, MacDonald Park, Yellowstone Park, Plaza 67, Annadale Playground, and J.H.S 157. These open space resources provide the public with 6.75 accessible acres of passive and active recreational space (Table D-2). All open space resources within the Study Area were found to be in acceptable condition.[6]

Table D-2; Open Space Resources

Map No.	Open Space Resource	Owner/ Agency	Amenities	Acres	Passive		Active		Category
					Acres	%	Acres	%	
1	Federoff Triangle	DPR	Benches	0.05	0.00	0	0.05	100	Passive
2	Russell Sage Playground	DPR	Basketball courts, fitness equipment, handball courts, playgrounds, spray showers, benches, and public restrooms	1.53	0.08	5	1.45	95	Active
3	MacDonald Park	DPR	Benches, cultural center, statues of Captain Gerald MacDonald, chess and checkers tables, dog-friendly areas, and Wi-Fi hotspots	1.42	1.42	100	0	0	Passive
4	Yellowstone Park	DPR	Basketball courts, game tables, benches, playground, dog-friendly areas, walking path, and public restrooms	1.75	1.40	80	0.35	20	Passive/ Active
5	Plaza 67	DPR	Benches and tables	0.11	0.04	35	0.07	65	Active/ Passive
6	Annadale Playground	DPR	Basketball courts, handball courts, playground, spray showers, benches, and public restrooms	1.01	0.20	5	0.81	80	Active/ Passive
7	J.H.S 157	DOE	Running track, fitness equipment, multipurpose play area, handball court, turf field, basketball court	0.88	0.44	50	0.44	50	Passive/ Active
			Total	**6.75**	**3.58**	**53**	**3.17**	**47**	

Federoff Triangle is a 0.05-acre neighborhood park on Queens Boulevard between 67th Road and 102nd Street. The park contains benches and shade trees.

Russell Sage Playground is a 1.53-acre playground on Booth Street between 68th Avenue and Pedestrian Way. The playground contains basketball courts, fitness equipment, handball courts, playgrounds, spray showers, benches, and public restrooms.

MacDonald Park is a 1.42-acre neighborhood park on Queens Boulevard between Yellowstone Avenue and 70th Road. The park contains benches, a cultural center for concerts and recitals, chess and checkers tables, dog-friendly areas, and Wi-Fi hotspots. The park also contains a statue of Captain Gerald MacDonald, a World War I veteran for whom the park was named.

Yellowstone Park is a 1.75-acre neighborhood park on 68th Avenue between Yellowstone Boulevard and Lot 28. The park contains basketball courts, game tables, benches, a playground, dog-friendly areas, benches, a walking path, and public restrooms.

[6] Conditions of open spaces were derived from inspection summaries performed by NYC Parks in 2022.

Plaza 67 is a 0.11-acre neighborhood park at 67th Avenue and Austin Street. The park contains benches, tables, and shade trees.

Annadale Playground is a 1.01-acre neighborhood park on 64th Road between Yellowstone Boulevard and PS 175. The park contains basketball courts, handball courts, a playground, a flower garden, spray showers, benches, and public restrooms.

J.H.S 157 has 0.88-acre yard on Yellowstone Boulevard between 63rd Drive and 64th Drive. The yard has several amenities including a running track, fitness equipment, multipurpose play area, handball court, turf field, and a basketball court.

OSR in the Study Area

Data derived from the 2019-2023 American Community Survey indicates that the Study Area had a residential population of 56,455 in 2023. Since 2023, at least two new residential buildings have opened in the Study Area. Vista 65 (97-12 65th Road) opened in 2024 with 186 dwelling units and Trylon Tower (98-81 Queens Boulevard) opened in 2025 with 170 dwelling units. These two completed projects collectively introduced 356 dwelling units – approximately 801 new residents based on an average household size of 2.25 reported in Queens Community District 6 – to the Study Area since 2023. Therefore, the estimated residential population in the Study Area is 57,256 people.

Table D-3 shows 6.75 acres of open space within the Study Area, including 3.58 acres of passive space and 3.17 acres of active space. Accordingly, the Study Area has an open space ratio of about 0.118 acres per 1,000 residents, which includes a passive OSR of 0.063 and an active OSR of 0.055 acres per 1,000 residents. These OSRs are below the optimal OSRs recommended in the *CEQR Technical Manual*.

Table D-3: Adequacy of Open Space Resources – Existing Conditions

	Open Space Acreage			OSR per 1,000 Residents			*CEQR Technical Manual* Guidelines		
Pop.	**Total**	**Passive**	**Active**	**Total**	**Passive**	**Active**	**Total**	**Passive**	**Active**
57,256	6.75	3.58	3.17	0.118	0.063	0.055	2.50	0.50	2.00

No-Action Condition

In the No-Action Condition, the Project Site would be developed with a 187,202-gross-square-foot mixed-use building. The building would contain 131 market-rate dwelling units and would generate 295 residents. In the No-Action Condition, a 217-dwelling-unit mixed-use building (yielding approximately 488 residents) would be constructed at 102-51 Queens Boulevard by 2026, as described in the *102-51 Queens Boulevard Rezoning EAS* (CEQR No. 24DCP107Q). Thus, the residential population in the Study Area is projected to increase by 783 residents over the existing condition, from 57,256 in the existing condition to 58,039 in the No-Action Condition.

No new open space is projected to be developed in the Study Area in the No-Action Condition. With 6.75 acres of open space in the No-Action Condition in the Study Area, the No-Action Study Area OSR would slightly decrease as shown below in Table D-4.

Table D-4: Adequacy of Open Space Resources – No-Action Condition

	Open Space Acreage			OSR per 1,000 Residents			*CEQR Technical Manual* Guidelines		
Pop.	**Total**	**Passive**	**Active**	**Total**	**Passive**	**Active**	**Total**	**Passive**	**Active**
58,039	6.75	3.58	3.17	0.116	0.062	0.055	2.50	0.50	2.00

Table D-4 shows that the No-Action Condition's overall OSR of 0.116 would continue to be far below the optimal 2.5 acres per 1,000 residents guideline in the *CEQR Technical Manual*. A passive OSR of 0.062 would be approximately 12.6 percent of the *CEQR Technical Manual's* guideline of 0.5 acres per 1,000 residents. The No-Action active OSR of 0.055 would be approximately 2.7 percent of the *CEQR Technical Manual* guideline of the recommended 2.0 acres per 1,000 residents. With a No-Action OSR below 0.5 acres, a detailed open space analysis would be warranted if the OSR decreases by more than 1 percent, as described in the *CEQR Technical Manual* and as summarized in Table D-1.

With-Action Condition

Proposed Rezoning Area

The With-Action Condition would introduce a new mixed-use building across Lots 27 and 31 that would contain 389 dwelling units. These 389 dwelling units would introduce 875 residents, 580 additional residents more than the No-Action Condition. Table D-5 shows the change in residential OSR in the Study Area with the addition of 580 incremental residents.

Table D-5: Percent Change in Open Space Ratio

Residential Population	Type	Acreage	OSR[1]	Planning Goal
No-Action Condition				
58,039	Active	3.17	0.055	2.00
	Passive	3.58	0.062	0.50
	Total	**6.75**	**0.116**	**2.50**
With-Action Condition				
58,619	Active	3.17	0.054	2.00
	Passive	3.58	0.061	0.50
	Total	**6.75**	**0.115**	**2.50**
Increment				
580	Active	0.00	-0.0005	
	Passive	0.00	-0.00061	
	Total	**0.00**	**-0.00115**	
Change				**Threshold (%)**
	Active (%)		-0.99	1.0
	Passive (%)		-0.99	1.0
	Total (%)		**-0.99**	**1.0**

[1] Open Space Ratio = Acres of Open Space/ residential population * 1,000.
Note: Numbers are rounded to the nearest one thousandth or ten thousandth and may not add due to rounding.

Based on the With-Action Condition population of 58,619 residents in the Study Area, the OSR would be 0.115 acres per 1,000 residents, which would be around 4.65 percent of

the City's optimal 2.5 acres per 1,000 residents. The With-Action Condition would result in an active open space ratio of 0.054 acres per 1,000 residents, which would continue to be below the City's planning goal of 2.0 acres of active open space per 1,000 residents. The passive open space ratio would be 0.061 acres per 1,000 residents in the With-Action Condition and continue to be less than the City's planning goal of 0.5 acres of passive open space per 1,000 residents. The active and passive OSR's would decrease by 0.99 percent and 0.99 percent respectively, and overall OSR would decrease by 0.99 percent between the No-Action and With-Action conditions. This decrease would be less than the thresholds shown in Table D-1.

Qualitative Analysis

Nearby open spaces just beyond the Open Space Study Area such as Horace Harding Playground, The Painters Playground, the Rego Park Mall, Lost Battalion Hall Playground, and the Forest Hills Youth Athletic Association ballfields provide a variety of active, and passive uses for area residents. Flushing Meadows Corona Park (a regional park), the largest park in Queens at over 1,000 acres, is approximately a 25-minute walk from the Project Site

Horace Harding Playground is a 1.3-acre open space located on 62nd Drive between 97th Place and 98th Street. Horace Harding Playground is adjacent to the Open Space Study Area and is an approximately 14 minute (0.6 mile) walk northwest from the Project Site. The park is an active open space and includes basketball courts, a blacktop field, playground equipment, and spray showers. There are also sitting areas with benches sprinkled throughout the playground.

The Painters Playground is a 1.7-acre open space located on Alderton Street between Deiterle Circle and Ellwell Circle. Painters Playground is approximately 550 feet east of the Open Space Study Area and an approximate 17 minute (0.8 mile) walk south of the Project Site. The park is an active open space and includes handball courts, a blacktop field, spray showers, and playground equipment.

The Rego Park Mall is a small privately owned public space (POPS) that is adjacent to the Open Space Study Area and is approximately a 17 minute (0.8 mile) walk from the Project Site. The POPS is a plaza and has plantings, trees, and benches for sitting and is approximately 0.1 acres in size.

Lost Battalion Hall Playground and Recreation Center is a 2.41-acre open space located on Queens Blvd. between 62nd Avenue and 62nd Road. Lost Battalion is adjacent to the Open Space Study Area and is approximately an 18 minute (0.8 mile) walk from the Project Site. The open space has active uses including a recreation center on site with indoor basketball courts and a swimming pool and fitness center, and passive spaces including lawns and benches for seating. The open space is currently undergoing renovations and is closed to the public but is expected to be open by the Project's Build Year.

The Forest Hills Youth Athletic Association ballfields are an approximately 3.5 acre athletic complex adjacent to the Open Space Study Area. While not open to the public year-round, the complex is home to many softball, baseball, flag football, and soccer youth teams. The ballfields are an approximately 12-minute (0.6 mile) walk from the Project Site.

Flushing Meadows Corona Park, a large regional park located approximately 25 minutes by foot on a mostly flat surface, or ten minutes by car, to the east of the Project Site. The park is 870 acres and includes a large mix of actives and passive amenities including but not limited to, running and walking paths, ballfields, basketball courts, a golf course, a zoo

,tennis courts, over 95 acres of natural areas, lakes, a recreation center, greenways, playgrounds, fishing areas, dog runs, designated barbecue areas, bird-watching areas, over 8,000 trees, a museum, and plenty of areas for sitting and relaxing.

Buses also connect users to the park, including the Q64 bus along Jewel Avenue and the Q23 bus along 108th Street. These buses both have stops short walking distances from park entrances.

D4 Conclusion

The Proposed Actions would not result in a significant adverse open space impact. The Proposed Actions would not result in a direct effect to an open space resource. A preliminary indirect open space analysis found that 580 incremental residents would reduce the OSR by 0.99 percent compared to the No-Action Condition.

Additionally, nearby open spaces just beyond the Open Space Study Area such as Horace Harding Playground, the Forest Hills Youth Athletic Association ballfields, the Rego Park Mall, Lost Battalion Hall Recreation Center, and The Painter's Playground provide a variety of active and passive uses for area residents.

Lastly, Flushing Meadows Corona Park, the largest park in Queens at over 1,000 acres, is approximately a 25-minute walk from the Project Site.

Because the OSR would not decrease by more than one percent, pursuant to the thresholds noted in chapter 7 of the *CEQR Technical Manual*, the Proposed Actions would not result in a significant adverse open space impact, and a detailed assessment is not warranted.

Based on the above analysis, the Proposed Actions would not result in significant adverse open space impacts, and no further analysis is warranted.

E SHADOWS

E1 Introduction

A CEQR shadow assessment is warranted when a proposed project would result in a new structure of 250 feet or more, a structure that it is between 50-250 feet, and adjacent to a sunlight-sensitive resource, or if a proposed project would result in a greater than 50 feet of incremental height change and substantial bulk change. Incremental shadows occur when a shadow from a proposed project would be cast on a publicly accessible open space, historic landscape, or other historic resource that relies on sunlight for its enjoyment by the public, or its architectural and historic integrity (e.g., stained glass windows). A significant adverse shadows impact may occur if shadow falls on a natural feature and adversely affects its use or landscaping and vegetation. Shadows on features such as city streets, sidewalks, buildings, and privately owned open space, or that occur within 1.5 hours of sunrise or sunset, generally are not considered significant by CEQR. As the Proposed Actions would result in a new building that would represent a substantial bulk change when compared to the No-Action Condition, a shadows analysis is required.

This analysis includes a preliminary assessment per *CEQR Technical Manual* guidelines to determine whether shadows resulting from a proposed project could reach any sunlight-sensitive resource at any time of year.

E2 Methodology

The analysis methodology follows the guidelines of the *CEQR Technical Manual*, which includes a preliminary assessment to determine whether shadows resulting from a proposed project could reach any sunlight-sensitive resource at any time of year.

The Tier 1 screening assessment identifies a study area based on the With-Action Condition building heights and the longest shadow a structure can cast, which in New York City is 4.3 times its height. If there is a sunlight-sensitive resource within the shadow study area, a Tier 2 screening assessment is warranted.

Because of the path the sun travels across the sky in the northern hemisphere, no shadow can be cast south of a proposed project site in New York City within a triangular area that is between -108 and +108 degrees from true north. If the area outside this triangular area contains a sunlight-sensitive resource, a Tier 3 screening assessment further refines the analysis by depicting the With-Action Condition shadows on four representative days of the year and shadows durations absent intervening buildings. The four days representative of the shadows conditions throughout the year are:

1. 21 December (the "December analysis day"), the winter solstice, which is shortest solar day of the year and when the sun is lowest in the sky;
2. 21 March (the "March analysis day"), the vernal equinox (which is the solar equivalent to 21 September, the autumnal equinox);
3. 6 May (the "May analysis day"), the midpoint between the vernal equinox and summer solstice (solar equivalent to 6 August, the midpoint between the summer solstice and autumnal equinox); and
4. 21 June (the "June analysis day"), the summer solstice, which is the longest solar day of the year and when the sky is highest in the sky.

If the Tier 3 screening analysis does not rule out the possibility that project-generated shadows could result in significant adverse shadows impacts, a detailed shadow analysis is warranted. For this project, a detailed analysis is warranted for Federoff Triangle, a 0.05-acre open space which includes trees, and benches for sitting. A detailed analysis requires a three-dimensional computer model to show shadows from both the No-Action and With-Action conditions to identify the incremental shadow that would reach a sunlight-sensitive resource within the Study Area on each of the representative analysis days.

CEQR guidelines indicate that significant adverse shadows impacts cannot occur to project-generated open space; however, a qualitative description of the shadows conditions is appropriate. The Proposed Development would result in a new structure 50 feet or taller; therefore, this analysis includes a preliminary assessment per *CEQR Technical Manual* guidelines to determine whether shadows resulting from the Proposed Development could reach a sunlight-sensitive resource.

Tier 1 and Tier 2 Screening

A CEQR Tier 1 screening assessment identifies a study area, based on the With-Action building height and the longest shadow a structure can cast, which in New York City is 4.3 times its height. If a sunlight-sensitive resource is in the Study Area, a Tier 2 screening assessment is warranted.

Because of the path the sun travels across the sky in the northern hemisphere, shadow can only be cast between -108 and +108 degrees from true north in New York City. If the Tier 2 screening shows that the sunlight-sensitive resources are within an angle of 108 degrees from true north at the Project Site's southernmost point, a Tier 3 screening assessment is typically required.

Study Area

The Proposed Actions would allow a building with a bulkhead height of up to 235 feet; therefore, a Study Area of 1,011 feet—4.3 times the 235-foot maximum development

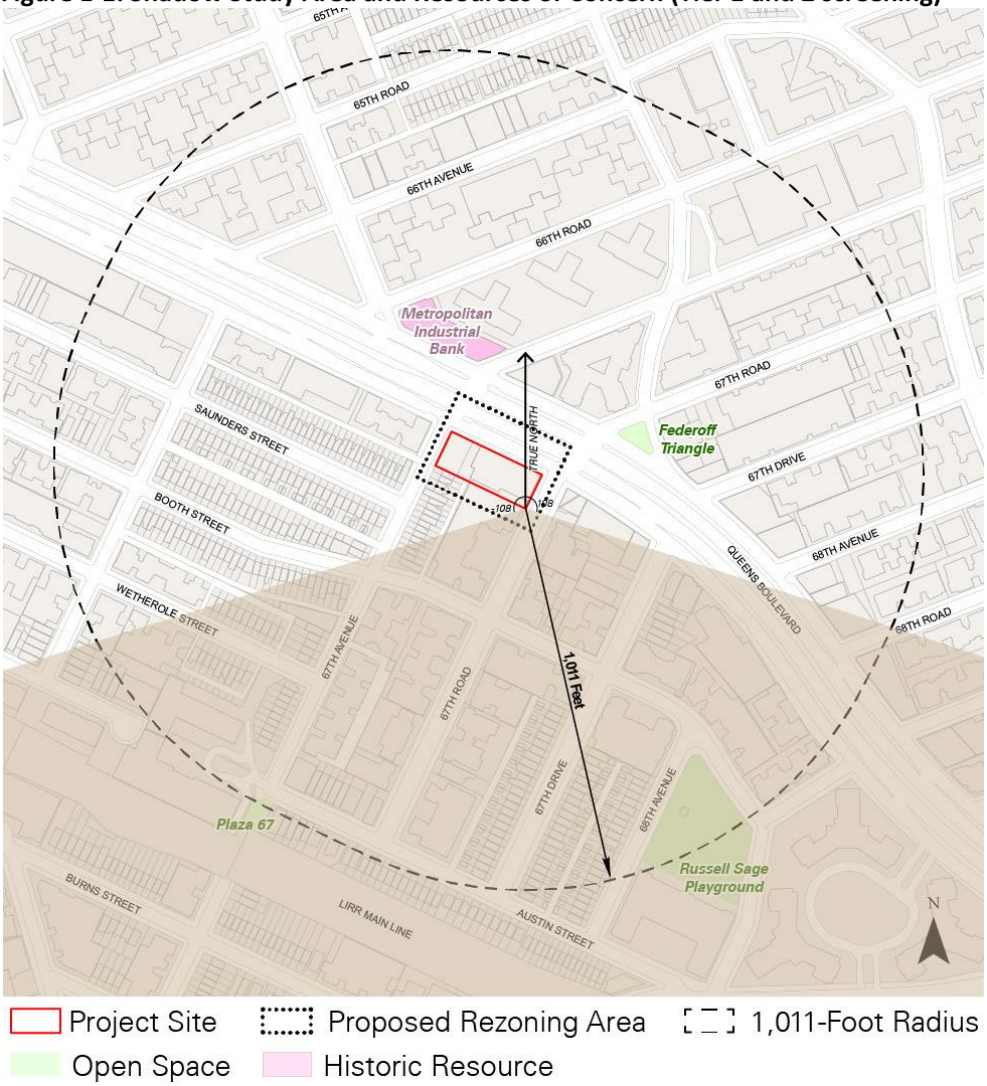
height—was established around the Project Site. This is slightly taller than the No-Action bulkhead height of 229 feet.

E3 Preliminary Assessment

Tier 1 Screening

The Tier 1 screening in Figure E-1 shows three sunlight-sensitive resources-of-concern within the Study Area: Federoff Triangle, Plaza 67, and Russell Sage Playground. The sole historic resource in the Study Area – Metropolitan Industrial Bank, a former bank designed by Philip Birnbaum in the International style – does not contain sunlight-sensitive elements such as stained glass. Because the Tier 1 analysis identified three existing sunlight-sensitive resources within the Study Area, a Tier 2 analysis is warranted.

Figure E-1: Shadow Study Area and Resources of Concern (Tier 1 and 2 screening)



Tier 2 Screening

The Tier 2 screening highlights the area that cannot be shaded by the Proposed Development because of the movement of the sun in the sky throughout the year. As shown in Figure F-1, Plaza 67, and Russel Sage Playground are within the area that cannot be shaded by the new development on the Project Site.

Because the Tier 2 analysis identified one sunlight-sensitive resource within the area that can be shaded by the Proposed Development– Federoff Triangle – a Tier 3 analysis was warranted.

Tier 3 Screening

The Tier 3 assessment further refines the analysis by depicting the With-Action Condition shadows and their durations absent intervening buildings on four representative days of the year:

1. December 21 (the December analysis day), the winter solstice and shortest solar day in the year;

2. March 21 (the March analysis day), the vernal equinox (which is the solar equivalent to September 21, the autumnal equinox);

3. May 6 (the May analysis day), the midpoint between the vernal equinox and summer solstice (solar equivalent to August 6, the midpoint between the summer solstice and autumnal equinox); and

4. June 21 (the June analysis day), the summer solstice and longest solar day in the year.

A Tier 3 screening uses a three-dimensional modeling program to show project-generated shadows in the absence of intervening buildings. The results of the Tier 3 screening are presented in Table E-1 and in Figure E-2 through Figure E-5.

Table E-1: Tier 3 Shadow Screening Results – Times and Durations by CEQR Analysis Day

ANALYSIS DAY	DECEMBER 21	MARCH 21	MAY 6	JUNE 21
ANALYSIS PERIOD	**8:51A – 2:53P**	**7:36A – 4:29P**	**6:27A – 5:18P**	**5:57A – 6:01P**
Federoff Triangle	-	**2:50P-4:29P** 1h 39m	**-**	**-**

Daylight savings time was not used.

Figure E-2: Tier 3 Screening - December Analysis Day

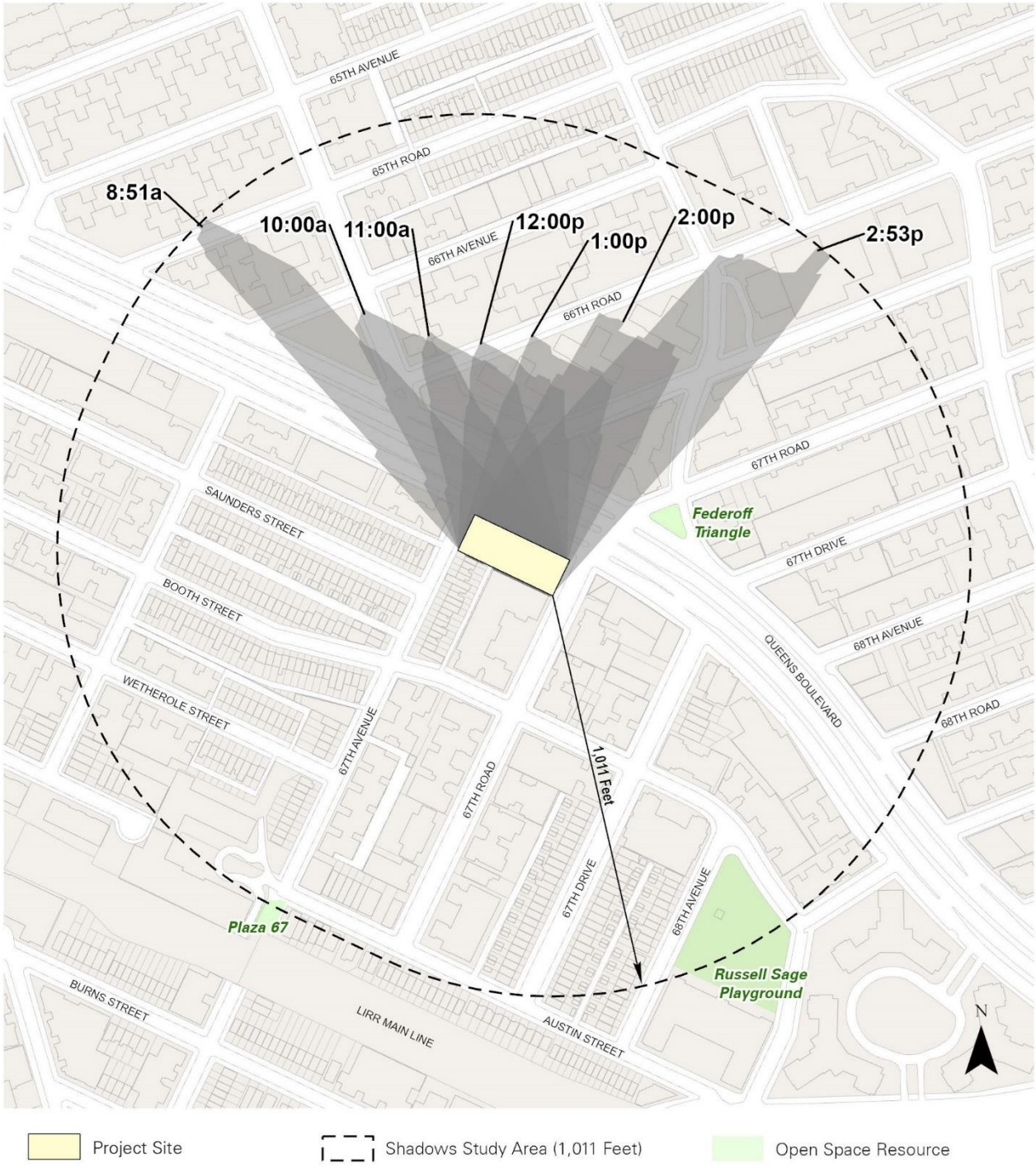


Figure E-3: Tier 3 Screening - March Analysis Day

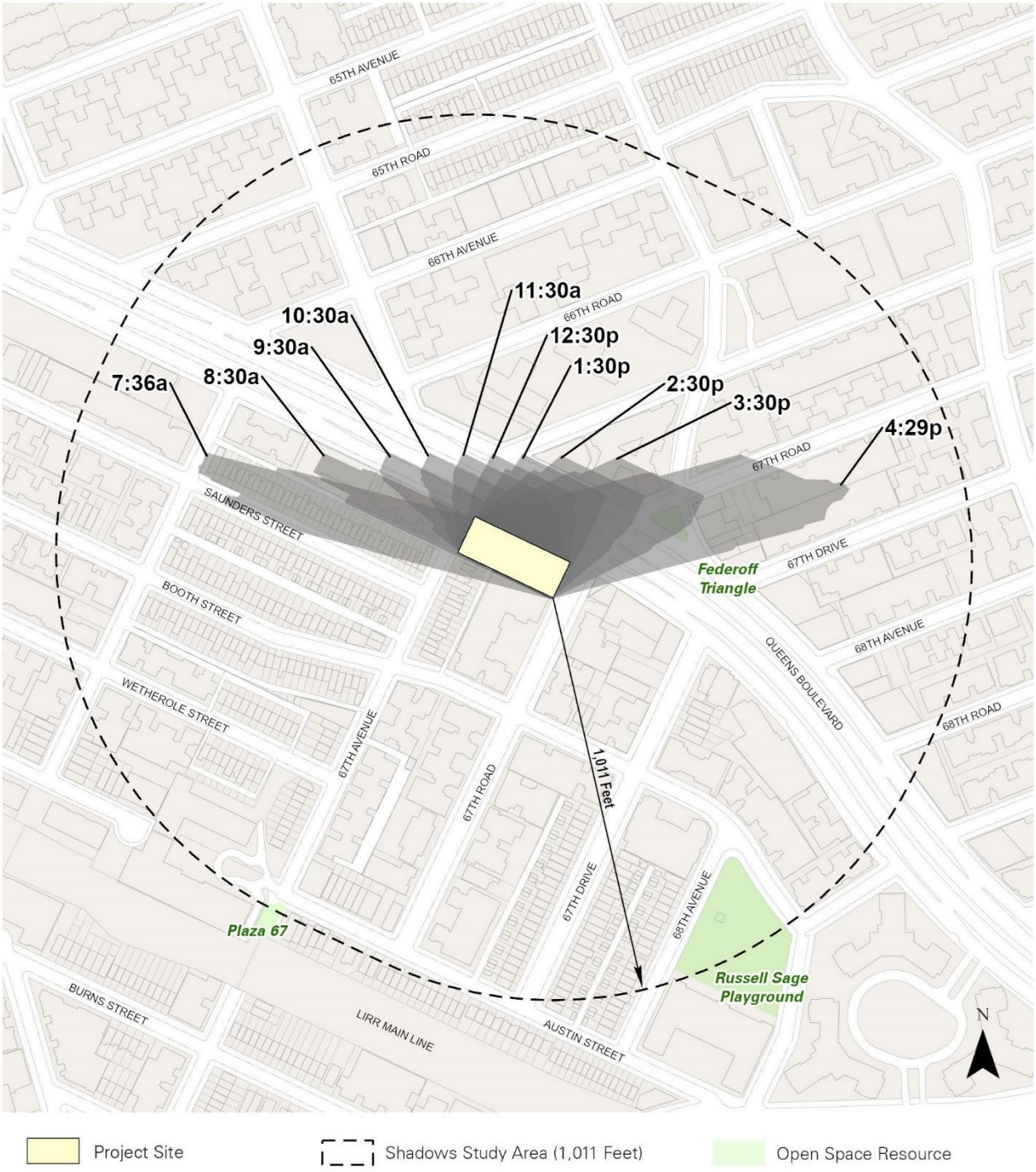


Figure E-4: Tier 3 Screening - May Analysis Day

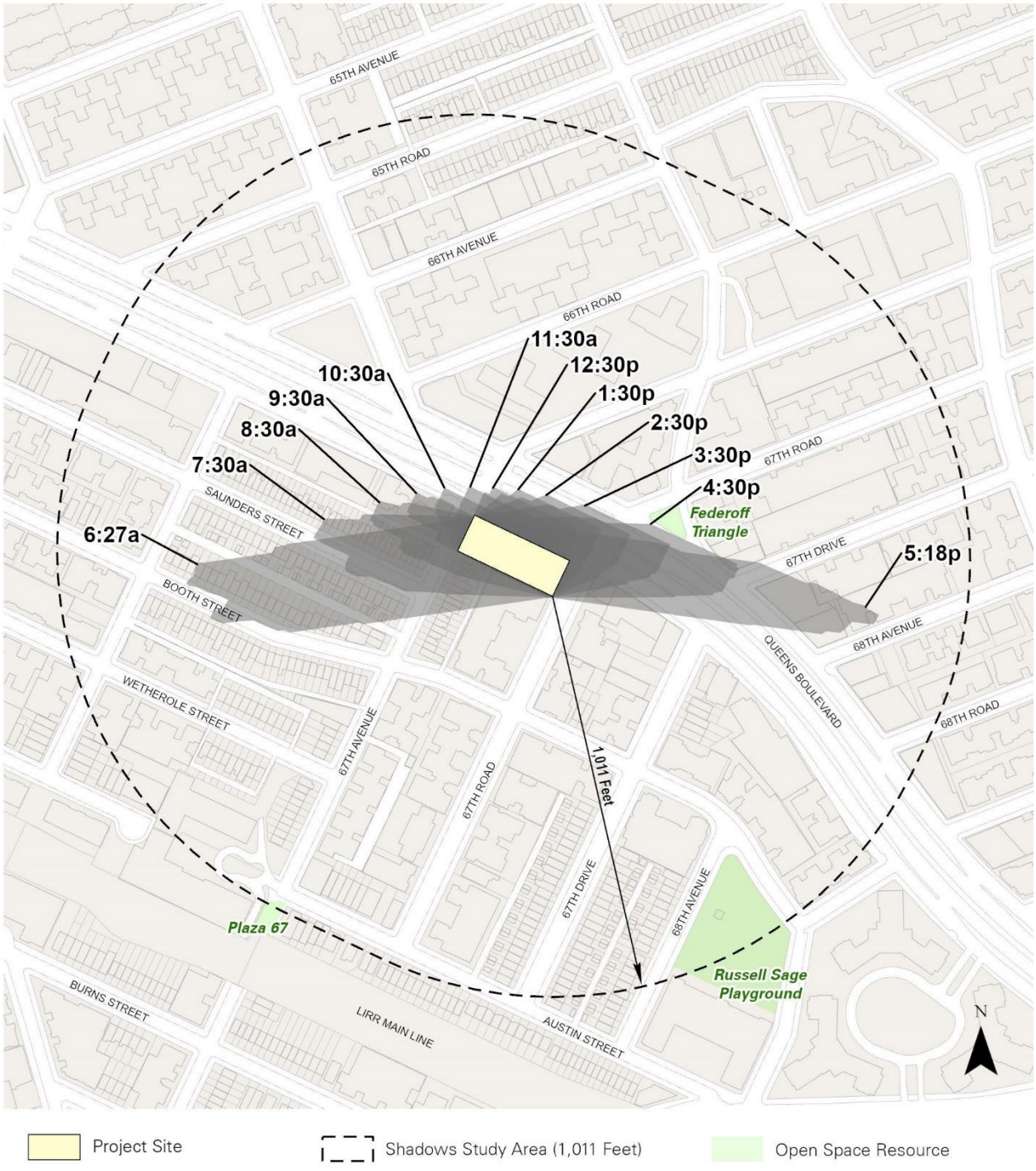
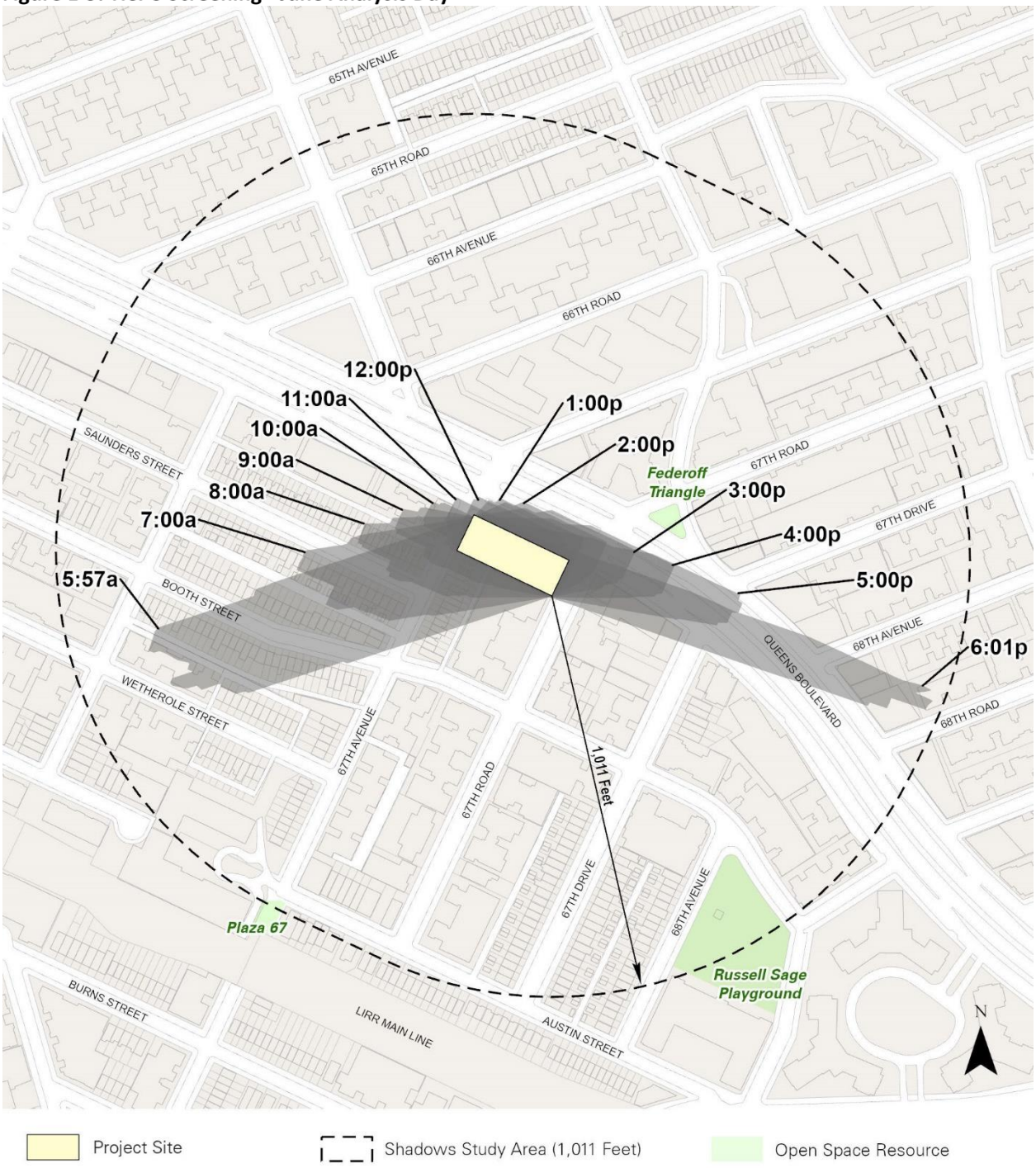


Figure E-5: Tier 3 Screening - June Analysis Day



Federoff Triangle

The Tier 3 screening shows that project-generated shadow would be cast onto Federoff Triangle, a small open space/plaza (0.05 acres) that consists of trees and benches for sitting. Project-generated shadows would only be cast onto Federoff Triangle during the March analysis day, when project-generated shadows would be cast on the park for approximately 80 minutes in the late afternoon from 2:50 p.m. to 4:10 p.m. Thus, a detailed analysis was warranted for this resource.

E4 Detailed Analysis

Of the four CEQR analysis days, the triangle only has the potential to receive incremental shadow on the March analysis day. The March analysis day is representative of both warm and cold weather conditions when users may seek either shade or sun depending on the temperature.

As shown in Figure E-6 through Figure E-15, Federoff Triangle would be wholly in direct sunlight for the majority of the March analysis day, from approximately 7:45 a.m. until 2:50 p.m., a duration of approximately seven hours. Incremental shadow would be limited to 1 hour and 20 minutes, between 2:50 p.m. and 4:10 p.m.

Table E-2: Detailed Shadow Analysis

ANALYSIS DAY	DECEMBER 21	MARCH 21	MAY 6	JUNE 21
ANALYSIS PERIOD	**8:51A – 2:53P**	**7:36A – 4:29P**	**6:27A – 5:18P**	**5:57A – 6:01P**
Federoff Triangle	-	**2:50P-4:10P** 1h 20m	**-**	**-**

No incremental shadow would occur after 4:10 p.m. Per the *CEQR Technical Manual*, the amount of sunlight typically considered to be the minimum that plantings and vegetation would need is six to eight hours of direct sunlight; vegetation in Federoff Triangle would continue to receive this minimum amount of sunlight in the With-Action Condition.

The incremental shadow would not significantly affect users' ability to use the open space. The shadow would only be cast on the resource for a total of 80 minutes during the March analysis day. The trees on the resource would still receive ample sunlight throughout the day. For most of the day March analysis day, the benches would see sunlight. Accordingly, the Proposed Actions would not result in a significant adverse shadow impact to Federoff Triangle, and further analysis is not warranted.

Figure E-6: March Analysis Day - 7:36 a.m.

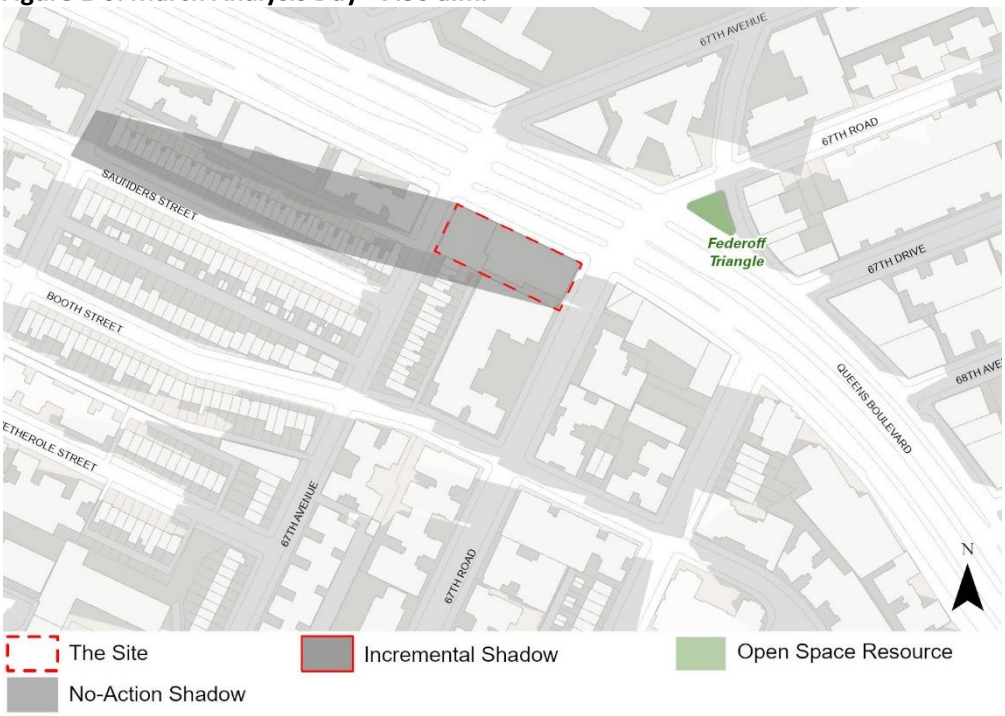


Figure E-7: March Analysis Day - 8:30 a.m.

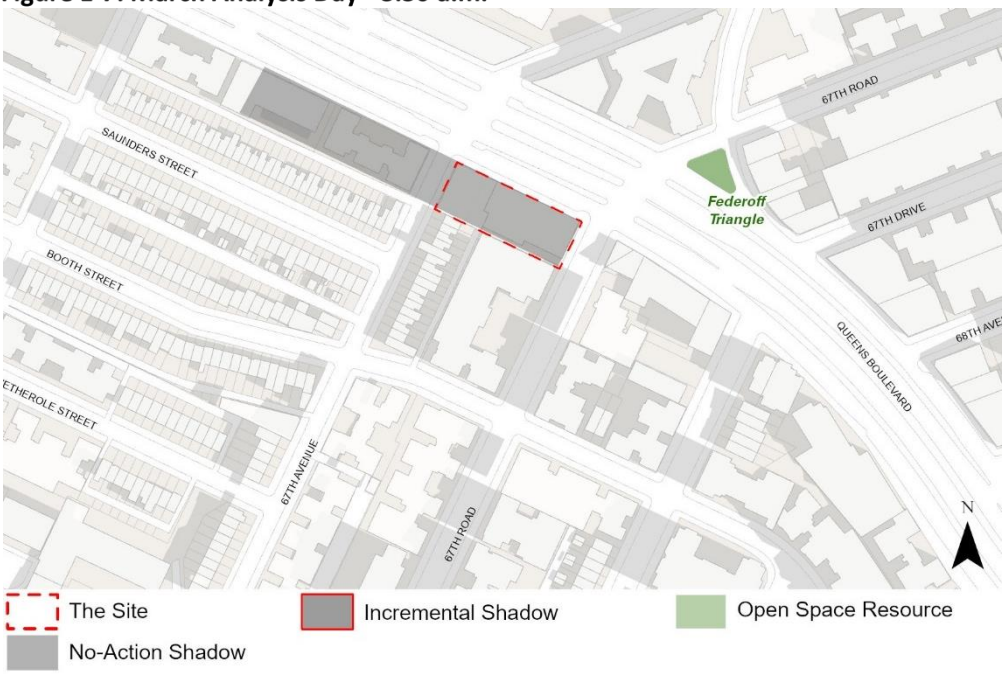


Figure E-8: May Analysis Day - 9:30 a.m.

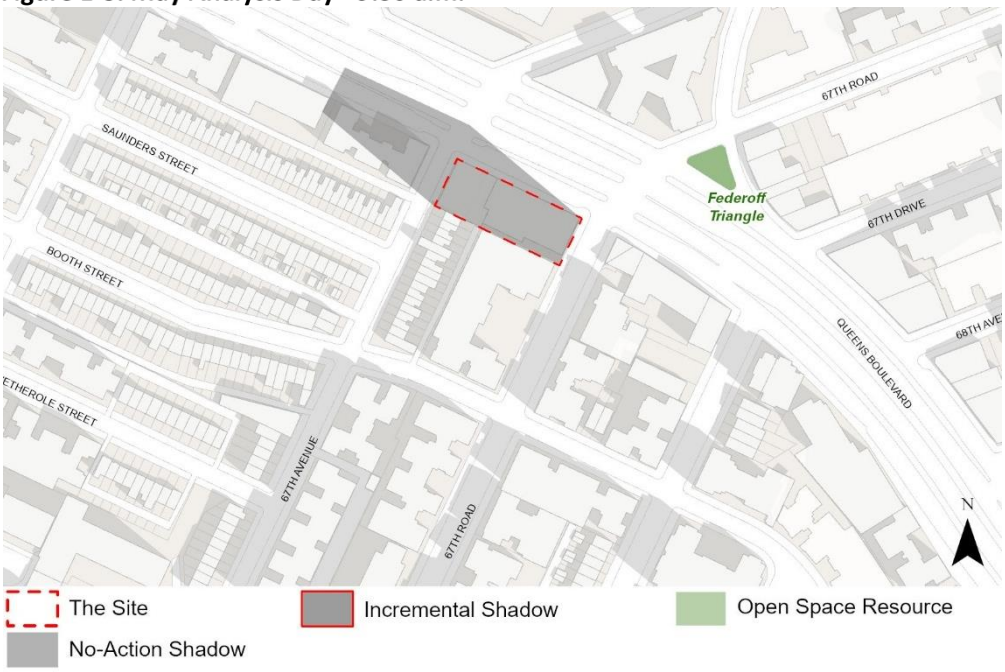


Figure E-9: March Analysis Day - 10:30 a.m.

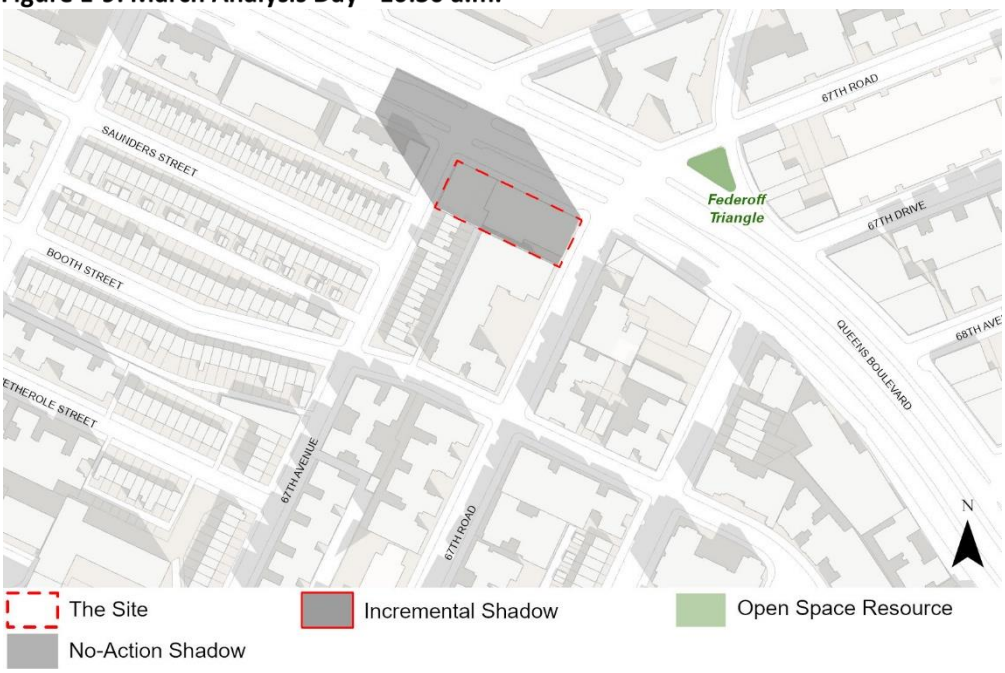


Figure E-10: March Analysis Day - 11:30 a.m.

