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 58-75 Queens Midtown Expressway

1. *Reference Numbers*

CEQR REFERENCE NUMBER (to be assigned by lead agency)	BSA REFERENCE NUMBER (if applicable)
24DCP014Q	
ULURP REFERENCE NUMBER (if applicable)	OTHER REFERENCE NUMBER(S) (if applicable) (*e.g.*, legislative intro, CAPA)
230276ZMQ	

2a. *Lead Agency Information*			**2b. *Applicant Information***		
NAME OF LEAD AGENCY			NAME OF APPLICANT		
New York City Department of City Planning			Lucky Supply Holding, LLC		
NAME OF LEAD AGENCY CONTACT PERSON			NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON		
Stephanie Shellooe			Frank St. Jacques		
ADDRESS 120 Broadway, 31st Floor			ADDRESS Akerman LLP, 1251 Avenue of the Americas, 37th Floor		
CITY New York	STATE NY	ZIP 10271	CITY New York	STATE NY	ZIP 10020
TELEPHONE (212) 720-3328	EMAIL SShellooe@planning.nyc.gov		TELEPHONE 212-259-6474	EMAIL frank.stjacques@akerman.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, Lucky Supply Holding, LLC, is seeking discretionary approvals for a zoning map amendment in support of the proposed rezoning of Block 2656; Lots 20, 64, portion of (p/o) lots 65 and 115 ("Rezoning Area") from M1-1 to M1-4 in Maspeth, Community District (CD) 2, Queens, NY ("Proposed Actions"). The Applicant proposes to enlarge the existing use, which is not permitted in the existing M1-1 zoning district since it exceeds the maximum permitted FAR of 1.0. The proposed M1-4 zoning district has a higher maximum FAR of 2.0, which is sufficient to accommodate the proposed enlargement. In a separate, follow-up application, a non-ULURP Easement Delineation (ME) action is sought to remove a sewer easement on a portion of the Project Site. The Proposed Actions would facilitate the horizontal and vertical enlargement of the existing warehouse on Lot 64 ("Project Site"). The proposed enlarged building would result in a three-story and mezzanine building with 194,136 gross square feet (gsf) (161,780 zsf) of manufacturing floor area. Parking is not required in M1-4 zoning districts. The added floor area within the enlarged building, including the mezzanine would be used for storage of inventory, and would include nine parking spaces.

Project Location

BOROUGH Queens	COMMUNITY DISTRICT(S) 2	STREET ADDRESS 58-75 Queens Midtown Expressway
TAX BLOCK(S) AND LOT(S) Block 2656; Lots 20, 64, p/o lots 65 and 115		ZIP CODE 11378

DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS The Project Site is generally bounded by 54th Avenue to the north, Borden Avenue and Queens Midtown Expressway to the south and Maurice Avenue to the east.

EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY M1-1	ZONING SECTIONAL MAP NUMBER 13C

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

***Board of Standards and Appeals*:** ☐ YES ☒ NO
☐ VARIANCE (use)
☐ VARIANCE (bulk)
☐ SPECIAL PERMIT (if appropriate, specify type: ☐ modification; ☐ renewal; ☐ other); EXPIRATION DATE:
SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

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

Other City Approvals Subject to CEQR (check all that apply)
☐ LEGISLATION
☐ RULEMAKING
☐ CONSTRUCTION OF PUBLIC FACILITIES
☐ 384(b)(4) APPROVAL
☐ OTHER, explain:
☐ FUNDING OF CONSTRUCTION, specify:
☐ POLICY OR PLAN, specify:
☐ FUNDING OF PROGRAMS, specify:
☐ PERMITS, specify:

Other City Approvals Not Subject to CEQR (check all that apply)
☐ PERMITS FROM DOT'S OFFICE OF CONSTRUCTION MITIGATION AND COORDINATION (OCMC)
☐ LANDMARKS PRESERVATION COMMISSION APPROVAL
☐ OTHER, explain:

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

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.): 141,152 sf
Waterbody area (sq. ft.) and type: N/A
Roads, buildings, and other paved surfaces (sq. ft.): 141,152 sf
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): 118,689 gsf
NUMBER OF BUILDINGS: 1
GROSS FLOOR AREA OF EACH BUILDING (sq. ft.): 194,136 sf
HEIGHT OF EACH BUILDING (ft.): 54'9"
NUMBER OF STORIES OF EACH BUILDING: 3

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: 80,890 sf
The total square feet not owned or controlled by the applicant: 60,262 sf

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: 77,026 sq. ft. (width x length)
VOLUME OF DISTURBANCE: 770,260 cubic ft. (width x length x depth)
AREA OF PERMANENT DISTURBANCE: 77,026 sq. ft. (width x length)

8. *Analysis Year* CEQR Technical Manual Chapter 2

ANTICIPATED BUILD YEAR (date the project would be completed and operational): 2026
ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: 23 months
WOULD THE PROJECT BE IMPLEMENTED IN A SINGLE PHASE? ☒ YES ☐ NO IF MULTIPLE PHASES, HOW MANY?
BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE: Enlargement of the building: 8 months