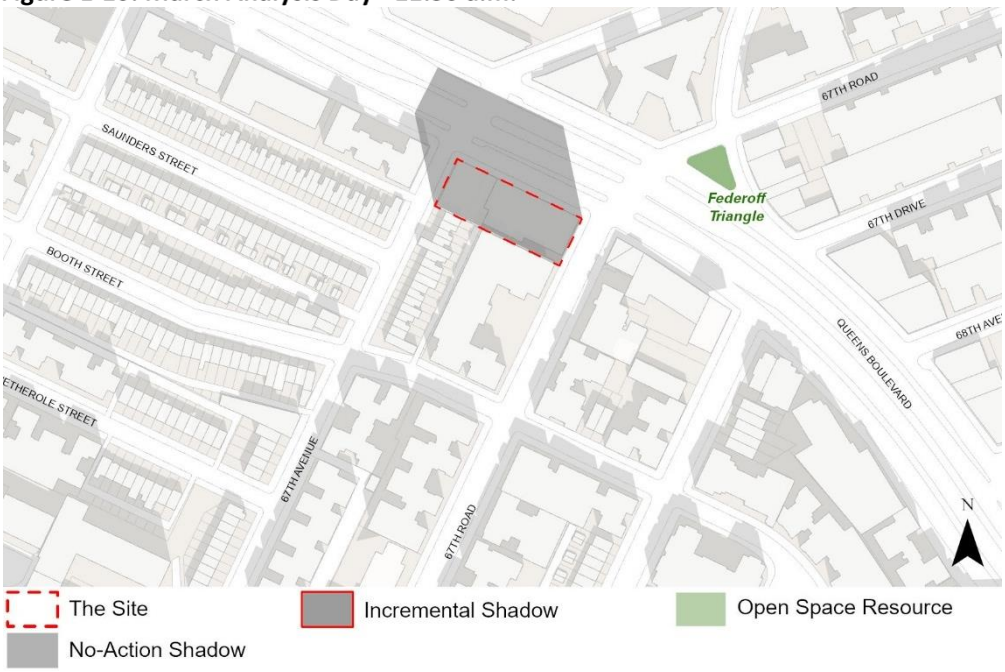


Figure E-11: March Analysis Day - 12:30 p.m.

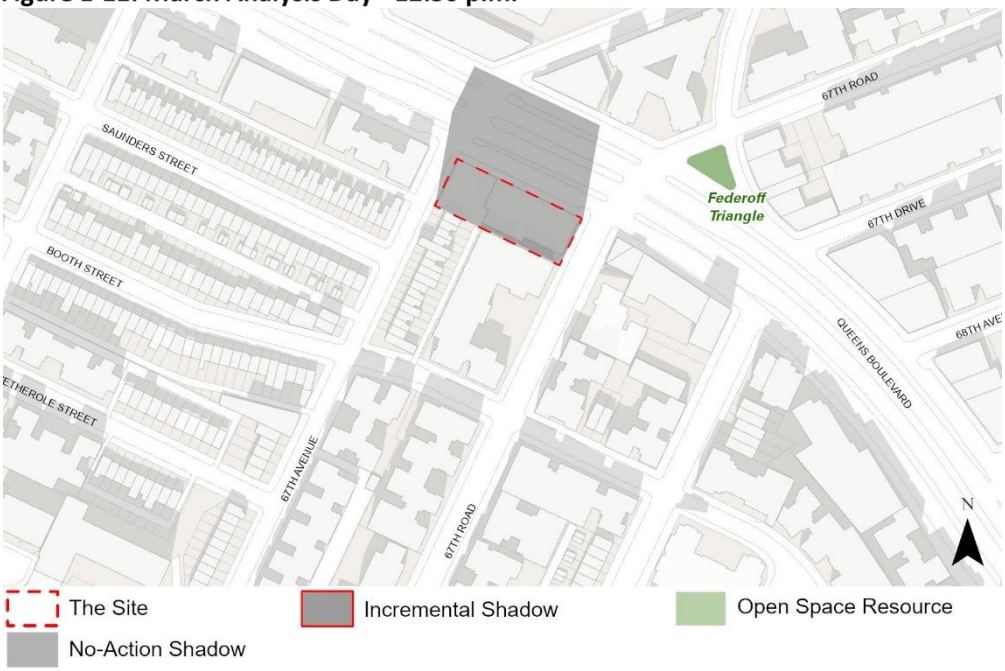


Figure E-12: March Analysis Day - 1:30 p.m.

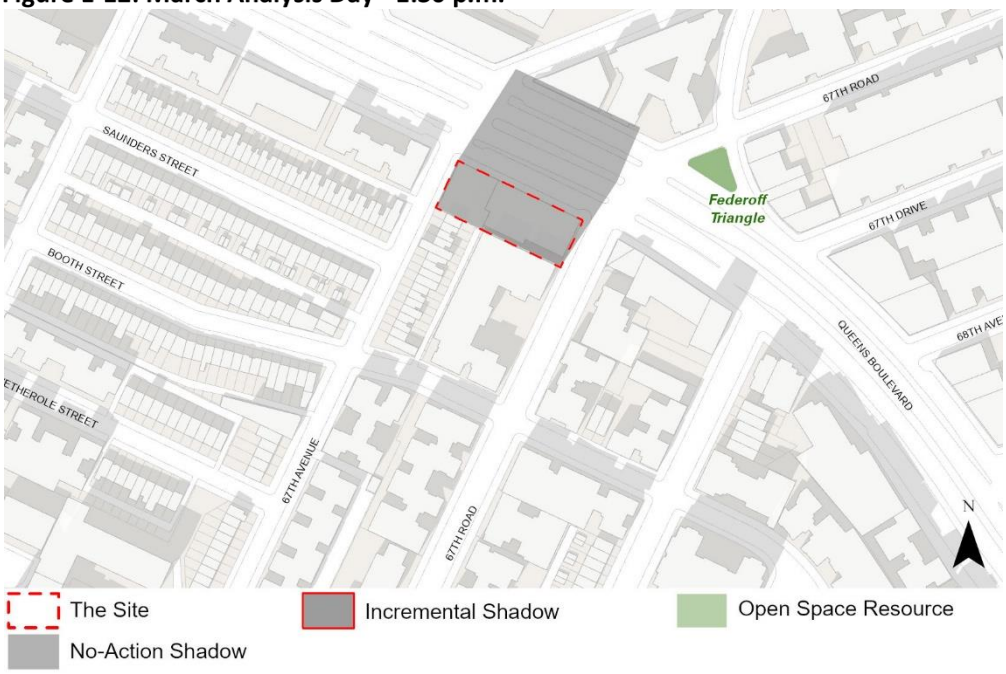


Figure E-13: March Analysis Day - 2:30 p.m.

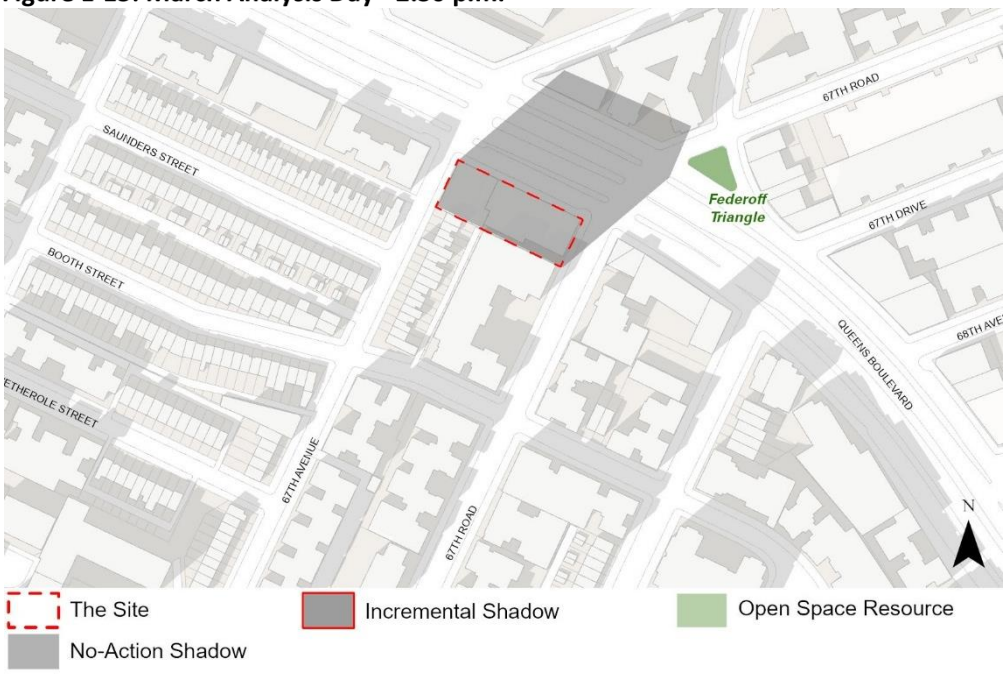
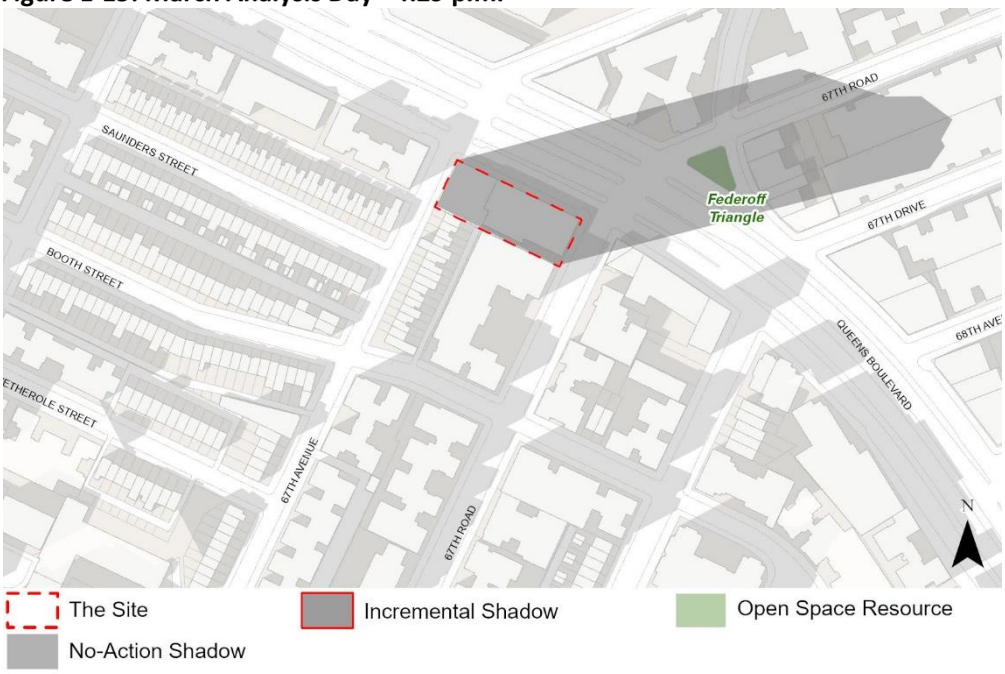


Figure E-14: March Analysis Day - 3:30 p.m.



Figure E-15: March Analysis Day - 4:29 p.m.



E5 Conclusion

The Tier 1 screening shows there are three sunlight-sensitive resources in the Study Area: Federoff Triangle, Plaza 67, and Russell Sage Playground.

A Tier 2 analysis found that Plaza 67 and Russell Sage Playground would not be shaded by the Proposed Development.

A Tier 3 analysis found that Federoff Triangle could receive project-generated shadow only in the March analysis day. Federoff Triangle consists of benches and tress.

A detailed analysis found that incremental shadow would be cast on Federoff Triangle for up to 1 hour and 20 minutes on the March analysis day. The triangle would be wholly in direct sunlight from approximately 7:45 a.m. until approximately 2:50 p.m., a duration of approximately seven hours. Per the *CEQR Technical Manual*, the amount of sunlight typically considered to be the minimum that plantings and vegetation would need is six to eight hours of direct sunlight; vegetation in Federoff Triangle would continue to receive this minimum amount of sunlight in the With-Action Condition.

As discussed above, the incremental shadow would not significantly affect users' ability to use the open space. The shadow would only be cast on the resource for a total of 80 minutes during the March analysis day. The trees on the resource would still get ample sunlight throughout the day. For most of the day March analysis day, the benches would see sunlight. Pedestrians can still use the benches during the incremental shadows period. Thus, the Proposed Actions would not result in a significant adverse shadows impact, and no further analysis is warranted.

F HISTORIC AND CULTURAL RESOURCES

F1 Introduction

Historic and cultural resources include both architectural and archaeological resources. Archaeological assets include physical remains, usually subsurface, including burials, foundations, artifacts, wells, or privies of the prehistoric, Native American, or historic periods. Architectural assets generally include:

- properties and buildings designated as a New York City Landmark (NYCL) or historic district by the New York City Landmarks Preservation Commission (LPC), or buildings and properties calendared for landmark consideration;
- properties listed on the State/National Register of Historic Places (S/NR) or located in a district on an S/NR list or formally determined to be eligible for listing;
- properties recommended by the New York State Board for Historic Preservation for listing on the S/NR, National Historic Landmarks (NHL) designated by the U.S. Secretary of the Interior; and
- properties not identified by one of the programs above but that meet New York State Historic Preservation Office (SHPO) eligibility requirements.

The Proposed Actions would permit the Applicant to redevelop the Project Site with the Proposed Development, a 21-story, 10.8 FAR, 235-foot-tall (215 feet, plus a 20-foot mechanical bulkhead), 366,074-gross-square-foot building that would contain:

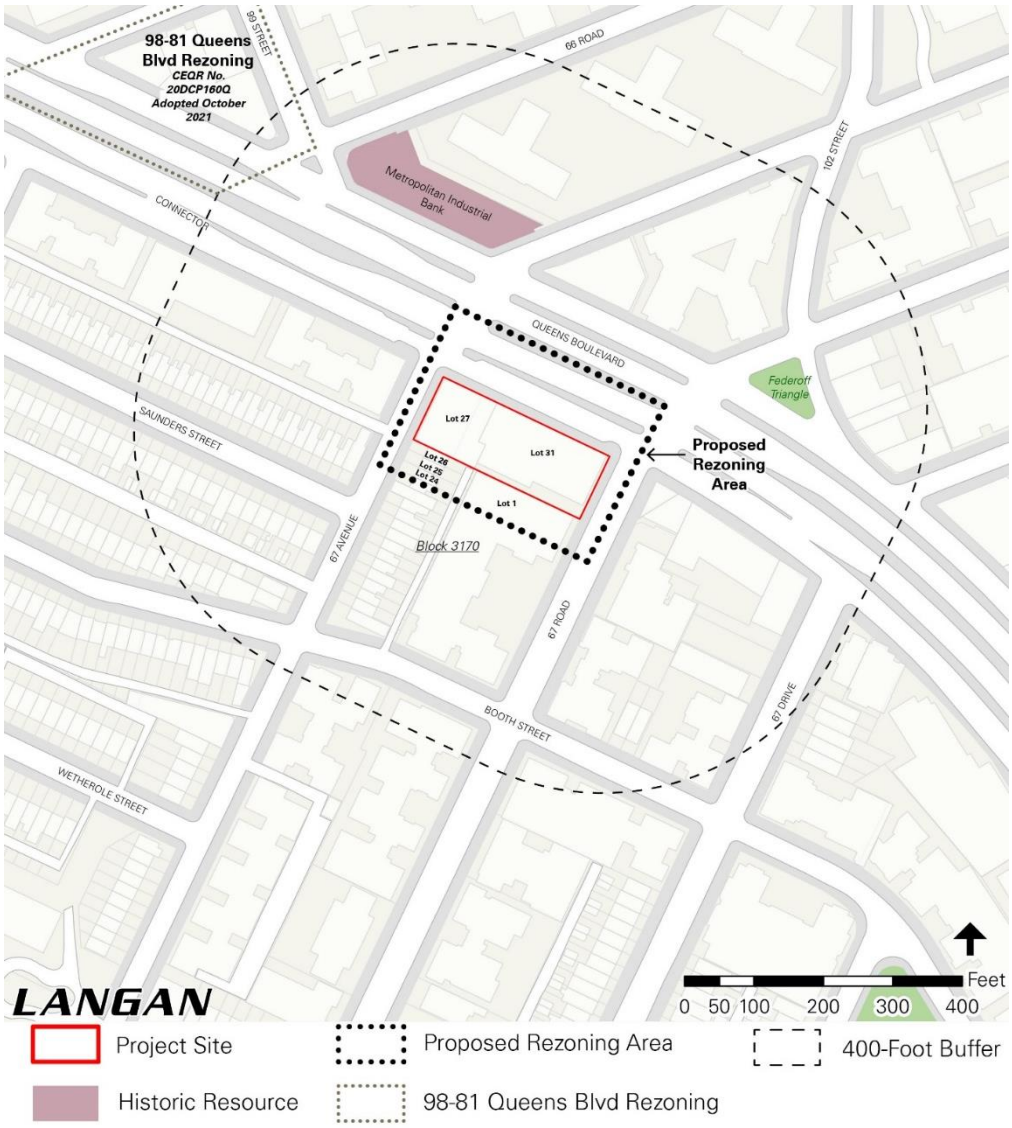
- 322,429 gross square feet of residential floor area with 389 dwelling units;
- 16,685 gross square feet of retail floor area; and
- 18,429 gross square feet (38 accessory spaces) of parking floor area.

F2 Methodology

The first step in evaluating whether a proposed project may affect a historic resource is to consider what area the project might affect and to identify historic resources within that area. To assess potential direct and indirect impacts to architectural resources, the area within a 400-foot radius around the Proposed Rezoning Area was defined as the Study Area. Architectural resources within the Study Area were reviewed using the SHPO's Cultural Resource Information System (CRIS) database and LPC's Discover NYC Landmarks Map.

The Study Area for archaeological resources is the area that would be disturbed by project construction. Therefore, the archaeological study area is the Project Site. This assessment evaluates the potential for the Proposed Actions to cause significant damage to historic and cultural archeological and architectural assets within the Study Area.

Figure F-1: Historic and Cultural Resources Map



According to the CRIS and NYC Discover Landmarks, the Study Area contains only one S/NR-eligible architectural resource: the Metropolitan Industrial Bank (see Figure F-1). Our research assessed whether the Proposed Actions have the potential for significant direct or indirect adverse impacts on architectural resources.

The Proposed Rezoning Area does not contain a historic or cultural resource; therefore, this historic and cultural resources assessment focuses on the historic and cultural resources in the Study Area.

Direct Effects

According to the *CEQR Technical Manual*, direct effects on architectural resources occur when a project results in new construction, demolition, or significant physical alteration to any landmarked or landmark eligible historic building, structure, or object.

Indirect Effects

According to the *CEQR Technical Manual*, a project may result in adverse indirect effects on historic resources when it affects the visual context and if the change is likely to alter or eliminate the significant characteristics that make it an important resource. Indirect effects include introduction of incompatible visual elements to a resource's setting, project-generated shadows, or other effects on historic resources in a study area once construction is completed.

F3 Assessment

Existing Conditions

99-01 Queens Boulevard (S/NR-08101-011534)

Photograph F-1: Metropolitan Industrial Bank (Bank of America)



Captured: 15 March 2024
Source: Cyclomedia Street View

Photograph F-1 shows the Metropolitan Industrial Bank, an S/NR-eligible resource within the Study Area, at 99-01 Queens Boulevard, approximately 200-feet away from the Project Site. The Metropolitan Industrial Bank meets Criterion C for inclusion on the National Register as an example of the international style/mid-century modernism. The bank was designed by architect Philip Birnbaum and opened in 1952. The Resources Evaluation[7] form from the Office of Parks, Recreation and Historic Preservation states that "the corner bank is the most highly articulated and intact part of the building, with a curved entrance corresponding to the street corner. This small-scale commercial building closely adheres to the international style of architecture, with hallmarks of the style such as organization in strict symmetry and exterior materials consisting of nonstructural elements like decorative steel faced columns and glazing forming the composition of the exterior. The building is easily identified by its evenly divided two-story columns that divide the glazed storefronts and rise to meet a smooth steel cornice/overhanging roof."

No-Action Condition

In the No-Action Condition, the Project Site would be developed with a 187,202-gross-square-foot mixed-use building. The development would be a 20-story (209 feet tall plus a 20-foot bulkhead) building containing 95,886 gross square feet of residential, 27,426 gross square feet of commercial, and 19,216 gross square feet of community facility space. The building would contain 109 parking spaces for residential, commercial, and community facility uses, of which 33 would be for residents and 56 would be for the retail uses, and 20 would be for the community facility uses. The building would contain 131 market rate dwelling units. The historic resource in the Study Area would not be physically altered and would continue to be visible from short- and medium-range viewing locations along Queens Boulevard, 66th Road, and 67th Avenue. The building constructed on the Project Site in the No-Action Condition would be visible in certain views of the Metropolitan Industrial Bank from locations such as along Queens Boulevard and 66th Road. However, these contextual changes would be typical of new development and would not significantly alter the setting of the Metropolitan Industrial Bank.

Technical Policy and Procedure Notice #10/88 (TPPN 10/88) is a City regulation requiring protective measures for historic landmarks located within 90 feet of construction sites. TPPN #10/88 is applicable to New York City Landmark and S/NR Listed resources within 90-feet of construction only, and not S/NR Eligible resources. Metropolitan Industrial Bank is an S/NR eligible resource and is over 200-feet away from the Project Site so a TPPN 10/88 would not be required.

With-Action Condition

Direct Effects

In the With-Action Condition, the Project Site would be developed with a 366,074-gross-square-foot, 21-story (215 feet tall plus 20-foot bulkhead) mixed-use residential building and contain 389 DUs and 38 parking spaces.

Langan consulted the Landmarks Preservation Commission, which replied in correspondence (July 29, 2024) that the Project Site does not contain archeological or

[7] https://cris.parks.ny.gov/Uploads/ViewDoc.aspx?mode=A&token=XGsDt82AGsSi2BHNhpA94WoeaCQIHm6GCnr4Ji2SholjWbLPwAnIc6ufEq7/sWBAqX8TumSnq8AbjxE8RdeIs4n1W9kBoWBtWFIYDOLnWydASws47PJptWpIUkOmeIzR&q=false

architectural resources (see Appendix B). Therefore, the Proposed Actions have no potential to result in direct impacts to historic resources.

Indirect Effects

Similar to the No-Action Condition, the historic resource in the Study Area – the Metropolitan Industrial Bank, an S/NR-eligible resource within the Study Area, at 99-01 Queens Boulevard, approximately 200-feet away from the Project Site – would not be physically altered. The Proposed Actions would permit the Applicant to develop a 21-story mixed-use residential building, which would not significantly alter the historic context of the Study Area, and the contextual effects are typical of new development in urban areas. The Proposed Actions would not introduce a building that is incompatible with the surrounding setting as there are other new mixed use residential and commercial developments within 400-feet of the Metropolitan Industrial Bank, including at 98-81 Queens Boulevard. Views of the historic resource would continue to be available from publicly accessible areas, including the surrounding street network along Queens Boulevard.

Like the No-Action Condition, the building constructed on the Project Site in the With-Action Condition would be visible in certain views of the Metropolitan Industrial Bank from locations such as along Queens Boulevard and 66th Road. However, these contextual changes would be typical of new development and would not significantly alter the historic setting of the Metropolitan Industrial Bank.

Metropolitan Industrial Bank is an S/NR eligible resource and is over 200-feet away from the Project Site so a TPPN 10/88 would not be required.

F4 Conclusion

Langan consulted the Landmarks Preservation Commission, which replied in correspondence (July 29, 2024) that the Project Site does not contain archeological resources or historic and cultural resources (see Appendix B). Therefore, The Proposed Actions and Proposed Development have no potential to result in a significant adverse direct impact on historic and cultural resources.

While the Proposed Actions would allow the development of a 21-story mixed-use residential building within 400 feet of a historic resource – the Metropolitan Industrial Bank, an S/NR eligible source – views of the historic resource would not be affected. While new development on the Project Site would result in contextual changes to views of the Metropolitan Industrial Bank, the Project Site is approximately 200 feet away from the historic resource and similar views would continue to exist between the No-Action and With-Action Conditions. The contextual changes would be typical of new development in urban areas with a variety of building styles like the Study Area and would not alter the historical significance of the Metropolitan Industrial Bank.

Construction impacts may occur on historic and cultural resources if in-ground disturbances or vibrations associated with project construction could undermine the foundation or structural integrity of nearby resources. However, the Project Site is approximately 200 feet from the historic resource, and no significant adverse impacts on the historic resource are expected to occur as a result of the construction on the Project Site.

Langan consulted the New York City LPC which replied in correspondence (July 29, 2024) that the Project Site does not contain archeological resources or historic and cultural resources.

Therefore, the Proposed Actions would not result in direct or indirect impacts to historic and cultural resources.

Accordingly, the Proposed Actions would not result in significant adverse historic- and cultural-resource impacts, and further assessment is not warranted.

G HAZARDOUS MATERIALS

G1 Introduction

The 2025 *CEQR Technical Manual* defines hazardous materials as substances that pose a threat to human health or the environment. Substances of concern include, but are not limited to, heavy metals, volatile and semi-volatile organic compounds (VOCs and SVOCs, including petroleum constituents and chlorinated solvents), methane, polychlorinated biphenyls (PCB), and hazardous wastes (defined as substances that are chemically active, ignitable, corrosive, or toxic).

The potential for significant impacts from hazardous materials occurs when hazardous materials exist on a site and an action would increase pathways for their exposure to humans and the environment, or an action would introduce new activities or processes using hazardous materials.

Potential routes of exposure to hazardous materials can include direct contact, such as contact between contaminated soil and skin (dermal contact), breathing of VOCs or chemicals associated with suspended soil particles (inhalation), or swallowing soil or water (ingestion).

Per the *CEQR Technical Manual,* public health may also be threatened when soil vapors migrate through the subsurface or along preferential pathways (such as a building foundation, utility conduit, or duct) and accumulate beneath a concrete slab or inside a basement, resulting in an explosive, oxygen-deficient, or hazardous atmosphere.

G2 Methodology

Per the guidelines of the *CEQR Technical Manual*, the first step to evaluate the potential presence of hazardous materials on the Proposed Rezoning Area is to conduct a Phase I Environmental Site Assessment (ESA).

The objective of a Phase I ESA is to identify the presence or likely presence, use, or release of hazardous substances or petroleum products, as defined in American Society for Testing and Materials (ASTM) E1527-21 (Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process) as a Recognized Environmental Condition (REC).

A Phase I ESA also identifies historical recognized environmental concerns (HREC), controlled RECs (CREC), business environmental risks (BER), non-ASTM considerations, and *de minimis* conditions. Typically, a Phase I ESA qualitatively evaluates environmental conditions within a particular area.

An HREC is defined by ASTM E1527-21 as a past release of hazardous substances or petroleum product affecting the subject property. An HREC has been addressed to the satisfaction of the applicable regulatory authority. It meets unrestricted use criteria established by the regulatory authority without subjecting the property to any regulatory control.

A CREC is a REC affecting the subject property that has been addressed to the satisfaction of the applicable regulatory authority with hazardous substances or petroleum products. A CREC is allowed to remain in place subject to implementation of required controls.

A BER is defined as a risk that can have a material environmental or environmentally driven impact on the business associated with the current or planned use of a parcel of commercial real estate.

A non-ASTM consideration is identified as an environmental issue or condition at a property that parties may wish to assess in connection with commercial real estate that are outside the scope of ASTM E1527-21.

A *de minimis* condition is a condition related to a release that generally does not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate government agencies.

This hazardous materials assessment summarizes the findings of the ESA available for the Project Site. On 29 November 2023, a Phase I ESA was prepared for 100 Queens Blvd Co., LLC for the Project Site. The Project Site is under control of the Applicant and the information in the most recent Phase I ESA is summarized in this assessment.

G3 Existing Conditions

Project Site

Phase I ESA (November 2023)

The Proposed Actions would induce new development on Queens Block 3170, Lots 31, and 27 (the Project Site), which is bounded by Queens Boulevard. to the north, 67 Road to the east, 67 Avenue to the west, and residential uses to the south.

The Phase I ESA (Appendix C) for the Project Site was conducted in accordance with the ASTM Practice E1527-21 and the United States Environmental Protection Agency's All Appropriate Inquiry Rule. While the Phase I ESA did not identify CRECs or HRECs, one REC was identified on the Project Site:

Recognized Environmental Conditions (REC)

1. **Former and Current Dry-Cleaning Operations:** An active dry-cleaning facility, Swan Cleaners, was observed in operation at 99-34 67th Avenue on lot 27. According to historical resources, this commercial tenant has operated as a dry cleaner from at least 1972. Perchloroethylene (PERC), a hazardous substance and chlorinated solvent, was indicated on the Sanborn map in 1972 and is still in use. PERC (and other associated solvents) when released into the subsurface, pose a significant threat to the environment and/or human health. Lucy's Dry Cleaning (predating Swan Cleaners) was listed as a RCRA Large Quantity Generator in 1986, Small Quantity Generator and Conditionally Exempt Small Quantity Generator in subsequent years for Halogenated solvent disposal including PERC. Lucy's Dry Cleaning is also listed with New York State Department of Environmental Conservation (NYSDEC) Spill Case No. 9005014, which occurred in August 1990 associated with leaking drum of cleaning product. The product spill was subsequently cleaned by Safety Kleen, and the spill file was closed the same day. In 2002, a NYSDEC Administrative Consent Order was issued to the business owner to install a vapor barrier, proper ventilation, and dry-cleaning machine enclosure and conform to routine compliance inspections. The required actions were completed. Throughout the remaining 2000s, inspections were conducted and indicate compliance. The facility operated in non-compliant conditions until 2002 and during a period that predates strict environmental regulatory oversight regarding hazardous substance storage activities, chemical spills, reporting requirements, and cleanup requirements. Therefore, the dry-cleaning facility on the Project Site represents a REC.

G4 No-Action Condition

In the No-Action Condition, the existing buildings on the Project Site would be demolished to allow the Project Site to be developed with an approximately 187,202-gross-square-foot (gsf) mixed-use building. The construction of this building in the No-Action Condition would result in ground disturbance on a site with a REC.

The Applicant intends to enroll the Project Site in the Brownfield Cleanup Program, which is a voluntary program administered by the New York State Department of Environmental Conservation. The program provides financial incentives for conducting remedial actions on qualifying sites that exceed regulatory criteria for hazardous materials. However, in the absence of acceptance into the Applicant would not be required to adhere to an institution control in the No-Action Condition

G5 With-Action Condition

In the With-Action Condition, the Proposed Actions would be adopted, and the Applicant would construct an approximately 366,074-gsf mixed use residential and commercial building on the Project Site, resulting in new ground disturbance.

Similar to the No-Action Condition, the Applicant intends to enroll the Project Site in the Brownfield Cleanup Program, which would provide regulatory oversight by the New York State Department of Environmental Conservation during ground disturbance. However, an E-Designation is proposed to be mapped on the Project Site in case the Project Site is

not eligible for the Brownfield Cleanup Program, or the Applicant withdraws from the voluntary program. The E – Designation also ensures the Project Site is flagged at DOB to coordinate with NYSDEC through New York City Mayor's Office of Environmental Remediation (OER).

The E-Designation would still be adhered to in either of the above scenarios.

Proposed E-Designation (E-899)

Because of the findings presented above, an E-Designation (E-899) for hazardous materials would be incorporated into the Proposed Actions for the Project Site. Active local retail uses in the existing building on the Project Site mean that doing a Phase II Environmental Site Investigation would be disruptive to these businesses and their customers. It would force the existing local retail businesses to shut down or close for a period, making doing a testing on the Site impactable. This makes an E-Designation appropriate.

The E-Designation would place certain hazardous materials requirements for the Project Site if contamination exists, thereby precluding the potential for significant adverse hazardous materials impacts. If contamination is confirmed, a remedial action plan would require approval from OER before construction permits can be issued by the Department of Buildings. The specific requirements of the E-Designation (E-899) would be as follows:

Project Site (Queens Block 3170, Lots 27 and 31)

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 basedcontamination), 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

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.

With this E-Designation in place, the Proposed Actions would not have the potential to result in a significant adverse hazardous materials impact, and no further analysis is warranted.

G6 Conclusion

The November 2023 Phase I ESA identified one REC on the Project Site, and the Applicant intends to enroll the Project Site in the Brownfield Cleanup Program. An E-Designation (E-899) for hazardous materials would be incorporated into the Proposed Actions. With the proposed E-Designation (E-899) in place, the Proposed Actions would introduce an institutional control that would not be in place absent the Proposed Actions, thereby providing more protection for hazardous materials than the No-Action Condition. As such, the Proposed Actions would not result in a significant adverse hazardous-materials impact, and no further analysis is warranted.

H AIR QUALITY

H1 Introduction

Per the 2025 *CEQR Technical Manual*, an air quality analysis is conducted to assess the effect of a proposed action on ambient air quality (i.e., the quality of the surrounding air), or effects on a proposed project because of ambient air quality. Air quality can be affected by mobile sources such as pollutants produced by motor vehicles or by stationary sources such as pollutants produced by fixed facilities. An air quality assessment is conducted when proposed actions have the potential to result in significant adverse impacts from mobile or stationary emissions sources.

The Proposed Actions would result in the construction of a 21-story, 235-foot-tall (215 feet plus a 20-foot bulkhead), 366,074-gross-square-foot mixed-use building. The development would contain 322,429 gross square feet of residential area, 16,685 gross square feet of retail, 8,531 gross square feet of mechanical floor area in the cellar, and 18,429 gross square feet (38 spaces) of residential accessory parking (the Proposed Development). This section evaluates the potential for the Proposed Actions to result in significant adverse air quality impacts.

H2 Methodology

This air quality analysis follows the guidelines set forth in the *CEQR Technical Manual*. This analysis compares predicted concentrations of criteria pollutants resulting from mobile and stationary sources against the National Ambient Air Quality Standards (NAAQS). The potential for significant adverse air quality impacts may occur if a criterion pollutant is projected to exceed the NAAQS standard.

A mobile source analysis was conducted for vehicular emissions along Northern Boulevard – a multilane elevated roadway within 100 feet of the Project Site – to assess potential emissions of carbon monoxide (CO) and particulate matter (PM).

Potential effects of PM, CO, nitrogen dioxide (NO_2), sulfur dioxide (SO_2), and volatile organic compounds (VOCs) from small industrial manufacturing and major or large sources of emissions in the Study Area were evaluated.

Stationary Sources

A preliminary screening of project-generated stationary emissions evaluates the potential for emissions from a project's HVAC and hot water systems to result in unacceptable conditions at nearby receptors. The preliminary screening uses a nomograph from the *CEQR Technical Manual* that plots a project's floor area to be served by the proposed HVAC and hot water systems versus the distance from the nearest building of similar or greater height.

New York City Building Code requires that emissions stacks release at least three feet above a building's roof height; the stacks were therefore assumed to release three feet above the proposed building's roof height. This release height was used to identify buildings of similar or greater height within the Study Area. Consistent with Building Code, emissions stacks would be required to be at least ten feet from the edge of a new building's roof. To account for this required setback, ten feet was added to the distance between the proposed building and the nearest building of similar or greater height. Setbacks required from a site's lot lines were also considered.

The Proposed Actions would allow a building with a roof height of up to 215 feet. The Proposed Development would have a roof height of 215 feet and would maximize the permissible height of the Project Site. Assuming that emissions would be released 3 feet above a 20-foot-tall mechanical bulkhead above the roof, an emissions height of 238 feet was assumed for the stack release height. This release height was used to identify buildings of similar or greater height. The analysis found no "No-Build" projects, as mentioned in Chapter B, "Land Use, Zoning, and Public Policy."

The fuel source for the proposed building is not yet known; however, recent updates to the New York City Energy Conservation Code highly incentivize the use of electricity as a fuel source. To allow a conservative assessment, natural gas was analyzed as a potential fuel source to represent worst-case conditions. To determine the nearest receptors of similar or greater height, the building roof heights in the New York City Department of Information Technology and Telecommunications' NYC Planimetric Database were reviewed. Building heights were also surveyed using available aerial imagery of the surrounding area. Using the data from the Planimetric Database and available aerial imagery, the certificates of occupancy issued by DOB for the nearest receptors of similar or greater height were reviewed on DOB's Building Information System to confirm building heights. For this project, a 400-foot Study Area around the Project Site was established for the HVAC preliminary screening.

Industrial Source Analysis

Site reconnaissance did not identify any facilities with the potential to operate without a permit (such as unpermitted spray-painting facilities) within 400 feet of the Proposed Rezoning Area. Table H-1 shows the sites that have an emissions source registered on DEP's Clean Air Tracking System (CATS).

Table H-1: Clean Air Tracking System (CATS) Search

Bl	Lot	Address	Application	Type	Exp. Date
3170	27	99-34 67 Avenue	CA451386	Boiler	10/23/2025
3170	27	99-34 67 Avenue	PA029496	Industrial	1/29/2028
3171	7501	100-10 67 Road	CA395584	Boiler	2/5/2027
2118	1	99-01 Queens Blvd	CA394472	Boiler	6/24/2000
2118	7501	99-32-66 Road	CA175789	Boiler	2/13/2026
2118	7501	99-32 66 Road	CB442603	Boiler	1/4/2026
2119	11	100-07 Queens Blvd	CB048009	Boiler	4/21/2027
2119	7501	100-25 Queens Blvd	CA050788	Boiler	4/20/2027
2135	9	101-01 Queens Blvd	CB084601	Boiler	5/14/28
2135	9	101-01 Queens Blvd	PB004400	Industrial	6/2/24
2135	6	101-11 Queens Blvd	CA020988	Boiler	1/19/27
2135	6	101-11 Queens Blvd	PG001420	Industrial	4/6/23

Per the *CEQR Technical Manual*, boilers for residential or commercial uses that are registered on CATS do not have the potential to result in significant adverse impacts and therefore do not warrant further analysis. Of the Study Area's three industrial permits, only one is active and expires in January 2028 and is for a dry cleaner. The Proposed Actions would not introduce a new industrial air-emissions source. Therefore, the Proposed Actions would not result in a significant adverse air quality impact from industrial sources, and further analysis is not warranted.

Large or Major Source

The Proposed Actions would not introduce a large or major emissions source. Existing large or major sources within 1,000 feet of the Proposed Rezoning Area were reviewed using the New York State Department of Conservation's DEC Info Locator online application. The large or major emissions source nearest to the Proposed Rezoning Area is Tully Environmental Wastewater Resource Recovery Facility, which is more than 3,000 feet to the north of the Proposed Rezoning Area. Because Proposed Actions would not introduce a new large or major source and there are no large or major sources within 1,000 feet of the Proposed Rezoning Area, a large- or major-source assessment is not warranted.

Mobile Source Analysis

The Proposed Actions do not warrant a transportation analysis per Table 16-1 of the *CEQR Technical Manual* and would therefore generate fewer than the screening thresholds for incremental heavy-duty diesel vehicle (HDDV) equivalents during peak hours. Therefore, a mobile-source assessment for particulate matter 2.5 ($PM_{2.5}$) or particulate matter 10 (PM_{10}) was not warranted. Because the Proposed Actions do not warrant a transportation analysis, the Proposed Actions would therefore generate fewer than 170 peak-hour trips a mobile assessment for carbon monoxide emissions was not warranted. Additionally, the Proposed Actions would not introduce a parking facility with 85 or more incremental parking spaces; therefore, a parking-facilities analysis is not warranted.

H3 Assessment

Stationary Sources

HVAC Screening Analysis

Figure H-1 shows the building heights of existing buildings in the Study Area. The sole building that would be of similar or greater height to the Proposed Development is at 99-32 66th Road (Block 2118, Lot 7501), which rises to a height of 122 feet. The distance between the Proposed Development and 99-32 66th Road is approximately 330 feet. To account for the stack's minimum 10-foot setback from the roof's edge, the minimum distance between the proposed emissions stack and the front façade of 99-32 66th Road would be about 340 feet. In the With-Action Condition, the Project Site would be developed with 366,074 gross square feet of area that would be served by the building's HVAC and hot-water systems. While the Applicant intends to power the HVAC system with electricity, to present a conservative assessment, the CEQR natural-gas-boiler screening is shown in Figure H-2.

Figure H-1: Receptors 215 Feet or Taller Within 400 Feet of Project Site

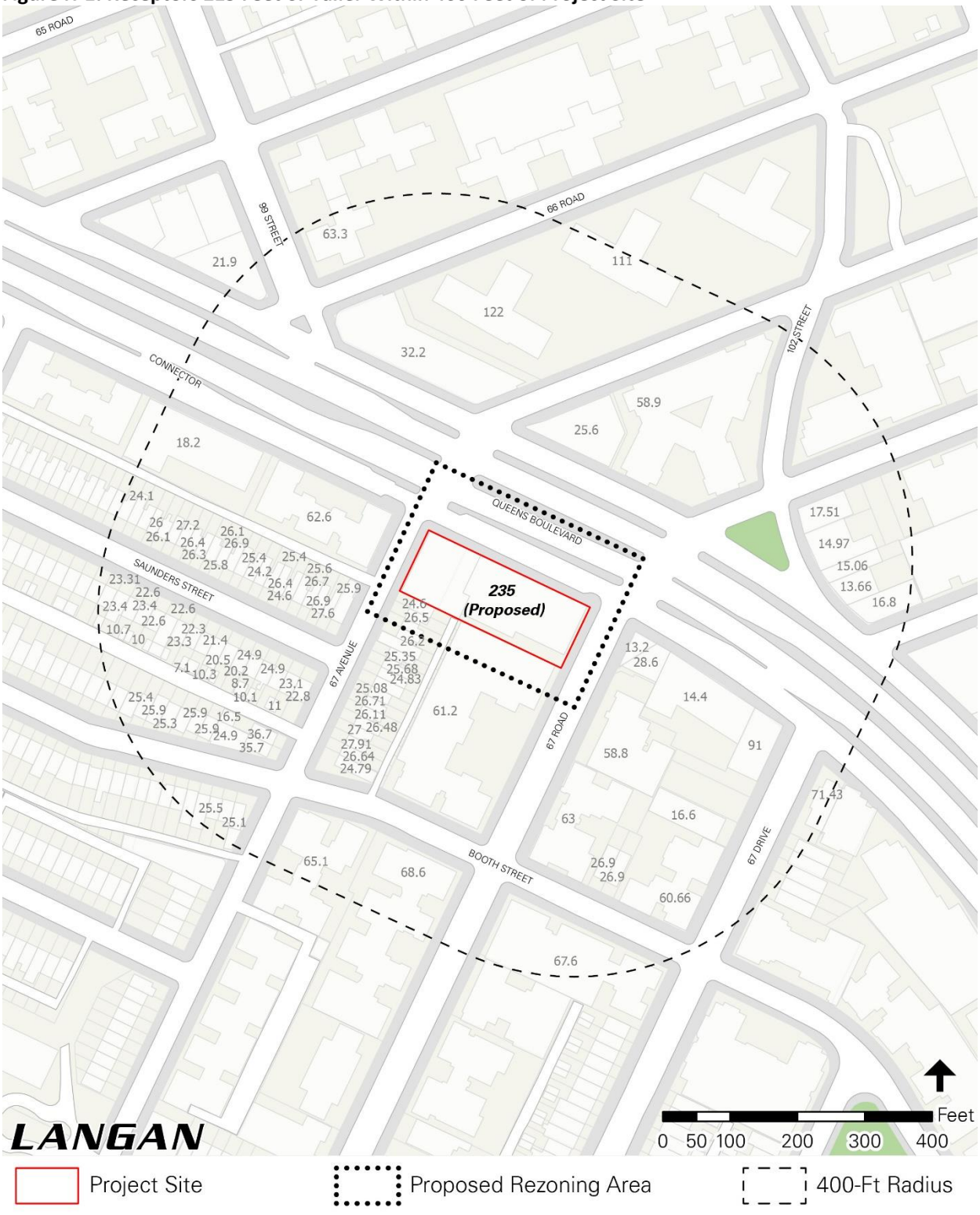
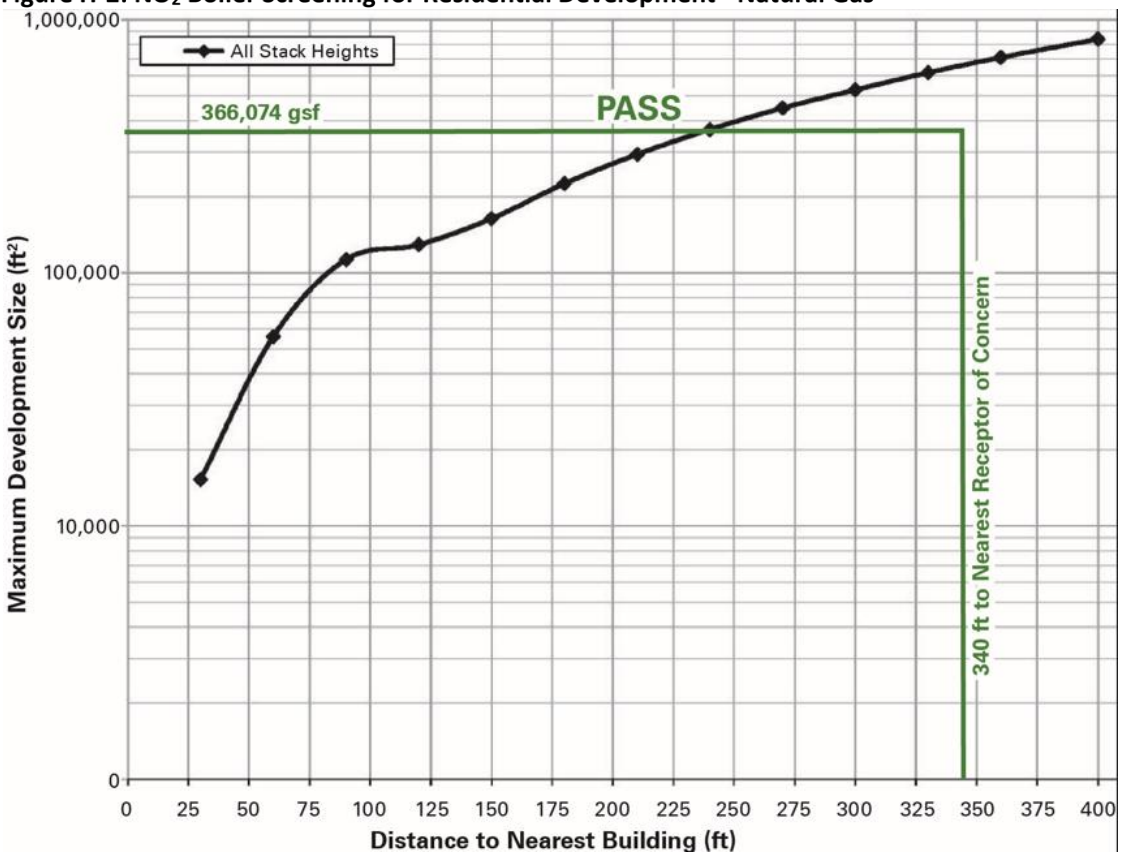


Figure H-2: NO_2 Boiler Screening for Residential Development - Natural Gas



With the emissions stack on the Project Site located at least 340 feet from the closest receptor of similar or greater height at 99-32 66th Road (Block 2118, Lot 7501), the Proposed Actions would not result in a significant adverse air quality impact from project-generated stationary sources.

E-Designation

In the With-Action Condition, an E-Designation would be placed on the Project Site. Since electricity will be utilized to power the HVAC system and hot water equipment, the E-Designation would read as follows:

Proposed E-Designation (E-899)

Queens Block 3170, Lots 27 and 31: Any new residential, commercial and/or community facility development on the above-referenced property must ensure the HVAC system and hot water equipment are powered by electricity only with no venting or stacks, to avoid any potential significant adverse air quality impacts.

With the E-Designation in place, the Proposed Actions would not have the potential to result in a significant adverse air quality impact from project-generated HVAC or hot-water systems.

H4 Conclusion

The Proposed Actions would allow construction of a mixed-use building with a bulkhead height of up to 235 feet tall on the Project Site. A preliminary screening was able to rule out significant adverse impacts from industrial, large, or major, and mobile sources.

A nomograph screening was warranted for project-generated emissions from new HVAC or hot-water systems. The nomograph indicated that significant adverse impacts from project-generated emissions would not occur since any emissions stack would be at least 340-feet from the nearest sensitive receptor. An E-Designation would require new development on the Project Site to use electricity with no ventilation or stacks. With this E-Designation in place, the Proposed Actions would not result in a significant adverse air quality impact from project-generated stationary emissions. Accordingly, the Proposed Actions would not result in significant adverse air quality impacts, and further assessment is not warranted.

I NOISE

I1 Introduction

Per the *CEQR Technical Manual*, the goal of a CEQR noise assessment is to determine both a proposed project's potential effects on sensitive noise receptors – such as residential, commercial, and institutional facilities and open spaces – and the effects of ambient noise levels on new sensitive uses introduced by a proposed project. If significant adverse impacts are identified, CEQR requires such impacts to be mitigated or avoided to the greatest extent practicable.

I2 Methodology

The assessment has been conducted in accordance with the guidelines set forth in the *CEQR Technical Manual*. An initial impact screening assessment considers whether a proposed project would:

2. Generate any mobile or stationary sources of noise; or
3. Introduce a noise sensitive receptor located in an area with existing high ambient noise levels.

For a mobile source analysis to be warranted, a project must have the potential to affect vehicular traffic noise, aircraft noise, or train noise. An initial noise assessment of a project's effect on vehicular traffic noise is warranted if a proposed project would generate or reroute traffic or introduce a new receptor near a heavily trafficked thoroughfare.

Per the *CEQR Technical Manual*, a mobile source noise assessment is required if a proposed project results in an increase in passenger car equivalent (PCE) values by 100 percent or more, which is the equivalent of a noise increase of 3 dB(A) or more. The Proposed Development would not exceed any of the trip generation thresholds provided in Table 16-1 of the *CEQR Technical Manual*. Therefore, the Proposed Development would generate fewer than 50 incremental-peak hour vehicle trips at any intersection and would

have nominal effect on the ambient noise conditions; therefore, a mobile source noise analysis is not warranted.

A stationary noise source analysis is warranted if:

- A proposed project would cause a substantial stationary source to be operating within 1,500 feet of a receptor and with direct line of sight to that receptor; or
- A project would introduce a receptor in an area with high ambient noise levels resulting from stationary sources, such as manufacturing activities or other loud uses.

The Proposed Actions would introduce new uses sensitive to noise conditions and introduce new mechanical equipment. Therefore, a noise analysis was warranted.

Noise Standards and Criteria

Per the *CEQR Technical Manual*, the acceptable interior L_{10} noise level is 45 dB(A) or lower for residential uses, and 50 dB(A) or lower for commercial office uses. The acceptable interior L_{dn} noise level is 40 dB(A) or lower for residential uses when the dominant noise sources are trains or aircrafts; these values are determined based on exterior $L_{10(1)}$ for vehicular noise or exterior L_{dn} levels for aircraft noise.

Table I-1: Required Attenuation Values to Achieve Acceptable Interior Noise Levels

	Marginally Acceptable	Marginally Unacceptable				Clearly Unacceptable
Vehicular Traffic	$65 < L_{10} \leq 70$	$70 < L_{10} \leq 73$	$73 < L_{10} \leq 76$	$76 < L_{10} \leq 78$	$78 < L_{10} \leq 80$	$80 < L_{10}$
Aircraft [A]	DNL ≤ 65	65 < DNL ≤ 68	68 < DNL ≤ 71	71 < DNL ≤ 73	73 < DNL ≤ 75	75 < DNL
Train	$L_{dn} \leq 65$	$65 < L_{dn} \leq 68$	$68 < L_{dn} \leq 71$	$71 < L_{dn} \leq 73$	$73 < L_{dn} \leq 75$	$75 < L_{dn}$
Attenuation [B]	N/A	(I) 28 dB(A)	(II) 31 dB(A)	(III) 33 dB(A)	(IV) 35 dB(A)	See Note C

[A] DNL descriptor based on average values of L_{dn} over a year period.
[B] The 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 the above categories require a closed window situation and hence an alternate means of ventilation.
[C] The required attenuation value is the difference between L_{build} and $L_{interior}$, using the appropriate noise descriptor
Where:
L_{build} is the projected noise level under the build condition rounded up to the whole number
$L_{interior}$ is the designed interior noise level (45 dB(A) for vehicular noise, 40 dB(A) for aircraft and train noise)
Source: New York City Department of Environmental Protection.

Exterior noise levels that fall in or above the "marginally unacceptable" category warrant window-wall attenuation to achieve the CEQR-recommended interior noise environment.

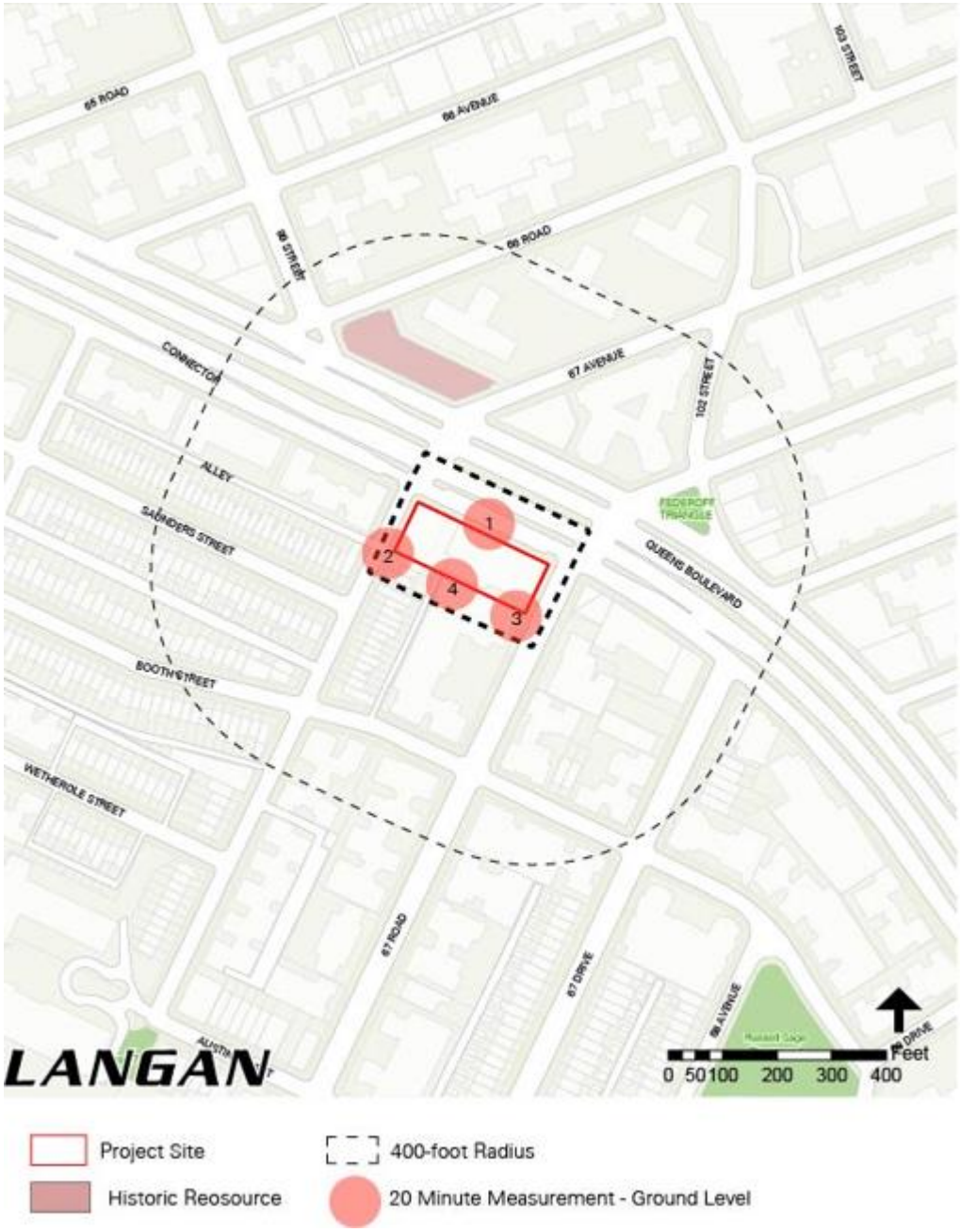
Ambient Noise Measurements

Existing noise levels in the Proposed Rezoning Area were measured at four representative locations. The noise survey location was selected by examining the location of the development site, and the locations of the dominant sources of vehicular traffic noise. These locations are described in Table I-2.

Table I-2: Noise Measurement Locations

Receptor	Location
1	Street level set back from Queens Boulevard
2	Street level set back from 67th Avenue
3	Street level set back from 67th Road
4	Street level in back alley off 67th Road

Figure I-1: Noise Measurement Locations Map



These measurement locations collectively represent the worst-case existing noise levels where the Proposed Actions would introduce noise-sensitive receptors, such as residential units or commercial spaces. The measured noise levels were then used to

determine minimum window/wall attenuation requirements needed to satisfy CEQR interior noise level criteria.

Noise levels were measured on Wednesday, June 4, 2025 during weekday peak traffic periods ¬– AM (7:30AM – 9:30 AM), midday (11:30AM – 1:30PM), and PM (4:00PM – 6:00PM).

Measurements were performed using a calibrated Bruel and Kjaer 2250 sound level meter. During the measurements, the microphone was mounted on a tripod at a height of approximately 5 feet above the street level. The data was digitally recorded by the SLM and displayed at the end of the measurement period in units of dB(A). Measured quantities included L_{eq}, L_{MAX}, L_{10}, L_{50}, and L_{90}. A windscreen was used during all sound measurements except for calibration.

I3 Existing Conditions

The results of the existing noise level measurements are summarized in Table I-3 show the hour with the highest measured L_{10} noise level for each location.

Table I-3: Measured Existing Noise Levels at Receptor Locations

Location	Measurement Location	Controlling Noise Source	Time	Leq	L1	L10	L50	L90
1	Street level set back from Queens Boulevard	Vehicular traffic along Queens Boulevard	AM	68.9	77.7	70.5	65.6	59.2
			MD	66.7	78.0	68.6	62.6	56.6
			PM	68.5	79.7	70.4	65.2	59.3
2	Street level set back from 67th Avenue	Vehicular traffic along 67th Avenue	AM	65.4	72.4	65.2	60.0	55.9
			MD	61.9	71.6	62.6	57.4	52.2
			PM	64.6	75.6	67.7	59.9	56.4
3	Street level set back from 67th Road	Vehicular traffic along 67th Road	AM	65.3	76.3	67.3	62.1	58.1
			MD	67.4	78.2	67.9	62.6	58.5
			PM	65.0	74.6	67.3	61.7	58.9
4	Street level in back alley off 67th Road, mostly shielded from 67th Road	Vehicular traffic along 67th Road, mostly shielded	AM	57.9	64.0	61.1	56.7	52.4
			MD	58.8	68.7	61.6	55.2	52.1
			PM	57.6	63.1	59.9	56.7	54.6

At all receptor locations, vehicular traffic from the adjacent roadways was the dominant noise source. As defined in the *CEQR Technical Manual*, the existing noise levels at the receptor locations fall within the "marginally acceptable" and "marginally unacceptable" categories.

I4 No-Action Condition

In the No-Action Condition, the Project Site would be redeveloped with a 187,202-gross-square-foot mixed-use building. The development would be a 20-story (209 feet tall plus a 20-foot bulkhead) building containing 95,886 gross square feet of residential, 27,426 gross square feet of commercial, and 19,216 gross square feet of community facility space. The building would contain 109 parking spaces for residential, commercial, and community facility uses, of which 33 would be for residents and 56 would be for the retail uses, and 20 would be for the community facility uses. The No-Action Condition would introduce new noise-sensitive receptors including residential units and community facility space.

In the No-Action Condition, the Applicant would not be required to comply with an institutional control that requires façade attenuation.

I5 With-Action Condition

In the With-Action Condition, and the Proposed Action would be adopted, and the Applicant would construct an approximately 366,074-gsf building on the Project Site.

As shown in Table I-1, the *CEQR Technical Manual* has set noise attenuation values for building facades, based on exterior $L_{10(1)}$ and L_{dn} noise levels. These recommended noise attenuation values are designed to maintain interior noise levels of 45 dB(A) for residential uses, 50 dB(A) for commercial office uses and interior L_{dn} noise levels of 40 dB(A) for residential uses, depending on the dominant noise source.

The Proposed Actions would not exceed the CEQR transportation preliminary screening thresholds of the *CEQR Technical Manual's* Table 16-1. Under worst-case conditions, the Proposed Actions would not cause vehicular trips to double on the surrounding roads and would therefore result in a noise increase of less than 3dBA, below the screening threshold warranting a detailed analysis. Accordingly, the existing noise conditions would be representative of the With-Action ambient noise conditions. Like the No-Action Condition, noise conditions at the Project Site would continue to be "marginally acceptable" and "marginally unacceptable" per CEQR in the With-Action Condition.

A composite structure's attenuation is a function of the attenuation provided by each of its component parts and the area making up each part. A building façade typically consists of a wall, glazing, and vents or louvers associated with the building mechanical systems. These component parts vary in area along a building's façade and have a variety of attenuative properties.

Mechanical Systems

The design of and specification for building mechanical systems – such as heating, ventilation, and air conditioning (HVAC) – would be designed to meet the applicable noise regulations (including Subchapter 5, §24-227 of the New York City Noise Control Code and the New York City Department of Buildings Mechanical Code). This underlying requirement would ensure that new equipment does not result in any significant increase in ambient noise levels.

Attenuation Requirements

As shown in Table I-4, the *CEQR Technical Manual* has set noise attenuation values for building facades based on exterior L_{10} and L_{dn} noise levels that depend on the controlling noise source. These recommended noise attenuation values are designed to maintain interior L_{10} noise levels of 45 dB(A) for residential uses, 50 dB(A) for commercial office uses and interior L_{dn} noise levels of 40 dB(A) for residential uses, depending on the dominant noise source.

Table I-4 lists the attenuation values needed at each new building façade within the Development Site to achieve the CEQR-recommended interior noise levels. The attenuation of a composite structure is a function of the attenuation provided by each of its component parts. Normally, a building façade consists of a wall, glazing, and any vents or louvers associated with the building mechanical systems in various ratios of area. The proposed building will be designed to include acoustically-rated windows and an

alternative means of ventilation (i.e., air conditioning) that does not degrade the acoustical performance of the façade.

Table I-4: CEQR Building Attenuation Analysis Summary

Building Façade	Associated Location[2]	Maximum With-Action L_{10} (dB(A))	Attenuation Requirement (dB(A))
West[1]	1 and 2	70.5	28 dB(A)
West[2]	2	67.7	None
East[1]	1 and 3	70.5	28 dB(A)
East[2]	3	67.9	None
North	1	70.5	28 dB(A)
South	2, 3 and 4	67.9	None

[1] Within 50 feet of Queens Blvd
[2] 50 feet or more from Queens Blvd

Based on the with-action noise levels, a 28 dB(A) window/wall attenuation would be required for the north, east and west façades, and no specific attenuation would be required for the south façade.

Unlike the No-Action Condition, an E-Designation (E-899) would ensure implementation of appropriate window/wall (façade) attenuation as well as require an alternate means of ventilation. The text for the E-Designation would be as follows:

> **Project Site (Block 3170, Lots 27, and 31): In order to ensure an acceptable interior noise environment, future residential, community facility and/or commercial office uses must provide a closed window condition with a minimum of 28 dBA window/wall attenuation on the northern facade facing Queens Blvd, the eastern facade facing 67th Rd within 50 feet of Queens Blvd, and the western facade facing 67th Ave within 50 feet of Queens Blvd, to maintain an interior noise level not greater than 45 dBA for residential and community facility uses or not greater than 50 dBA for commercial office use. In order to maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, air conditioning.**

The proposed building facades would be designed to provide an outdoor-indoor transmission composite (OITC) rating that is greater than or equal to those outlined in the proposed E-Designation. The New York City Mayor's Office of Environmental Remediation (OER) would provide oversight to ensure the intent of the E-Designation is implemented. By designing and constructing the buildings to provide a composite OITC rating greater than or equal to the E-Designation's requirements, sufficient attenuation would be provided to achieve the CEQR-recommended interior noise level for residential uses. Therefore, the Proposed Actions would not result in significant adverse noise impacts, and no further analysis is warranted.

J NEIGHBORHOOD CHARACTER

J1 Introduction

This section assesses the Proposed Actions' potential effects on neighborhood character. As defined in the *CEQR Technical Manual*, neighborhood character is an amalgam of various elements that give a neighborhood its distinct "personality." These elements may include a neighborhood's land use, socioeconomic conditions, community facilities, open space, historic and cultural resources, urban design and visual resources, shadows, transportation, and noise conditions; however, not all of these elements contribute to neighborhood character in all cases.

For a proposed project, a City Environmental Quality Review (CEQR) neighborhood character assessment first identifies the defining features of the neighborhood and then evaluates whether the project has the potential to adversely affect one or more of these defining features. A project has the potential to affect a neighborhood's character by a combination of moderate effects or significant adverse impacts to any of the defining features of the neighborhood.

To determine the effects of a proposed action on neighborhood character, the relevant features of neighborhood character are considered cumulatively. In addition, a significant adverse impact identified in one of the technical areas that may contribute to a neighborhood's character is not automatically equivalent to a significant impact on neighborhood character but rather serves as an indication that neighborhood character should be examined.

J2 Methodology

A neighborhood character assessment is generally needed when a proposed action has the potential to alter the conditions of the technical areas contributing to neighborhood character. A preliminary neighborhood character assessment determines whether anticipated impacts in identified technical areas may adversely impact a defining feature of the neighborhood. The preliminary assessment first identifies the defining features and

then evaluates whether the proposed project or action has the potential to adversely impact those defining features, either through the potential for a significant adverse impact in a single relevant technical area or a combination of moderate effects in the relevant technical areas. A "moderate" effect is generally defined as being reasonably close to the significant adverse impact threshold for a particular technical analysis area.

The key elements that define neighborhood character, and their relationships to one another, form the basis of determining impact significance. In general, the more uniform and consistent the existing neighborhood character is, the more sensitive it is to change. A neighborhood that has a varied context can typically tolerate greater change without experiencing significant impacts. If there is no potential for a proposed project or action to affect the defining features of neighborhood character, a detailed assessment is not warranted.

Study Area

According to the *CEQR Technical Manual*, the study area for a preliminary assessment of neighborhood character is typically consistent with the study areas in other relevant technical areas assessed, such as land use and urban design. Thus, the neighborhood character Study Area is a 400-foot radius around the Proposed Rezoning Area, which is bounded by the centerlines of Queens Boulevard to the north, 67th Avenue to the west, and 67th Road to the east, and to a depth of 100 feet from Queens Boulevard. The Study Area is generally bounded by 67th Drive to the east, Queens Boulevard to the north, Saunders Street to the west and Booth Street to the south.

J3 Existing Conditions

The Study Area is in the Forest Hills neighborhood of Queens and is characterized as a predominately residential urban area with commercial and mixed-uses along Queens Boulevard. The principal vehicular route through the Study Area is Queens Boulevard, a 200-foot-wide east-west street with two-way traffic and a mix of residential and commercial uses up to six stories in height. Taller buildings located outside of the Study Area are visible along Queens Boulevard. 67th Drive is a north-south two-way street with one travel lane and one parking lane for each travel direction. Booth Street is an eastbound one-way street with one travel lane and one parking lane on each side of the street. 67th Avenue is a northbound one-way street with one travel lane and two parking lanes on each side. Saunders Street is a westbound one lane street with one parking lane on each side. Queens Boulevard is an east-west street with two-way traffic with four travel lanes and one parking lane on each side.

The 26,000-square-foot rectangular Project Site (Lots 27 and 31) has 260 feet of frontage along Queens Boulevard and 100 feet of frontage along both 67th Avenue and 67th Road. Lot 27 is improved with a one-story pharmacy, and a dry cleaner, containing about 6,000 square feet of commercial floor area, and Lot 31 is improved with a one-story building, with eight local retail and service establishments including a grocery store, a doctor's office, a bank, and eating and drinking establishments, totaling approximately 17,583 square feet. Queens Boulevard is a 200-foot mapped street and 67th Road is an 80-foot mapped street. Both are considered "wide streets" pursuant to Section 12-10 of the Zoning Resolution. Mapped 67th Avenue, 60 feet wide, is considered a "narrow street."

The Proposed Rezoning Area also includes the following lots:

Lot 1 is a 43,963-sf corner lot that fronts 67th Road and Booth Street. The lot contains the Fontaine Gardens, a six-story multifamily building with approximately 156 dwelling units. Fontaine Gardens is a U-shaped building with an exterior courtyard along 67th Road. Approximately 8,000-sf of Lot 1 is within the Proposed Rezoning Area.

Lot 23 is a 1,600-sf lot with frontage on 67th Avenue. The lot is improved with a two-story, 976-gsf, single-family residential building. Approximately 200-sf (2 by 100 feet) of Lot 23 is in the Proposed Rezoning Area.

Lot 24 is a 1,600-sf lot with frontage on 67th Avenue. The lot is improved with a two-story, 976-gsf, two-unit residential building.

Lot 25 is a 1,600-sf lot with frontage on 67th Avenue. The lot is improved with a two-story, 976-gsf, single-family residential building.

Lot 26 is a 1,600-sf lot with frontage on 67th Avenue. The lot is improved with a two-story, 1,232-gsf, single-family residential building.

The Project Site is within an R7-1 zoning district, with a C1-2 commercial overlay mapped on the Project Site within 100 feet of Queens Boulevard, 67th Avenue and 67th Road. The Proposed Rezoning Area is also within the Outer Transit Zone.

The principal defining feature in the neighborhood is Queens Boulevard, which contains the neighborhood's essential retail, community facilities, and transportation connections. The view corridor along Queens Boulevard to the Manhattan skyline is also a defining feature of the street. Other notable defining features of the neighborhood include the 67th Avenue subway station, Federoff Triangle, and the Metropolitan Industrial Bank, a historic resource.

More generally, the character of the Study Area is also defined by a wide range of building types, uses, and building scales. South of the Proposed Rezoning Area is Block 3170 Lot 1, which is a six-story multifamily elevator building. East of the Proposed Rezoning Area are more six-story multifamily elevator residences, with a Sephardic Jewish congregation along 67th Drive. North of the Proposed Rezoning Area is entirely composed of commercial one-story buildings and mixed-use six-story buildings. West of the Proposed Rezoning Area are mainly one- and two-family residences that are up two stories, and one multi-family residence and commercial building along Queens Boulevard.

J4 No-Action Condition

In the No-Action Condition, the Project Site would be developed in accordance with the existing R7-1/C1-2 zoning, and the Applicant would construct a 20-story, 4.8-FAR height factor mixed-use building containing:

- 95,886 gsf (89,440 zsf) of residential space;
- 27,426 gsf (16,816 zsf) of retail across the cellar and ground floor (the 10,000 gsf of cellar retail space would be storage space);
- 19,216 gsf (18,543 zsf) of community facility space across the ground through fifth floors; and
- 33,700 gsf (0 zsf) of parking – about 109 attended accessory spaces, of which 33 would be for residents, 56 would be for the retail uses, and 20 would be for the community

facility uses. The parking would be located across the cellar and second floors would be for commercial or community facility uses – across the cellar and second floor.

All 131 dwelling units would be located on floors 6-20 and would be market-rate units; no affordable housing would be developed. The building would rise to a roof height of 209 feet (229 feet including the mechanical bulkhead).

As described in Chapter A, "Project Description," the remaining lots in the Proposed Rezoning Area and Study Area are projected to remain in their existing conditions as described below because no background developments were identified.

Lot 1 is an approximately 43,963-sf corner lot that fronts along 67th Road and Booth Street. The lot contains the Fontaine Gardens, a six-story multifamily building with 156 dwelling units. Fontaine Gardens is a U-shaped building with an exterior courtyard along 67th Road. Approximately 8,000 sf of Lot 1 is in the Proposed Rezoning Area.

Lot 23 is a 1,600-sf lot with frontage on 67th Avenue. The lot is improved with a two-story, 976-gsf, single-family residential building. Approximately 200 sf of Lot 23 is in the Proposed Rezoning Area.

Lot 24 is a 1,600-sf lot with frontage on 67th Avenue. The lot is improved with a two-story, 976-gsf, 2-unit residential building.

Lot 25 is a 1,600-sf lot with frontage on 67th Avenue. Lot 25 is a 1,600-sf lot with frontage on 67th Avenue. The lot is improved with a two-story, 976-gsf, single-family residential building.

Lot 26 is a 1,600-sf lot with frontage on 67th Avenue. The lot is improved with a two-story, approximately 1,232-gsf, single-family residential building.

In the No-Action Condition, the neighborhood-defining features would remain as existing conditions, except that a new building would be introduced on the Project Site, resulting in a new building along Queens Boulevard. This building would be the tallest building in the Study Area.

J5 With-Action Condition

In the With-Action Condition, the Proposed Actions would be adopted, and the Applicant would construct the Proposed Development on the Project Site.

The With-Action Condition assumes that the Applicant would construct a 10.8-FAR building, the maximum FAR permitted for R9X/C2-4 zoning districts.

The approximately 366,074-gsf building would be 21 stories (approximately 215 feet tall plus a 20-foot bulkhead) and would contain approximately 322,429 gsf of residential floor area (389 DUs), 16,685 gsf of retail floor area, and 18,429 gsf (38 spaces) of residential accessory parking in the cellar of the building, and 8,531 gsf of mechanical floor area. All 389 dwelling units would be located on floors above the ground level.

In the With-Action Condition, at least 30 percent of the project generated dwelling units developed would be permanently affordable units pursuant to MIH Option 2, which is being analyzed as a worst-case option, with approximately 117 affordable units. MIH Options 1 and 3 are projected to respectively generate 97 and 78 affordable units.

The remaining lots in the Proposed Rezoning Area and Study Area are projected to remain as existing conditions because no background developments were identified.

Land Use, Zoning, and Public Policy

The proposed rezoning would remove the C1-2 commercial overlay within 150 feet of Queens Boulevard. The underlying residential district within 100 feet of Queens Boulevard would be rezoned from R7-1 to R9X/C2-4. Additionally, the area within 150 feet of Queens Boulevard and 100 feet of 67th Road would be mapped with a C2-4 commercial overlay. A mandatory inclusionary housing (MIH) area would be mapped within 100 feet of Queens Boulevard, coterminous with the proposed R9X/C2-4 district. The defining land use and zoning features in the Study Area are the array of housing stock options, ranging from low- to high-rise and a mix of local retail uses. The Proposed Actions would not upzone sites other than the Project Site, and the Project Site is the only soft site.

R9X zoning districts along wide street subject to MIH require new developments to be between 105 to 155 feet with a 10-foot setback before rising to a maximum height of 215 feet. The Proposed Development would have a FAR of 10.8 and rise to roof height of 215 feet.

In R9X zoning districts, the street wall must extend along the entire width of the zoning lot and at least 70 percent of the street wall must be within eight feet of the street line. Higher maximum FAR and heights are available for buildings participating in the Inclusionary Housing Program or that provide certain senior facilities. In the Outer Transit Zone, off-street parking is generally required for 12 percent of a building's market-rate dwelling units but is waived if 40 or fewer spaces are required.

C2-4 commercial overlays mapped in R9X districts allow a maximum commercial FAR of 2.0. Commercial buildings are subject to commercial bulk rules.

The Proposed Development would be the tallest building and the densest building in the Study Area, reflecting the Project Site's location adjacent to a subway station and a bus stop. The proposed change in the commercial overlay district from C1-2 to C2-4 would allow a slightly larger range of commercial uses than currently allowed as-of-right in the Proposed Rezoning Area, and reduced parking requirements for commercial uses. The proposed R9X/C2-4 zoning district would require the new development to be built near the street line and would limit the buildings to a roof height of 215 feet. The proposed zoning would allow uses consistent with the mix of multifamily, one- and two-family residences, and commercial uses in the Study Area, and mixed-uses along Queens Boulevard. Additionally, the Proposed Development would create new affordable housing opportunities, consistent with goals of multiple public policies such as *OneNYC 2050*, *Housing New York 2.0*, and *Where We Live NYC*.

The 98-81 Queens Boulevard Rezoning facilitated a new 15-story mixed-use development, which would be similar to the Proposed Development. While the Proposed Actions would result in a new, denser building along Queens Boulevard, the Proposed Actions are consistent the character of Queens Boulevard by introducing new active ground floor uses along the street frontage and a mixed-use building adjacent to a subway station. The land uses in the With-Action would be similar to the surrounding land uses already found in the Study Area, and the Proposed Actions would not result in any significant adverse impacts on neighborhood character in the area of land use, zoning, and public policy.

Socioeconomic Conditions

The Proposed Actions would not result in significant adverse socioeconomic impacts. The Proposed Actions would not result in a direct residential displacement. The Proposed Actions would not result in a population increase of more than five percent in the Study Area, and, thus, would not be expected to significantly affect real estate conditions in the Study Area; therefore, the Proposed Actions would not result in a significant adverse socioeconomic conditions impact and no further analysis is warranted.

Community Facilities and Services

The Proposed Actions do not trigger an analysis of Community Facilities and Services per the 2025 CEQR Technical Manual. Thus, the Proposed Actions would not result in any significant adverse impacts on neighborhood character in the area of community facilities and services.

Open Space

The sole neighborhood-defining open space is Federoff Triangle. The Proposed Actions would not result in physical alteration to Federoff Triangle. A preliminary indirect open space analysis found that 580 incremental residents would reduce the OSR by 0.99 percent compared to the No-Action Condition.

Additionally, nearby open spaces just beyond the Open Space Study Area such as Horace Harding Playground, the Forest Hills Youth Athletic Association ballfields, the Rego Park Mall, Lost Battalion Hall Recreation Center, and The Painter's Playground provide a variety of active and passive uses for area residents.

Because the OSR would not decrease by more than one percent, pursuant to the thresholds noted in chapter 7 of the *CEQR Technical Manual*, the Proposed Actions would not result in a significant adverse open space impact.

Additionally ,as also described in Chapter E of this environmental assessment statement, project-generated shadow would occur on the March analysis days, and the duration would be limited to approximately 1 hour and 20 minutes. The triangle and its vegetation would continue to receive between six and eight hours of sunlight on the March analysis day.

Thus, the Proposed Actions would not result in any significant adverse impacts on neighborhood character in the area of open space.

Shadows

The Proposed Development would be the tallest building in the Study Area; however, as shown in Chapter E of this environmental assessment statement, “Shadows,” project generated shadows would largely be cast on Queens Boulevard; per the *CEQR Technical Manual*, city streets are not sunlight-sensitive resources.

The sole sunlight-sensitive resource that has the potential to be shaded is Federoff Triangle. The incremental shadow would not impact pedestrians’ ability to use the open space. The trees within Federoff Triangle would still receive CEQR-recommended six to eight hours of direct sunlight during the vegetative growing season. Thus, the Proposed

Actions do not have the potential to result in a significant adverse neighborhood character impact in the area of shadows.

Urban Design and Visual Resources

The Proposed Actions do not trigger an analysis of Urban Design and Visual Resource per the 2025 CEQR Technical Manual. Thus, the Proposed Actions would not result in any significant adverse impacts on neighborhood character in the area of urban design and visual resources.

Transportation

The incremental effects of the Proposed Actions would not exceed the screening thresholds of Table 16-1 of the *CEQR Technical Manual*, indicating that the Proposed Actions are projected to generate fewer than the level-1 screening thresholds of, in a peak hour: 50 passenger-car-equivalent vehicular trips; 200 pedestrian trips; 200 subway trips; 50 bus trips; or 50 citywide ferry service trips.

Queens Boulevard would continue to be the defining transportation feature of the neighborhood. The street is 200 feet wide and has service roads on either side. Multiple buses would continue to operate along Queens Boulevard, and the 67 Avenue subway station would continue to be the primary access to the New York City subway system.

Thus, the Proposed Actions do not have the potential to result in a significant adverse neighborhood character impact from transportation.

Noise

The defining noise feature of the neighborhood is vehicular traffic along Queens Boulevard. As noted above, the Proposed Actions would not exceed the CEQR transportation level-1 screening thresholds, indicating that vehicular-generated noise would be similar in the No-Action and With-Action conditions. Project-generated noise sources would include mechanical equipment, which would comply with New York City Noise and Mechanical codes. Thus, Queens Boulevard would continue to be the dominant noise source in the With-Action Condition. Noise levels away from Queens Boulevard are expected to be less along the primarily residential streets in the Study Area.

An E-Designation would ensure implementation of appropriate window/wall (façade) attenuation as well as require an alternate means of ventilation. The text for the E-Designation would be as follows:

> **Project Site (Block 3170, Lots 27, and 31): In order to ensure an acceptable interior noise environment, future residential, community facility and/or commercial office uses must provide a closed window condition with a minimum of 28 dBA window/wall attenuation on the northern facade facing Queens Blvd, the eastern facade facing 67th Rd within 50 feet of Queens Blvd, and the western facade facing 67th Ave within 50 feet of Queens Blvd, to maintain an interior noise level not greater than 45 dBA for residential and community facility uses or not greater than 50 dBA for commercial office use. In order to maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, air conditioning.**

Thus, the Proposed Actions do not have the potential to result in a significant adverse neighborhood character impact from noise.

J6 Conclusion

As stated in the *CEQR Technical Manual*, if a proposed action would have the potential to affect the defining features of the neighborhood, either through the potential for a significant adverse impact or a combination of moderate effects in relevant technical areas, then a detailed neighborhood character assessment would be required. The Study Area contains a mix of building types, uses, and scales. The Proposed Actions would not cause significant adverse impacts to the technical areas contributing to neighborhood character. Conversely, the Proposed Actions would be compatible with neighborhood character in the area of land use by allowing a new mixed-use building with active frontage along Queens Boulevard on a site adjacent to an existing subway station and bus stop. In addition, the Proposed Actions would not, either individually or in combination, result in moderate adverse impacts on neighborhood character. Accordingly, the Proposed Actions would not result in significant adverse impacts to neighborhood character, and further analysis is not warranted.

K CONSTRUCTION

K1 Introduction

Per the 2025 *City Environmental Quality Review* (*CEQR) Technical Manual*, construction activities, although temporary, may sometimes result in significant adverse impacts. Construction duration, a critical measure to determine a project's potential for adverse impacts, is categorized as short-term (less than 24 months) and long-term (24 months or more). For construction activities not related to in-ground disturbance, short-term construction generally does not warrant a detailed construction analysis. However, consideration of several factors – including the location and setting of the project in relation to surrounding uses, and the intensity of construction activities – may indicate that a project's construction activities, even if short-term, warrant analysis in additional areas such as transportation, hazardous materials, historic and cultural resources, noise, and air quality.

As discussed in Chapter 1, "Project Description," the Proposed Actions would allow the Applicant to construct the Proposed Development, a 21-story (215 feet tall plus a 20-foot bulkhead), 366,074-gross-square-foot building containing:

- Approximately 322,429 gross square feet of residential floor area;
- Approximately 16,685 gross square feet of retail floor area; and
- Approximately 18,429 gross square feet (38 spaces) of residential accessory parking floor area located on the cellar (16,249 gsf) and first floor (2,000 gsf).

The Proposed Development would contain up to 389 dwelling units. Pursuant to MIH Option 1, the Applicant's proposed affordability option, at least 25 percent of the proposed units (approximately 97 of the maximum 389 total units) would be permanently affordable to low-income households earning an average of 60 percent of the Area Median Income (AMI). 38 residential accessory parking spaces are proposed on the cellar to support the proposed residential uses.

This chapter describes the City, State, and federal regulations and policies that govern construction, followed by the conceptual construction schedule assumed for analysis, and the types of activities likely to occur during construction. The types of construction equipment are also discussed, along with the projected number of workers and truck deliveries. Based on these assumptions, the potential effects of construction activities are identified and assessed for significant adverse impacts per CEQR criteria.

For each of the various technical areas presented below, appropriate construction analysis years were selected to represent reasonable worst-case conditions relevant to that technical area, which could occur at different times for different analyses. For example, the noisiest part of construction may not be at the same time as the heaviest construction traffic.

K2 Methodology

This construction assessment follows the guidelines set forth in the *CEQR Technical Manual*. The Proposed Actions enable the construction of the Proposed Development, a mixed-use residential and commercial building on the Project Site. The analysis year assumes that the Proposed Actions would be adopted in the middle of 2026, demolition would last approximately six months, and construction of the Proposed Development would begin soon after and last approximately 32 months. The Proposed Development would be complete and fully occupied in 2029 (the "Build Year").

Construction activities would cumulatively exceed a two-year period; thus, an assessment of the potential for construction activities to result in adverse environmental effects was warranted. A preliminary assessment is provided for the subareas of land use and public policy, socioeconomic conditions, open space, historic and cultural resources, hazardous materials, and neighborhood character. For the Proposed Development, detailed construction analyses are warranted in the areas of transportation, air quality, and noise.

General Construction Oversight and Practices

Regulatory Agencies and Oversight

Compliance with New York City construction regulations is required regardless of the length of the construction period. In addition to the regulatory requirements, applicants must coordinate with New York City, New York State, and occasionally federal agencies to ensure that effects of construction are reasonably minimized.

New York City Air Pollution Control Code

All projects, whether or not subject to the requirements of CEQR, are required to comply with the New York City Air Pollution Control Code, which regulates fugitive dust under Section 1402.2-9.11, "Preventing Particulate Matter from Becoming Air-Borne; Spraying of Asbestos Prohibited; Spraying of Insulating Material and Demolition Regulated" (Title 24 of the Administrative Code of the City of New York, Chapter 1, Subchapter 6, Section 24-146).

New York City Asbestos Control Program

The purpose of the New York City Asbestos Control Program is to protect public health and the environment by minimizing the emission of asbestos fibers into the air when

buildings or structures with asbestos-containing material are renovated, altered, repaired, or demolished by ensuring that asbestos-containing material is handled appropriately and by individuals qualified to do so. The program includes specific procedures that must be followed to control the handling of asbestos during construction. In instances where demolition of an existing building could result in the release of asbestos, all applicable rules and regulations would be followed.

Required Permits from the New York City Department of Transportation's Office of Construction Mitigation and Coordination

Before permits can be issued by the NYCDOT for general construction activity, sidewalk construction, canopy permits, traffic, bicycle detour, and pedestrian access plans must be approved by the NYCDOT Office of Construction Mitigation and Coordination (OCMC). Among other matters, the OCMC-approved pedestrian access plans will identify the extent that any sidewalks or crosswalks would be closed or narrowed to allow for construction-related activity and describe how pedestrian access to adjacent land uses and intersections will be maintained.

New York City Noise Control Code

The New York City Noise Control Code, as amended by Local Law 113 of 2005, defines "unreasonable and prohibited noise standards and decibel levels" for the City of New York. The New York City Noise Control Code, Section 24-219, contains rules that prescribe "noise mitigation strategies, methods, procedures, and technology that shall be used at construction sites" when certain construction devices or activities occur. Additionally, the New York City Noise Control Code requires construction activities to occur between 7 AM and 6 PM Monday through Friday. Construction activities occurring outside the permitted days/hours require an After-Hours Variance from NYCDOB.

New York City Procedure for the Avoidance of Damage to Historic Structures

Regulations for the protection of historic structures are found in *TPPN #10/88, Procedures for the Avoidance of Damage to Historic Structures Resulting from Adjacent Construction When Subject to Controlled Inspection by Section 27-724 and for Any Existing Structure Designated by the Commissioner*, issued by NYCDOB.

General Construction Practices

Hours of Work

Construction activities will adhere to New York City laws and regulations, which generally permit construction work to begin at 7:00 a.m. on weekdays, with workers arriving to prepare work areas between 6:00 a.m. and 7:00 a.m. Construction activities would typically cease around 3:30 p.m., but on occasion can be extended to finish specific tasks. In the case of an extended workday, construction activities would continue until about 6:00 p.m. and would only include the workers involved in the task requiring additional work time.

Occasionally, Saturday or overtime hours may be required to complete time-sensitive tasks. A permit from DOB and approval of a noise mitigation plan from the NYC Department of Environmental Protection (DEP) may be required for weekend work.

The New York City Noise Control Code limits construction to weekdays between 7:00 a.m. and 6:00 p.m. and sets noise limits for specific pieces of construction equipment. Construction activities occurring after hours may be permitted only to accommodate:

- emergency conditions;
- public safety;
- construction projects by or on behalf of city agencies;
- construction activities with minimal noise impacts; and
- undue hardship resulting from unique site characteristics, unforeseen conditions, scheduling conflicts, and/or financial considerations.

The typical weekend workday would be on Saturday from 7:00 a.m. to 5:00 p.m., and the level of activity for any weekend work would be less than a normal workday.

Sidewalk Lanes and Closures

If required, short-term closures of traffic lanes or sidewalks would be coordinated through the Office of Construction Mitigation and Coordination (OCMC) of the NYCDOT, which approves all Maintenance and Protection of Traffic (MPT) plans associated with planned sidewalk or lane closures during construction. Additionally, coordination with the NYCDOT would be necessary to determine the appropriate measures to ensure pedestrian safety surrounding the Development Site. MPT plans will also be reviewed by the NYCDOT Bike Unit.

Depending on the stage of construction, truck movements would generally occur between 6:00 a.m. and 3:00 p.m. No rerouting of traffic is anticipated during construction, and all moving lanes on streets are expected to be available to traffic at all times. Because of construction activities, there may be temporary closing of some street lanes, on-street parking, or sidewalks to allow construction vehicles to enter to exit the Project Site. Additionally, the use of sidewalk enclosures or sidewalk bridges may be implemented to allow for pedestrian walkways during construction.

Deliveries and Access

The construction site would be fenced, and access would be limited to construction-related activities. Both workers and trucks that are not needed on the construction site would not be granted entry. Additionally, aside from the required workers on-site, security guards and flaggers may be posted, as necessary. Security guards may patrol the Project Site after hours and over the weekends to deter unauthorized access. Access points to construction areas would be locked and closed after hours.

Material deliveries to the Project Site would be controlled and scheduled, with workers and trucks required to pass through security points. Flaggers may be posted at each of the entry gates to assist delivery schedules and provide traffic aid when trucks enter and exit the on-street traffic streams.

Rodent Control

Construction contracts may include provisions for a rodent control program. Before starting construction, a contractor would survey and bait the appropriate areas. The contractor would conduct a maintenance program as necessary and in coordination with

the appropriate public agencies. Signage would be posted on baiting areas to advise the community. Additionally, only Environmental Protection Agency (EPA) and NYSDEC-registered rodenticides would be permitted. A rodent control program would be implemented in a manner that is not hazardous to the general public, domestic animals, and non-target wildlife.

Detailed Construction Analyses

Transportation

Construction activity would extend from 2027 through 2029 and would generate construction worker vehicle and truck traffic. Because the construction period would be longer than two years ("long- term" per the *CEQR Technical Manual*), an evaluation of construction sequencing and worker and truck projections was completed in order to identify potential construction traffic impacts.

The analysis of construction transportation conditions assesses the potential for significant adverse impacts to traffic, transit, pedestrians, and parking in a study area during construction, as a result of the Proposed Actions. The analysis is based on a study of peak worker and truck trips on a quarter-by-quarter basis, considering worker modal splits, vehicle occupancy and trip distribution, truck Passenger-Car Equivalents (PCEs), and arrival/departure patterns. An assessment of the worker and truck trips on a quarter-by-quarter basis was conducted based on the projected construction schedule, and the quarter with the highest estimated construction trip generation was selected for analysis.

Impact Criteria

Per the *CEQR Technical Manual*, the criteria for a significant impact outlined in Chapter 16 of the *CEQR Technical Manual*, "Transportation," was used to determine whether the Proposed Development would result in a significant adverse construction impact from construction-generated traffic.

Air Quality

Emissions from on-site construction equipment and construction-related vehicles, as well as dust generated from material handling, have the potential to affect air quality. The analysis of construction-related air quality emissions includes a quantitative analysis of the above-mentioned emissions, where applicable. The preliminary assessment indicated a detailed quantitative air quality assessment was warranted to determine if the construction of the development would result in significant adverse air quality impacts during construction.

Methodology

In general, much of the heavy equipment used in construction is powered by diesel and gasoline engines that have the potential to produce relatively high levels of CO and $PM_{2.5}$. EPA's fuel standards (Title 40, Part 80 of the Code of Federal Regulations [CFR]) require that diesel fuel used in nonroad engines be ultra-low-sulfur diesel fuel (ULSD). Because ULSD fuel would be used for all diesel engines used in construction, sulfur oxides (SO_x) emitted during construction activities would be negligible, and an assessment of the resultant sulfur dioxide (SO_2) did not warrant detailed assessment.

Worst-case construction-related emissions were estimated throughout the construction of the proposed Development Site to determine the construction period that constitutes the worst-case period of emissions for the pollutants of concern ($PM_{2.5}$ and CO). Construction activities are proposed to occur over multiple shifts; therefore, an annual work-day average of 11 hours for the operation of equipment was assumed. A worst-case short-term emissions period was selected for each pollutant based on the projected maximum emissions for the period. Although there are multiple structures in the proposed development, the worst-case emissions period for both CO and $PM_{2.5}$ corresponded to the period with the most overlapping construction activities including foundation, superstructure, envelope and façade, and interior fit outs.

Worst-case short-term construction air quality emissions were identified based on the peak day average emissions of $PM_{2.5}$ and CO. The inputs modeled the predicted 24-hour concentrations of $PM_{2.5}$ and one-hour and eight-hour concentrations of CO.

For annual concentrations of $PM_{2.5}$, emissions factors were calculated for each month to determine the worst-case rolling 12-month period, which was then selected for detailed dispersion modeling to represent the construction period's worst-case conditions.

The pollutants of concern from construction activities during the worst-case months were then analyzed in an air dispersion model to predict the highest resulting concentrations at the surrounding sensitive receptors. If adverse construction air quality impacts can be ruled out during the worst-case periods of construction, it can be concluded that construction air quality effects would be less during construction periods when emissions are lower and would similarly not result in significant adverse construction air quality impacts.

Engine Emissions

The sizes, types, and number of units of construction equipment were estimated based on the construction activity schedule in Appendix D. Emission factors for CO and $PM_{2.5}$ from on-site construction engines were developed using the NONROAD module in the US EPA MOVES5 emission model. With respect to trucks, emission rates for CO and $PM_{2.5}$ for truck engines were also developed using the MOVES5 emission model.

Emission Control Measures

Construction activities have the potential to affect air quality from diesel emissions. Measures will be taken to reduce pollutant emissions during construction in accordance with all applicable laws, regulations, and building codes as described below.

Idling Restrictions

In addition to adhering to the local law restricting unnecessary idling on roadways, on-site vehicle idle time will also be restricted to three minutes for all equipment and vehicles that do not require their engines to operate a function such as loading, unloading, or processing device (e.g., concrete mixing trucks), or as otherwise required for the proper operation of the engine.

Use of Newer or Electric Equipment

EPA's Tier 1 through 4 standards for nonroad engines regulate the emission of criteria pollutants from new engines, including PM, CO, NOx, and hydrocarbons (HC). Electric-powered equipment will be used to the extent practicable.

Fugitive Dust

Fugitive dust emissions from construction operations (e.g., excavation, grading, and transferring of excavated materials into dump trucks) were calculated based on EPA procedures delineated in AP-42 Table 13.2.3-11. All necessary measures following the New York City Air Pollution Control Code's regulations on construction-related dust emissions.

Fugitive dust emissions from re-entrainment generated by on-site and off-site vehicles were calculated based on EPA procedures delineated in AP-42 Tables 13.2.2-1 and 13.2.1-2, respectively2. A control factor of 80% (based on watering) was applied to on-site fugitive dust emission calculations.

Analysis Periods

The resulting emission factors were used for the emissions and dispersion analyses. A $PM_{2.5}$ and CO emissions profile was developed by multiplying the emission rates for each piece of equipment by the number of engines, the work hours per day, and fraction of the day each engine would be expected to work during each month of construction.

Dispersion Modeling

The dispersion of pollutants during the worst-case period was modeled to predict resulting maximum concentration increments from construction activities, and the total concentrations (including background concentrations) that can be expected at sensitive receptors in the surrounding area. Although the modeled results are based on construction scenarios for specific sample periods, conclusions regarding other periods can be derived based on the fact that lower pollutant concentration increments from construction activities would generally be expected during periods with lower construction emissions. However, because the worst-case short-term pollutant concentrations are often indicative of very localized construction activities, similar maximum local concentrations may occur at any stage at various locations, and therefore, would not persist in any single location. Many emission sources would move locations throughout the site as construction work progresses and discrete construction tasks are completed. Overall, the modeled peak construction periods are considered representative of worst-case construction activities.

Dispersion of pollutants during the worst-case short-term and annual periods were modeled using AERMOD version 23132 to predict maximum concentrations from construction activities. The pollutant concentration results were compared to the applicable NAAQS and CEQR *de minimis* criteria.

Source Simulation

All on-site sources were considered as part of a full-site area source based on the assumption that the sources would move around the site throughout the year. An area source representing the development's footprint was used based on the construction phase (i.e., superstructure and envelope/façade) during the worst-case construction period.

Receptor Locations

Receptors (locations in the model where concentrations are predicted) were placed at any sensitive nearby ground-level uses (e.g., publicly accessible open spaces/parks) and

elevated locations (e.g., residential windows) for the assessment. The Proposed Development will not be completed and occupied during the worst-case construction periods; therefore, no on-site receptors were considered.

Meteorological Data

Analyses were conducted using the latest available five consecutive years of (2017-2021) pre-processed AERMOD ready meteorological data provided by NYSDEC. Surface data were obtained from LaGuardia Airport, and upper air data were obtained from Brookhaven, NY. These meteorological data provide hour-by-hour wind speeds and directions, stability states, and temperature inversion elevations over the five-year period.

Background Concentrations

Background concentrations were added to modeling results from construction sources to obtain cumulative pollutant concentrations at the receptor locations. The background concentrations used in the analysis were in the statistical format of the NAAQS, which was adopted by New York State as the State standard. The background concentrations were added to the modeling results as follows in Table K-1.

Table K-1: Background Concentrations Recorded

Pollutant	Averaging Period	Calculation Method	Background Concentration	NAAQS	Units
$PM_{2.5}$	24-hour	98th percentile for 2024	18.9	35	µg/m³
	Annual	Annual mean for 2024	7.2	9	µg/m³
CO	1-hour	Maximum of 1-hour annual averages 2013 through 2023	2.62	35	ppm
	8-hour	Maximum of running 8-hour average 2013 through 2023	1.7	9	ppm

Background pollutant concentrations were obtained from the nearest monitoring station, Queens NR (Site No. 36_081_0124), provided in the *New York State Ambient Air Quality Report for 2023* published by NYSDEC.[8]

Air Quality Significant Adverse Impact Criteria

Per the *CEQR Technical Manual*, "Due to the temporary and transient nature of construction impacts, the affected area, the magnitudes, and the duration of the impacts would be also considered in the final determination if the air quality and/or noise impacts exceed the significant adverse impact criteria described in […] Chapter 17, 'Air Quality.'" A significant adverse construction impact to air quality may occur if construction activities would cause an exceedance of the NAAQS or CEQR *de minimis* criteria at a sensitive receptor. For annual $PM_{2.5}$, the CEQR *de minimis* for stationary sources (0.3 µg/m^3) was used.

[8] New York State Ambient Air Quality Report for 2023, last accessed 27 May 2025. https://dec.ny.gov/sites/default/files/2024-10/2023airqualreport.pdf

Noise

Project-generated construction activities would result in increased noise levels from construction equipment and construction-related vehicles movements (i.e., worker trips, and material and equipment trips) on the surrounding roadways. The effects of each of these noise sources was evaluated. The results show the projected noise levels resulting from construction activities (i.e., noise due to both on-site construction equipment and construction-related vehicle operation), and the total cumulative effects from operations (caused by project-generated vehicular trips) and construction.

Noise generated by construction equipment at a specific receptor location near a construction site is calculated by computing the sum of the noise produced by all pieces of equipment operating at the construction site. For each piece of equipment, the noise level at a receptor site is a function of:

- The noise emission level of the equipment;
- A usage factor, which accounts for the percentage of time equipment is operating at full power;
- The distance between the piece of equipment and the receptor;
- Topography and ground effects; and
- Shielding (such as by buildings or other noise barriers).

Similarly, noise levels due to construction-related traffic are a function of:

- The noise emission levels of the type of vehicle (e.g., auto, light-duty truck, heavy-duty truck, bus, etc.);
- Vehicular speed;
- The distance between the roadway and the receptor;
- Topography and ground effects; and
- Shielding.

Construction noise is regulated by the NYC Noise Control Code (Chapter 24 of the Administrative Code of the City of New York, or Local Law 113), the DEP Notice of Adoption Rules for Citywide Construction Noise Mitigation (also known as Chapter 28), and EPA noise emission standards. These local and federal requirements mandate that:

- Construction equipment and motor vehicles meet specified noise emission standards;
- Construction activities be limited to weekdays between the hours of 7:00 AM and 6:00 PM; and
- Construction materials be handled and transported in such a manner as not to create unnecessary noise.

For weekend and after-hours construction work, permits would be required, as specified in the NYC Noise Control Code. In addition, EPA requirements mandate that certain classifications of construction equipment meet specified noise emission standards.

The CEQR Technical Manual states that significant adverse construction impacts in the area of noise would occur “only at sensitive receptors that would be subjected to high construction noise levels for an extensive period of time.” To determine the potential for significant adverse impacts caused by project-generated construction activity, the

project-generated construction noise was initially compared to the impact criteria outlined in Chapter 19, "Noise." If the construction noise levels exceed the significant adverse impact criteria, then the affected area and the magnitude and the duration of impacts would also be considered to account for the temporary or transient nature of construction noise impact. Therefore, the noise impact criteria described in Chapter 19, Section 410 of the CEQR Technical Manual serve as a screening-level threshold for potential construction noise impacts.

If construction of a proposed project would not exceed these criteria at a given receptor, then that receptor would not have the potential to experience a construction noise impact. However, if construction noise would exceed the CEQR noise impact criteria, then further consideration of the intensity and duration of construction noise is warranted at that receptor.

Screening Criteria

The screening level noise impact thresholds for on-site construction activities and on road construction mobile sources are as follows. Impacts that meet below threshold would require further analysis.

- If the No-Action noise level is less than 60 dBA $L_{eq(1)}$, the incremental noise level is 5 dBA $L_{eq(1)}$ or greater;
- If the No-Action noise level is between 60 dBA $L_{eq(1)}$ and 62 dBA $L_{eq(1)}$, the resultant $L_{eq(1)}$ is 65 dBA or greater;
- If the No-Action noise level is equal to or greater than 62 dBA $L_{eq(1)}$, or if the analysis period is a nighttime period (defined in the CEQR criteria as being between 10:00 p.m. and 7:00 a.m.), the incremental noise level is 3 dBA $L_{eq(1)}$ or greater.

Noise Significant Adverse Impact Criteria

A significant adverse construction impact related to noise may also occur if a receptor would experience:

- an increase in noise levels of 20 dBA or more over three (3) consecutive months (one quarter); or
- an increase in noise levels of 15 dBA or more over twelve (12) consecutive months (one year or four quarters).
- For receptors that represent interior spaces, interior noise levels (L10) would exceed 45 dBA for residential and community facility spaces and 50 dBA for commercial office spaces as a result of above significant noise increases (15 dBA and 20 dBA or above) for a prolonged period of time, thus considered significant.

While the above criteria is used as a guideline, whether or not significant adverse impacts may be identified by the Lead Agency is on a case-by-case basis depending on the duration and magnitude of noise level and noise level increment.

As discussed below, the presence of window/wall attenuation measures at noise receptor sites, such as double-glazed windows and alternate means of ventilation, were considered when evaluating locations projected to experience significant noise level increases from construction in excess of above significant noise increment thresholds.

Construction Noise Modeling

Noise from project-generated construction activities were evaluated using the CadnaA model, a computerized model developed for noise prediction and assessment. The model can be used to analyze a variety of noise sources, including stationary sources (e.g., construction equipment, industrial equipment, and power generation equipment) and mobile sources (e.g., roads, highways, railroad lines, busways, airports). The model takes into account the reference sound pressure levels of the noise sources at 50 feet (provided by the CEQR Technical Manual), attenuation with distance, ground contours, reflections from barriers and structures, attenuation due to shielding, and other conditions. The CadnaA model is based on the acoustic propagation standards promulgated in International Standard ISO 9613-2. This standard is currently under review for adoption by the American National Standards Institute (ANSI) as an American Standard. The CadnaA model is a state-of-the-art tool for noise analysis and is approved for construction noise level prediction by the *CEQR Technical Manual*.

Geographic data input into the CadnaA model included site work areas, adjacent building envelopes, the locations of streets, and the locations of sensitive receptors. For each analysis period, the geographic location, and operational characteristics—including equipment usage rates (percentage of time operating at full power) for each piece of construction equipment operating at the Project Site, as well as noise control measures—were input into the model. Noise-reflective and noise-shielding barriers that would be erected on the construction site were considered, as well as shielding from both adjacent buildings and project-generated buildings as they are constructed. The model produced A-weighted $L_{eq(1)}$ noise levels at each receptor location for each analysis period, as well as the contribution from each noise source.

In general, the CadnaA methodology involved the following process:

- Establish noise levels at receptors in the Study Area using the CadnaA model for the development sites across the analysis periods.
- Receptors were either located directly adjacent to the construction site or along streets where construction trucks would pass. Each receptor was placed at a residence or other noise-sensitive use. The receptors in the model are developed to be representative of other noise receptors in the immediate area, and to conservatively predict the noise conditions around the Study Area during construction;
- Input the construction-generated noise sources, as determined by the conceptual construction schedule and equipment schedule;
- Based on the CadnaA model outputs, determine noise levels at each receptor locations during each analysis period; and
- Determine receptor locations with significant adverse construction noise impact based on the intensity and duration of noise level increases above the impact criteria and interior noise levels above the acceptable levels.

Noise Reduction Measures

Project-generated construction would follow the noise control measures of the NYC Noise Control Code (NYC Noise Code) for construction. Specific noise control measures will be described in a noise mitigation plan that is required under the NYC Noise Code. These measures could include a variety of source and path controls. For source controls (i.e.,

reducing noise levels at the source or during the most sensitive time periods), the following measures would be implemented in accordance with the NY regulations:

- The contractor would self-certify that all construction tools and equipment have been maintained to not generate excessive or unnecessary noise and that the noise emissions would not exceed the levels specified in Subchapter 5 of the NYC Noise Control Code and Table 22-1 of the 2025 CEQR Technical Manual.
- As early in the construction period as logistics will allow diesel- or gas-powered equipment would be replaced with electrical-powered equipment such as welders, water pumps, bench saws, and table saws (i.e., early electrification) to the extent feasible and practical;
- Where feasible and practical, construction areas would be configured to minimize back-up alarm noise. All trucks would not be allowed to idle more than three minutes in accordance with Title 24, Chapter 1, Subchapter 7, Section 24-163 of the NYC Administrative Code;
- Contractors and subcontractors would be required to properly maintain their equipment and mufflers.

For path controls (e.g., placement of equipment, implementation of barriers or enclosures between equipment and sensitive receptors), the following construction measures, would be implemented in accordance with New York City and State regulations to the extent feasible and practical:

- Where logistics allow, noisy equipment, such as cranes, generators, compressors, concrete pumps, concrete trucks, and delivery trucks, would be located away from and shielded from sensitive receptor locations. Once building foundations are completed, delivery trucks would operate behind construction fences, where possible;
- Noise barriers constructed from plywood or other materials would be installed to provide shielding (e.g., the construction site would have a minimum 8-foot barrier around the general site, a 15-foot barrier around the truck staging areas and western property line, and where logistics allow, truck deliveries would also take place behind barriers once building foundations are completed);
- Path noise control measures (i.e., portable noise barriers, panels, enclosures, and acoustical tents, where feasible) would be required for certain dominant noise equipment (i.e., generators, jack hammers, and pumps) to the extent feasible and practical, where this analysis indicates there may be potential for a significant adverse impact. The details to construct portable noise barriers, enclosures, tents, etc., are provided in DEP's Rules for Citywide Construction Noise Mitigation.

In addition to the measures discussed above, source control and path control measures listed below would be implemented as Project Components Related to the Environment (PCRE) since they are beyond NYC regulations for constructions:

- Auger drills will be used instead of pile drivers.
- All compressors will be ≤ 350cfm.
- Generators shall not exceed an Lmax noise level limit of 76 dBA at 23 feet.
- 15-foot construction barriers around the truck stage areas and west property line.

Receptor Sites

Noise measurement locations were used to determine the baseline existing noise levels, and 22 receptor locations close to the Project Site were selected as discrete noise receptor sites for the construction noise analysis. Receptor locations were chosen because of their use and location close to the areas of construction. Figure K-1 shows the location of the selected receptors.

Baseline noise conditions were established by the noise levels captured from the project's noise reading locations (see Attachment J, "Noise"). The ambient conditions at the receptors of concern evaluated range from 57.9 dBA to 66.7 dBA.

Each modeled receptor site represents the location of a residence or other noise-sensitive use. Where warranted, multiple building façades and elevations were analyzed. The receptor sites selected for detailed analysis are representative of other noise receptors in the immediate area and are the locations where worst-case project-generated construction noise would occur.

Project-generated noise level increases and noise levels were predicted at each of the representative noise receptor locations. Because noise diminishes as distance increases, the geographic extent of potential construction-generated noise increases can be estimated based on a receptor's distance from construction activities. The receptor locations were determined based on the locations that would experience construction noise levels that may exceed the noise impact threshold criteria. The conceptual construction schedule was used to determine duration of the construction noise levels, and the receptors that could experience construction noise levels that exceed the noise impact threshold criteria.

Figure K-1: Nearest Sensitive Receptors Aerial Map

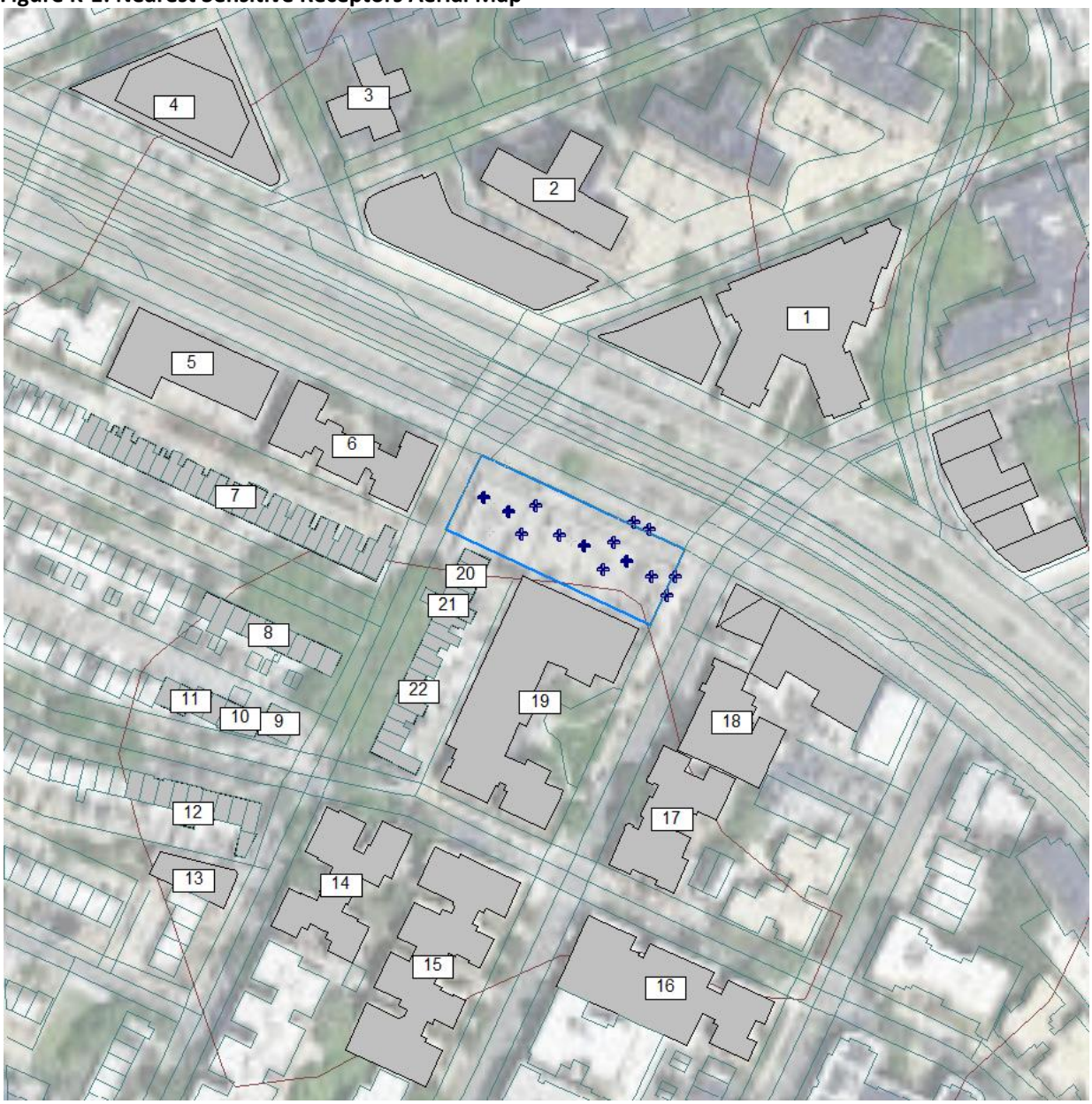


Table K-2: Nearest Noise Sensitive Receptor Legend

Tag	Address	Block	Lot	Property Type
1	100-25 Queens Blvd	2119	7501	Commercial/Residential
2	98-01 Queens Blvd	2118	7501	Residential
3	66-07 99th St	2117	1	Residential
4	98-81 Queens Blvd	2105	7501	Commercial/Residential
5	98-98 Queens Blvd	3159	61	Residential
6	99-12 Queens Blvd	3159	70	Residential
7	Saunders St Residents	3159	85-110	Residential
8	Saunders St Residents (2)	3158	71-80	Residential
9	99-05 67th Ave	3158	82	Residential
10	99-03 67th Ave	3158	83	Residential
11	Booth St Residents	3158	86	Residential
12	Booth St Residents (2)	3157	128-138	Residential
13	98-39 67th Ave	3157	140	Residential
14	98-50 67th Ave	3168	36	Residential
15	Berkeley Apartments	3168	40	Residential
16	67-50 Booth St	3169	36	Residential
17	100-10 67th Rd	3171	7501	Residential
18	100-26 67th Rd	3171	19	Residential
19	100-11 67th Rd	3170	1	Residential
20	67th Ave Residents	3170	24-26	Residential
21	99-24 67th Ave	3170	22	Residential
22	67th Ave Residents (2)	3170	13-21, 114-116	Residential

K3 Construction Logistics

This section provides a general description of how the Proposed Development is projected to be constructed.

Construction Site Plan

Staging Areas

Staging, receiving, and other secondary construction activities would occur on the Project Site, an approximately 26,000 sf lot, and adjoining streets. Staging would occur throughout the Project Site during the construction period and on the adjoining streets or sidewalks. Staging would be performed based on the specific construction tasks and equipment needed.

During the excavation and foundation stages, access to the Project Site for construction vehicles would primarily be from the east and the west sides of the Project Site, along 67th

Avenue and 67th Road. A flagger would be stationed along 67th Avenue and Queens Boulevard adjacent to the Project Site.

Throughout construction, a minimum eight-foot construction fence would surround the Project Site in accordance with NYCDOB requirements.

Sidewalk and Lane Closures and Adjustments

The adjoining sidewalks along 67th Avenue, 67th Road, and eastbound Queens Boulevard Service Road would be narrowed during the construction period. Throughout construction, a minimum five-foot wide pedestrian way would be provided along these streets, except that a minimum six-foot wide pedestrian way would be provided along eastbound Queens Boulevard Service Road between 67th Avenue and the subway entrance. Construction vehicles would enter the Project Site from gates along these streets, as well as a gate along the service road of Queens Boulevard. Parking lanes would be closed along the west side of 67th Road and the east side of 67th Avenue during construction.

NYCDOT's OCMC will review and approve the MPT plans, which will identify the planned sidewalk and parking lane closures, as well as staging areas for construction activities. The MPT plans will be prepared and submitted for OCMC review and approval at a later stage of development once detailed logistics plans are developed for Proposed Development. Additionally, coordination with NYCDOT would determine the appropriate measures to ensure pedestrian safety surrounding the Project Site. MPT plans will also be reviewed by the NYCDOT Bike Unit.

MTA Considerations

Building near an MTA train station in New York City requires MTA approval for any construction within 200 feet of MTA property. As the Project Site is adjacent to the 67th Avenue Station on the "M" and "R" lines, MTA approval is required for construction at the Project Site.

Additionally, an MTA bus stop in front of the Project Site is proposed to be temporarily relocated or closed for approximately seven months. This bus stop is served by the MTA's Q60 bus toward Jamaica. At the end of the seven months, the bus stop would return to its existing location adjacent to the Project Site on the south side of Queens Boulevard between 67th Avenue and 67th Road.

Nearby Sensitive Receptors

The Proposed Development is projected to be constructed over the duration of approximately 32 months and would be classified as "long-term" per CEQR.

The nearest existing sensitive receptors to Project Site are residential uses and are shown above in Figure K-1.

Primary Construction Stages

Demolition

Lot 27 is improved with a one-story pharmacy containing about 6,000 square feet of commercial floor area, and Lot 31 is improved with a one-story building with eight local retail and service establishments including a grocery store, eating and drinking

establishments, and a bank, totaling approximately 20,000 square feet. In the demolition stage, both existing buildings would be removed by following established demolition guidelines and regulations.

Equipment used during the demolition stage would include high-reach excavators, front-end loaders, dozers, dump trucks, and compact excavators. Trucks would transport materials from the construction site to onward destinations such as processing facilities or landfills.

Excavation and Foundation

During the excavation and foundation stage, sheeting would be installed to hold back soil around the excavation area, and excavators would then be used to remove soil to the appropriate depth. Below-grade elements and foundations would then be built for the Proposed Development.

Equipment that would be used during the excavation and foundation stage includes bar benders, compactors, compressors, front-end loaders, dozers, pumps (concrete), impact, gradalls, vibratory concrete mixers, and generators. During this construction stage, construction vehicles would include dump trucks, flatbed trucks, pickup trucks, and concrete-mix and pump trucks. These trucks would assist the excavation and foundation process through the removal of excavated soil and demolished materials.

The foundations would not be waterproofed until a slab-on-grade is built after excavation is complete, creating the potential for water to accumulate in the excavated area. Water from rain and snow collected in the excavation area during construction would be removed, as necessary, by using a dewatering pump. If dewatering is required, it would be performed in accordance with DEP sewer-use requirements. Testing would be required to protect against contaminated groundwater before it can be discharged into the existing sewer system.

Superstructure, Envelope, and Façade

The superstructure of a building includes the building's framework such as beams, slabs, and columns. Construction of the interior structure, or core, of the building would include elevator shafts, vertical risers for mechanical, electrical, and plumbing systems, electrical and mechanical rooms, core stairs, and restroom areas. A crane would likely be used during the superstructure stage to lift structural components, façade elements, and other large materials. Superstructure construction activities would typically also require the use of rebar benders, welding equipment, and a variety of trucks to support superstructure construction. In addition, temporary construction elevators (hoists) would be used for the vertical movement of workers and materials during superstructure activities.

Interior Fit-Out

This final stage of construction would include the construction of interior partitions, installation of light fixtures, interior finishes (such as flooring, paint, cabinetry, etc.), and mechanical and electrical work, such as the installation of elevators and lobby finishes. Final cleanup, building system (e.g., electrical system, fire alarm, plumbing, etc.) testing, and inspections would also be part of this stage of construction. Equipment used during interiors and finishing would generally include hoists, forklifts, scissor lifts, delivery trucks, and a variety of small hand-held tools. Interior fit-out activities would be limited to the interior of the building and generally would not require the use of diesel machinery. The

interior fit-out stage would generate significantly less heavy-duty diesel vehicle trips to the Project Site than the excavation and superstructure phases. The use of heavy machinery would also be minimal during this construction stage, thereby limiting the noise and air effects on the surroundings.

Construction Sequencing and Staging

Construction activities would occur over an estimated period of 32 months.

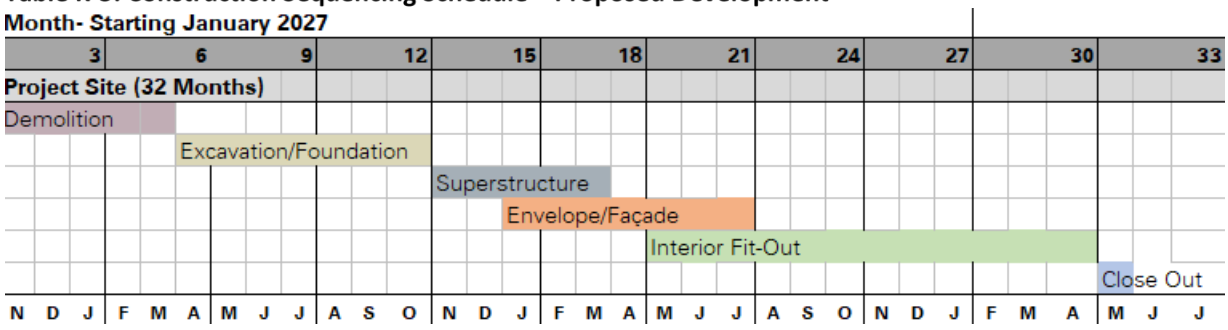
Proposed Development

Table K-2 below shows the construction timeline for the Proposed Development, which would comprise the following stages:

- Demolition; Excavation/Foundation; Superstructure; Envelope/Façade; Interior Fit-Out; Close Out.

Overall, the Proposed Development would be constructed in around 32 months. The final month would be set aside for the "close out" phase in which the Proposed Development would already be constructed.

Table K-3: Construction Sequencing Schedule – Proposed Development



Projected Construction Workers by Quarter

Table K-3 shows the projected daily trucks and the maximum daily workers per quarter anticipated during construction of Proposed Development. Q5 represents the quarter during which the highest number of truck trips would be made to the Project Site while Q6 represents the quarter during which the highest number of workers would be present on the Project Site.

Table K-4: Projected Daily Construction Workers and Trucks by Quarter

Quarter	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Q8	Q9	Q10	Q11
Workers	4	12	52	101	192	272	250	201	146	82	14
Total Trucks	2	5	11	11	13	11	6	4	4	4	4
Concrete Mixer	0	0	2	3	5	3	0	0	0	0	0
Dump Trucks	0	2	3	2	0	0	0	0	0	0	0
Tractor Trailers	0	1	2	2	2	2	2	2	2	2	2
Concrete Pump Truck	0	0	2	2	4	3	0	0	0	0	0

Note: Numbers may not add because of rounding

K4 Preliminary Assessment

Land Use and Public Policy

The Proposed Actions enable the construction of Proposed Development on the Project Site. The Proposed Actions would allow a change in land use and bulk on the Project Site, and new affordable units would be introduced to the Project Site. Construction at the Project Site would not affect existing land uses of the surrounding area and would not extend onto adjoining sites.

Construction of the Proposed Development would not occur beyond the Project Site or the surrounding streets and would not affect existing land uses of the surrounding area. Construction activities would follow all City, State, and Federal regulations.

Construction of the Proposed Development would not alter or change public policies. Accordingly, the Proposed Actions do not have the potential to result in a significant adverse construction related impact to land use and public policy, and no further analysis is warranted.

Socioeconomic Conditions

Construction of Proposed Development would not result in the direct displacement of a residential use because the Project Site contains commercial uses. Commercial uses would also occupy the Project Site in the With-Action Condition.

The Proposed Actions Construction activities would be confined to the Project Site and would not affect access to surrounding businesses within the Study Area, all of which would remain accessible to customers throughout construction. All of these types of businesses are readily available within a few blocks of the Project Site and elsewhere within the Study Area, and no temporary loss of neighborhood character due to restricted business access would be expected. Construction would not begin until after these businesses have left the Project Site. While retail uses would not be present on the Project Site during construction, retail is proposed as part of the With-Action condition upon completion. The Proposed Actions would also support the community by providing temporary construction jobs on the Project Site. Throughout construction, construction workers would be expected to use some of the neighborhood's existing retail and services, such as eating and drinking establishments and convenience retail. Therefore, the Proposed Actions would not result in a significant adverse construction related impact to socioeconomic conditions.

Open Space

The Proposed Development is near several open spaces including Federoff Triangle, Russell Sage Playground, and MacDonald Park, among others.

Project-generated construction would not directly alter an open space resource. No publicly accessible open space would be used for construction staging, equipment storage, or other construction-related activities. All construction would be confined to the Project Site and would occur for the duration of the construction period only. The nearest open space resource is over 200 feet from the Project Site and would remain fully accessible and operational throughout construction. . As a result, existing conditions and

current community utilization of nearby spaces would not be affected, and access to these resources would be maintained at all times.

As the Proposed Development rises during construction, new shadow would be cast on nearby Federoff Triangle. Federoff Triangle would receive up to 80 minutes of project-generated shadow once construction has "topped out" at the Project Site in the March analysis day. Federoff Triangle consists of benches for sitting and relaxing and trees. The incremental shadow would not impact pedestrians' ability to use the open space.

Accordingly, construction of the Proposed Development would not result in a significant adverse constructed-related impact on open space resources.

Historic and Cultural Resources

Construction impacts may occur on historic and cultural resources if in-ground disturbances or vibrations associated with project construction could undermine the foundation or structural integrity of nearby resources.

While the Proposed Actions would allow the development of a 21-story mixed-use residential building within 400 feet of a historic resource – the Metropolitan Industrial Bank, views of the historic resource would not be affected. While the viewing corridor would be changed by introducing a new building approximately 200 feet away from the historic resource, these contextual changes are typical of new development in urban areas and would not alter their historical significance.

Langan consulted the New York City LPC which replied in correspondence (July 29, 2024) that the Project Site does not contain historic or cultural resources.

Construction of the Proposed Development would not physically alter the bank. The bank is over 200-feet from the Project Site and therefore would not be significantly affected during the construction period.

Therefore, the construction of the Proposed Development has no potential to result in a significant adverse construction-related impact to historic and cultural resources.

Hazardous Materials

An active dry-cleaning facility, Swan Cleaners, was observed in operation at 99-34 67th Avenue on Lot 27. According to historical resources, this commercial tenant has operated as a dry cleaner from at least 1972. Perchloroethylene (PERC), a hazardous substance and chlorinated solvent, was indicated on the Sanborn map in 1972 and is still in use. PERC (and other associated solvents) when released into the subsurface, pose a significant threat to the environment and/or human health. Lucy's Dry Cleaning (predating Swan Cleaners) was listed as a RCRA Large Quantity Generator in 1986, Small Quantity Generator and Conditionally Exempt Small Quantity Generator in subsequent years for Halogenated solvent disposal including PERC. Lucy's Dry Cleaning is also listed with NYSDEC Spill Case No. 9005014, which occurred in August 1990 associated with leaking drum of cleaning product. The product spill was subsequently cleaned by Safety Kleen, and the spill file was closed the same day. In 2002, a NYSDEC Administrative Consent Order was issued to the business owner to install a vapor barrier, proper ventilation, and dry-cleaning machine enclosure and conform to routine compliance inspections. The required actions were completed. Throughout the remaining 2000s, inspections were conducted and indicate compliance. The facility operated in non-compliant conditions

until 2002 and during a period that predates strict environmental regulatory oversight regarding hazardous substance storage activities, chemical spills, reporting requirements, and cleanup requirements. Therefore, the dry-cleaning facility on the Project Site represents a REC.

The November 2023 Phase I ESA identified one REC on the Project Site. An E-Designation (E-899) for hazardous materials would be established with the Proposed Actions. With the proposed E-Designation (E-899) in place, the Proposed Actions, and associated construction, would not result in a significant adverse hazardous-materials construction-related impact.

Neighborhood Character

Construction of Proposed Development would not significantly affect neighborhood character. The Proposed Development would not introduce new uses not already found in the Study Area. There are buildings constructed at a similar height and bulk as the Proposed Development along Queens Boulevard. Construction-generated noise and air emissions would temporarily increase during construction and would be typical of new development in a mature urban area.

Vehicles would still be able to access Queens Boulevard, the main throughfare of the neighborhood, during the entirety of the construction period. Accordingly, the Proposed Actions do not have the potential to result in significant adverse construction impacts regarding neighborhood character, and no further analysis is warranted.

K5 Detailed Assessment

Per *CEQR Technical Manual* guidelines, a construction assessment evaluates the temporary effects of construction activities on nearby sensitive resources. The cumulative construction period would be approximately 32 months. The preliminary assessment indicated significant adverse construction impacts would not occur in the areas of land use and public policy, socioeconomic conditions, community facilities and services, open space, historic and cultural resources, hazardous materials, and neighborhood character. However, there could be potential that impacts may occur in the areas of transportation, air quality, and noise. Therefore, this detailed construction assessment analyzed the construction effects in the areas of transportation, air quality, and noise.

Transportation

The analysis of construction transportation conditions assesses the potential for significant adverse impacts to traffic, transit, pedestrians, and parking in the study area during the construction period resulting from the construction of the Proposed Development. The analysis is based on a study of peak worker and truck trips on a quarter-by-quarter basis, incorporating worker modal splits, vehicle occupancy and trip distribution, truck trips [converted to Passenger Car Equivalents (PCEs)], and arrival/departure patterns. Therefore, the quarter with the highest estimated construction trip generation was selected for analysis.

Construction Trip Generation

The estimated average number of daily workers and material deliveries for each quarter of construction are shown in Table K-5. The average number of workers on-site per day across the entire construction phase would be approximately 88, with the peak reaching an average of approximately 272 workers per day in the sixth quarter of construction (Q6). The average number of truck deliveries per day across the entire construction phase would be approximately 5, with the peak reaching an average of approximately 13 deliveries per day in the fifth quarter of construction (Q5). To determine the peak quarter of overall construction trip generation, estimates of daily worker vehicle trips and daily truck delivery trips were calculated for each quarter.

Table K-5: Average Number of Daily Workers and Truck Deliveries by Quarter

Quarter	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Q8	Q9	Q10	Q11	Peak	Avg.
Daily Workers	4	12	52	101	192	272	250	201	146	82	14	272	88
Daily Trucks	2	5	11	11	13	11	6	4	4	4	4	13	5

Construction Worker Modal Split and Vehicle Occupancy

The construction worker modal split was obtained from the 2000 U.S. Census Bureau Reverse Journey-to-Work (RJTW) data. Census Tracts 693, 711, 713.02, and 717 were selected. Modal splits consisted of approximately 52 percent by auto, 0 percent by taxi, 24 percent by subway, 13 percent by bus, 5 percent by ferry/railroad, and 5 percent by bike/walk. An average vehicle occupancy of 1.23 persons per vehicle is expected for construction workers commuting to/from the Project Site.

Peak Daily Worker Vehicle Trips and Truck Delivery Trips

As shown in Table K-6, construction of the Proposed Development would generate the highest number of average daily worker vehicle trips in Q6 and the highest number of average daily truck delivery trips (PCEs) in Q5, with the highest total average daily construction trips being 278 PCEs per day in Q6. The daily worker trip and truck delivery trip projections in the peak quarter (Q6) were therefore used as the basis to estimate peak hour construction trips.

Table K-6: Estimated Daily Vehicle Trips per Quarter

Quarter	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Q8	Q9	Q10	Q11	Peak	Avg.
Daily Workers	4	12	52	101	192	272	250	201	146	82	14	272	88
Daily Auto Trips (In + Out)	3	10	44	85	161	229	210	169	123	69	12	229	74
Daily Taxi Trips (In + Out)	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily Trucks	2	5	11	11	13	11	6	4	4	4	4	13	5
Daily Truck Trips	4	10	22	22	26	22	12	8	8	8	8	26	10
Daily Truck Trips (in PCEs)	6	21	51	51	61	49	22	16	16	16	16	61	22
Total Daily Trips PCEs	9	31	95	136	222	278	232	185	139	85	28	278	96

Traffic

Peak Hour Construction Vehicle Trips

The majority of construction activities at the Project Site would occur from 7:00 AM to 3:30 PM. While construction truck trips would occur throughout the day (with more trips during the early morning period) and most trucks would remain in the area for short

durations, construction workers would commute during the hours before and after the work shift. For analysis purposes, each truck delivery was assumed to result in two trips during the same hour (one "in" and one "out"), whereas each worker was assumed to arrive near the work shift start hour and depart near the work shift end hour.

The estimated daily vehicle trips for Q6 were distributed throughout the workday based on the projected work shift allocations and conventional arrival/departure patterns for construction workers and trucks. For construction workers, the majority (approximately 90 percent) of the arrival and departure trips would take place during the hour before and after each work shift, respectively. Construction truck deliveries typically peak during the hour before each shift (approximately 20 percent), overlapping with construction worker arrival traffic. The hourly trip projections for the peak construction quarter (Q6) for the Proposed Development are shown in Table K-7. As shown, the construction-generated peak hour vehicle trips would total approximately 114 and 104 PCEs in the weekday AM (6:00 AM – 7:00 AM) and PM (3:00 PM – 4:00 PM) construction peak hours, respectively. The construction-generated vehicle trips (in PCEs) would exceed the *CEQR Technical Manual* screening threshold of 50 peak hour vehicle trips during both the weekday AM and PM construction peak hours.

Table K-7: Average Number of Daily Auto and Truck Trips by Hour during Peak Quarter (Q6)

	Auto Trips			Truck Trips			Total					
							Vehicle Trips			PCE Trips		
Hour	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
6:00AM - 7:00 AM	103	0	103	2	2	5	105	2	108	108	5	114
7:00AM - 8:00 AM	11	0	11	1	1	2	13	1	14	14	3	17
8:00AM - 9:00 AM	0	0	0	1	1	2	1	1	2	3	3	5
9:00AM - 10:00 AM	0	0	0	1	1	2	1	1	2	3	3	5
10:00AM - 11:00 AM	0	0	0	1	1	2	1	1	2	3	3	5
11:00AM - 12:00 PM	0	0	0	1	1	2	1	1	2	3	3	5
12:00PM - 1:00 PM	0	0	0	1	1	2	1	1	2	3	3	5
1:00PM - 2:00 PM	0	0	0	0	0	1	0	0	1	1	1	2
2:00PM - 3:00 PM	0	5	5	0	0	1	0	6	6	1	6	7
3:00PM - 4:00 PM	0	103	103	0	0	0	0	103	103	1	103	104
4:00PM - 5:00 PM	0	7	7	0	0	0	0	7	7	1	7	8
Total	**114**	**115**	**229**	**11**	**11**	**22**	**125**	**126**	**251**	**139**	**140**	**278**

1. Hourly construction worker and truck trips were derived from an estimated quarterly average number of construction workers and truck deliveries per day, with construction workers and truck deliveries each resulting in two daily trips (one "in" and one "out").
2. In and Out volumes may not sum to total due to rounding.

The construction-generated vehicle trips (in PCEs) were assigned to the study area intersections to determine which locations would experience trips exceeding the *CEQR Technical Manual* threshold for conducting detailed traffic analysis. The construction worker vehicle trips were conservatively assigned to the site frontages, based on 2012-2016 U.S. Census Bureau RJTW Origin/Destination (O/D) data. The construction truck delivery trips were also assigned to the Project Site construction driveways located along the site frontages via designated truck routes in the area. Using these distribution patterns, the total construction-generated vehicle trips were assigned to the study area intersections for the weekday AM and PM construction peak hours (see Appendix E – Figures E-1 and E-2). Based on these assignments, the following two study area intersections could experience 50 or more peak hour vehicle trips, and were selected for detailed traffic analysis:

1. Queens Boulevard & 67th Avenue
2. Queens Boulevard & 67th Road

Existing Conditions (2025)

Existing traffic volumes for the study area intersections were collected in May 2025. The data collection included Turning Movement Counts (TMC), Automatic Traffic Recorder (ATR) counts, and field observations. Physical inventories were also conducted for the study area intersections, including the number of traffic lanes, pavement markings, lane widths, turn prohibitions, bus stops, typical parking regulations, and sidewalk geometries. Official signal timing plans were obtained from NYC DOT for operational analysis of the study area intersections. Based on the data collected, the peak hours for construction traffic analysis were identified as 7:30 – 8:30 AM and 3:00 – 4:00 PM for the weekday AM and PM construction peak hours, respectively.

The Existing Conditions traffic volumes for the weekday AM and PM construction peak hours are shown in Appendix E – Figures E-3 and E-4, respectively. The Existing Conditions intersection capacity results – including v/c ratios, delays, and LOS for the construction study intersections – are summarized in Table K-8.

Table K-8: Existing Conditions – LOS Summary

						Weekday AM			Weekday PM		
ID	Intersection Name	Control	Street Name	Direction	Lane Group	v/c ratio	Delay (sec)	LOS	v/c ratio	Delay (sec)	LOS
1A	67th Avenue & Westbound Queens Boulevard Service Road	Signalized	WB Queens Boulevard Service Road	WB	TR	0.65	23.5	C	0.47	25.5	C
			67th Avenue	NB	LT	0.44	10.5	B	0.41	11.1	B
				Overall Intersection		-	*18.9*	*B*	-	*18.9*	*B*
1B	67th Avenue & Queens Boulevard (Main Road)	Signalized	Queens Boulevard (Main Road)	EB	L	0.91	142.3	F	1.00	163.3	F
					T/T/T	0.20	16.5	B	0.78	30.0	C
				WB	T/T/T	0.93	19.5	B	0.32	15.2	B
			67th Avenue	NB	LTR	0.42	4.0	A	0.35	3.3	A
				Overall Intersection		-	*21.3*	*C*	-	*29.0*	*C*
1C	67th Avenue & Eastbound Queens Boulevard Service Road	Signalized	EB Queens Boulevard Service Road	EB	T	0.21	17.1	B	0.50	24.0	C
			67th Avenue	NB	TR	0.50	45.4	D	0.46	42.2	D
				Overall Intersection		-	*34.4*	*C*	-	*31.0*	*C*
2A	67th Road & Westbound Queens Boulevard Service Road	Signalized	WB Queens Boulevard Service Road	WB	TR	0.40	21.7	C	0.25	17.0	B
			67th Road	NB	LT	0.18	4.5	A	0.22	6.8	A
				SB	TR	0.48	37.8	D	0.53	42.1	D
				Overall Intersection		-	*25.6*	*C*	-	*26.9*	*C*
2B	67th Road & Queens Boulevard (Main Road)	Signalized	Queens Boulevard (Main Road)	EB	T/T/T	0.26	12.2	B	0.89	12.3	B
				WB	L	0.87	137.0	F	0.82	127.9	F
					T/T/T	0.77	29.5	C	0.23	16.4	B
			67th Road	NB	LTR	0.38	4.4	A	0.40	6.2	A
				SB	LTR	0.43	3.9	A	0.42	4.1	A
				Overall Intersection		-	*24.9*	*C*	-	*14.5*	*B*
2C	67th Road & Eastbound Queens Boulevard Service Road	Signalized	EB Queens Boulevard Service Road	EB	TR	0.32	15.2	B	0.65	16.0	B
			67th Road	NB	TR	0.39	35.7	D	0.43	39.3	D
				SB	LT	0.48	30.7	C	0.56	32.3	C
				Overall Intersection		-	*28.3*	*C*	-	*26.7*	*C*

Future No-Action Condition (2028)

It is assumed that the peak construction quarter resulting from the Proposed Actions (Q6) would occur in 2028. A compounded annual background growth rate of 0.5 percent for Queens was applied to the Existing Conditions traffic volumes for three years (2025 to 2028). The Future No-Action Condition traffic volumes for the weekday AM and PM construction peak hours were estimated by layering the background growth on top of the Existing Conditions traffic volumes.

The No-Action Condition traffic volumes for the weekday AM and PM construction peak hours are shown in Appendix E – Figures E-5 and E-6, respectively. The No-Action

Condition intersection capacity results – including v/c ratios, delays, and LOS for the construction study intersections – are summarized in Table K-9.

Table K-9: Future No-Action Condition – LOS Summary

						Weekday AM			Weekday PM		
ID	Intersection Name	Control	Street Name	Direction	Lane Group	v/c ratio	Delay (sec)	LOS	v/c ratio	Delay (sec)	LOS
1A	67th Avenue & Westbound Queens Boulevard Service Road	Signalized	WB Queens Boulevard Service Road	WB	TR	0.66	23.8	C	0.48	25.6	C
			67th Avenue	NB	LT	0.44	10.3	B	0.41	10.9	B
				Overall Intersection		-	*19.0*	*B*	-	*18.9*	*B*
1B	67th Avenue & Queens Boulevard (Main Road)	Signalized	Queens Boulevard (Main Road)	EB	L	0.93	147.4	F	1.02	169.2	F
					T/T/T	0.20	16.5	B	0.80	30.5	C
				WB	T/T/T	0.94	20.4	C	0.33	15.1	B
			67th Avenue	NB	LTR	0.43	4.0	A	0.35	3.3	A
				Overall Intersection		-	*22.2*	*C*	-	*29.5*	*C*
1C	67th Avenue & Eastbound Queens Boulevard Service Road	Signalized	EB Queens Boulevard Service Road	EB	T	0.22	17.1	B	0.51	24.2	C
			67th Avenue	NB	TR	0.51	45.6	D	0.47	42.4	D
				Overall Intersection		-	*34.5*	*C*	-	*31.2*	*C*
2A	67th Road & Westbound Queens Boulevard Service Road	Signalized	WB Queens Boulevard Service Road	WB	TR	0.41	21.8	C	0.25	17.1	B
			67th Road	NB	LT	0.19	4.7	A	0.22	7.0	A
				SB	TR	0.48	37.9	D	0.54	42.2	D
				Overall Intersection		-	*25.8*	*C*	-	*27.0*	*C*
2B	67th Road & Queens Boulevard (Main Road)	Signalized	Queens Boulevard (Main Road)	EB	T/T/T	0.26	12.2	B	0.90	12.6	B
				WB	L	0.88	139.5	F	0.83	130.1	F
					T/T/T	0.78	30.0	C	0.23	16.4	B
			67th Road	NB	LTR	0.38	4.2	A	0.40	6.0	A
				SB	LTR	0.43	3.9	A	0.43	4.1	A
				Overall Intersection		-	*25.2*	*C*	-	*14.8*	*B*
2C	67th Road & Eastbound Queens Boulevard Service Road	Signalized	EB Queens Boulevard Service Road	EB	TR	0.33	15.5	B	0.66	16.3	B
			67th Road	NB	TR	0.40	35.8	D	0.43	39.5	D
				SB	LT	0.50	31.1	C	0.57	32.5	C
				Overall Intersection		-	*28.5*	*C*	-	*26.9*	*C*

Future Construction Condition with PCRE (2028)

As part of the Future Construction Condition, Project Components Related to the Environment (PCRE) were incorporated in the analysis at the Queens Boulevard and 67th Road intersection. The PCRE consists of a signal timing modification during the AM construction peak hour that shifts three seconds of green time from the eastbound phase to the protected westbound left-turn phase and increases the signal offset by three seconds (from 93 to 96 seconds).

In the Future Construction Condition with PCRE , the construction-generated peak hour vehicle trips were assigned to the study area intersections as described previously (see section *Peak Hour Construction Vehicle Trips*). The construction-generated vehicle trip assignments are shown in Appendix E – Figures E-1 and E-2 for the weekday AM and PM construction peak hours, respectively. The Future Construction Condition with PCRE traffic volumes were estimated by layering the construction-generated vehicle trip assignments on to the Future No-Action Condition traffic volumes.

The Future Construction Condition with PCRE traffic volumes are shown in Appendix E – Figures E -7 and E-8 for the weekday AM and PM construction peak hours, respectively. The Future Construction Condition with PCRE intersection capacity results – including v/c ratios, delays, and LOS for the construction study intersections – are summarized in Table K-10.

With the proposed PCRE involving the signal timing modification, the Proposed Actions would not result in potentially significant adverse traffic impacts during construction.

Table K-10: Future Construction Condition with PCRE – LOS Summary

ID	Intersection Name	Control	Street Name	Direction	Lane Group	Weekday AM v/c ratio	Weekday AM Delay (sec)	Weekday AM LOS	Weekday PM v/c ratio	Weekday PM Delay (sec)	Weekday PM LOS
1A	67th Avenue & Westbound Queens Boulevard Service Road	Signalized	WB Queens Boulevard Service Road	WB	TR	0.66	23.7	C	0.48	25.4	C
			67th Avenue	NB	LT	0.44	10.3	B	0.41	10.8	B
				Overall Intersection		-	*18.9*	*B*	-	*18.7*	*B*
1B	67th Avenue & Queens Boulevard (Main Road)	Signalized	Queens Boulevard (Main Road)	EB	L	0.93	147.4	F	1.02	169.2	F
					T/T/T	0.20	16.5	B	0.80	30.5	C
				WB	T/T/T	0.94	20.4	C	0.34	15.1	B
			67th Avenue	NB	LTR	0.43	4.1	A	0.35	3.3	A
				Overall Intersection		-	*22.1*	*C*	-	*29.4*	*C*
1C	67th Avenue & Eastbound Queens Boulevard Service Road	Signalized	EB Queens Boulevard Service Road	EB	T	0.24	17.6	B	0.51	24.2	C
			67th Avenue	NB	TR	0.51	45.7	D	0.53	44.4	D
				Overall Intersection		-	*33.8*	*C*	-	*32.3*	*C*
2A	67th Road & Westbound Queens Boulevard Service Road	Signalized	WB Queens Boulevard Service Road	WB	TR	0.41	21.8	C	0.25	17.1	B
			67th Road	NB	LT	0.19	4.7	A	0.31	6.8	A
				SB	TR	0.56	40.2	D	0.54	42.3	D
				Overall Intersection		-	*27.5*	*C*	-	*25.5*	*C*
2B	67th Road & Queens Boulevard (Main Road)	Signalized	Queens Boulevard (Main Road)	EB	T/T/T	0.27	14.0	B	0.90	12.6	B
				WB	L	0.93	135.5	F	0.83	130.1	F
					T/T/T	0.78	30.0	C	0.24	16.5	B
			67th Road	NB	LTR	0.39	4.3	A	0.54	7.3	A
				SB	LTR	0.50	4.4	A	0.45	4.4	A
				Overall Intersection		-	*26.4*	*C*	-	*14.7*	*B*
2C	67th Road & Eastbound Queens Boulevard Service Road	Signalized	EB Queens Boulevard Service Road	EB	TR	0.35	16.7	B	0.73	22.5	C
			67th Road	NB	TR	0.40	35.8	D	0.56	43.2	D
				SB	LT	0.63	36.1	D	0.68	38.5	D
				Overall Intersection		-	*31.3*	*C*	-	*32.8*	*C*

Transit

The study area is currently served by three MTA /New York City Transit (NYCT) bus routes, including the Q23, Q60, QM11, and QM18, and by two MTA/NYCT subway lines, including the M and R at the 67th Avenue subway station.

The number of average daily workers on-site during the peak quarter of construction (Q6) of the Proposed Development would be approximately 272 as shown above in Table K-5. Approximately 90 percent of the construction worker arrival and departure trips would take place during the weekday AM and PM construction peak hours. Furthermore, approximately 43 percent of the daily construction workers are expected to commute via public transit. Therefore, the Proposed Development's construction activity is expected to generate a maximum of approximately 105 average transit trips during the weekday AM and PM construction peak hours. This level of peak hour transit trip generation would not exceed the *CEQR Technical Manual* Level 1 screening threshold of 200 peak hour transit trips.

The 67th Avenue subway station entrance on eastbound Queens Boulevard Service Road fronting the Project Site is not proposed to be closed during construction and it will remain open and accessible to/from the sidewalk. However, the bus stop serving the eastbound Q60 bus line that is next to the subway entrance would be relocated or closed for approximately 7 months during the Excavation/Foundation phase, corresponding to Q2, Q3, and Q4 of construction. Based on bus passenger counts collected at the bus stop, approximately 27 and 41 bus passengers during the weekday AM and PM peak hours would be expected to use a combination of the next closest upstream bus stop (approximately 650-FT to the west at 66th Avenue) and the next closest downstream bus

stop (approximately 650-FT to the east at 67th Drive) while their regular bus stop is closed. The number of average daily workers on-site during the peak quarter of construction overlapping the bus stop closure (Q4) would be approximately 101 as shown above in Table K-5. As noted above, approximately 90 percent of the construction worker arrival and departure trips would take place during the weekday AM and PM construction peak hours and approximately 43 percent of the daily construction workers are expected to commute via public transit. Therefore, the Proposed Development's construction activity is expected to generate a maximum of approximately 39 average transit trips during the weekday AM and PM construction peak hours of Q4. This level of combined Q4 peak hour transit trip generation and background trip re-assignment due to the bus stop closure would also not exceed the *CEQR Technical Manual* Level 1 screening threshold of 200 peak hour transit trips. Therefore, the Proposed Actions would not result in potentially significant adverse transit impacts during construction.

Pedestrians

The number of average daily workers on-site during the peak quarter of construction (Q6) of the Proposed Development would be approximately 272 as discussed above. 90 percent of the construction worker arrival and departure trips would take place during the weekday AM and PM construction peak hours. Therefore, the Proposed Development's construction activity is expected to generate a maximum of approximately 245 average pedestrian trips during the weekday AM and PM construction peak hours.

Pedestrian trips generated by construction of the Proposed Development would be concentrated at pedestrian facilities along 67th Avenue, 67th Road, Queens Boulevard, and routes between the Project Site and transit stops. Using these distribution patterns, the construction-generated pedestrian trips were assigned to the study area pedestrian facilities for the weekday AM and PM construction peak hours (see Appendix E – Figures E-9 and E-10). Based on these assignments, no pedestrian elements are expected to experience more than 200 construction-generated pedestrian trips in either of the peak hours.

In addition, the number of average daily workers on-site during the peak quarter of construction overlapping the bus stop closure (Q4) would be approximately 101 as discussed above and 90 percent of the construction worker arrival and departure trips would take place during the weekday AM and PM construction peak hours. Therefore, the Proposed Development's construction activity during Q4 is expected to generate a maximum of approximately 91 average pedestrian trips during the weekday AM and PM construction peak hours. As mentioned previously, approximately 27 and 41 bus passengers during the weekday AM and PM peak hours would detour to nearby bus stops during the closure. In total, there is the potential for up to 118 and 132 new or reassigned pedestrian trips to be generated by the Q4 construction activity during the weekday AM and PM construction peak hours. This level of combined Q4 peak hour pedestrian trip generation and background trip re-assignment due to the bus stop closure would not exceed the *CEQR Technical Manual* Level 1 screening threshold of 200 peak hour trips at a single pedestrian element (sidewalk, corner, or crosswalk).

However, additional detailed pedestrian sidewalk analysis was conducted to assess the proposed reduction of the existing sidewalk width to 5 feet or 6 feet (depending on the location) along 67th Avenue, 67th Road, and eastbound Queens Boulevard Service Road fronting the project site during the construction period.

Peak Hour Construction Person Trips

The majority of construction activities at the Project Site would occur from 7:00 AM to 3:30 PM. The estimated daily person trips for Q6 were distributed throughout the workday based on the projected work shift allocations and conventional arrival/departure patterns for construction workers. For construction workers, the majority (approximately 90 percent) of the arrival and departure trips would take place during the hour before and after each work shift, respectively. The hourly trip projections for the peak construction quarter (Q6) for the Proposed Development are shown in Table K-11. As shown, the construction-generated peak hour trips would total approximately 245 in the weekday AM (6:00 AM – 7:00 AM) and PM (3:00 PM – 4:00 PM) construction peak hours.

Table K-11: Average Number of Person Trips by Hour during Peak Quarter (Q6)

	Subway/Ferry Trips			Bus Trips			Railroad Trips			Walk/Bike Trips			Auto Trips			Total Person Trips		
Hour	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
6:00AM - 7:00 AM	60	0	60	32	0	32	13	0	13	13	0	13	126	0	126	245	0	245
7:00AM - 8:00 AM	7	0	7	4	0	4	1	0	1	1	0	1	14	0	14	27	0	27
8:00AM - 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00PM - 1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00PM - 2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00PM - 3:00 PM	0	3	3	0	2	2	0	1	1	0	1	1	0	6	6	0	12	12
3:00PM - 4:00 PM	0	60	60	0	32	32	0	13	13	0	13	13	0	126	126	0	245	245
4:00PM - 5:00 PM	0	4	4	0	2	2	0	1	1	0	1	1	0	7	7	0	15	15
Total	**66**	**67**	**133**	**36**	**36**	**72**	**15**	**15**	**30**	**15**	**15**	**30**	**140**	**139**	**280**	**272**	**272**	**544**

Note: In and Out volumes may not sum to total due to rounding.

According to the construction logistics plans, sidewalks along the three project frontages—67th Avenue, 67th Road, and eastbound Queens Boulevard Service Road—would be temporarily narrowed to a minimum width of 5-feet to accommodate construction activities. To assess the effect of this proposed narrowing, the following four sidewalks were analyzed (also see Figure K-2):

1. East sidewalk of 67th Avenue between eastbound Queens Boulevard Service Road and Booth Street.
2. West end of the South sidewalk of eastbound Queens Boulevard Service Road between 67th Avenue and 67th Road.
3. East end of the South sidewalk of eastbound Queens Boulevard Service Road between 67th Avenue and 67th Road.
4. West sidewalk of 67th Road between eastbound Queens Boulevard Service Road and Booth Street.

Figure K-2: Detailed Pedestrian Analysis Locations



Existing Conditions (2026)

Existing pedestrian volumes for the study area intersections were collected in March 2026. The data collection included pedestrian counts and field observations. Physical inventories were also conducted for the study area intersections, including overall sidewalk widths, clear widths and sidewalk constructions. Based on the data collected, the peak hours for construction pedestrian analysis were identified as 7:45 – 8:45 AM and 5:45 – 6:45 PM for the weekday AM and PM construction peak hours, respectively.

The Existing Conditions pedestrian volumes for the weekday AM and PM construction peak hours are shown in Appendix E – Figures E-11 and E-12, respectively. The Existing Conditions pedestrian analysis results – including average space (ft^2/p) and LOS for each element – are summarized in Table K-12 Based on these results, the four sidewalks operate at LOS C or better during the weekday AM and PM construction peak hours.

Table K-12: Existing Conditions - LOS Summary

ID	Location	Sidewalk Movement	Effective Width (ft)	Weekday AM			Weekday PM		
				Two-Way Peak Hour Volume	Average Space (ft^2/p)	Platoon LOS	Two-Way Peak Hour Volume	Average Space (ft^2/p)	Platoon LOS
1	East Sidewalk on 67th Avenue between Queens Boulevard Service Road and Saunders Street	North-South	6.5	434	166.2	B	352	198.9	B
	South Sidewalk of Queens Boulevard Service Road between 67th Avenue and 67th Road	East-West	3.0	609	50.6	C	673	48.6	C
2	South Sidewalk of Queens Boulevard Service Road between 67th Avenue and 67th Road	East-West	7.0	241	266.4	B	403	192.3	B
	West Sidewalk of 67th Road between Queens Boulevard Service Road and Booth Street	North-South	10.0	143	707.1	A	129	742.5	A

Future No-Action Condition (2028)

It is assumed that the peak construction quarter resulting from the Proposed Actions (Q6) would occur in 2028. A compounded annual background growth rate of 0.5 percent for Queens was applied to the Existing Conditions pedestrian volumes for two years (2026 to 2028). The Future No-Action Condition pedestrian volumes for the weekday AM and PM construction peak hours were estimated by layering the background growth on top of the Existing Conditions pedestrian volumes.

The No-Action Condition pedestrian volumes for the weekday AM and PM construction peak hours are shown in Appendix E – Figures E-13 and E-14, respectively. The No-Action Condition pedestrian analysis results – including average space (ft2/p) and LOS for each element – are summarized in Table K-13. Based on these results, the four sidewalks would operate at LOS C or better during the weekday AM and PM construction peak hours.

Table K-13: No-Action Condition - LOS Summary

ID	Location	Sidewalk Movement	Effective Width (ft)	Weekday AM			Weekday PM		
				Two-Way Peak Hour Volume	Average Space (ft^2/p)	Platoon LOS	Two-Way Peak Hour Volume	Average Space (ft^2/p)	Platoon LOS
1	East Sidewalk on 67th Avenue between Queens Boulevard Service Road and Saunders Street	North-South	6.5	438	164.6	B	356	196.9	B
	South Sidewalk of Queens Boulevard Service Road between 67th Avenue and 67th Road	East-West	3.0	615	50.1	C	680	48.1	C
2	South Sidewalk of Queens Boulevard Service Road between 67th Avenue and 67th Road	East-West	7.0	243	263.8	B	407	190.4	B
	West Sidewalk of 67th Road between Queens Boulevard Service Road and Booth Street	North-South	10.0	144	700.1	A	130	735.1	A

Future Construction Condition (2028)

In the Future Construction Condition , the construction-generated peak hour pedestrian trips were assigned to the study area intersections as described previously (see section *Peak Hour Construction Person Trips*). The construction-generated pedestrian trip

assignments are shown in Appendix E – Figures E-9 and E-10 for the weekday AM and PM construction peak hours, respectively. The Future Construction Condition pedestrian volumes were estimated by layering the construction-generated pedestrian trip assignments on to the Future No-Action Condition pedestrian volumes.

The Future Construction Condition pedestrian volumes are shown in Appendix E – Figures E -15 and E-16 for the weekday AM and PM construction peak hours, respectively. The Future Construction Condition pedestrian analysis results – including average space (ft2/p) and LOS for each element – are summarized in Table K-14. Based on these results, the four sidewalks would operate at LOS C or better during the weekday AM and PM construction peak hours. Therefore, the Future Construction Condition would not result in potential significant adverse pedestrian impacts.

Table K-14: With-Action Condition - LOS Summary

				Weekday AM			Weekday PM		
ID	Location	Sidewalk Movement	Effective Width (ft)	Two-Way Peak Hour Volume	Average Space (ft^2/p)	Platoon LOS	Two-Way Peak Hour Volume	Average Space (ft^2/p)	Platoon LOS
1	East Sidewalk on 67th Avenue between Queens Boulevard Service Road and Saunders Street	North-South	2.0	454	48.3	C	371	57.5	C
	South Sidewalk of Queens Boulevard Service Road between 67th Avenue and 67th Road	East-West	3.0	685	44.9	C	749	43.5	C
2	South Sidewalk of Queens Boulevard Service Road between 67th Avenue and 67th Road	East-West	2.0	343	53.0	C	506	43.1	C
	West Sidewalk of 67th Road between Queens Boulevard Service Road and Booth Street	North-South	2.0	173	116.3	B	159	120.0	B

Parking

The number of average daily workers on-site during the peak quarter of construction (Q6) of the Proposed Development would be approximately 272 as discussed above. Approximately 52.0 percent of construction workers are expected to commute to/from the Project Site via private autos, with an average vehicle occupancy of approximately 1.23 persons per vehicle. Therefore, the Proposed Development's construction activity is expected to generate a maximum parking demand of approximately 114 spaces during the weekday midday period. Construction workers traveling to the project development site are expected to utilize available on- and off-street public parking within ½-mile of the site and therefore not result in a potential public parking shortfall in the area during the construction period.

Air Quality

Table K-15 presents the worst-case construction period and maximum cumulative concentrations projected following the methods described in the "Methodology" section of this chapter.

Table K-15: Maximum Predicted Pollutant Concentrations – Peak Construction Analysis Period (µg/m3)

Pollutant	Averaging Period	Background	Max. Modeled Increment	*De Minimis* Criteria	Total Concentration	NAAQS
$PM_{2.5}$	24-hour	18.9	3.58	8.05	22.5	35.0
	Annual	7.2	1.40E-4	0.30	7.2	9.0
CO	1-hour	3,013	241.69	-	3,255	40,000
	8-hour	1,955	111.79	4,022	2,067	10,000

As described in Section M3 of this chapter, "Methodology," measures required by applicable laws, regulations, and codes at all construction sites in New York City will be taken to reduce pollutant emissions during construction. These measures include dust suppression, idling restriction, and the use of ULSD.

With the implementation of these underlying emission reduction measures, the dispersion modeling analysis of construction-related air emissions determined that the 1-hour and 8-hour CO and 24-hour and annual $PM_{2.5}$ concentrations would be below their corresponding NAAQS and CEQR *de minimis* thresholds; therefore, construction of the Proposed Action would not result in significant adverse air quality impacts.

Noise

Changes to community noise levels during construction would result from the noise emitted from construction equipment and from vehicles traveling to and from the construction site. Construction-generated noise levels at sensitive receptors vary widely and depend on the stage of construction and the location of the construction activities relative to noise-sensitive receptor locations.

The most significant construction noise sources are expected to result from impact equipment – such as auger drills and tower cranes – as well as truck movements. Pile drivers will not be used during construction as the PCRE specifies the use of auger drills in the place of pile drivers. Noise from construction activities and some construction equipment is regulated by the NYC Noise Control Code and by EPA. The NYC Noise Control Code requires the adoption and implementation of a noise mitigation plan for each construction site, limits construction (absent special approvals) to weekdays between the hours of 7:00 AM and 6:00 PM and sets noise limits for certain specific pieces of construction equipment.

Because of the scope, duration, and location of project-generated construction activities, a quantified construction noise analysis was warranted. The purpose of this analysis was to determine if significant adverse noise impacts would occur during construction, and if so, to examine the feasibility of implementing measures to reduce or eliminate such impacts. Noise levels monitored in support of this EAS were used as the baseline for estimating construction-generated noise level increases.

Construction Mobile Sources (6 AM to 7 AM)

As described above in the "Traffic" section, the volume of traffic resulting from construction worker vehicles and deliveries would be concentrated to the intersections immediately adjacent to the projected development sites. Considering the moderate to high number of existing traffic in the immediate area and number of construction related

traffic trips, the construction traffic would not have the potential to result in 15 dBA of noise increase for 12 consecutive months and 20 dBA of noise increase for three consecutive months. Therefore, significant adverse noise impacts would not occur at any location during the 6AM to 7AM hour.

Construction Noise Analysis Results

The construction noise modeling followed the methodology described above. It also incorporated the noise abatement measures for source and path controls that are required to satisfy DEP's Rules for Citywide Construction Noise Mitigation. The cumulative noise analyses were performed to determine maximum one-hour equivalent ($L_{eq(1)}$) noise levels that would be expected to occur during each of the excavation/foundation, superstructure, and interior fit-out construction stages of projected development sites. The noise analysis found that project-generated construction noise would have the potential to result in an increase in noise levels that exceed the screening CEQR noise impact threshold criteria during one or more months at several receptor locations, and on one or more floors of some receptor locations. These increases are based on a comparison to existing conditions. Table K-16 shows four properties with the greatest incremental noise increases.

Table K-16: Predicted Maximum Leq Construction Noise and Increment by Quarter (dBA)

Property	Condition	Q1	Q2	Q3	Q4	Q5	Q6	Q7
100-11 67th Rd	Projected Sound Level	78.6	83.1	83.3	82.4	79.2	79.2	65.9
	Increase Over Ambient	13.8	18.2	18.4	17.5	14.4	14.4	3.5
100-26 67th Rd	Projected Sound Level	73.3	80.6	80.7	80.3	79	79	57.6
	Increase Over Ambient	8.6	15.4	15.5	15.1	13.9	13.9	0.7
67th Ave Residents	Projected Sound Level	74.2	78.3	79.1	77.7	71	71	68.8
	Increase Over Ambient	12.5	16.5	17.3	15.9	9.6	9.6	7.7
99-12 Queens Blvd	Projected Sound Level	73.2	76.3	76.5	75.2	70.9	70.9	59.4
	Increase Over Ambient	11.6	14.6	14.7	13.5	9.5	9.5	1.9

The maximum quarterly noise at the sensitive receptor sites range up to a maximum Leq noise level of 83.3 dBA and an increment of 18.4 dBA at 100-11 67th Road.

Noise increments are not projected to exceed the impact criteria of 20 dBA over 3 consecutive months or the impact criteria of 15 dBA over 12 consecutive months.

At all other receptors buildings, construction of the Proposed Project would, for some portion of the construction period, result in noise level increases that would be perceptible to noticeable. Construction Leq noise level would reach up to 78.2 dBA and the highest noise increment would reach up to 12.9 dBA. While construction noise at these receptors may be perceptible at times, it would not rise to the level of a significant impact according to the impact criteria described above.

Most of the receptors in the Study Area have single pane windows, while some are improved with double pane windows. Single pane windows with alternate means of ventilation are estimated to have a minimum attenuation of 25 dBA, double pane windows with through-wall alternate means of ventilation are estimated to have a minimum attenuation of 30 dBA, and double pane windows with through-window alternate means of ventilation are estimated to have a minimum attenuation of 28 dBA, .

Receptors with single pane windows and either through-wall or through-window air conditioning units were noted, as this could affect interior noise levels.

Based on the maximum estimated quarterly construction noise levels, maximum interior L10 noise levels of approximately 60 dBA would occur where single pane windows are used, and an interior L10 noise level of 55 dBA would occur where double paned windows with through-wall alternate means of ventilation are used. The analysis details the worst-case scenario for the peak hourly noise levels that would result from construction in each quarter when all equipment is assumed to operate simultaneously and consequently is conservative in predicting significant increases in noise levels. Typically, the loudest hourly noise level during each quarter of construction would not persist throughout the entire quarter. Therefore, actual noise levels would likely be lower than the modeled worst-case conditions.

Noise Conclusion

Project-generated construction may increase noise levels by more than the CEQR screening threshold, however, they would not result in a significant adverse noise impact. The highest increase in noise levels would be experienced at 100-11 67th Road, where the increase in noise is projected to increase by up to 18.4 dBA in Quarter 3. Noise increments would not exceed 15 dBA for more than four consecutive quarters and would not exceed 20 dBA in any quarter.

As part of the With-Action Condition, throughout construction, auger drills will be used instead of pile drivers, and all compressors will be less than 350cfm. Generators shall not exceed an Lmax noise level limit of 76 dBA at 23 feet, and 15-foot construction barriers will be located around the truck stage areas and west property line. These noise controls would be recorded as PCRE's codified via a Restrictive Declaration.

With these noise reduction measures in place, there would not be significant adverse construction noise impacts.

Conclusion

The Proposed Actions would facilitate the development of a mixed-use residential and commercial building. The Proposed Development would have a roof height of 215 feet with 21 stories and 366,074 gross square feet. Construction is estimated to last approximately 32 months, and the building is expected to be open and operational by 2029.

Typical of new construction projects, air quality and noise emissions would be elevated during certain construction phases; however, the effects would not be atypical compared to other new construction projects in New York City. Accounting for the interior fit-out stages where construction-generated noise and air-quality emissions would be minimal, construction activities that have the most potential to result in negative externalities with regard to air quality and noise are limited to a maximum of approximately 21 months. Overall, construction activities would be completed in approximately 32 months.

Construction activities would comply with applicable regulations such as the New York City Construction Code, New York City Noise Control Code, and the New York City Air Pollution Control Code.

As part of the Future Construction Condition, the transportation control presented and described above would be recorded in conjunction with the Proposed Actions via the Restrictive Declaration. A signal timing modification would be made at the intersection of Queens Boulevard and 67th Road during the morning (AM) construction peak hour. The signal timing modification includes shifting three seconds of green time from the eastbound phase to the protected westbound left-turn phase and increasing the signal offset by three seconds (from 93 to 96 seconds). NYCDOT would make this modification.

Additionally, throughout construction, a 15-foot-tall barrier would surround the staging area on 67th Avenue, as well as the western property line. Auger drills would be used during construction instead of piling drivers. Compressors of 350cfm or less and low-noise generators would also be used.

The above-mentioned PCRE's and conditions would be codified in the Restrictive Declaration (RD) in conjunction with the Proposed Actions would be placed on the applicant-owned Projected Development Site (Block 3170, Lots 27, and 31) to ensure these PCRE are followed during the construction period. With these PCRE's and conditions in place and the RD recorded on the property, the Proposed Actions would avoid significant adverse impacts. Furthermore, as part of the conditions, the Applicant would notify NYCDOT about the signal timing modification.

By adhering to the requirements of proposed E-899, significant adverse construction impacts from hazardous materials would be avoided. Additionally, other construction-related effects of transportation, air quality, and noise would not be atypical for new construction in an urban area. Therefore, the Proposed Actions would not result in a significant adverse construction impact, and no further analysis is warranted.

L EFFECTS ON DISADVANTAGED COMMUNITIES

L1 Introduction

Environmental Justice is the fair and meaningful treatment of all people, regardless of race, income, national origin, or color with respect to the development, implementation, and enforcement of environmental laws, regulations and policies and activities and with respect to the distribution of environmental benefits and burdens. This chapter incorporates this principle by considering how projects may affect communities already experiencing environmental or social burdens. The goal of CEQR with regards to a disadvantaged communities assessment is to evaluate whether an action may cause or increase a disproportionate pollution burden on a disadvantaged community. As with each technical area assessed under CEQR, it is important for an applicant to work closely with the lead agency throughout the environmental review process.

L2 Preliminary Screening

Per CEQR guidelines, a DAC Study Area was established to include all areas within 0.5 miles of the Proposed Rezoning Area. As shown in Figure L-1, the Project Site is not located within a DAC and is not within 0.5 miles of a DAC. The Proposed Project has an E-Designation for the technical analysis areas of Hazardous Materials, Air Quality, and Noise to ensure that there are no significant adverse impacts related to those categories. The Project also screens out of needing an analysis for water and sewer infrastructure, natural resources, energy, solid waste and sanitation services. The Proposed Action would not disproportionately affect any disadvantaged communities, nor would it cause or increase a disproportionate pollution burden to a DAC. Furthermore, the Proposed Actions would not introduce any sources of light pollution or new or modified radiation sources.

Accordingly, the Proposed Actions would not result in significant adverse impacts on disadvantaged communities, and further assessment is not warranted.

Figure L-1: Disadvantaged Communities Map



*36081044301 is a Census Tract that has comparatively higher burdens.



Architectural Renderings

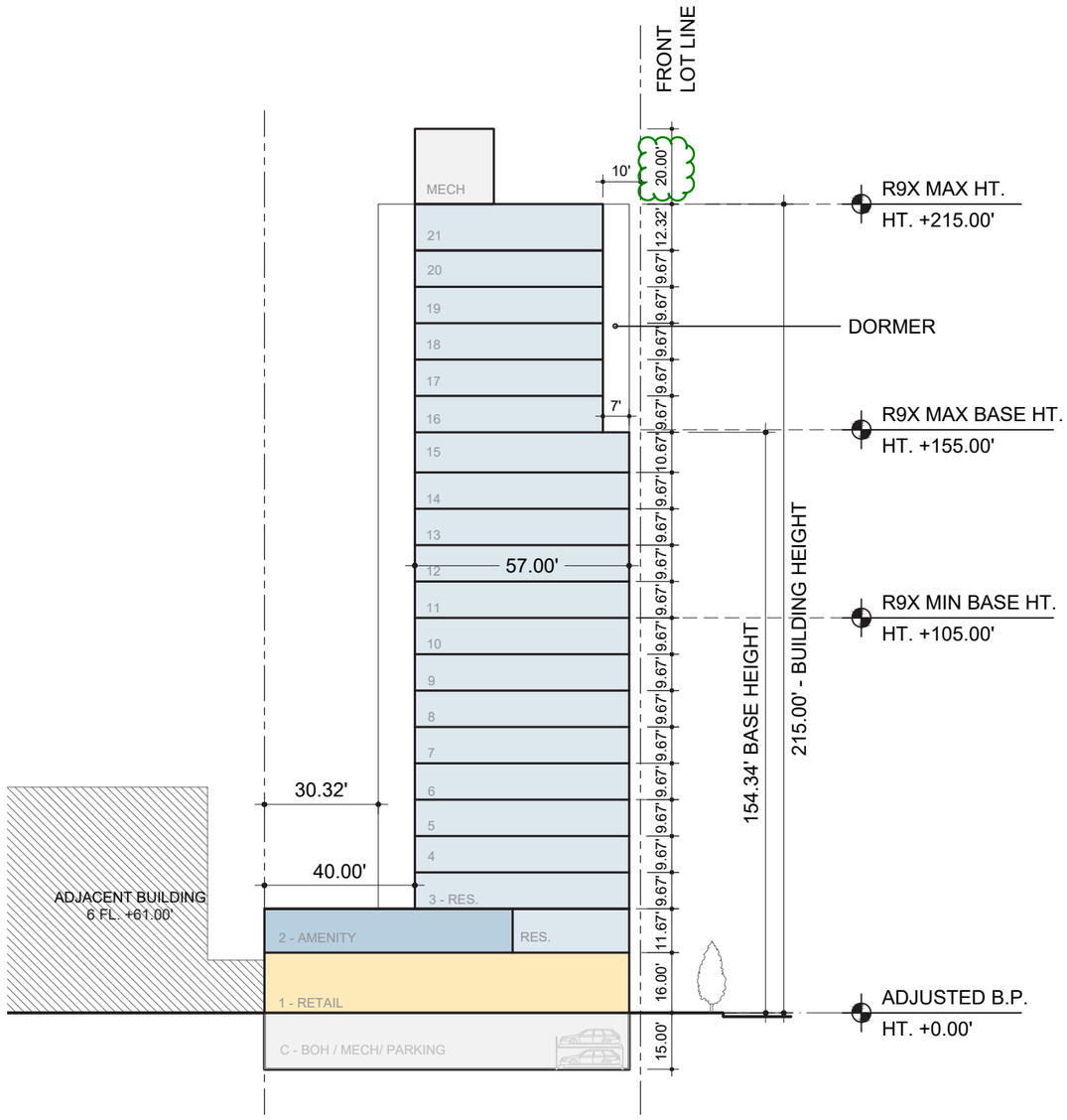
LANGAN

Fogarty Finger

100-12 QUEENS BOULEVARD

REZONING STUDY_WITH ACTION
20 AUGUST 2025

BUILDING SECTION



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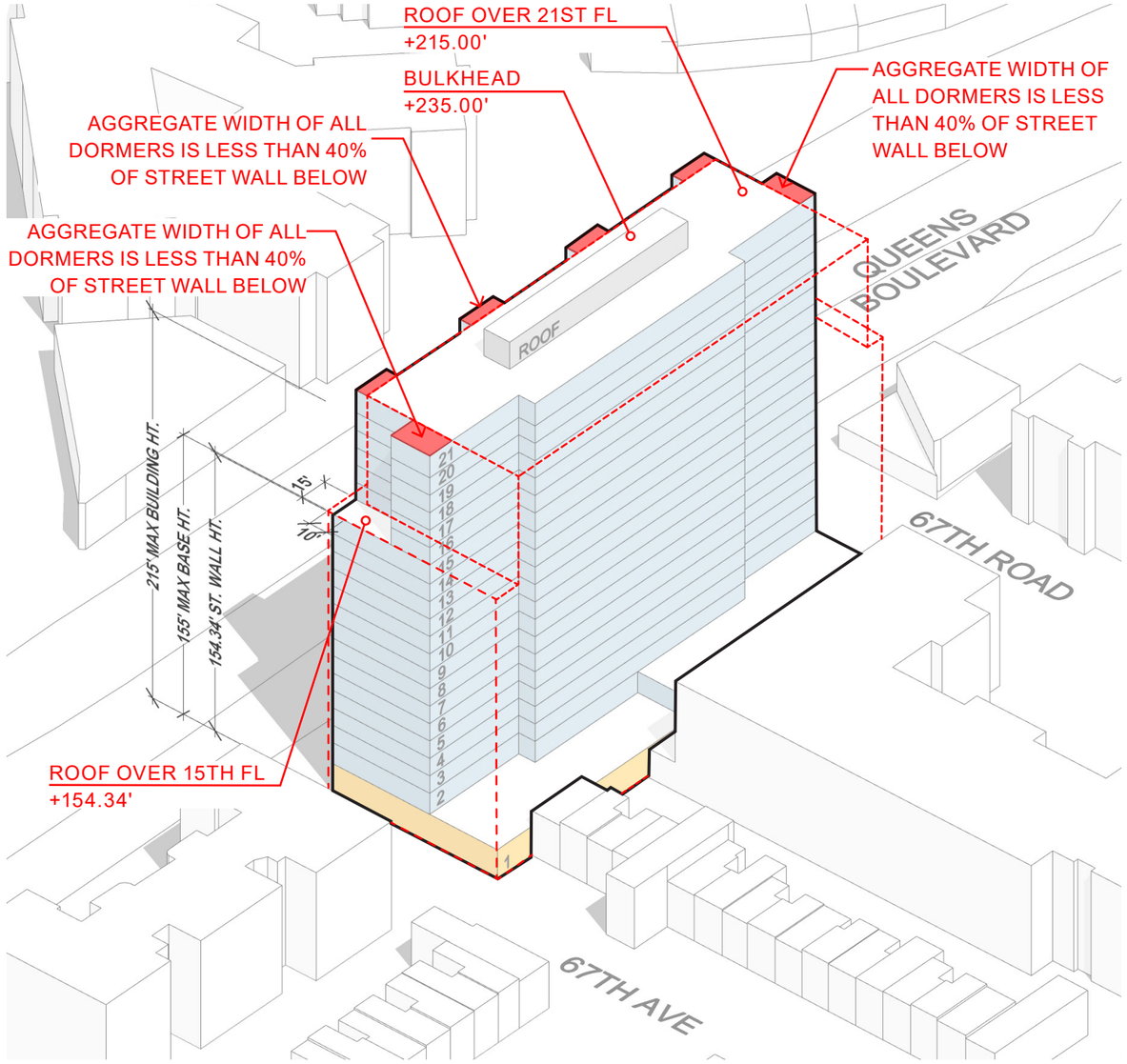
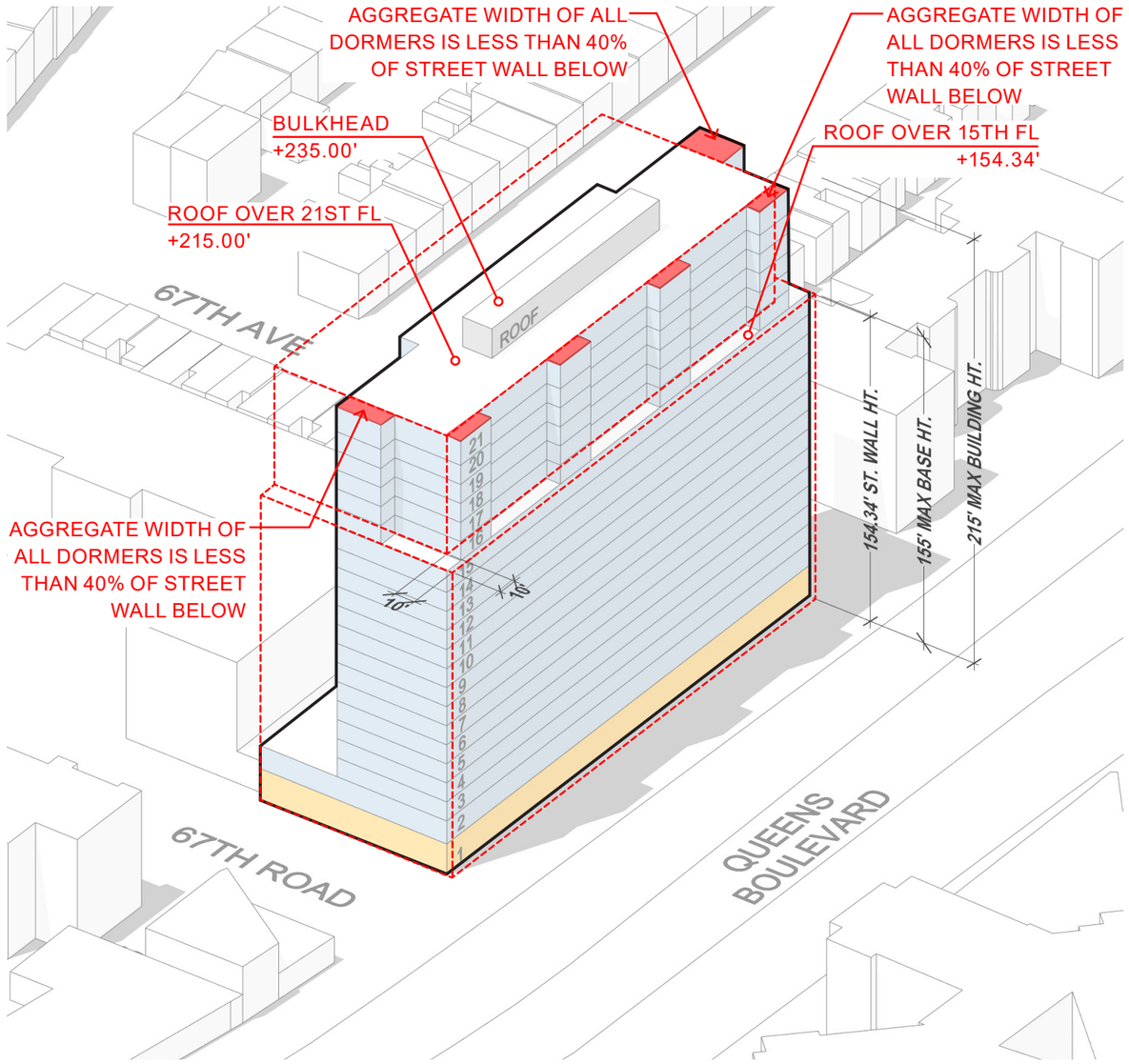
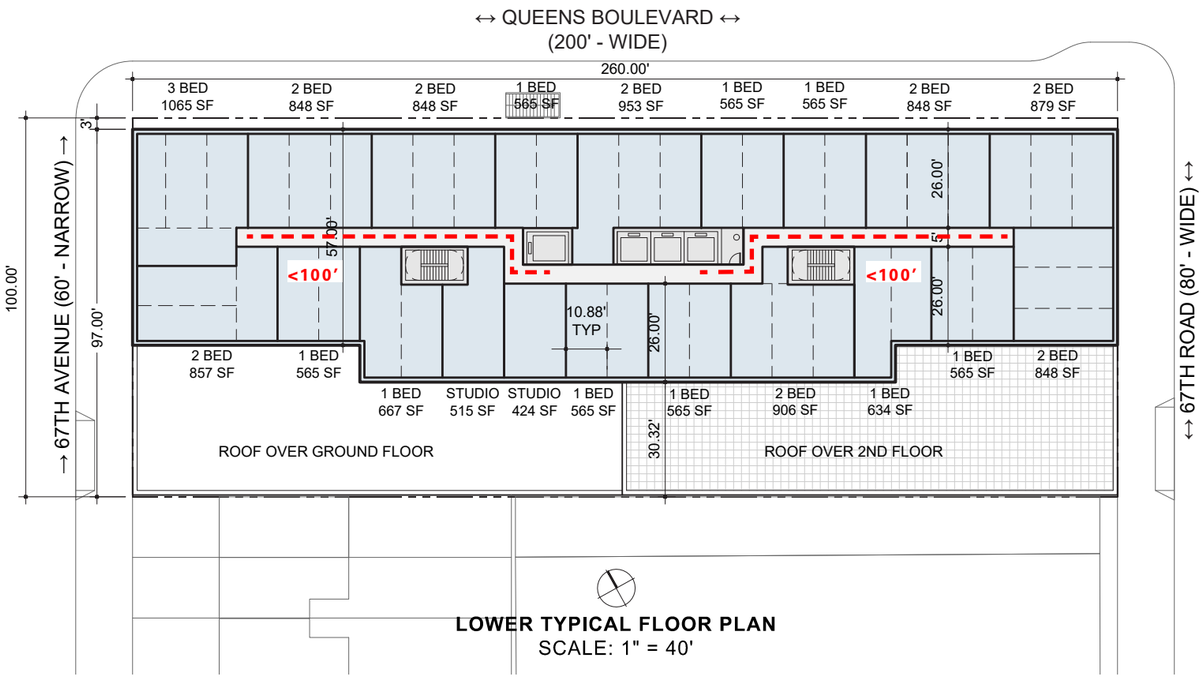
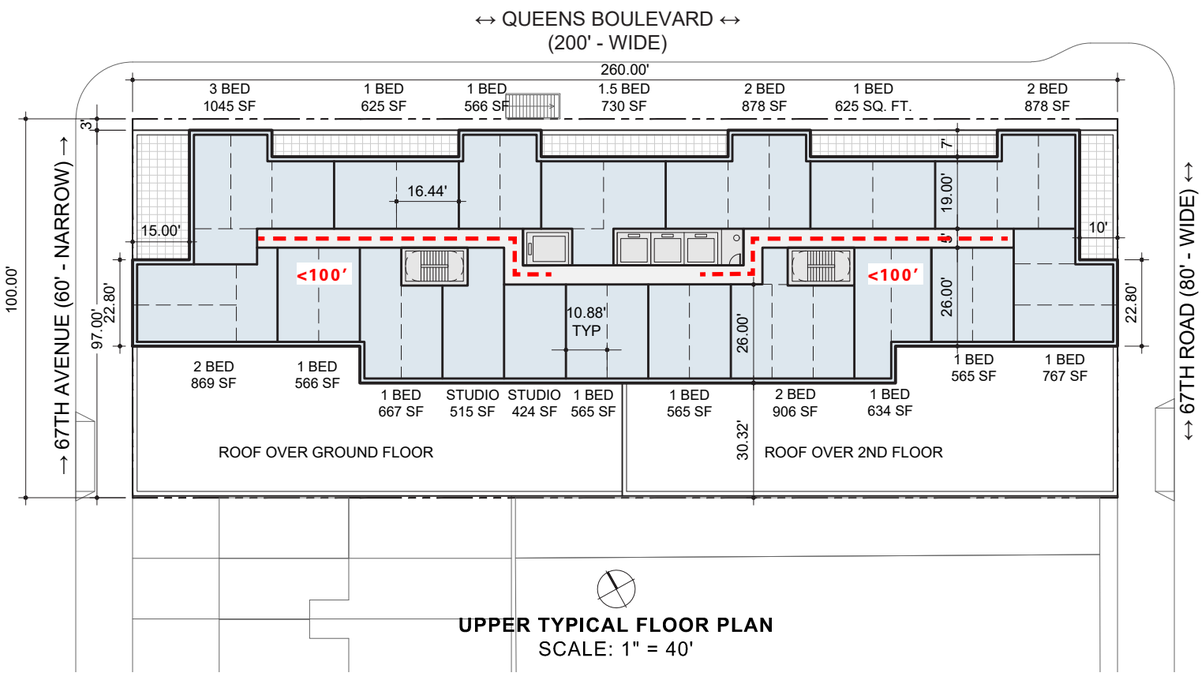




TYPICAL RESIDENTIAL FLOOR PLANS



LOWER TYPICAL FLOOR PLAN
SCALE: 1" = 40'



UPPER TYPICAL FLOOR PLAN
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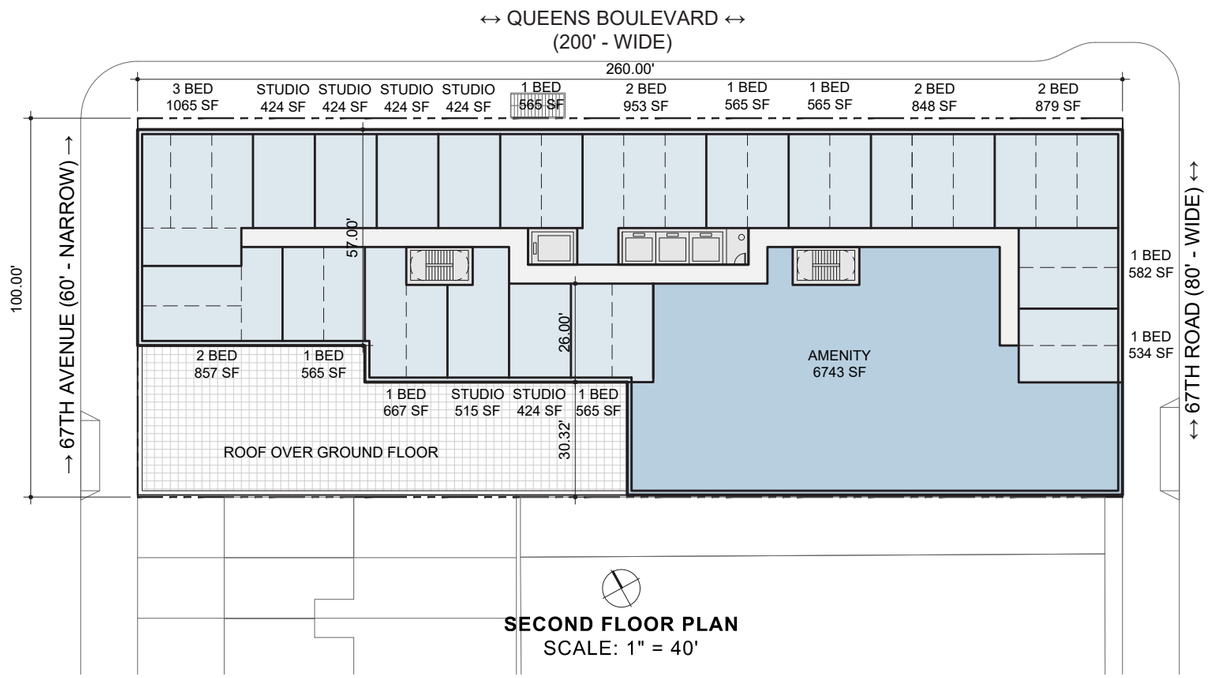
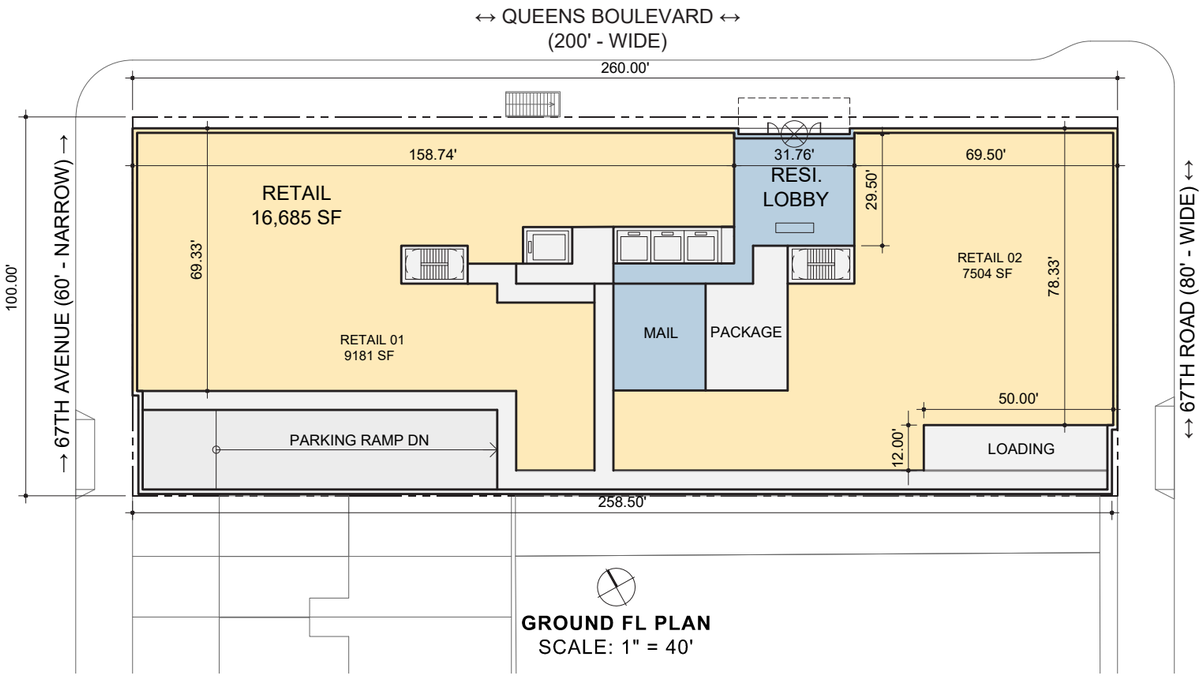
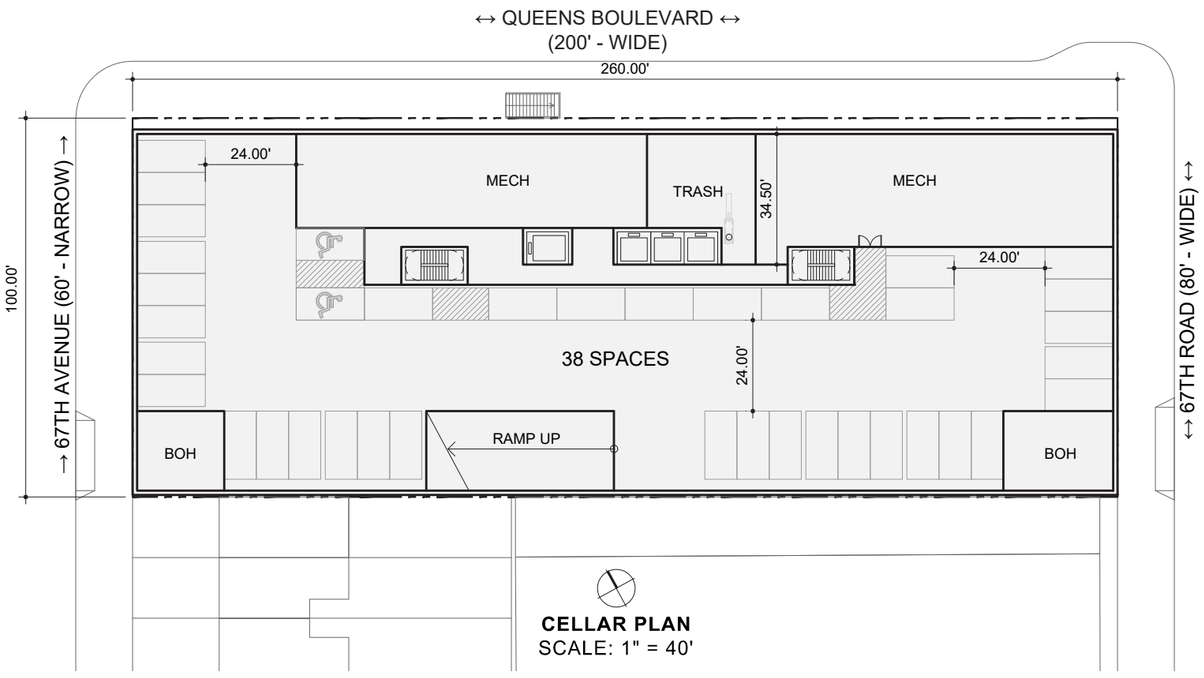


SECOND FLOOR PLAN
SCALE: 1" = 40'

FLOOR PLANS



GROUND FL PLAN
SCALE: 1" = 40'



CELLAR PLAN
SCALE: 1" = 40'

100-12 QUEENS BLVD, NEW YORK

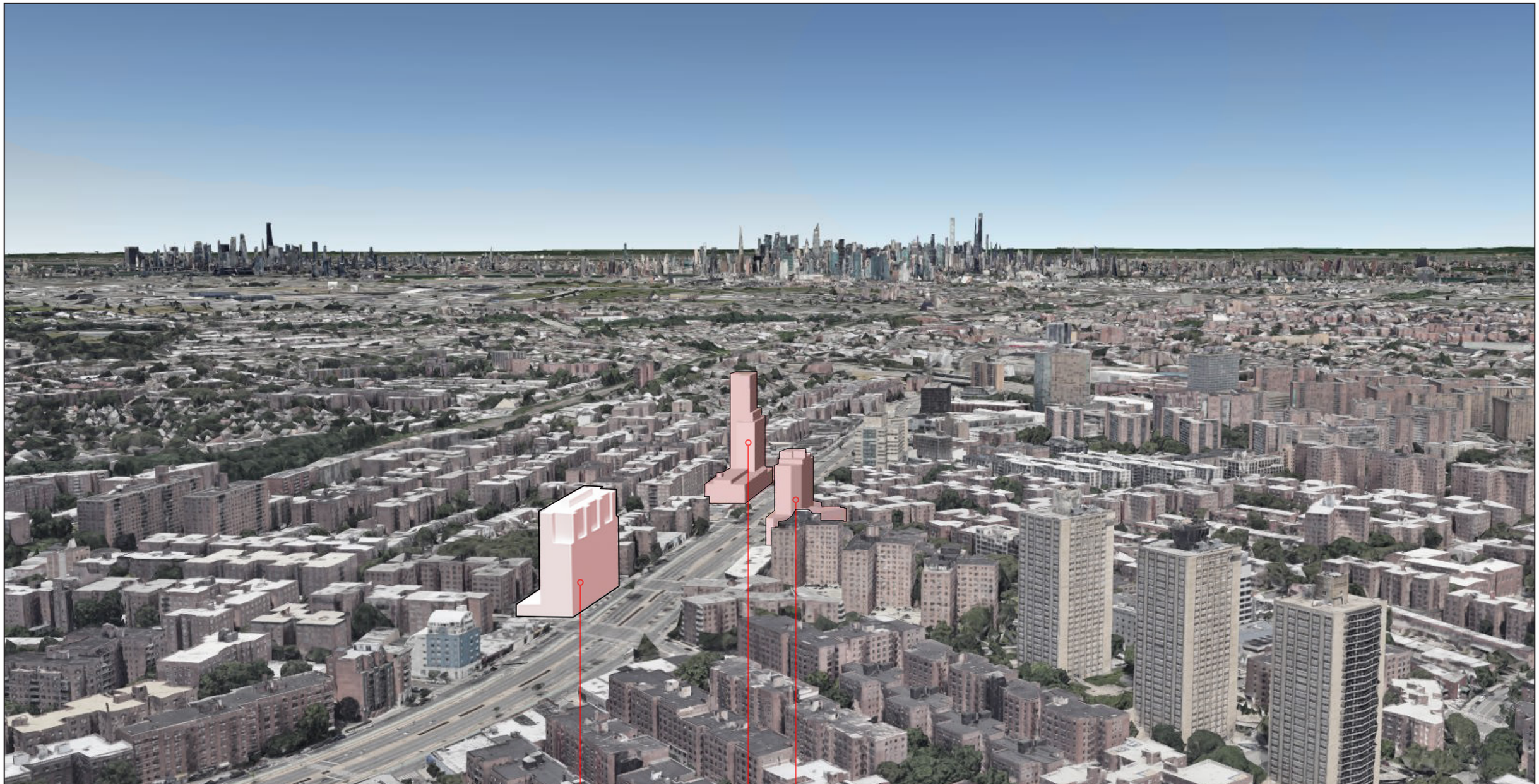
Block 3170, Lots 27 and 31

August 20, 2025

	Zoning District - Proposed		R9X/C2-4
			Queens Community District 6 Zone 2 Outer Transit Zone
	Lot Area		
	Lot 27		6,000
	Lot 31		20,000
	Total		**26,000**
	Floor Area	**FAR**	**Permitted**
23-22	Residential - Max w/ MIH	10.80	280,800
33-121	Commercial	2.00	52,000
33-121	Commercial and Community Facility	9.00	234,000
	Total Maximum Permitted		**280,800**
	Height and Setback		
23-432	Min. Base		105'
23-432	Max. Base		155'
23-432	Max Building (IH & Qualifying Ground Floor)		215'
23-443	Adjacent to R4		65' (in 15'), 85'(in 25')
23-433	Min. Setback (wide)		10'
23-433	Min. Setback (narrow)		15'
	Yards		
35-52	**C2-4** Side yard		None
23-335	**R9** Side yard		None
23-343	**R9** Rear yard, corner lot		None
35-53	**C2-4** Rear yard, corner lot		None
	Recreation Space	**percentage**	**sf**
23-231		5.0%	14,040
	Dwelling Units	Density	Max Unit
23-52		680	389
	Off Street Parking		
25-222	**R9X** Outer Transit Zone (Zone 2)	12%MR + 0% IH	35
25-222	Waived under 40		0
36-21	**C2-4** Commercial Group 6 PRC-A/B	1 per 1000sf	16
36-232	Waived under 40		0
	Required total		**0**
	Proposed voluntarily		38

R9X/C2-4 (QH/MIH)										Unit Count
Floor	Use	FTF	Running Height	Gross Floor Area (SF)	QH/Mech	QH Amenity Deductions	Net Floor Area (SF)	5% ULE Deduction	Zoning Floor Area	
Cellar	Mech			8,531	8,531				-	
	Parking			16,429	16,429					
	Total			24,960	24,960				-	
1	Parking	16.0	16.00	2,000	2,000		-		-	
	Retail			16,685	501		16,184		16,184	
	Residential			5,592	168		5,424		5,424	
	Total			24,277	2,668		21,609		21,609	
2	Residential (Amenity)	11.67	27.67	6,799	-	6,799	-	-	-	21
	Residential			13,818	1,658	-	12,160	608	11,552	
	Total			20,617	1,658	6,799	12,160	608	11,552	
3	Residential	9.67	37.34	16,188	1,943		14,245	712	13,533	20
4	Residential	9.67	47.00	16,188	1,943		14,245	712	13,533	20
5	Residential	9.67	56.67	16,188	1,943		14,245	712	13,533	20
6	Residential	9.67	66.34	16,188	1,943		14,245	712	13,533	20
7	Residential	9.67	76.00	16,188	1,943		14,245	712	13,533	20
8	Residential	9.67	85.67	16,188	1,943		14,245	712	13,533	20
9	Residential	9.67	95.34	16,188	1,943		14,245	712	13,533	20
10	Residential	9.67	105.00	16,188	1,943		14,245	712	13,533	20
11	Residential	9.67	114.67	16,188	1,943		14,245	712	13,533	20
12	Residential	9.67	124.34	16,188	1,943		14,245	712	13,533	20
13	Residential	9.67	134.00	16,188	1,943		14,245	712	13,533	20
14	Residential	9.67	143.67	16,188	1,943		14,245	712	13,533	20
15	Residential	10.67	154.34	16,188	1,943		14,245	712	13,533	20
16	Residential	9.67	164.00	14,296	1,716		12,580	629	11,951	18
17	Residential	9.67	173.67	14,296	1,716		12,580	629	11,951	18
18	Residential	9.67	183.34	14,296	1,716		12,580	629	11,951	18
19	Residential	9.67	193.00	14,296	1,716		12,580	629	11,951	18
20	Residential	9.67	202.67	14,296	1,716		12,580	629	11,951	18
21	Residential	12.33	215.00	14,296	1,716		12,580	629	11,951	18
Total	Mech			8,531	8,531	-	-	-	-	
	Parking			18,429	18,429	-	-	-	-	
	Retail			16,685	501	-	16,184	-	16,184	
	Residential			322,429	37,372	6,799	278,258	13,642	264,616	
	Total			**366,074**	**64,833**	**6,799**	**294,442**	**13,642**	**280,800**	**389**
								Unused Δ =	**(0)**	

CONTEMPLATED SCHEME IN CONTEXT



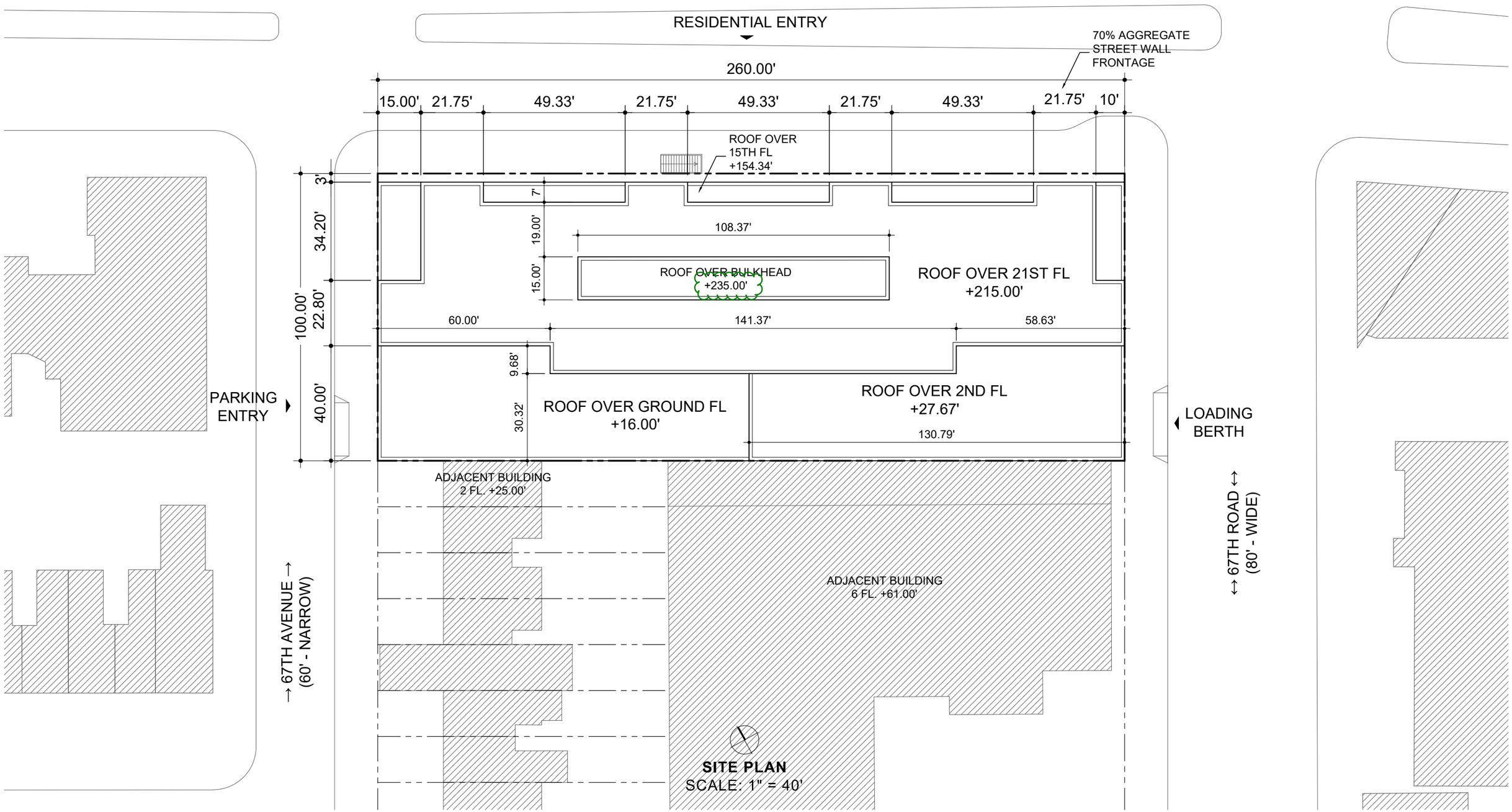
CONTEMPLATED SCHEME IN CONTEXT



SITE PLAN

100-12 QUEENS BOULEVARD

↔ QUEENS BOULEVARD ↔
(200' - WIDE)



SITE PLAN
SCALE: 1" = 40'

Fogarty Finger

B

Agency Correspondence

LANGAN

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: 100-12 QUEENS BOULEVARD
Date Received: 7/22/2024

Properties with no Architectural or Archaeological significance:
1) 100-02 QUEENS BOULEVARD, BBL: 4031700027
2) 100-12 QUEENS BOULEVARD, BBL: 4031700031

Comments:

S/NR ELIGIBLE METROPOLITAN INDUSTRIAL BANK, 99-01 QUEENS BOULEVARD WITHIN RADIUS.

Gina Santucci

7/29/2024

SIGNATURE DATE
Gina Santucci, Environmental Review Coordinator

File Name: 37409_FSO_DNP_07292024.docx

C

Phase I ESA

LANGAN

Phase I Environmental Site Assessment

November 29, 2023

conducted at:

100-12 Queens Boulevard
Queens, New York 11375
Tax Map Designation: *Block 3170, Lots 27 & 31*

Prepared for:

100 Queens Blvd Co., LLC
155 East 44th Street
NY, NY 10017

On behalf of:

100 Queens Blvd Co., LLC
155 East 44th Street
NY, NY 10017

IEC Project No. 17924

IMPACT ENVIRONMENTAL | 170 Keyland Court | Bohemia | New York | 11716 | 631.269.8800

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Appendix J: Topographic Maps
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Document Distribution

100 Queens Blvd Co., LLC	User	Electronic PDF
Impact Environmental Corporate Records	Preparer	Electronic PDF

1 EXECUTIVE SUMMARY

Impact Environmental Closures, Inc. ("IEC") has performed a Phase I Environmental Site Assessment ("Assessment") in general conformance with the scope and limitations of American Society for Testing and Materials (ASTM) Practice E 1527-21 *Standard Practice for Environmental Assessments: Phase I Environmental Site Assessment Process* for 100-12 Queens Boulevards, Queens, New York (the "subject property") under contract with 100 Queens Blvd Co., LLC (the "Client" or "User"). Exceptions or limitations to, or omissions from, this practice are described in Section 2.0 of this Report. The goal of the Phase I ESA was to identify recognized environmental conditions (RECs), controlled recognized environmental conditions (CRECs), and historical recognized environmental conditions (HRECs) associated with the subject property.

The Phase I ESA included a visual inspection of the property completed on November 9, 2023, observation of adjacent properties, reviews of environmental regulatory agency records, and historical documentation for the property as indicated elsewhere in the report.

The subject property consists of two contiguous parcels identified as Block 3170, lots 27 and Lot 31.The subject property has a total square footage of ± 26,000. The subject property is currently zoned as residential (R7-1) with a commercial (C1-2) overlay and is situated on the southern side of Queens Boulevard between 67th Road and 67th Avenue within the Forest Hills/Rego Park Neighborhood of Queens, New York. The surrounding area is predominately residential with some commercial development along Queens Boulevard.

The subject property is developed with two adjoining buildings, the western building which occupies lot 27 currently contains a CVS branded Drug Store located at 100-02 Queens Boulevard and a Dry Cleaners (Swan Cleaners) located at 99-34 67th Avenue, the eastern building located at 100-12 Queens Boulevard contains eight (8) commercial tenants. The commercial building on lot 27 was constructed circa 1947 and the building on lot 31 was constructed circa 1951. Prior to the existing buildings the site operated as an automotive parking area.

The following REC was determined through a combination of sources, including a visual site inspection, the EDR radius report, historical aerial photographs, Sanborn Fire Insurance Maps, topographic maps, and city directories.

<u>Recognized Environmental Condition:</u>

A REC is defined as (1) the presence of hazardous substances or petroleum products in, on, or at the subject property due to a release to the environment; (2) the likely presence of hazardous substances or petroleum products in, on, or at the subject property due to a release or likely release to the environment; or (3) the presence of hazardous substances or petroleum products in, on, or at the subject property under conditions that pose a material threat of a future release to the environment:

Former and Current Dry Cleaning Operations :

During the onsite inspection an active dry-cleaning facility identified as Swan Cleaners was observed in operation located at 99-34 67th Avenue on lot 27. According to historical resources, this commercial tenant has operated as a dry cleaner from at least 1972. Furthermore, Perchloroethylene (PERC) a hazardous substance and chlorinated solvent, was indicated on the sanborn map in 1972 and is still currently in-use. PERC (and other associated solvents) when released into the subsurface, whether deliberate or inadvertently, pose a significant threat to the environment and/or human health. Lucy's Dry Cleaning (predating Swan Cleaners) was listed as a RCRA Large Quantity Generator in 1986, Small Quantity Generator and Conditionally Exempt Small Quantity Generator in subsequent years for Halogenated solvent disposal including PERC. Lucy's Dry Cleaning is also listed with NYSDEC Spill Case No. 9005014 which occurred in August 1990 associated with leaking drum of cleaning product. The product spill was subsequently cleaned by Safety Kleen and the spill file was closed the same day. In 2002, a NYSDEC Administrative Consent Order was issued to the business owner to install a vapor barrier, proper ventilation, and dry-cleaning machine enclosure and conform to routine compliance inspections. The required actions were completed. Throughout the remaining 2000s, inspections were conducted and indicate compliance. The facility operated in non-compliant conditions until 2002 and during a period that predates strict environmental regulatory oversight regarding hazardous substance storage activities, chemical spills, reporting requirements, and cleanup requirements. As such, the dry-cleaning facility on the subject property represents a REC.

Controlled Recognized Environmental Conditions:

There are no CRECs identified at the subject property.

Historical Recognized Environmental Conditions:

There are no HRECs identified at the subject property.

This Executive Summary is part of this complete report. Any findings, opinions or conclusions in this Executive Summary are made in context with the complete report and it is recommended to review of the entire report for all supporting information related to findings, opinions, and conclusions.

2 INTRODUCTION

2.1 Purpose

This Assessment is intended to satisfy the requirements of the American Society for Testing and Materials (ASTM) Standard Practice for Environmental Site Assessments, as published in ASTM E 1527-21. Banks, insurance companies, and prospective property purchasers require an understanding of existing and past property conditions and uses to assess the potential environmental liabilities associated with a property. This assessment has been completed by a qualified environmental professional as defined in ASTM Standards.

This Report is not intended to present any legal opinions. The data and all conclusions presented in this report should be verified by the Client's and User's legal counsel. The objectives of this Assessment are stated as follows:

- Establish a basis of understanding of the past and present land uses of the subject property in order to identify potential environmental and/or public health risks.
- Establish a basis of understanding of the past and present surrounding land uses and environmental resources in order to determine their impact on the environmental quality of the subject property.
- Constitute an all appropriate inquiry suitable for establishing innocent landowner, contiguous property owner, or bona fide prospective purchaser (also referred to as "land owner liability protections" or "LLPs") pursuant to 42 U.S.C. § 9601 (35) (B) and the Brownfield Revitalization and Environmental Restoration Act of 2001 (Brownfield Act).
- Provide information that can be used to evaluate CERCLA liability and "good neighbor" responsibilities for contaminants migrating onto or under the Subject property from contiguous properties in consideration of the Brownfield Act.
- Identify, to the extent feasible, *recognized environmental conditions* (RECs) in connection with the Subject property and surrounding properties, as defined in Section 10 of this report.

2.2 Limitations and Exceptions

This Assessment was conducted solely to permit IEC to render a professional opinion about the likelihood of regulated contaminants being present on, in, or beneath the Subject property in question at the time services were conducted. This Assessment is not intended to include any sampling and analysis of materials associated with the subject property (i.e., soil, water, air, or building materials). No matter how thorough a Phase I Environmental Site Assessment study may be, findings derived from its conduct are limited, and IEC cannot know or state for an absolute fact that the Site, or a portion of the Site, is unaffected by reportable quantities of regulated contaminants. Furthermore, even if IEC believes that reportable quantities of regulated contaminants are not present, there still exists a risk that such contaminants may be present or may migrate to the Site after the study is complete. This Assessment is dated, and is only valid for activities

that occurred prior to the date of the site visit. Activities, liabilities, and alterations to the Site subsequent to the date of the site visit are not included in the Assessment.

ASTM has developed a variety of prescriptive professional practice standards (standard practices and standard guides), identify specific methods professionals could or should use to attain results. Such prescriptive professional practice standards fail to consider the unique needs of a client, the client's project-specific expectations, or the requirements and obligations of the professionals engaged to provide service, nor do they consider more effective techniques that may have been developed subsequent to the issuance of such standards. These ASTM standards are generic and general in nature and, therefore, do not always constitute, nor are they tantamount to the applicable standard of care, which necessarily is defined and must consider project-specific contractual terms and other particular needs, expectations, circumstances, and requirements of the project and the professional engagement. Full adherence to ASTM's prescriptive professional practice standards may not be appropriate or in the best interests of the client or the project IEC's instruments of service. IEC has worked to develop a scope of service specifically for this project, in accordance with Client's needs and preferences and IEC's professional and contractual obligations.

The ASTM Standard Practice E 1527-21 provides specific guidance for issues or conditions at a *property* that parties may wish to assess in connection with *commercial real estate* that are outside the scope of the ASTM Practice (the "non-scope considerations"). Non-scope considerations, include but are not limited to, the following: asbestos-containing building materials, biological agents, cultural and historical resources, ecological resources, endangered species, health and safety, indoor air quality unrelated to releases of hazardous substances or petroleum products into the environmental, industrial hygiene, lead-based paint, lead in drinking water, mold, radon, regulatory compliance, and wetlands. However, it is noted that this list is not intended to be all-inclusive. Notwithstanding, some substances may be present on a *property* in quantities and under conditions that may lead to contamination of the *property* or of nearby properties but are not included in CERCLA's definition of *hazardous substances* (42 U.S.C. §9601(14)) or do not otherwise present potential CERCLA liability. Whether or not a *user* elects to inquire into non-scope considerations in connection with this practice or any other *environmental site assessment*, no assessment of such non-scope considerations is required or recognized under the All Appropriate Inquiry Final Rule, and are considered beyond the scope of the ASTM Standard Practice E 1527-21 and this Assessment.

It must be noted that the accuracy of any assessment is limited to the information available during the time of the site visit; the records, files, and drawings provided by the owner and released by governmental agencies; and the accuracy and completeness of the information provided during interviews.

2.3 Special Terms and Conditions

It is the responsibility of the *User* of this report (the party seeking to use this Assessment) to provide certain information utilized in the report. This would include reporting of any *environmental liens* (for example, consideration against the

property for response action, cleanup, or remediation of hazardous substances or petroleum products) encumbering the property or specialized knowledge or experience that would assist in identifying *recognized environmental conditions*.

The standard of care is uniform in each Phase I Environmental Site Assessment (ESA); however, the availability of information, relevance, and quality of information can vary. As per ASTM Standards, the "*environmental professional* is not required to verify independently the information provided, but may rely on information provided unless he or she has actual knowledge that certain information is incorrect or unless it is obvious that certain information is incorrect based on other information obtained in the Phase I ESA or otherwise actually known to the environmental professional." Personnel involved in report preparation will make judgments on the accuracy of *user* provided information and conduct additional research as necessary in order to meet the requirement of identifying *recognized environmental conditions* on the Site.

ASTM provides a number of standard sources of historic information. IEC will seek to research historic information as may be available as a means of cross confirmation. According to ASTM's Standard Practice for Environmental Site Assessments (E 1527-21), the "environmental professional is required to review only record information that is *reasonably ascertainable*," whereby *reasonably ascertainable* is defined as:

- Information that is *publicly available*.
- Information that is obtainable from its source within *reasonable time* and cost constraints.
- Information that is *practically reviewable.*
- Information that is made available by the source within 20 days of request.

ASTM defines *reasonable time and cost constraints* as information being provided by the source within twenty calendar days of receiving a written, telephone, or in-person request at no more than a nominal cost intended to cover the source's cost of retrieving and duplicating the information. *Practically reviewable* means that "the information is provided by the source in a manner and in a form that, upon examination, yields information relevant to the property without the need for extraordinary analysis of irrelevant data." Publicly available means "that the source of the information allows access to the information to anyone upon request."

2.4 User Reliance

This Assessment was performed at the request of 100 Queens Blvd Co., LLC utilizing methods and procedures consistent with good commercial or customary practices. This Assessment is intended, where applicable to the standard of care, to satisfy the requirements of the American Society for Testing and Materials (ASTM) Standard Practice for Environmental Site Assessments, as published in ASTM E 1527-21. The independent conclusions represent the best professional judgment of the Environmental Professional based on the conditions that existed and the information and data available

to IEC during the course of this assignment. Factual information regarding operations and conditions provided by the client, owner, or the representative has been assumed to be correct and complete. The report may be distributed and relied upon by 100 Queens Blvd Co., LLC. Reliance on the information and conclusions presented in this report by other party(ies) is not authorized by IEC.

3 SITE DESCRIPTION

The subject property is approximately 0.595-acres and consists of two (2) contiguous parcels identified as 100-02 and 100-12 Queens Boulevard in the Forest Hills/Rego Park neighborhood of Queens County, New York. A Site Location Map is included as **Plate 1**. According to the New York City Department of Building (NYCDOB) records, the Site has been assigned the New York Tax Map Designation: Block 3170, and Lots 27 (100-02 Queens Blvd.) and 31 (100-12 Queens Blvd.) (refer to **Appendix A**). The following alternate historic property addresses were identified for the Site: 99-34, 99-36, 99-38, 99-40 67th Avenue and 100-02 100-04, 100-06, 100-08, 100-10, 100-20, 100-28 and 100-30 Queens Boulevard. The subject property's current zoning is residential R7-1 with a commercial C1-2 overlay.

The subject property is developed with two adjoining buildings with footprints of approximately 6,000 and 17,000 square feet (SF), respectively. Lot 27 consists of a one-story commercial building constructed in 1947 and is currently occupied by a CVS-branded drug store located at 100-02 Queens Boulevard, and an active Dry Cleaners 'Swan Cleaners' located at 99-34 67th Avenue. Lot 31 consists of a larger one-story commercial building constructed in 1951 with 8 partitioned commercial storefronts including a coffee shop, two (2) restaurants, a dermatology office, a bank, a grocery store, a bakery and orthopedic shoe retail shop.

General utilities at subject property are summarized below:

Property Information	
Potable Water Source	NYC, Municipal: Catskill and Delaware Reservoir Systems
Sanitary and Stormwater Utilities	NYC, Municipal: Department of Environmental Protection.
Electric Utilities	Consolidated Edison, Inc.
Heating System Type	Natural gas-powered rooftop HVAC and backup cogeneration. Natural gas provided by National Grid Swan Cleaners – Active Fuel Oil Tank / fuel oil boiler heating

3.1 Historical Site Use/ Operations

Other than the city directory listings discussed in Section 7.3 of this report, no other sources of information regarding the historical use, owners and/or occupants of the Subject Property were obtained during this Assessment.

3.2 Topography

The elevation of the Site, as presented on the United States Geologic Survey (USGS), Jamaica Quadrangle Map, is approximately 90 feet above mean sea level (AMSL). The USGS Map, base dated 2016 and photo revised in 2019, did not depict a structure on the subject property (the property is within an area in which only landmark buildings were mapped). The **Site Topographic Map** is included as **Plate 2**. The subject property surface topography is generally flat. The nearest surface water body to the subject property is Meadow Lake located approximately 0.77 miles to the northeast.

3.3 Soil Component Identification

The Site lies within an area classified as Urban Land. This soil type consists of urbanized areas where the majority of the surface is covered with buildings, roads, driveways, parking lots, and other manmade structures. Further classification of the soils in these areas is impractical.

3.4 Hydrogeology

The regional geology of Long Island consists of an aquifer system, which lies within the Atlantic Coastal Plain physiographic province, and is bounded on the north by Long Island Sound, on the east and south by the Atlantic Ocean and to the west by New York Bay and the East River. The evident surficial geologic features on Long Island are a product of continental glaciation. The geologic unit directly underlying the subject site, the Upper Glacier Aquifer, ranges from 100 to 440 feet in thickness, and consists of sandy and silty glacial till deposits grading downwards to finer sands and gravels. Two distinct zones characterize this unit. The upper zone (commonly 00-to-140 feet thick) consists of sandy and silty till deposits, and the lower zone (166-to-300 feet thick) consists of fine to medium sands grading to fine to coarse sands and fine gravels. The lower zone of this unit also contains thin, discontinuous lenses of silt and clay. Underlying the Upper Glacial Aquifer is the Magothy Formation, which is characterized by Cretaceous deltaic sediments consisting of fine to medium sand and is interbedded with clay and sandy clay of moderate permeability and silt and clay of low to very low permeability. The base 66 to 200 feet may commonly contain coarse sand gravel. The Lloyd aquifer, which lies immediately above solid bedrock, is approximately 0-566 feet thick, and is found 200 to 1,800 feet below the surface. It contains fine to coarse sand and gravel with a clayey matrix with some layers of silty or solid clay. The Raritan clay separates the Magothy aquifer from the Lloyd aquifer.

3.5 Groundwater Characteristics

Based upon the topographic map (USGS – Jamaica Quadrangle) and the “USGS Groundwater Conditions on Long Island” map, regional groundwater flow direction is presumed to be towards the east – northeast. The topographic map indicates the Subject Property elevation is approximately 90 feet amsl. The “USGS Groundwater Conditions on Long Island” map indicates that groundwater below the Subject Property is greater than 50 feet below grade surface (bgs). It should be noted that there may be localized variations in subsurface hydrology created by sewers, wells and other anthropogenic structures. Hydrologic conditions in the vicinity of the Subject Property may be subject to variations in seasonal precipitation and geological conditions not evident during review of publicly available records. An accurate determination of groundwater depth and flow at the Subject Property would require a Subject Property-specific groundwater study, which is beyond the scope of this Phase I ESA.

4 SITE RECONNAISANCE

A Site visit was conducted by Ms. Alex Keenan and Mr. Ryan Just of IEC on November 9, 2023, to observe and document Site conditions. The Site inspection consisted of a visual inspection of accessible areas of the Site, including interior spaces, to the extent practicable. IEC was accompanied by Mr. Leonard Kreppel and Mr. Salvatore Ciaravino of Benenson Capital Partners, LLC . The following findings are reported as observed during the Site inspection. Photographs from the Site inspection are included in **Appendix B**.

4.1 Site Inspection Observations

The following information was based on IEC's inspection and relevant to the environmental quality of the subject property:

General Site Conditions

- The general layout of the site contains two adjoining commercial buildings (Lot 27 and Lot 31) with a total of ten (10) commercial spaces.
- Each building maintains full cellars , however only four (4) units have cellar access.
- During the inspection roof access was not available. The two access points for the roof are through a roof access ladder in the CVS Pharmacy, and a step ladder behind The Bund Chinese restaurant.
- There is a private driveway/alleyway on the southern side of Lot 31 that contains garbage dumpsters for the pizzeria and CVS and equipment storage for the CVS. In addition, three 55-gallon drums reportedly containing cooking grease from the restaurants on-site were observed in the rear alleyway.

Lot 27 Observations

- Lot 27 is the western adjoining building on the subject property which consists of a Dry Cleaners and a CVS Pharmacy.
- *Swan Cleaners, 99-34 67th Avenue, Rego Park, New York 11374*
    - Swan Cleaners is an active dry cleaning facility which operates using one machine that utilizes Perchloroethylene/ Tetrachloroethylene/ PERC. The machine area is enclosed by a four-sided glass structure. Next to the machine within the glass there is a container labelled "Emergency Still Tank". Next to the machine area, one 5-gallon container of Perchloroethylene was observed.
    - According to the Dry Cleaners owner, only one container of Perchloroethylene is on-site at a time.
    - A small access way into the basement was observed. The basement floor is largely covered by debris and garbage items from the Dry Cleaners.
    - One in-service 275-gallon fuel oil aboveground storage tank (AST) was observed in the southwest corner of the basement. The fuel level on the tank was approximately 7/16th at the time of the inspection.

- In the northwest corner of the basement, there is an empty container of "Drycleaning Detergent" that appeared in poor condition.

- *CVS Pharmacy, 100-02 Queens Boulevard, Queens, New York 11375*
  - Upstairs and basement access/ emergency exit was observed.
  - A tank gauge in poor condition was observed on the wall of the basement, Mr. Kreppel reports there was an above ground tank present in this location in the past but has since been removed, no other information or documentation was available. No observation of petroleum spills or staining was observed on the floor in the location and therefore this former above ground tank does not represent a REC.

Lot 31 Observations

- Lot 31 is the eastern adjoining building on the subject property which consists of eight (8) commercial units. These units include a bakery, shoe store, grocery store, bank, dermatologist, two (2) restaurants and a coffee shop.
- *Ortho Shoes Corp/DBA Rego Aid, 100-32 Queens Boulevard, Forest Hills, New York 11375*
  - The space was inaccessible at the time of this inspection.
- *The Bund, 100-30 Queens Boulevard, Queens, New York 11375*
  - The space was inaccessible at the time of this inspection.
- *Andre's Hungarian Bakery, 100-28 Queens Boulevard, Queens, New York, 11375*
  - This space did not have a basement or have access to any other cellar space on the property.
- *The Dermatologist Specialists, 100-26 Queens Boulevard, Queens, New York 11375*
  - This space did not have a basement or have access to any other cellar space on the property.
- *Ponce de Leon Federal Bank, 100-20 Queens Boulevard, Queens, New York 11375*
  - This space did not have a basement or have access to any other cellar space on the property.
- *Kosher Mezze Pizzeria & Sushi, 100-18 Queens Boulevard, Queens, New York 11374*
  - There was a basement in the downstairs portion of the restaurant. The basement extended to under various commercial spaces to the east.
  - The basement primarily was utilized for operations relating to food preparation and storage of restaurant items.
- *Fruit Ranch Grocery Store, 100-14 Queens Boulevard, Queens, New York 11375*
  - This commercial space contains a grocery store with a basement.
  - One 1,000-gallon AST was observed in the western portion of the basement. According to the owner, the fuel tank is not in service.
  - Multiple open floor drains filled with sediments were observed throughout the basement space.
- *Roast & Co, 100-12 Queens Boulevard, Queens, New York 11375*
  - The space was inaccessible at the time of this inspection.

Additional Site Features:

Feature or Condition	Identified / Remarks
Distressed Vegetation	No
Unusual Odors	Yes in the basement of the dry cleaners
Stained Soils, Foundation or Pavement	No
Ponds, Pits or Lagoons	No
Well (drinking water, monitoring wells, process water wells, agricultural or irrigation)	No
Other	No

4.2 Surrounding Properties

Land uses occurring on the surrounding properties may have an effect on the environmental quality of the Site. Accordingly, Impact Environmental performed a general survey of the adjacent and surrounding properties in an attempt to identify visual evidence of apparent or potential sources of environmental concern. Surrounding properties include the following:

North: Queens Boulevard followed by a commercial and multi-family residential building.

East: 67th Road followed by a one and a two story commercial building

South: A multifamily residential apartment building and single-family residential buildings

West: 67th Avenue and beyond a multi-family residential apartment building

4.3 Non-Scope Considerations

Non-scope considerations, include but are not limited to, the following: asbestos-containing building materials, biological agents, cultural and historical resources, ecological resources, endangered species, health and safety, indoor air quality unrelated to releases of hazardous substances or petroleum products into the environmental, industrial hygiene, lead-based paint, lead in drinking water, mold, radon, regulatory compliance, and wetlands. Inclusion of these non-scope considerations is outside the ASTM Standard Practice and was not requested by the Client or User.

5 REVIEW OF PROVIDED INFORMATION AND INTERVIEWS

IEC requested that the Client provide certain information that is relevant to the environmental quality of the Site, including site history information, recorded land title reports, environmental liens, Activity and Use Limitations (AULs), specialized knowledge, and previous environmental reports. IEC evaluated this information for this Assessment. The following table summarizes the information that was provided by the Client.

Item	Provided	Not Provided	Not Available from Key Site Contact
Phase I User Questionnaire	X		
Title Records		X	
Environmental Liens or Activity and Use Limitation			X
Specialized Knowledge			X
Valuation Reduction for Environmental Issues			X
Identification of Key Site Manager	X		
Reason for Performing Phase I ESA	X		
Corporate Records	X		

5.1 Owner and Occupant Information

Owner:

- 100 Queens Blvd CO (100-02 Queens Boulevard [Lot 27])
- 100 Queens Blvd CO LLC (100-12 Queens Boulevard [Lot 31])

5.2 Title Records

No title records were provided by the Client and detailed title records were not reasonably ascertainable during this Assessment. IEC researched ownership records for the subject property on the NYC Department of Finance (NYCDOF) Automated City Register Information System (ACRIS) website (https://a836- acris.nyc.gov/DS/DocumentSearch/Index). Available deed information is summarized below:

Block 3170, Lot 27		
Date	**Party 1**	**Party 2**
11/7/1974	Bowery Savings Bank	Benenson Capital Company
12/1/1982	Winner's Cleaners Inc	-
1/12/1988	Dry Dock Savings Bank	Bankers Trust Company
6/30/1993	Bankers Trust Company	Benenson Capital Company
6/25/1997	Benenson Capital Co.The	Bankers Trust Co.
10/4/2001	Benenson Capital Corporation	100 Queens Blvd Co LLC
7/19/2002	Emigrant Bank	Benenson Capital Co.

Block 3170, Lot 31		
3/13/1972	Jamaica Savings Bank	Emanuel Lubin As Trustee
10/29/1975	Ben Dor Corporation	Barclays Bank of NY
1/14/1987	Ben-Dor Corp.	Benenson Cap. Co.
10/31/1990	NYC Comm Finance	City of New York
10/4/2001	Benenson Capital Co.	Emigrant Mtge

5.3 User Provided Information and Specialized Knowledge

IEC was not provided with specialized knowledge of previous investigations and other environmental-related actions or concerns in connection with the Site during the time of this Assessment. However, Mr. Salvatore Ciaravino of Benenson Capital Partners, LLC indicated the following information in the User Questionnaire included in **Appendix C**:

- Seeking Information on Property
- Possible future redevelopment

5.4 Environmental Liens

Mr. Ciaravino indicated that he had no knowledge of environmental liens against the Site, or limitations related to existing environmental conditions. No other reasonably attainable information was provided or obtained during this Assessment with respect to environmental liens or limitations on the subject property.

5.5 Interviews

IEC was escorted by Mr. Leonard Kreppel and Mr. Salvatore Ciaravino of Benenson Capital Partners, LLC , a representative of the owner. No significant information was provided.

5.6 Corporate Records

A Site Survey prepared by Montrose Surveying Co, LLP was provided by the Client during this Assessment and is included in Appendix D.

6 RECORDS REVIEW

The federal Freedom of Information Act (FOIA) provides rights of access to all government documents not exempt from disclosure. IEC examined relevant government documentation to define implicit parameters affecting the environmental quality of the Site. The appropriate FOIA requests were submitted and are included in Appendix **E** of this document along with any responses.

6.1 Local Government Record Review

6.1.1 New York City Department of Health (NYCDOH)

The New York City Department of Health (NYCDOH) typically maintains records of underground storage tanks, storage of hazardous materials, inspections, violations and permits. A Freedom of Information request was submitted on October 23, 2023 for the subject property. An acknowledgement was received on October 24, 2023.

- Lot 31, 100-12 Queens Boulevard, Queens, 11374: request number 23-10-424, Acknowledged October 24, 2023
- Lot 27, 100-02 Queens Boulevard, Queens, 11374: request number 23-10-425, Acknowledged October 24, 2023
- Lot 27, 99-34 67th Avenue, Queens 11374, request number 23-10-423, Acknowledged October 24, 2023

6.1.2 New York City Department of Environmental Protection (NYCDEP)

The New York City Department of Environmental Protection (NYCDEP) may have files pertaining to previous environmental reports, violations, hazardous materials usage/storage, and miscellaneous other files regarding the environmental quality of a property. A FOIA request was submitted on October 26, 2023 for the subject property.

- Lot 27, 99-34 67th Avenue, Queens, 11374: request number 2023-826-04725
- Lot 31, 100-12 Queens Boulevard, Queens, 11374: request number 2023-826-04726
- Lot 27, 100-02 Queens Boulevard, Queens, 11374: request number 2023-826-04727 response received on November 1, 2023 relating to CVS Pharmacy #2057 for a list of chemicals that included Kodak Flexicolor Fixer and Replenisher

6.1.3 New York City Fire Department (FDNY)

The Fire Department of New York (FDNY) often has additional files regarding the storage and handling of chemicals. A Freedom of Information request was submitted October 24, 2023.

- 99-34 67th Avenue, Queens, 11374: request number 2023-057-14118
- Lot 31, 100-12 Queens Boulevard, Queens, 11374: request number 2023-057-14119
- Lot 27, 100-02 Queens Boulevard, Queens, 11374: request number 2023-057-14120

6.1.4 NYC Department of Buildings (NYCDOB)

Typical records maintained by the NYC Buildings Department can include inspections, violations, permits and sampling activities. The NYCDOB's Building Profile Database was searched as part of this Assessment. One C of O was available for review online. However, the document was of a low quality and no information could be ascertained. No other actions, permits or DOB documents pertaining to the environmental quality of the subject property was identified.

6.2 State Environmental Record Review

A FOIL request was submitted to the New York State Department of Environmental Conservation (NYSDEC) on January 16, 2023. An acknowledgement of the request was received on the same day of submittal.

- Lot 27, 100-02 Queens Boulevard, Queens, 11374: W122625-102323 response received October 30, 2023, no responsive records.
- Lot 31, 100-12 Queens Boulevard, Queens, 11374: W122624-102323 response received October 30, 2023, no responsive records.
- 99-34 67th Avenue: W122623-102323 acknowledgement received October 23, 2023, Response with documents received November 17, 2023
    - NYSDEC Spill Report Form – Spill Number 9005014 was activated on August 8, 1990 associated with a product spill from a drum onto road out side of Lucys dry cleaning – Safety Kleen notified NYSDEC and DEP Hazmat. Spill cleaned and closed same day.
    - Notice of Installation dated June 16, 1999 stating a vapor barrier and ventilation system was installed in accordance with Par 232 Dry Cleaning Plant Regulations.
    - NYSDEC Consent Order dated June 6, 2002 to Lilly's Cleaners states the Dry Cleaning Facility has violated 6 NYCRR by 1) not registering the use of a 4th Generation PERC Machine, and 2) failure to install a vapor barrier, general ventilation system and Machine enclosure. A civil penalty was assessed and schedule of compliance.
    - NYSDEC Consent Order dated October 4, 2002 to Lilly's Cleaners states the Dry Cleaning Facility has violated 6 NYCRR by 1) failure to comply with required inspections.
    - Various Part 232 Dry Cleaning Compliance Inspection Reports from Dated 2003 -2022

In addition to the FOIL request, IEC personnel reviewed available DEC records through the department's online Environmental Remediation Databases in January 2023. The following databases were searched: Spill Incidents, Environmental Site Remediation, and Bulk Storage. A summary of the information obtained is presented below:

- The subject property was found under the NYSDEC Spill Incidents database.
    - Lucy's Dry Cleaning/Quns Spill Number 90-05014 was generated on 08/06/1990
- The subject property was not found in the NYSDEC Environmental Site Remediation database.
- The subject property was not found in the NYSDEC Bulk Storage Database.

6.3 Federal Environmental Record Review

IEC submitted a FOIA request to the United States Environmental Protection Agency (USEPA) on January 17, 2023. A response was received indicating information can be obtained online via the US EPA's Facility Registry Service (FRS). A search of this database identified the subject property as having the EPA ID: 110001602169, and provided the following information:

- The Site is listed under federal program ICIS-Air (minor emissions) as "operating" with facility type code: POF The following formal and informal enforcement actions are listed:

State/EPA Flag	Activity Type	Activity Type Description	Enforcement Identifier	Enforcement Type Code	Total Penalty Assessed	Settlement Entered Date
S	AFR	Administrative - Formal	NY000A000026306001200030 4	SCAAAO	750	06-JUN-02

State/EPA Flag	Activity Type	Activity Type Description	Enforcement Identifier	Enforcement Type Code	Total Penalty Assessed	End Date
S	AIF	Administrative - Informal	NY000A000026306001200030 1	NOV	UNK	18-JUN-01

6.4 Standard Environmental Record Search

IEC obtained and evaluated the readily available and most recent environmental regulatory agency database information provided by Environmental Data Resources, Inc. (EDR). A copy of the EDR report is included in **Appendix F** of this report. The information contained in the EDR report was compiled from publicly available sources and the locations of the sites are plotted utilizing a geographic information system, which geocodes the site addresses. The federal, state, county and city agency records contained in the EDR report generally meet or exceed the minimum search distances according to the requirements set forth in ASTM E1527-21, Section 8.2.1. Any deviations from the minimum search distances are addressed in the discussions for the individual databases below.

For the purpose of this Section, using the ASTM definition of migration, IEC considers the migration of hazardous substances or petroleum products in any form onto the Site during the evaluation of each site listed on the radius report, which includes solid, liquid, and vapor.

In order to evaluate the potential for an off-site property to have an adverse impact to the Site, the potential migration pattern of contaminants in media such as groundwater or soil vapor is considered. Based upon the presumed groundwater flow in a easterly direction, the following is assumed:

- Properties located westerly of the subject property are considered to have the highest potential to impact and are referred to as "up-gradient."
- Properties located easterly of the subject property, which are not neighboring or adjacent to the Site are considered to have the least potential to impact the subject property and are referred to as "downgradient."
- All other properties not adjacent to or neighboring the subject property are referred to as "cross-gradient" and are considered to have minimal potential to impact.

Based on distance from the subject property, area topography, estimated direction of groundwater flow and/or regulatory status, the following listings are environmentally relevant to this Assessment or noteworthy:

6.4.1 Site-Specific Database Listings

CVS Pharmacy #2057 (100-02 Queens Blvd)

- NY Manifest: CVS Pharmacy #2057 located at 100-02 Queens Blvd is listed in the EDR database under NY Manifest with EPA ID: NYR000183871 and with Manifest Number 005067105FLE dated 12/19/2011 for 8 pounds of D002 (corrosive wastes).
- RCRA: The site is also listed in the Resource conservation and Recovery Act (RCRA) database as a Conditionally Exempt Small quantity Generator for the following listed waste codes: D001 (ignitable wastes), D002 (corrosive wastes), D004 (Arsenic), D005 (Barium), D006 (Cadmium), D007 (Chromium), D008 (Lead), D009 (Mercury), D010 (Selenium), D011 (Silver), D016 (2,4-DICHLOROPHENOXYACETIC ACID), D018 (Benzene), D024 (M-cresol), D027 (1,4-Dichorobenzene), D035 (Methyl Ethyl Ketone), D039 (Tetrachloroethylene), P001 (Benzopyran-2-one, 4-hydroxy-3-(3-oxo-1-2-phenylbutyl)-2H-1-, & salts, when present at concentrations greater than 0.3%)), P012 (Arsenic trioxide), P042 (Epinephrine), P075 (Nicotine), P081 (Nitroglycerine), P188 (Benzoic Acid) U002 (Acetone), U010 (Mitomycin), U031 (N-Butyl Alcohol), U034 (Acetaldehyde), U035 (Benzenebutanoci Acid), U044 (Chloroform), U058 (Cyclophosphamide), U059 (Daunomycin), U070 (O-Dichlorobenzene), U072 (P-Dichlorobenzene), U089 (Diethylstilbesterol), U122 (Formaldehyde), U129 (Cyclohexane), U132 (Hexachlorophene), U150 (Melphalan), U151 (Mercury), U154 (Methanol), U165 (Naphthalene), U188 (Phenol), U200 (Reserpine), U201 (Resorcinol), U204 (Selenium Dioxide), U205 (Selenium Sulfide), U206 (D-Glucose, Streptozocin), U210 (Ethane, Tetrachloroethylene), U279 (Carbaryl), U411 (Phenol).
- The site is listed as a Large Quantity Generator for the years 2011, 2012, 2014, 2015, 2016, 2018 and a Small Quantity Generator for year 2013 and a Conditionally Exempt Small Quantity Generator for 2019
- The is listed as having a Compliance evaluation on site in 2019 and a violation was identified.

Lillys Cleaners (99-34 67th Avenue)

- Lilly's Cleaners located at 99-34 67th Avenue Is listed in the EDR database as a Historic Cleaner from the year 1987 to 2002 as *"Garment Pressing and Cleaners Agents."*

Swan Cleaners (99-34 67th Avenue)

- Dry Cleaners: Swan Cleaners located at 99-34 67th Avenue is listed in the EDR as a Dry Cleaners with Facility ID: 2-6306-00120, and lists Perchloroethylene as an alternate solvent with CAS #127-18-4
- RCRA-VSQG: The property is listed in the RCRA database with facility ID: NYD981183163 with waste code F002 listed for Spent Halogenated Solvents and is listed as a small quantity generator in 1999, a conditionally exempt small quantity generator in 2006 and 2007 and a large quantity generator in 1986.
- NY Spills: The property is listed as 99-34 67th Road with Spill number 9912693 closed on 03/04/2003 spill source is listed as tank truck.
- ICIS: The property is listed with Enforcement Action ID NY00A0000263060010012000304 for a Notice of Violation.
- US AIRS Minor: The property is listed with ENVID 100293702 and Facility Registry ID 11001609117
- NY Manifest: The property is listed with EPA ID NYD981183163 however no other pertinent information is given.

Lucy's Dry Cleaning (99-34 67th Avenue)

- Lucys Dry Cleaning located at 99-34 67th Avenue is listed in the EDR under the NY Spills Database. The Spill number is listed as 90-05014 and was opened and closed on 08/06/1990. The cause of the spill is listed as *"equipment failure"* and the source is listed as *"commercial vehicle."* The spiller Company is listed as *"Safety Kleen"*

6.4.2 Adjoining or Surrounding Property Database Listings

Fontaine Apartment Owners Corp (100-11) 67th Road

- The property is listed in the EDR Above Ground Storge Tank (AST) database. The PBS Facility ID is listed as 2-109959 and is listed as active. Tank 001 is listed as an in-service 15,000 gallon AST containing No. 6 Fuel oil with an installation date of 05/01/1951.

7 REVIEW OF HISTORIC DATA

7.1 Historic Aerial Images

Available historic aerial photographs of the Site and surrounding area were obtained from SPEED and OASIS databases for the subject property for the following years: 1924, 1951, 1996, 2010 and 2016. Below is a summary of the historic aerial photographs and corresponding observations. Refer to **Appendix G** for the historic topographic maps.

Year	Site Observation
1924	The subject property appears to consist of vacant land.
1951	The quality of the aerial photograph makes it difficult to ascertain specific details regarding the Site, despite this limitation, the property appears to contain the present day configuration of two commercial buildings.
1996, 2010, 2016	The property appears unchanged from the 1951 Sanborn Map.

Year	Adjoining Property Observations
1924	The adjoining property to the north, south east and west appears to consist of vacant land.
1951	The adjoining property to the north is now developed with Queens Boulevard. The adjoining property to the south appears to consist of a residential apartment building. The adjoining property to the east appears to consist of vacant land. The adjoining property to the south appears to consist of multiple residential dwellings and a residential apartment building.
1996	The adjoining properties to the north, west, and south appear largely unchanged from the 1951 Aerial image. The Adjoining property to the east now contains two buildings
2010, 2016	There is no change to the adjoining properties to the north, east, south and west from the 1996 aerial photograph, all adjoining properties appear to be in their present-day configurations.

7.2 Sanborn Fire Insurance Maps

Sanborn Fire Insurance Maps are historic in nature and typically document property use, types of structures and their construction, and fuel/chemical storage. Available Sanborn Fire Insurance Maps for the Site and surrounding area were inspected to determine past uses and identify potential features of environmental concern. Maps from the following years were reviewed: 1902, 1914, 1931, 1932, 1950, 1972, 1981, 1982, 1983, 1986, 1988, 1989, 1991, 1992, 1993, 1994, 1995, 1999, 2001, 2002, 2003, 2004, 2005, and 2006. Copies of the Sanborn Fire Insurance Maps reviewed are included in **Appendix H**.

Year	Subject Property Historic Uses
1902	The subject property is located on vacant land, the image is of a low quality.
1914	The subject property is located on Block 1995 which is vacant
1931	The subject property is unmapped
1932	The subject property remains vacant land.

Year	Subject Property Historic Uses
1950	The subject property is developed with a single-story commercial building on lot 27 with eight (8) stores. Lot 31 is labeled as "Auto Parking." The following addresses are listed: 99-34 through 99-40 67th Avenue, and 100-02 through 100-08, and 100-20 Queens Blvd.
1972	The subject property is developed with an additional single story commercial building (lot 31). The eastern portion of the commercial building located on lot 31 is labeled meat market (by hand), and 99-34 67th Avenue on lot 27 is labeled "Dry CL, Perc" (by hand). The following additional addresses are listed: 100-28 and 100-30 Queens Blvd.
1981-2006	The handwritten notes are no longer present, and the commercial structures remain unchanged from the previous Sanborn Map

Year	Adjoining Subject Property Historic Uses
1902	The adjoining property to the north contains an unidentified structure. The adjoining properties to the south, east and west contain vacant land.
1914	The adjoining properties remain unchanged to the north, south, east and west.
1931	The adjoining property to the north contains Queens Boulevard. The adjoining property to the south, east and west is unmapped.
1932	The adjoining property to the north remains unchanged. The adjoining property to the south contains multiple residential buildings and vacant land. The adjoining property to the east contains vacant land and beyond are two 1-story buildings labeled "Auto." The adjoining property to the west contains multiple residential buildings and vacant land.
1950	The adjoining property to the north remains unchanged. The adjoining property to the south contains the previously identified residential buildings and an additional 6-story apartment building labeled Fountaine Gardens. The adjoining property to the east remains unchanged. The adjoining property to the west contains the previously identified residential buildings and an additional 6-story apartment building labeled "The Virginia Apts."
1972	The adjoining properties to the north, south and west remain unchanged from the previous Sanborn map. The adjoining property to the east contains a parking lot, a 1-sotry commercial building and a 2-story commercial building.
1981-2006	The adjoining properties remain unchanged.

7.3 City Directory

City directories provided by EDR at approximate five-year intervals were reviewed by IEC personnel. This data can be interpreted to yield relevant information regarding past land uses that may have affected the environmental quality of the Site and/or the surrounding properties. City directory information was obtained for the Site for the following years: 1928, 1934, 1940, 1945, 1949, 1960, 1965, 1970, 1973, 1976, 1980, 1985, 1992, 1994, 1997, 1999, 2000, 2004, 2005, 2009, 2014 and 2017. The Site is listed in the 1928, 1934, 1940, 1945, 1949, 1960, 1965, 1970, 1973, 1976, 2004 and 2005. city directories. Refer to **Appendix I** for the EDR City Directory Abstract.

Address	Site Directory Listing	Date Listed
100-12 Queens Blvd	Roast N CO Valle S Café Number One Coffee Shop Forest Tours Trans Universe Travel Ltd Vacation America VIP International travel of Forest Hills Inc Bess Brenker Insurance Mazzotta Dorothy Ins New Yorks Finest Insurance Svce	2017, 2020 2014 2000, 2005, 2010 1992, 1995 1995 1995 1983 1983 1983 1983
99-34 67th Avenue	Swan Cleaners	1992, 1995, 2000, 2005, 2010, 2014, 2020
99-38 67th Avenue	Hop Sing Hardware Inc	1983, 1991, 1992, 1995

7.4 Topographic Maps

Available historic topographic maps were obtained from the United State Geological Survey (USGS) TopoView for the subject property for the following years: 1957, 1966, 1994, 2016 and 2023. Below is a summary of the historic topographic maps and corresponding observations. Refer to **Appendix J** for the historic topographic maps.

Map Year	Site Observations
1957, 1966, 1994	No specific on-site structures visible (the property may be within an area in which only landmark buildings were mapped). Located within an area shaded pink indicating dense development.
2016 and 2023	No specific on-site structures visible (the property is located within an area in which streets are labeled).

8 EVALUATION OF FINDINGS AND RECOMMENDATIONS

An evaluation of the data obtained under the scope of this Phase I ESA was performed to identify RECs, CRECs, HRECs, BERs and de minimis conditions associated with the Site. The evaluation included a review of the reasonably ascertainable data collected under the scope of this Assessment. The evaluation considered the significance of data gaps that were inherent to site-specific sources of information consulted for this Phase I ESA. The absence of certain information that can affect the ability of the environmental professional to identify RECs, CRECs, HRECs, BERs, or de minimis conditions is considered a data gap. A data gap is the lack of or inability to obtain information required by the All Appropriate Inquiries ruling despite good faith efforts by the environmental professional to gather such information. Data gaps may result from incompleteness in any of the activities required by this practice, including, but not limited to site visit, user-provided information, available sources of historic information and interviews.

8.1 Data Gaps

- Responses to the FOIA requests submitted to the NYCDOH, FDNY, and NYCDEP have not been received to date. ASTM establishes that a diligent Phase I ESA must consider all information obtained from a public agency within 20 calendar days of submittal of the FOIA request. If relevant or significant information is obtained from the above-mentioned agencies, or other source prior to the 20-day period expiration, an addendum will be issued by IEC.
- There is an 18-year gap in historic Sanborn maps from 1932 to 1950 as well as a 22-year gap in from 1950 to 1972. Despite these limitations, historical records state the subject property was fully developed in its present-day configuration since at least 1951.
- During the inspection the following commercial units did not provide access; The Bund, Ortho Shoes Corp/DBA Rego Aid, and Roast & Co. Furthermore, certain utility areas and portions of the site buildings were not fully accessible for a visual inspection. Although this is a data gap it is not expected to significantly affect the findings.

8.2 Findings and Opinions

The subject property is developed with two adjoining buildings, the western building which occupies lot 27 currently contains a CVS branded Drug Store located at 100-02 Queens Boulevard and a Dry Cleaners (Swan Cleaners) located at 99-34 67th Avenue, the eastern building located at 100-12 Queens Boulevard contains eight (8) commercial tenants. The commercial building on lot 27 was constructed circa 1947 and the building on lot 31 was constructed circa 1951. Prior to the existing buildings the site operated as an automotive parking area.

The following REC was determined through a combination of sources, including a visual site inspection, the EDR radius report, historical aerial photographs, Sanborn Fire Insurance Maps, topographic maps, and city directories.

Recognized Environmental Condition: Former and Current Dry-Cleaning Operations

During the onsite inspection an active dry-cleaning facility identified as Swan Cleaners was observed in operation located at 99-34 67th Avenue on lot 27. According to historical resources, this commercial tenant has operated as a dry cleaner from at least 1972. Furthermore, Perchloroethylene (PERC) a hazardous substance and chlorinated solvent, was indicated on the sanborn map in 1972 and is still currently in-use. PERC (and other associated solvents) when released into the subsurface, whether deliberate or inadvertently, pose a significant threat to the environment and/or human health. Lucy's Dry Cleaning (predating Swan Cleaners) was listed as a RCRA Large Quantity Generator in 1986, Small Quantity Generator and Conditionally Exempt Small Quantity Generator in subsequent years for Halogenated solvent disposal including PERC. Lucy's Dry Cleaning is also listed with NYSDEC Spill Case No. 9005014 which occurred in August 1990 associated with leaking drum of cleaning product. The product spill was subsequently cleaned by Safety Kleen and the spill file was closed the same day. In 2002, a NYSDEC Administrative Consent Order was issued to the business owner to install a vapor barrier, proper ventilation, and dry-cleaning machine enclosure and conform to routine compliance inspections. The required actions were completed. Throughout the remaining 2000s, inspections were conducted and indicate compliance. The facility operated in non-compliant conditions until 2002 and during a period that predates strict environmental regulatory oversight regarding hazardous substance storage activities, chemical spills, reporting requirements, and cleanup requirements. As such, the dry-cleaning facility on the subject property represents a REC.

No HRECs, BERs, CRECs or de minimus conditions have been identified.

9 CONCLUSIONS

This Report has been prepared for the sole benefit of Client/User only. This Assessment may not be relied upon by any other person or entity without the express written consent of IEC. Where applicable, this Assessment included a thorough visual inspection of the Property, the examination of reasonably ascertainable records concerning the current and prior uses of the Site, and interviews with the current owners and/or operators of the Site. The findings presented herein are based on data obtained under the scope of this Assessment. The conclusions represent the professional judgment of qualified IEC staff members using available information.

IEC has performed this Assessment in conformance with the scope and limitations of ASTM Practice E 1527-21 of 100-12 Queens Boulevards, Queens, New York. Any exceptions to, or deletions from, this practice are described in Section 2.2 of this report. Based on the findings of this Assessment, one REC was identified for the subject property. Accordingly, additional activities are recommended to further define the environmental quality of the Subject Property .

I certify that this Assessment was performed under my direction and supervision, that I have reviewed and approved the report, and that the methods and procedures employed in the development of the report conform to industry standards. I declare that, to the best of my professional knowledge and belief, I meet the definition of Environmental Professional as defined in §312.10 of 40 CFR 312. I have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the Site. I have developed and performed the All Appropriate Inquires in conformance with the standards and practices set forth in 40 CFR part 312. Copies of Qualifications of the Environmental Professional are included in **Appendix K**.

IMPACT ENVIRONMENTAL CLOSURES INC.



Kevin Kleaka, Vice President
Environmental Professional



Daniel Fruhauf, Environmental Scientist
Project Manager

10 GENERAL DEFINITIONS

Recognized Environmental Conditions—The term recognized environmental condition means (1) the presence of hazardous substances or petroleum products in, on, or at the subject property due to a release to the environment; (2) the likely presence of hazardous substances or petroleum products in, on, or at the subject property due to a release or likely release to the environment; or (3) the presence of hazardous substances or petroleum products in, on, or at the subject property under conditions that pose a material threat of a future release to the environment.

Controlled recognized environmental condition—a recognized environmental condition resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority (for example, as evidenced by the issuance of a no further action letter or equivalent, or meeting risk-based criteria established by regulatory authority), with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls). A condition considered by the environmental professional to be a controlled recognized environmental condition shall be listed in the findings section of the Phase I Environmental Site Assessment report, and as a recognized environmental condition in the conclusions section of the Phase I Environmental Site Assessment report.

Historical recognized environmental Condition—a past *release* of any *hazardous substances* or *petroleum products* that has occurred in connection with the *property* and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the *property* to any required controls (for example, *property* use restrictions, *activity and use limitations*, *institutional controls*, or *engineering controls*). Before calling the past *release* a *historical recognized environmental condition*, the *environmental professional* must determine whether the past *release* is a *recognized environmental condition* at the time the *Phase I Environmental Site Assessment* is conducted (for example, if there has been a change in the regulatory criteria). If the EP considers the past *release* to be a *recognized environmental condition* at the time the Phase I ESA is conducted, the condition shall be included in the conclusions section of the report as a *recognized environmental condition*.

De Minimis Condition—a condition that generally does not present a threat to human health or the *environment* and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. Conditions determined to be *de minimis conditions* are not *recognized environmental conditions* nor *controlled recognized environmental conditions*.

Data Gap—a lack of or inability to obtain information required by this practice despite good faith efforts by the

environmental professional to gather such information. Data gaps may result from incompleteness in any of the activities required by this practice, including, but not limited to site reconnaissance (for example, an inability to conduct the site visit), and interviews (for example, an inability to interview the key site manager, regulatory officials, etc.).

Migrate/Migration—for the purposes of this practice, "migrate" and "migration" refers to the movement of *hazardous substances* or *petroleum products* in any form, including, for example, solid and liquid at the surface or subsurface, and vapor in the subsurface.

Material Threat—a physically observable or *obvious* threat which is reasonably likely to lead to a *release* that, in the opinion of the *environmental professional*, is threatening and might result in impact to public health or the environment. An example might include an aboveground storage tank system that contains a *hazardous substance* and which shows evidence of damage. The damage would represent a *material threat* if it is deemed serious enough that it may cause or contribute to tank integrity failure with a *release* of contents to the *environment*.

11 REFERENCES

1. The Basic Guide to Environmental Inspections. Environmental Assessment Association, undated.

2. Feasibility Study for Use of the Brooklyn Queens Aquifer as an Additional Potable Water Supply. Malcolm Pirnie, Inc., White Plains, New York, March 1999.

3. Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process: ASTM Designation E 1527 - 21. The American Society for Testing and Materials International, West Conshohocken, Pennsylvania.

4. E 2091 Guide for Use of Activity and Use Limitations, Including Institutional and Engineering Controls *Federal Statutes:* Comprehensive Environmental Response, Compensation, and Liability Act of 1980 ("CERCLA" or "Superfund"), as amended by Superfund Amendments and Reauthorization

5. Act of 1986 ("SARA") and Small Business Liability Relief and Brownfields Revitalization Act of 2002 ("Brownfields Amendments"), 42 U.S.C. §§9601 *et seq*.

6. Emergency Planning and Community Right-To-Know Act of 1986 ("EPCRA"), 42 U.S.C. §§11001 *et seq*.

7. Freedom of Information Act, 5 U.S.C. §552, as amended by Public Law No. 104-231, 110 Stat. 3048

8. Resource Conservation and Recovery Act as amended ("RCRA"), 42 U.S.C §6901 *et seq*.

9. "All Appropriate Inquiry" Final Rule, 40 C.F.R. Part 312

10. Chapter 1 EPA, Subchapter J-Superfund, Emergency Planning, and Community Right-To-Know Programs, 40 C.F.R Parts 300-399

11. National Oil and Hazardous Substances Pollution Contingency Plan, 40 C.F.R. Part 300

12. OSHA Hazard Communication Regulation, 29 C.F.R. §1910.1200

13. Environmental Data Resources, Inc. The EDR Historical Topographic Map Report,

14. Environmental Data Resources, Inc. The EDR Aerial Photo Decade Package,

15. Environmental Data Resources, Inc. Certified Sanborn® Map Report.,

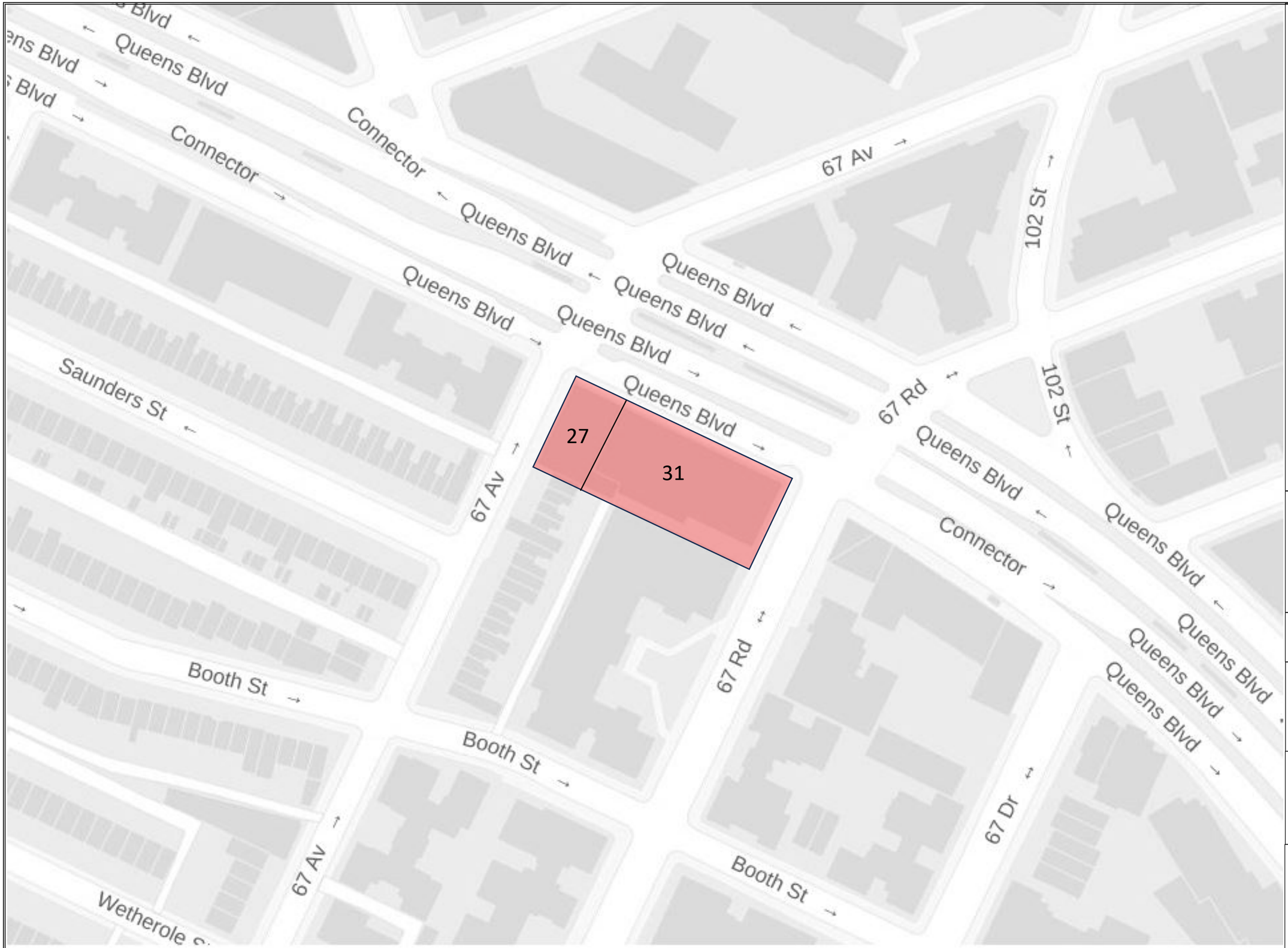
16. Environmental Data Resources, Inc. The EDR Radius Map™ Report with Geocheck®

12 DISCLAIMER

The purpose of this Assessment was to identify potential sources of contamination at the Site, and to satisfy the AAI standard set forth by CERCLA liability and establishing innocent landowner, contiguous property owner, or bona fide prospective purchaser (also referred to as "land owner liability protections" or "LLPs") and the Brownfield Revitalization and Brownfield Act. The findings and conclusions set forth in this Assessment are based upon information that was available to IEC during its inspection of the Property. If new information becomes available concerning the Property after this date, or if the Property is used in the future in a manner other than that which is identified in this Assessment, the findings and conclusions contained herein may have to be modified. Additionally, while this investigation was performed in accordance with good commercial and customary practice and generally accepted protocols within the consulting industry, IEC cannot guarantee that the Property is completely free of hazardous substances or other materials or conditions that could subject the Client to potential liability. The presence or absence of any such condition can only be confirmed through the collection and analysis of soil and/or groundwater samples, which is beyond the scope of this Assessment.

PLATES

100-12 Queens Boulevard, Queens, New York



Legend

Site Location

Notes:
Source: NYC SPEED

SITE LOCATION MAP

100-12 Queens Boulevard, Queens, NY

PLATE No: 1

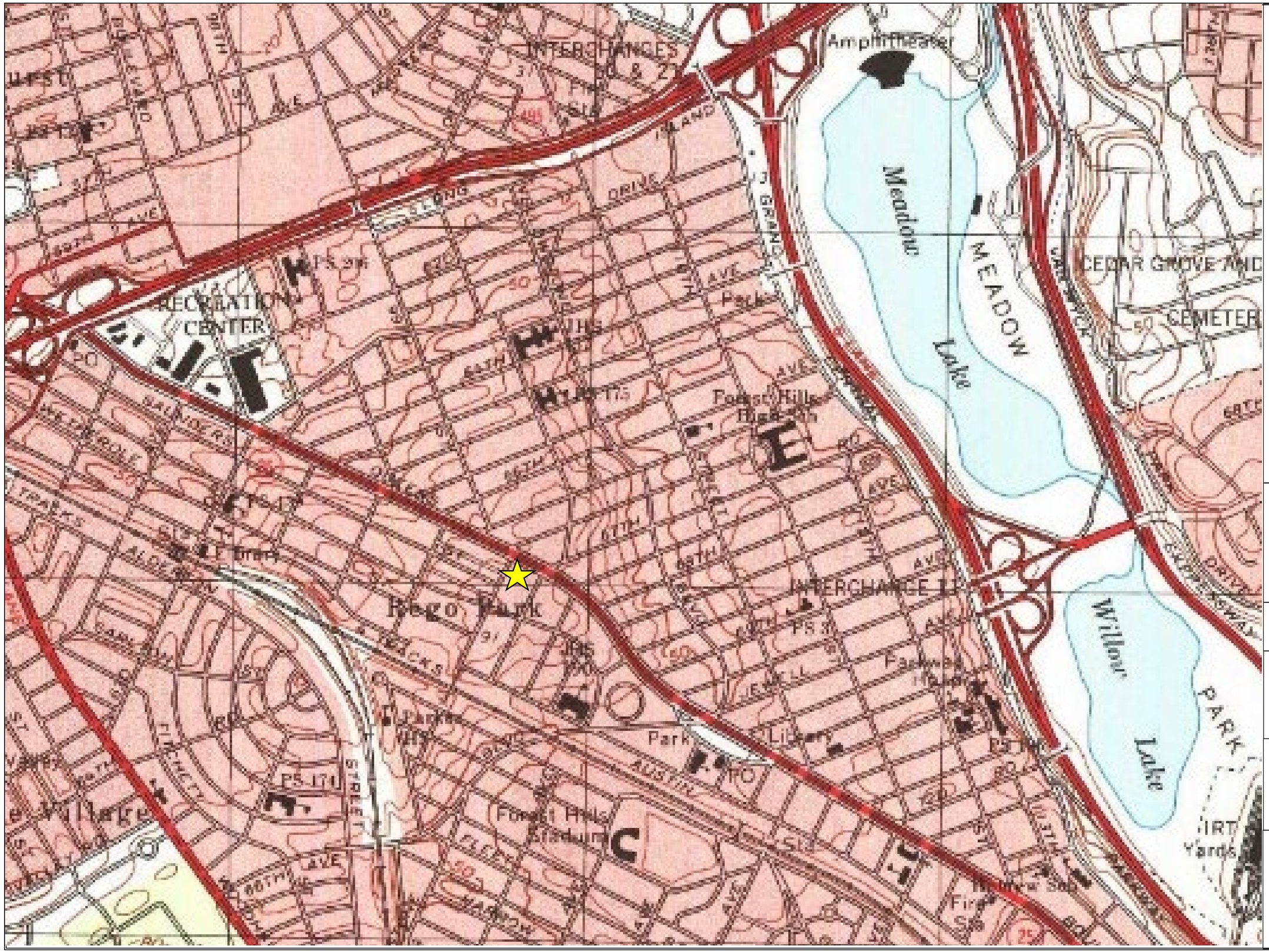
PROJECT #	17893-01
DRAWN BY	RJ
CHECKED BY	DF
DATE	10/18/2023
Revisions	

N

Not to scale

IMPACT ENVIRONMENTAL CLOSURES, INC.

170 KEYLAND COURT
BOHEMIA, NEW YORK 11716
TEL (631) 269-8800
FAX (631) 269-1599



Legend

Site Location

Notes:
Source: USGS 1994 Jamaica Quadrangle Topographic Map

SITE TOPOGRAPHIC MAP

100-12 Queens Boulevard, Queens, NY

PLATE No: 2

PROJECT #	17893-01
DRAWN BY	RJ
CHECKED BY	DF
DATE	10/18/2023
Revisions	

N

Not to scale

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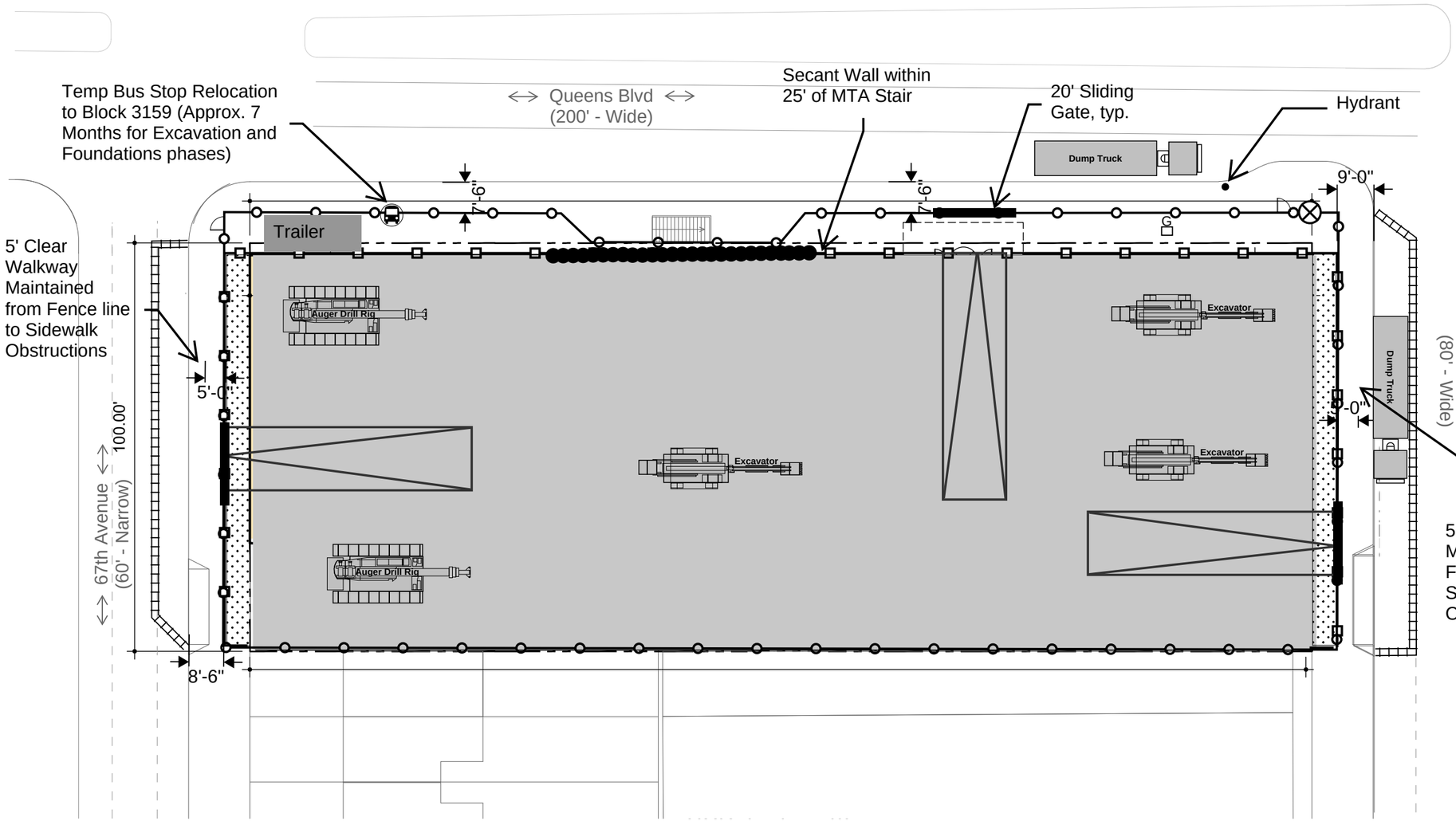
D

Construction Schedule and Construction Phasing and Sequencing Plans

LANGAN

Legend

- 8' Construction Fence
- Support of Excavation
- Temp Barricades
- Security Booth
- Bus Stop
- 3' Man Gate
- Turnstile
- Slope Cut Excavation
- Overhead Protection
- Roof Protection



MONADNOCK CONSTRUCTION, INC.

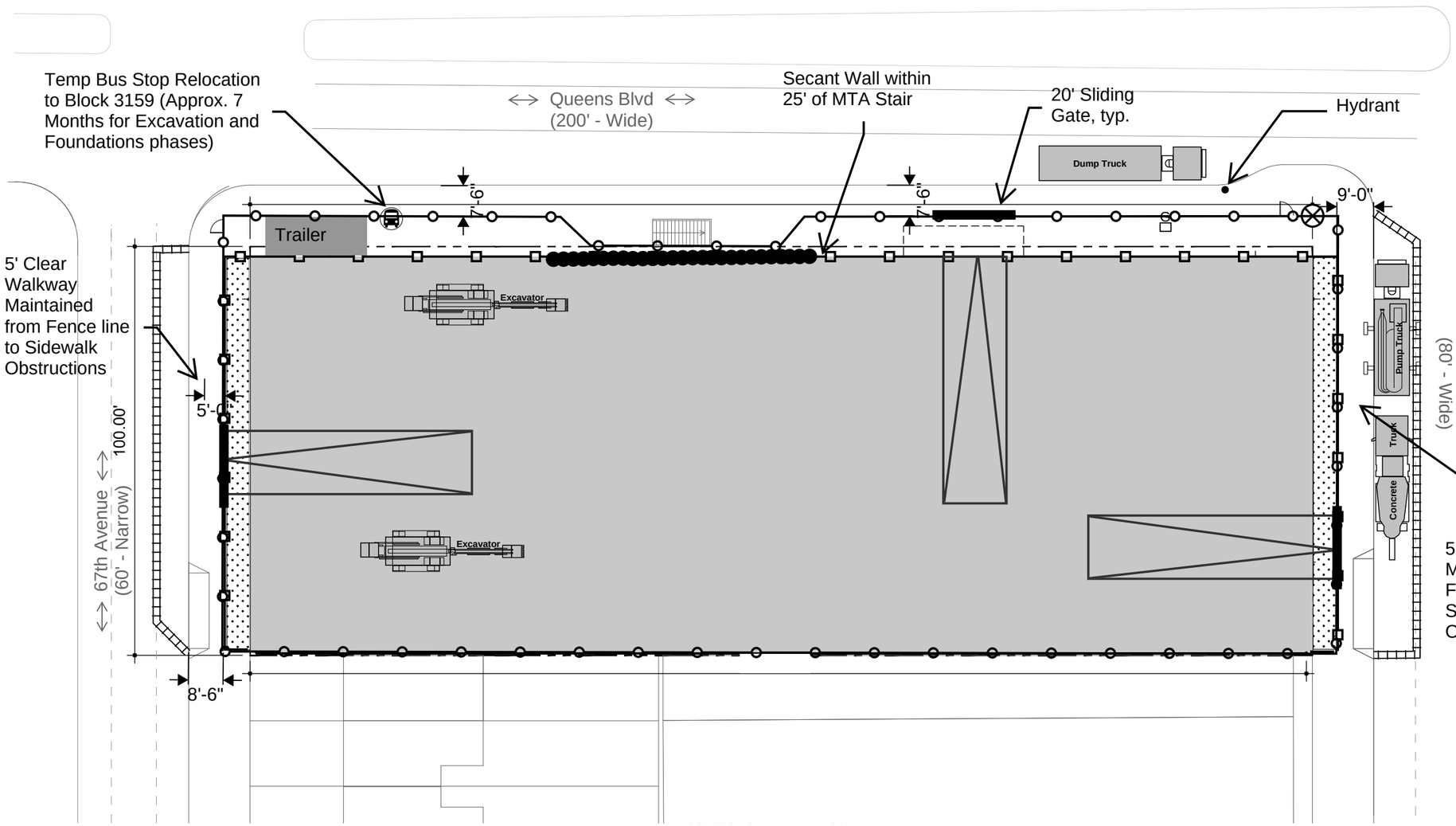
Project: 100-12 Queens Boulevard

Title: Excavation Phase
Date: 05/18/2026
Scale: N.T.S.

FO-01

Legend

- 8' Construction Fence
- Support of Excavation
- Temp Barricades
- Security Booth
- Bus Stop
- 3' Man Gate
- Turnstile
- Slope Cut Excavation
- Overhead Protection
- Roof Protection



MONADNOCK CONSTRUCTION, INC.

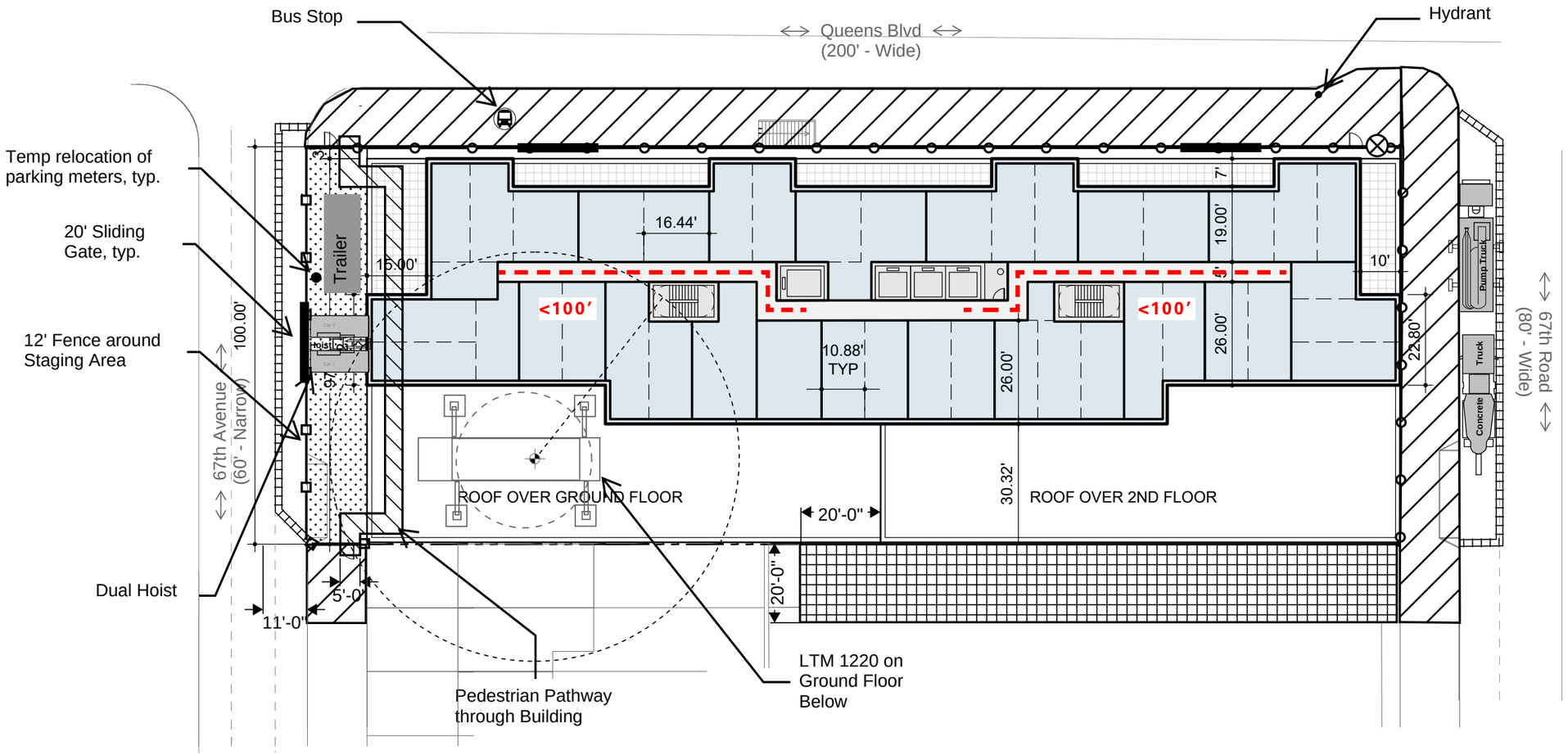
Project: 100-12 Queens Boulevard

Title: Foundation Phase
Date: 05/18/2026
Scale: N.T.S.

FO-02

Legend

- 8' Construction Fence
- 12' Construction Fence
- Temp Barricades
- Security Booth
- Bus Stop
- 3' Man Gate
- Turnstile
- Overhead Protection
- Roof Protection
- Staging Area



MONADNOCK CONSTRUCTION, INC.

Project: 100-12 Queens Boulevard

Title: Superstructure
Date: 05/18/2026
Scale: N.T.S.

SS-01



Construction-Generated Vehicle Trip Assignments

LANGAN

Figure E-1: Construction-Generated Traffic Volumes
AM Peak Hour

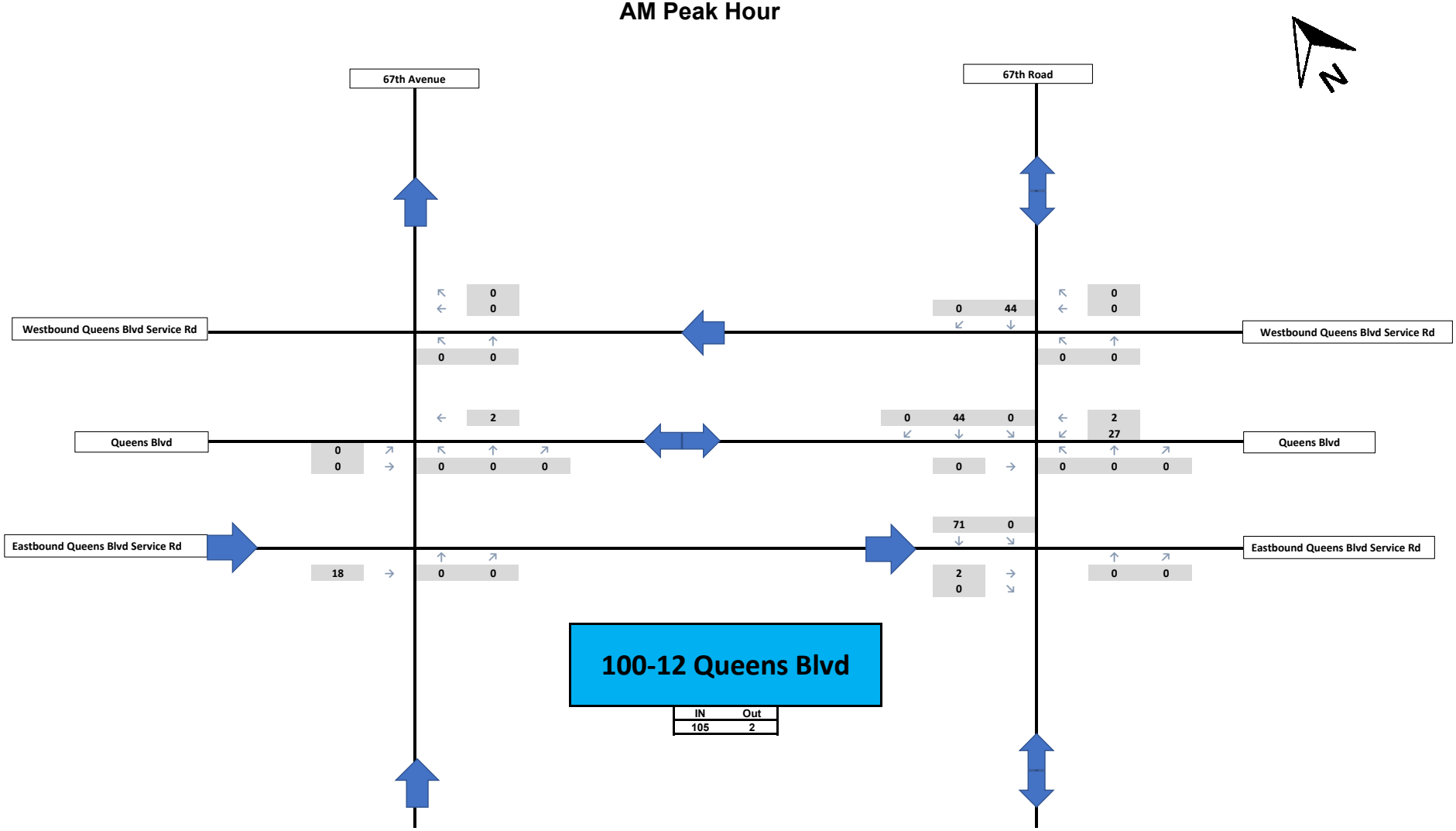


Figure E-2: Construction-Generated Traffic Volumes
PM Peak Hour

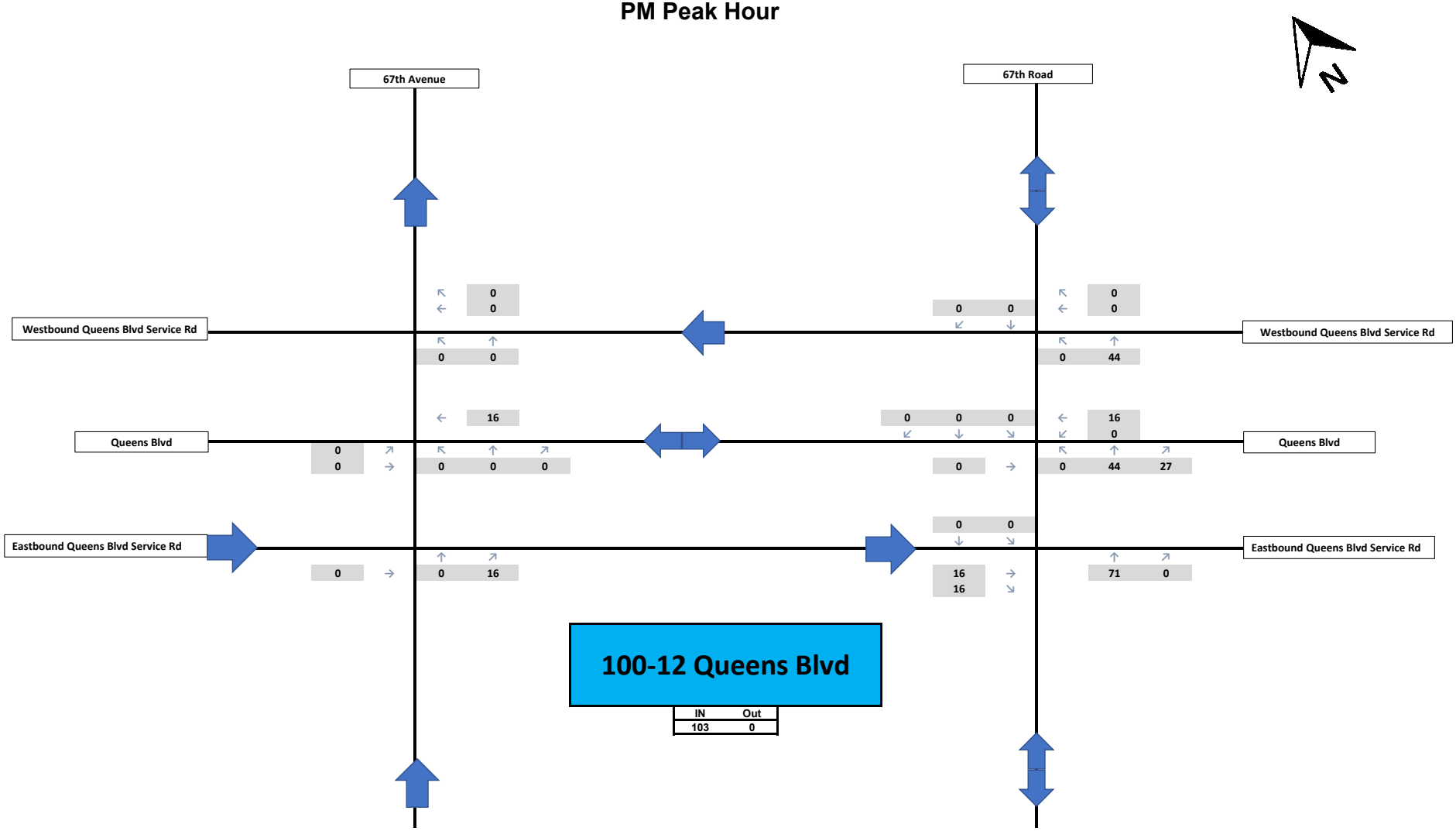


Figure E-3: Existing Conditions Construction Traffic Volumes
AM Peak Hour

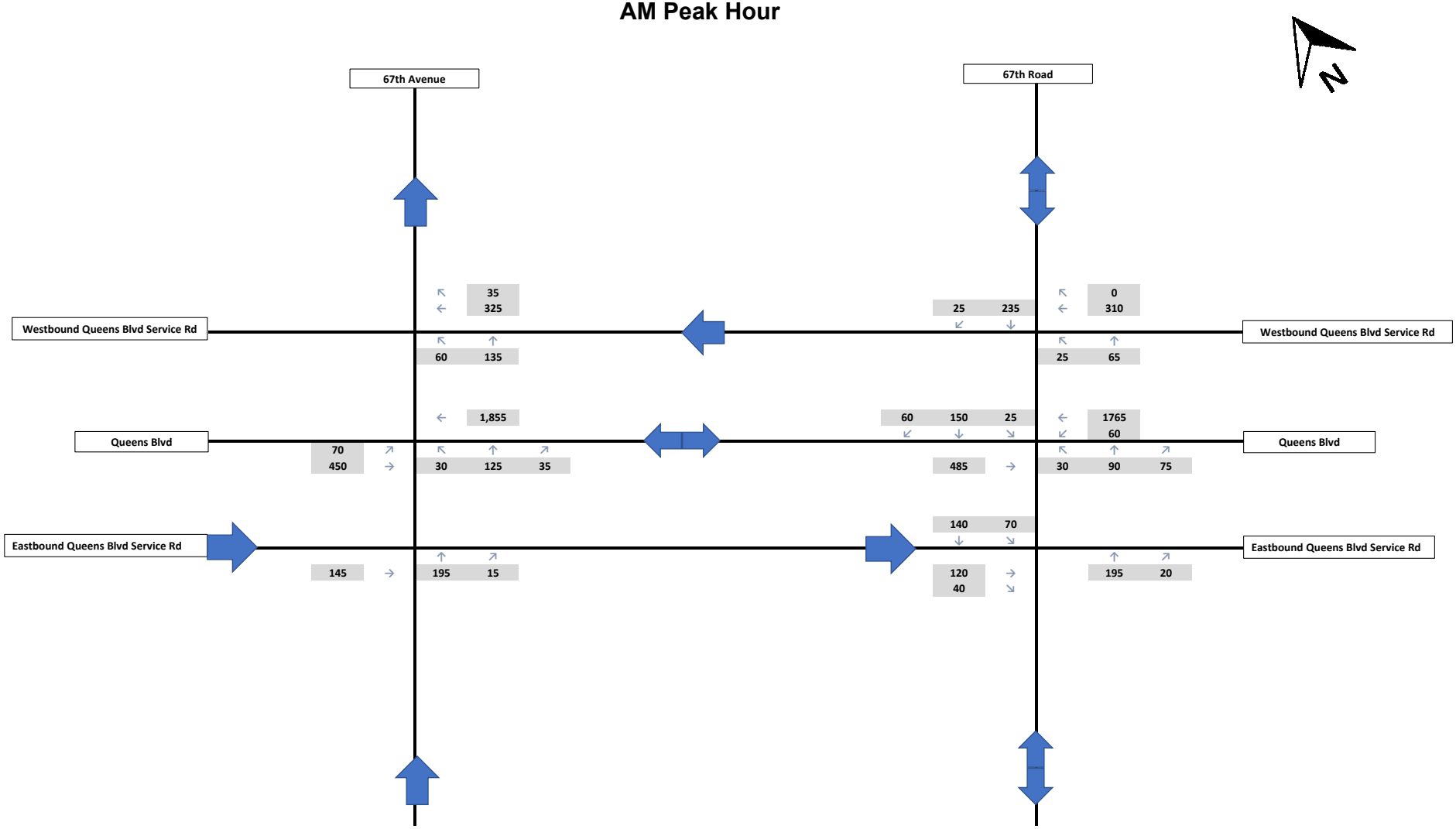


Figure E-4: Existing Conditions Construction Traffic Volumes
PM Peak Hour

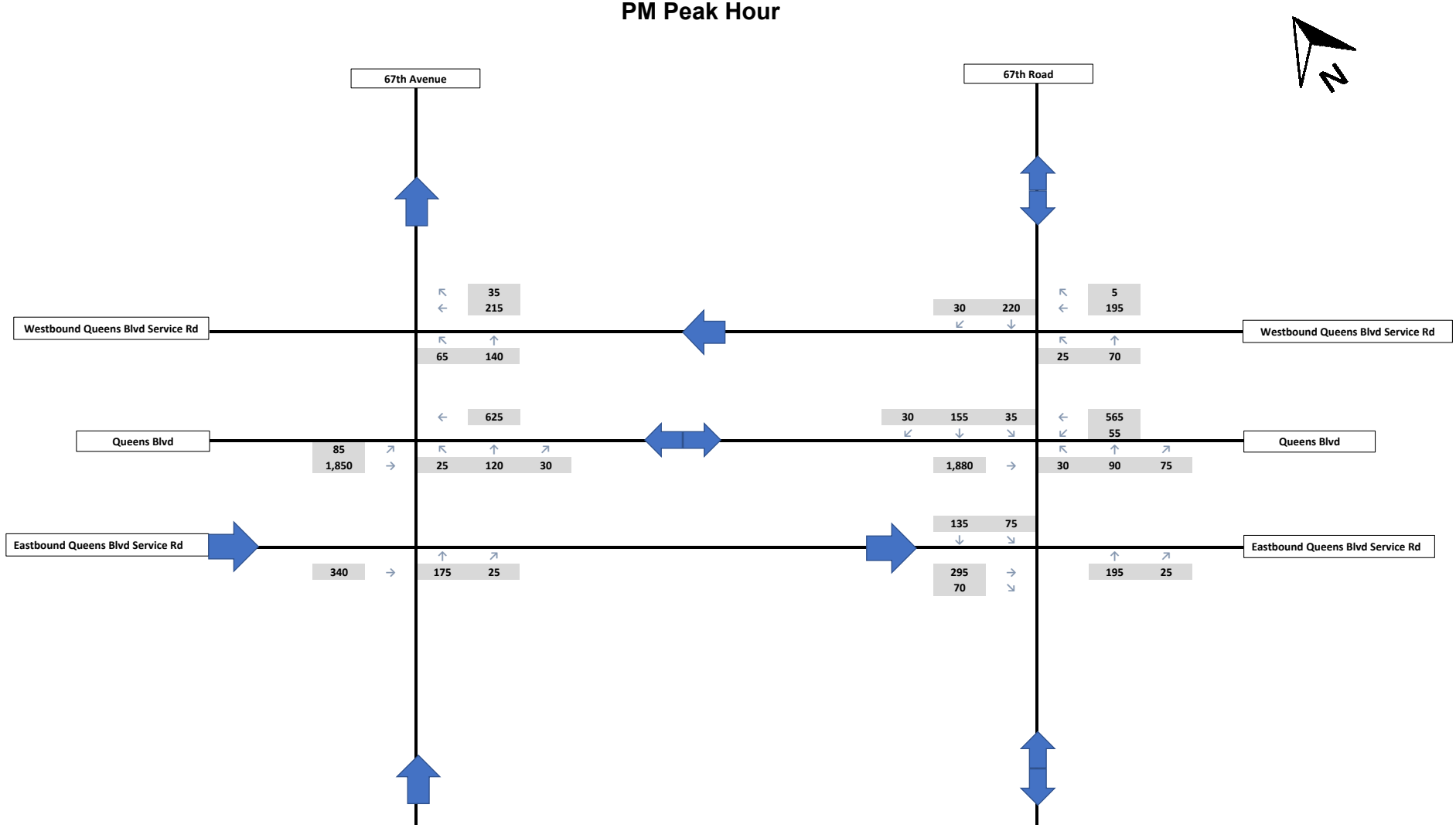


Figure E-5: No-Action Condition Construction Traffic Volumes
AM Peak Hour

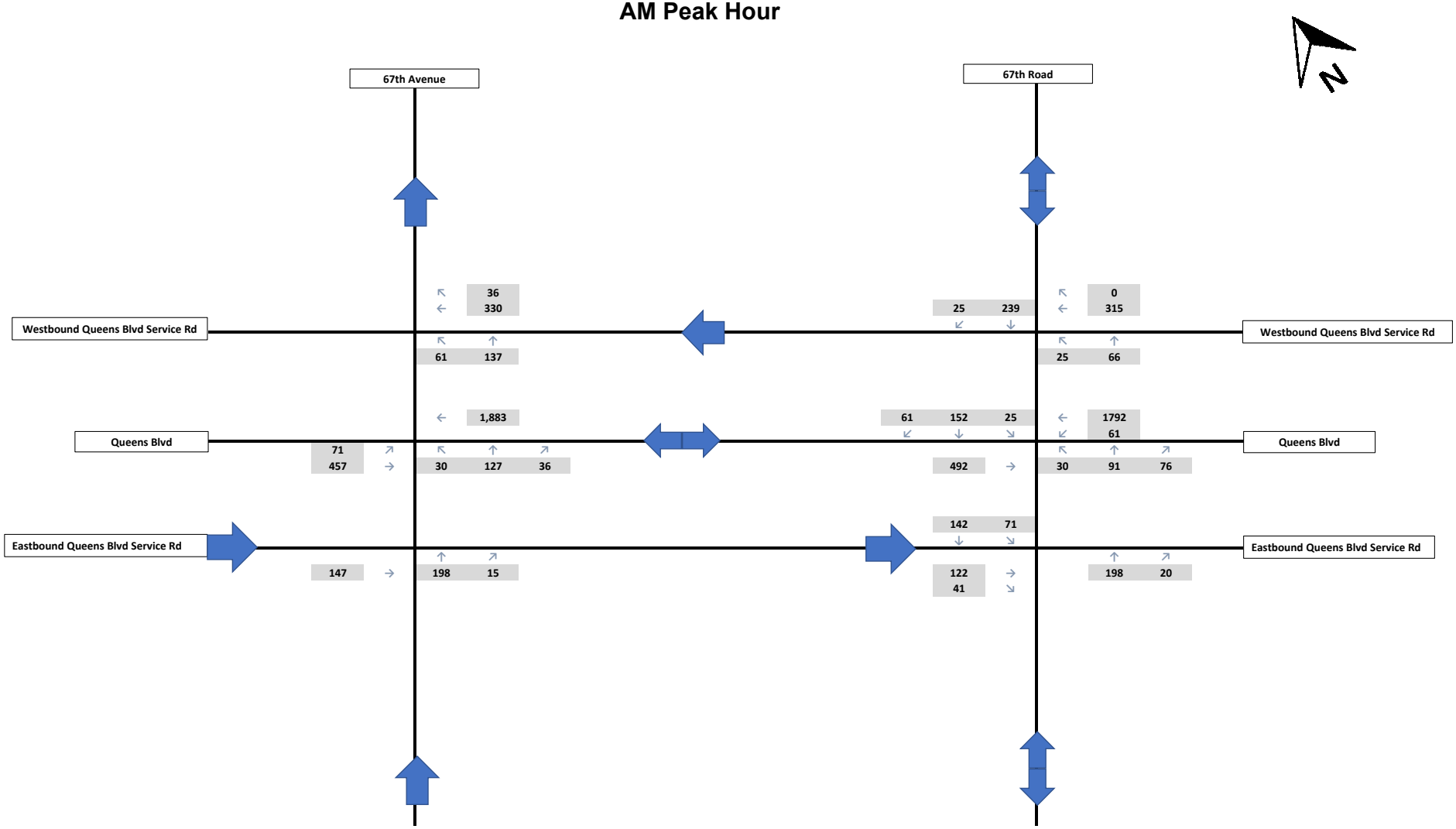


Figure E-6: No-Action Condition Construction Traffic Volumes
PM Peak Hour

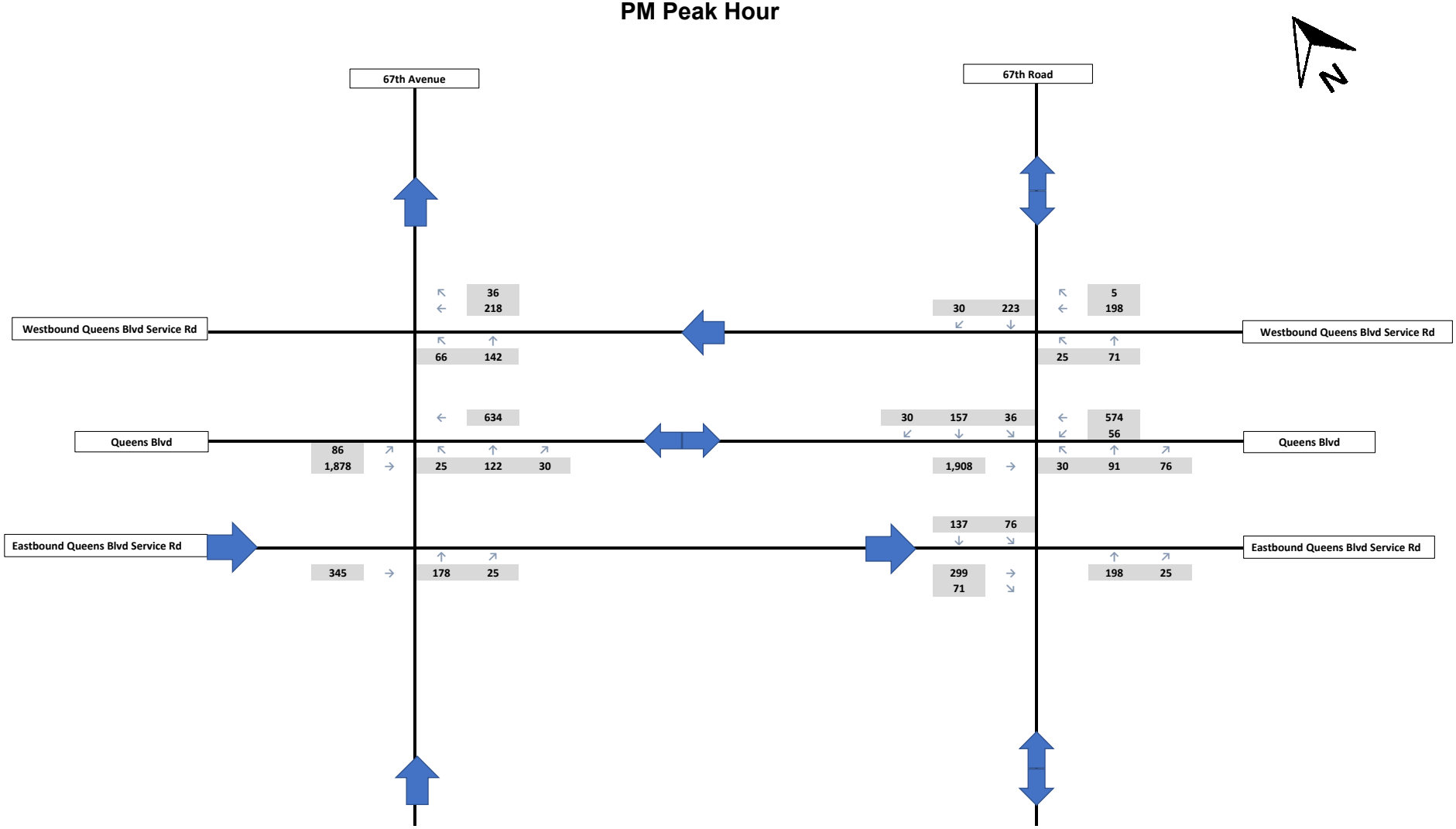


Figure E-7: Future Construction Condition Traffic Volumes
AM Peak Hour

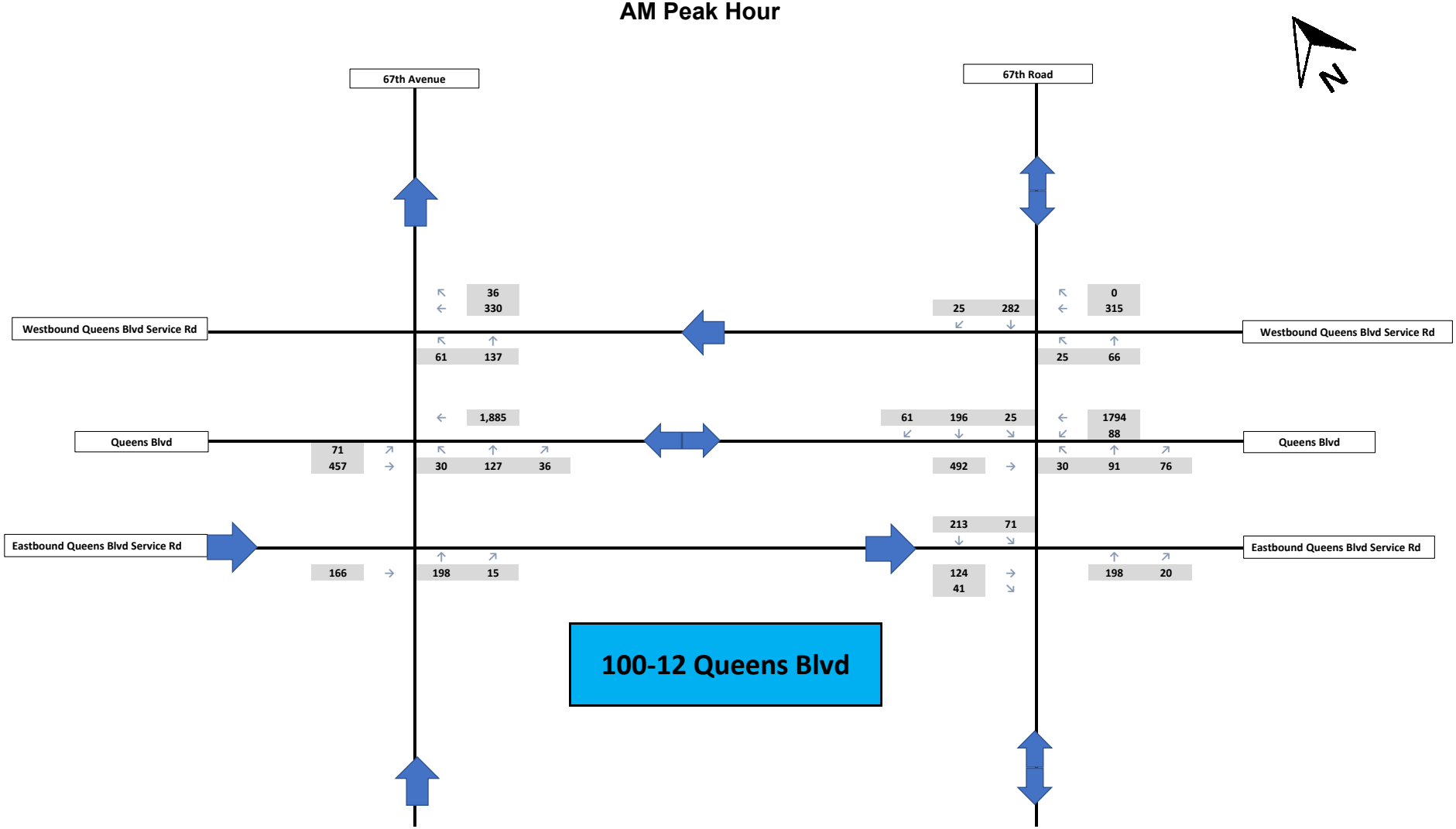


Figure E-8: Future Construction Condition Traffic Volumes
PM Peak Hour

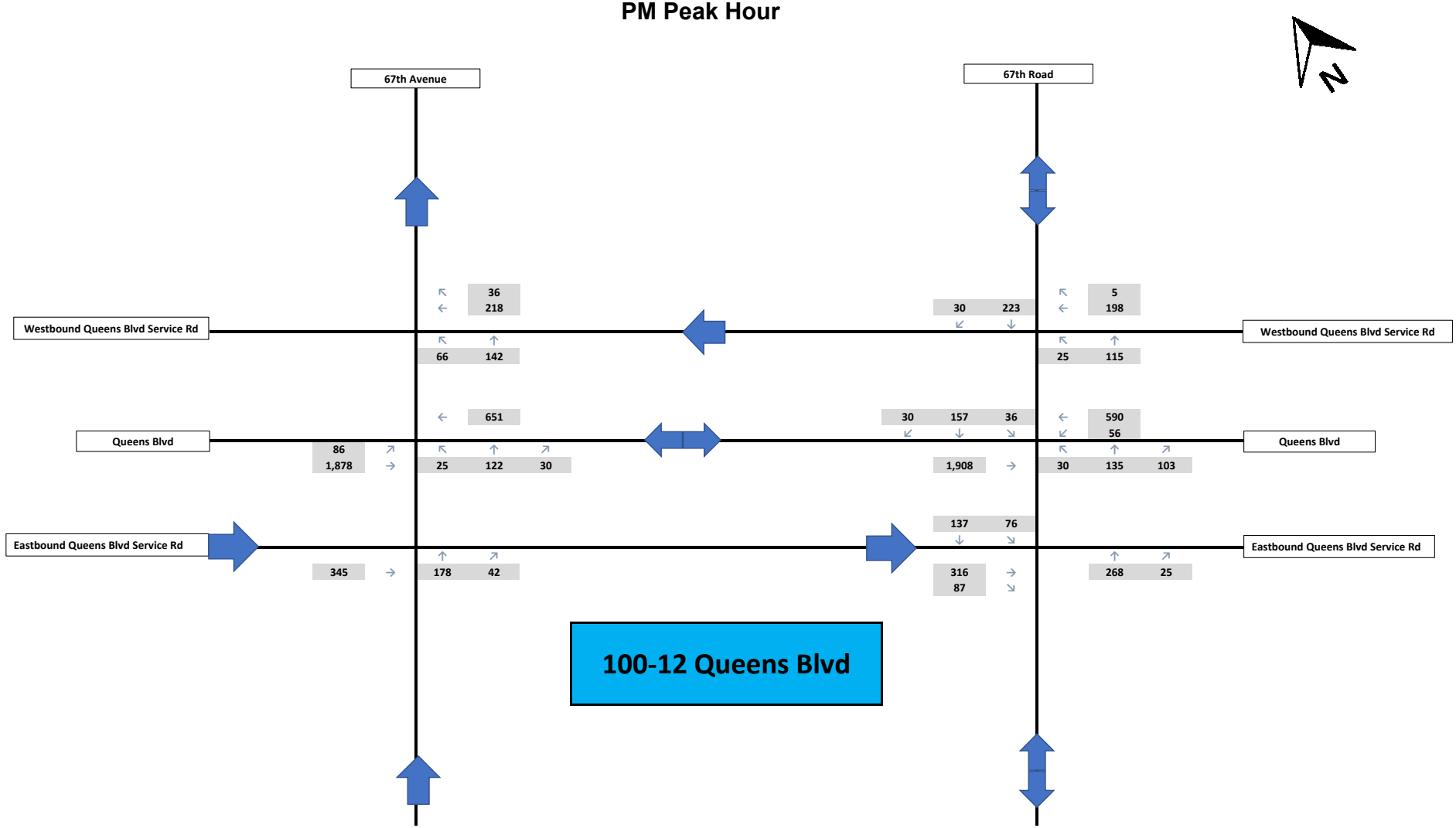


Figure E-9: Construction-Generated Pedestrian Volumes
AM Peak Hour

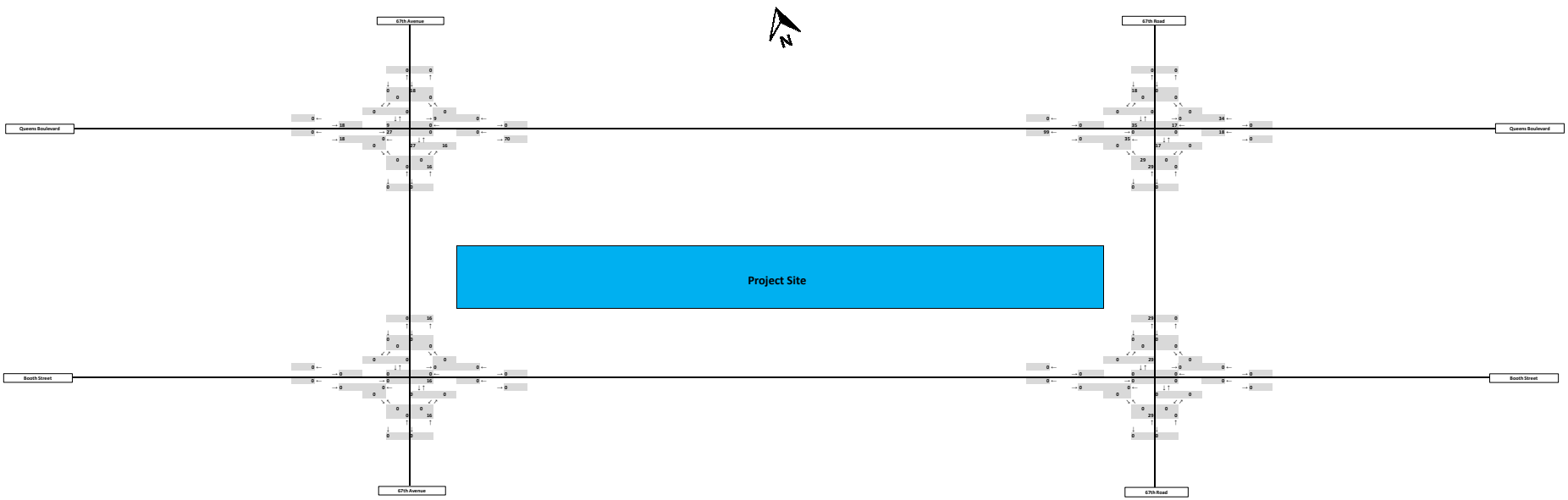


Figure E-10: Construction-Generated Pedestrian Volumes
PM Peak Hour

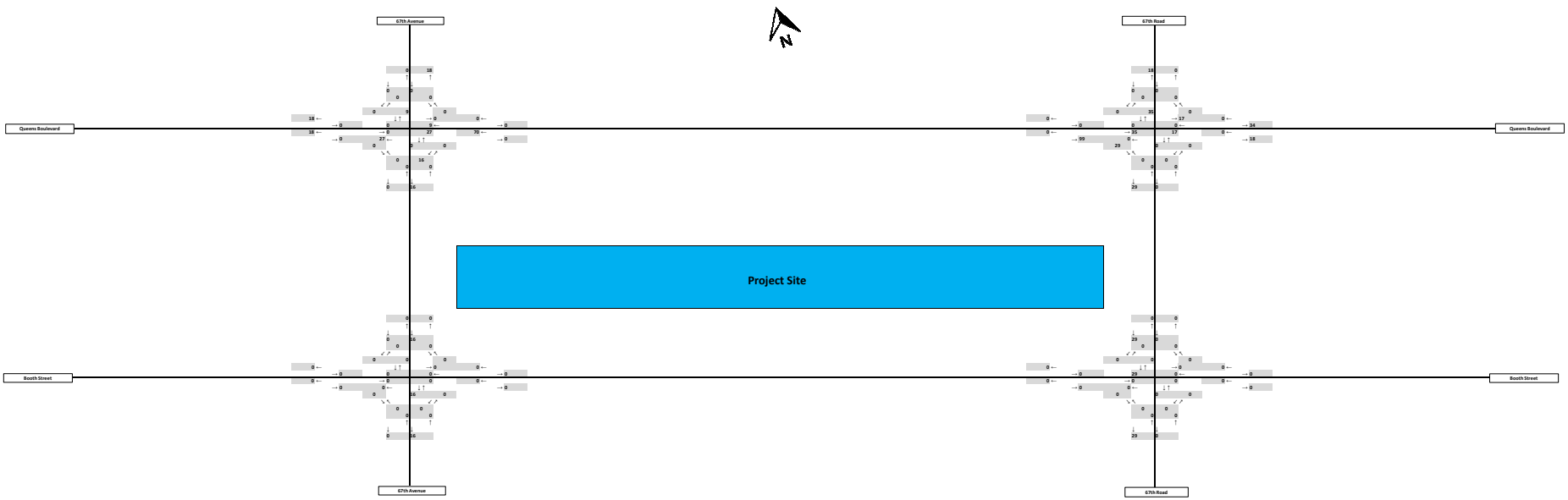


Figure E-11: Existing Conditions Construction Pedestrian Volumes
AM Peak Hour

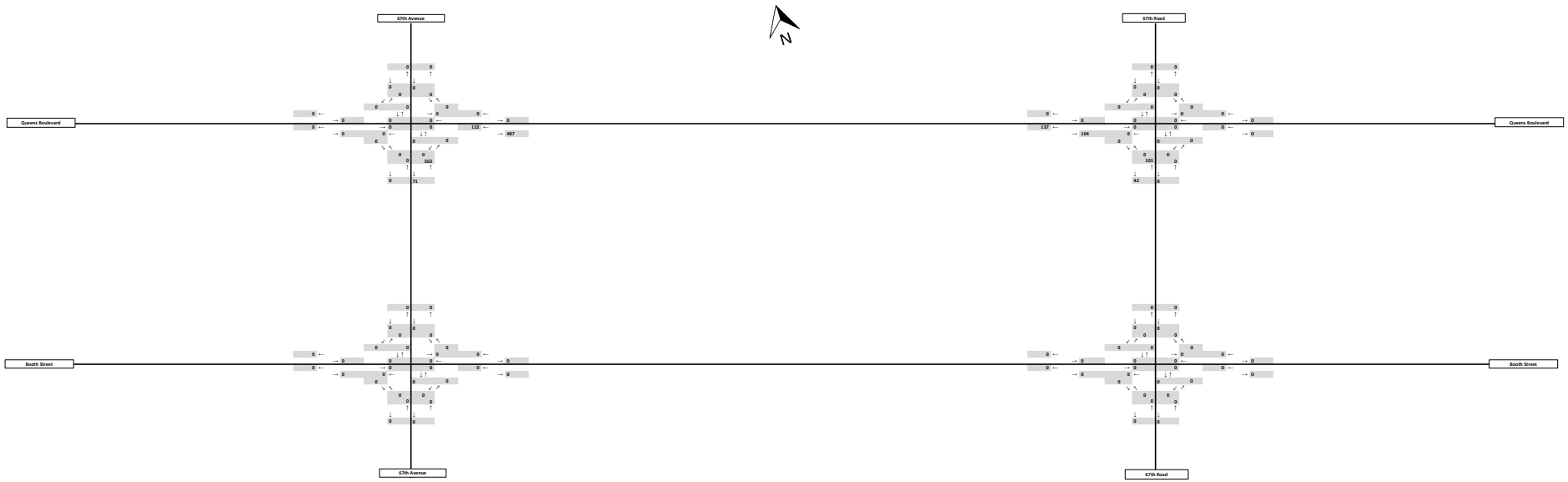


Figure E-12: Existing Conditions Construction Pedestrian Volumes
PM Peak Hour

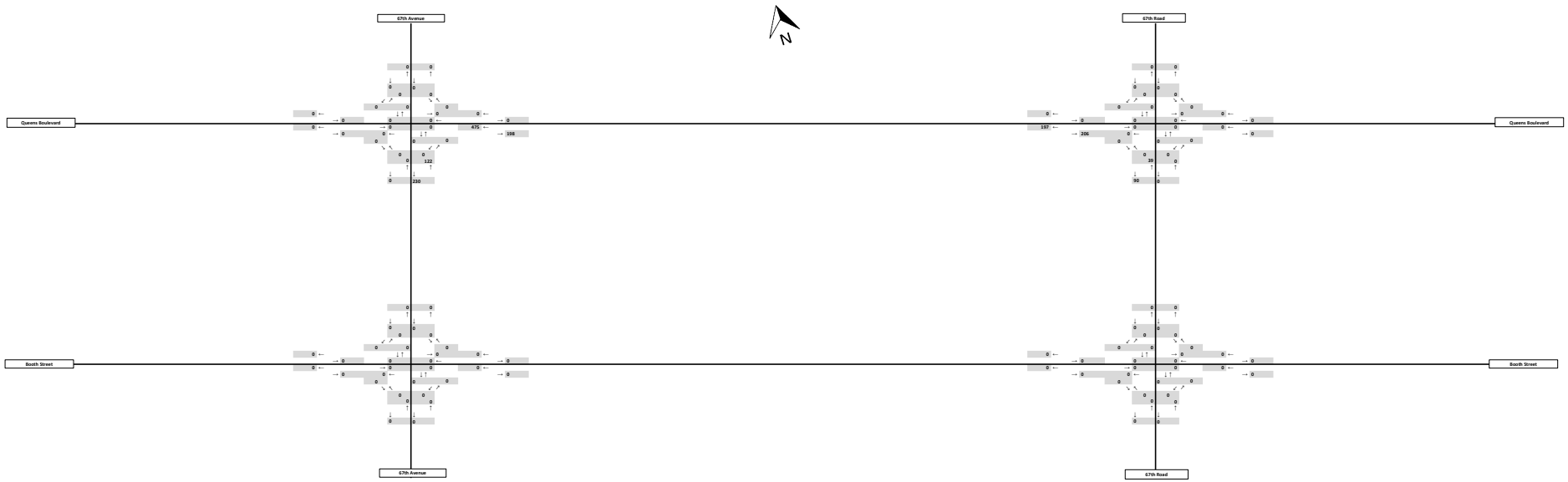


Figure E-13: No-Action Condition Construction Pedestrian Volumes
AM Peak Hour

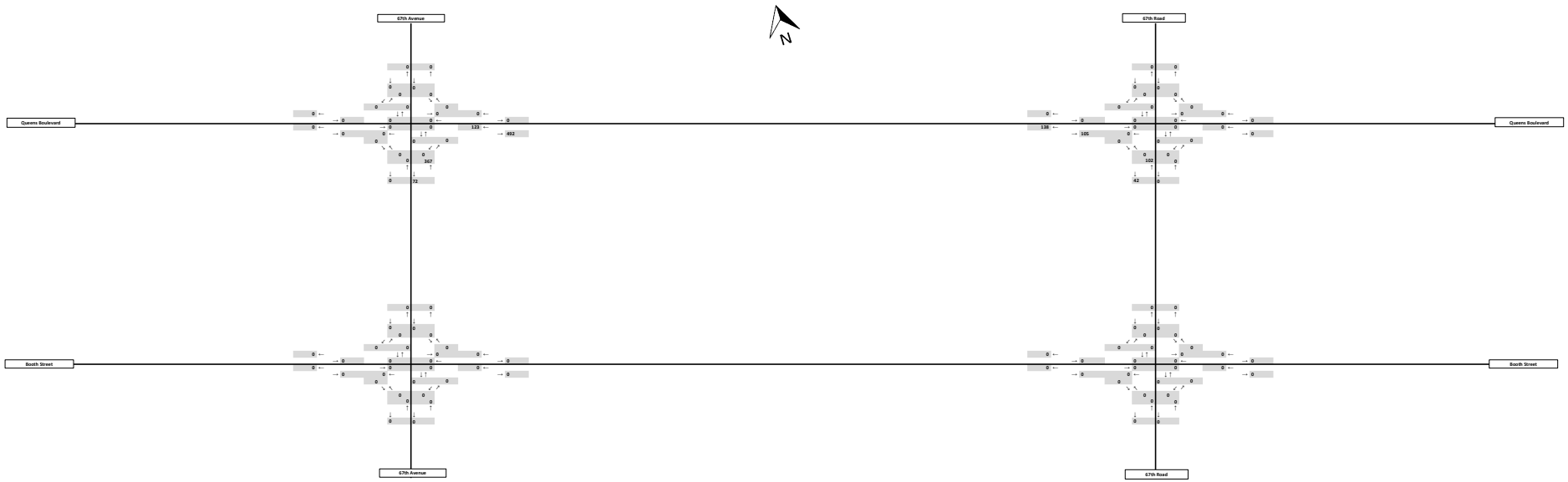


Figure E-14: No-Action Condition Construction Pedestrian Volumes
PM Peak Hour

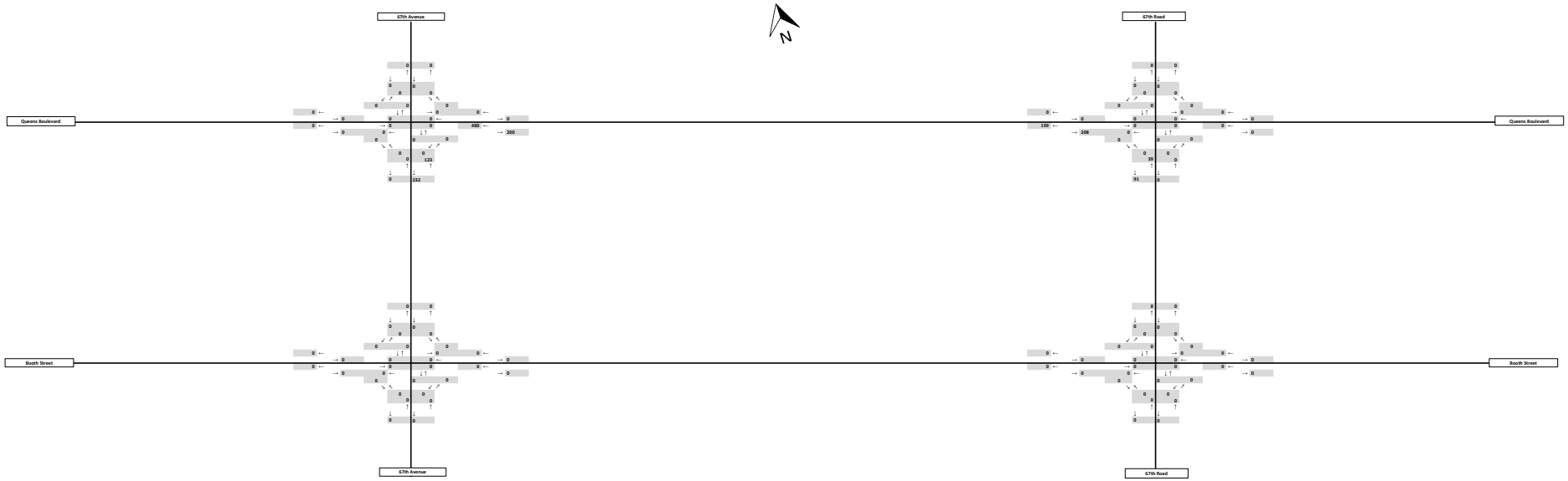


Figure E-15: Future Construction Condition Pedestrian Volumes
AM Peak Hour

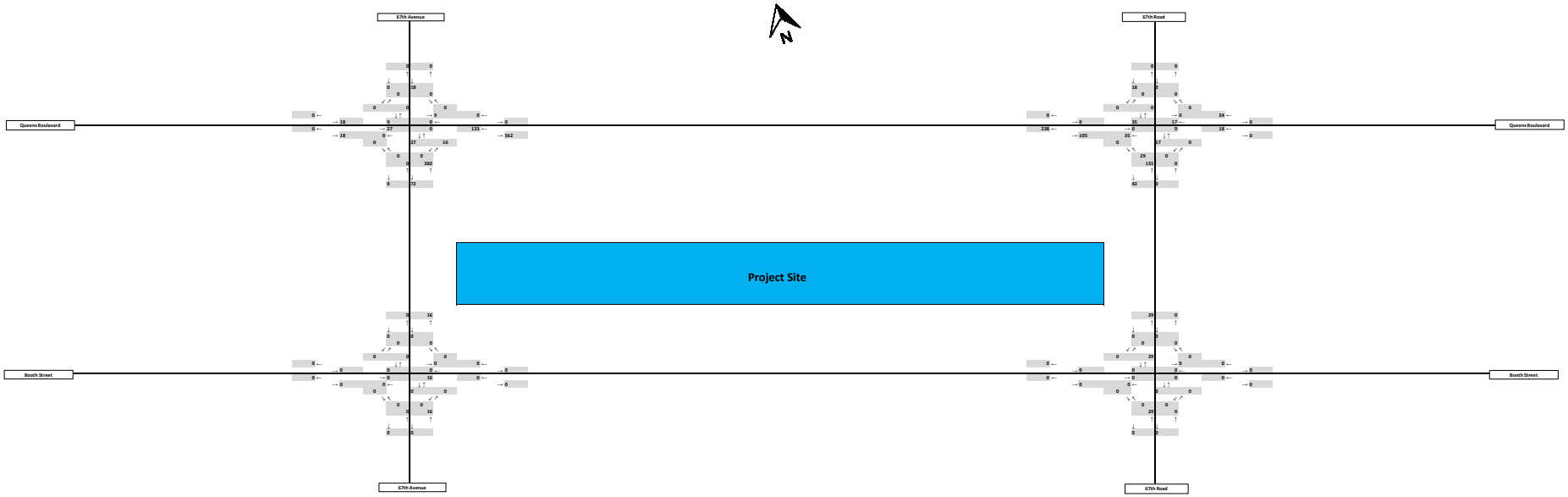


Figure E-16: Future Construction Condition Pedestrian Volumes
PM Peak Hour

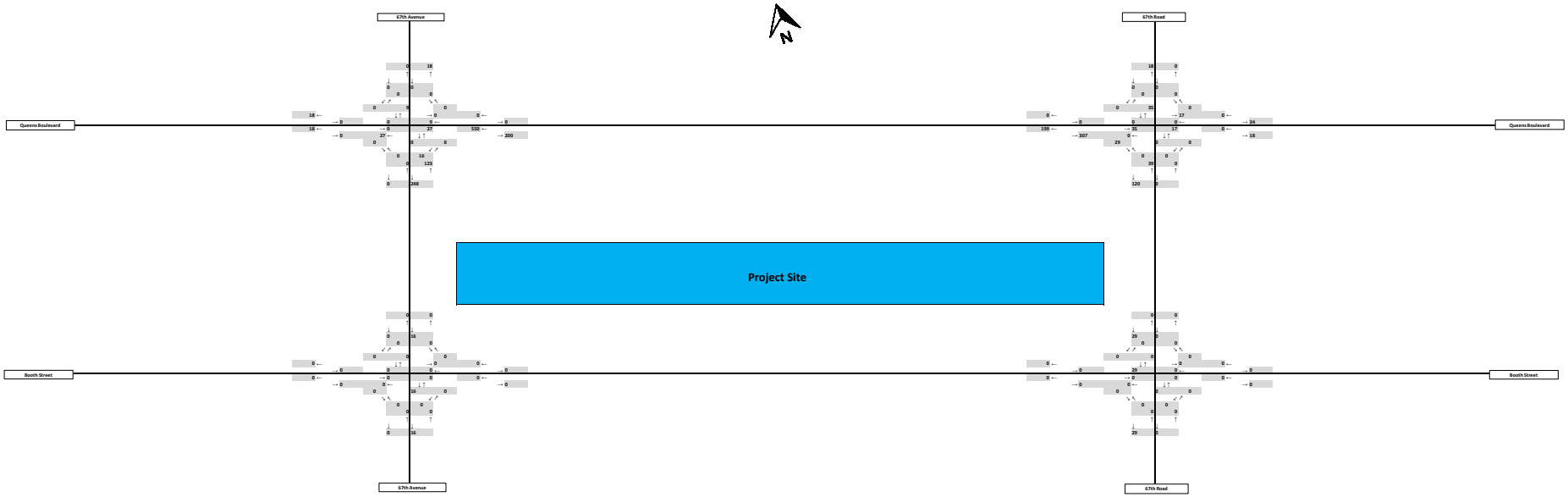


Table E-1: Future Construction Condition without PCRE (2028) - Level of Service Summary

						Weekday AM			Weekday PM		
ID	Intersection Name	Control	Street Name	Direction	Lane Group	v/c ratio	Delay (sec)	LOS	v/c ratio	Delay (sec)	LOS
1A	67th Avenue & Westbound Queens Boulevard Service Road	Signalized	WB Queens Boulevard Service Road	WB	TR	0.66	23.7	C	0.48	25.4	C
			67th Avenue	NB	LT	0.44	10.3	B	0.41	10.8	B
				Overall Intersection		-	*18.9*	*B*	-	*18.7*	*B*
1B	67th Avenue & Queens Boulevard (Main Road)	Signalized	Queens Boulevard (Main Road)	EB	L	0.93	147.4	F	1.02	169.2	F
					T/T/T	0.20	16.5	B	0.80	30.5	C
				WB	T/T/T	0.94	20.4	C	0.34	15.1	B
			67th Avenue	NB	LTR	0.43	4.1	A	0.35	3.3	A
				Overall Intersection		-	*22.1*	*C*	-	*29.4*	*C*
1C	67th Avenue & Eastbound Queens Boulevard Service Road	Signalized	EB Queens Boulevard Service Road	EB	T	0.24	17.6	B	0.51	24.2	C
			67th Avenue	NB	TR	0.51	45.7	D	0.53	44.4	D
				Overall Intersection		-	*33.8*	*C*	-	*32.3*	*C*
2A	67th Road & Westbound Queens Boulevard Service Road	Signalized	WB Queens Boulevard Service Road	WB	TR	0.41	21.8	C	0.25	17.1	B
			67th Road	NB	LT	0.19	4.7	A	0.31	6.8	A
				SB	TR	0.56	40.2	D	0.54	42.3	D
				Overall Intersection		-	*27.5*	*C*	-	*25.5*	*C*
2B	67th Road & Queens Boulevard (Main Road)	Signalized	Queens Boulevard (Main Road)	EB	T/T/T	0.26	12.2	B	0.90	12.6	B
				WB	L	1.28	262.0	F	0.83	130.1	F
					T/T/T	0.78	30.0	C	0.24	16.5	B
			67th Road	NB	LTR	0.39	4.3	A	0.54	7.3	A
				SB	LTR	0.50	4.4	A	0.45	4.4	A
				Overall Intersection		-	*30.5*	*C*	-	*14.7*	*B*
2C	67th Road & Eastbound Queens Boulevard Service Road	Signalized	EB Queens Boulevard Service Road	EB	TR	0.33	14.6	B	0.73	22.5	C
			67th Road	NB	TR	0.40	35.8	D	0.56	43.2	D
				SB	LT	0.63	35.9	D	0.68	38.5	D
				Overall Intersection		-	*30.7*	*C*	-	*32.8*	*C*