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				
No. of dwelling units				
No. of low- to moderate-income units				
Gross floor area (sq. ft.)				
Commercial	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," specify the following:				
Describe type (retail, office, other)				
Gross floor area (sq. ft.)				
Manufacturing/Industrial	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
Type of use	Warehouse	Warehouse	Warehouse	
Gross floor area (sq. ft.)	98,547	98,547	194,136	95,589
Open storage area (sq. ft.)				
If any unenclosed activities, specify:				
Community Facility	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," specify the following:				
Type				
Gross floor area (sq. ft.)				
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				
No. of accessory spaces				
Operating hours				
Attended or non-attended				
Lots	☐ YES ☒ NO	☐ YES ☒ NO	☒ YES ☐ NO	
If "yes," specify the following:				
No. of public spaces				
No. of accessory spaces	0	0	9	9
Operating hours			9am -6pm	
Other (includes street parking)	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," describe:				
POPULATION				
Residents	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," specify number:				
Briefly explain how the number of residents was calculated:				

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
Businesses	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
No. and type	Warehouse/Restaurant supply warehouse	Warehouse/Restaurant supply warehouse	Warehouse/Restaurant supply warehouse	
No. and type of workers by business	7	7	13	6
No. and type of non-residents who are not workers				
Briefly explain how the number of businesses was calculated:	Workers: 1 employee per 15,000 sf for warehouse. Overall, estimated incremental increase in non-residential population is 6 workers. Source: DCP, Gowanus Neighborhood Rezoning (CEQR #19DCP157K)			
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	M1-1	M1-1	M1-4	
Maximum amount of floor area that can be developed	Floor area ratio: 1.0. Permitted floor area is 69,699 zoning floor area	Floor area ratio: 1.0. Permitted floor area is 69,699 zoning floor area	Floor area ratio: 2.0. Permitted zoning floor area is 161,780	Incremental zoning floor area is 92,081 zsf.
Predominant land use and zoning classifications within land use study area(s) or a 400 ft. radius of proposed project	Mix of manufacturing, commerial (C8-1 along the north east of rezoning area) and residentail uses (R4 east of the C8-1 district). M1-1 district mapped on Block 2656	Mix of manufacturing, commerial (C8-1 along the north east of rezoning area) and residentail uses (R4 east of the C8-1 district). M1-1 district mapped on Block 2656	Mix of manufacturing, commerial (C8-1 along the north east of rezoning area) and residentail uses(R4 east of the C8-1 district). M1-4 district will be mapped on Lots 64, 20 and portion of lot 65 on Block 2656. M1-1 mapped on remainder of Block 2656.	M1-4 district will be mapped on Lots 64, 20 and portion of lot 65 on Block 2656. M1-1 mapped on remainder of Block 2656.
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 different from surrounding land uses?	☐	☒
(b) Would the proposed project result in a change in zoning different from surrounding zoning?	☒	☐
(c) Is there the potential to affect an applicable public policy?	☐	☒
(d) If "yes," to (a), (b), and/or (c), complete a preliminary assessment and attach.		
(e) Is the project a large, publicly sponsored project?	☐	☒
○ If "yes," complete a PlaNYC assessment and attach.		
(f) Is any part of the directly affected area within the City's Waterfront Revitalization Program boundaries?	☐	☒
○ If "yes," complete the Consistency Assessment Form.		
2. *SOCIOECONOMIC CONDITIONS*: CEQR Technical Manual Chapter 5		
(a) Would the proposed project:		
○ Generate a net increase of more than 200 residential units *or* 200,000 square feet of commercial space?	☐	☒
▪ If "yes," answer *both* questions 2(b)(ii) and 2(b)(iv) below.		
○ Directly displace 500 or more residents?	☐	☒
▪ If "yes," answer questions 2(b)(i), 2(b)(ii), and 2(b)(iv) below.		
○ Directly displace more than 100 employees?	☐	☒
▪ If "yes," answer questions under 2(b)(iii) and 2(b)(iv) below.		
○ Affect conditions in a specific industry?	☐	☒
▪ If "yes," answer question 2(b)(v) 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 expected average incomes of the new population exceed the average incomes of study area populations?	☐	☐
○ If "yes:"		
▪ Would the population of the primary study area increase by more than 10 percent?	☐	☐
▪ Would the population of the primary study area increase by more than 5 percent in an area where there is the potential to accelerate trends toward increasing rents?	☐	☐
○ If "yes" to either of the preceding questions, would more than 5 percent of all housing units be renter-occupied and unprotected?	☐	☐
iii. Direct Business Displacement		
○ Do any of the displaced businesses provide goods or services that otherwise would not be found within the trade area, either under existing conditions or in the future with the proposed project?	☐	☐
○ Is any category of business to be displaced the subject of other regulations or publicly adopted plans to preserve, enhance, or otherwise protect it?	☐	☐

	YES	NO
iv. Indirect Business Displacement		
○ Would the project potentially introduce trends that make it difficult for businesses to remain in the area?	☐	☐
○ 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?	☐	☐
v. Effects on Industry		
○ Would the project significantly affect business conditions in any industry or any category of businesses within or outside the study area?	☐	☐
○ Would the project indirectly substantially reduce employment or impair the economic viability in the industry or category of businesses?	☐	☐
3. *COMMUNITY FACILITIES*: CEQR Technical Manual Chapter 6		
(a) 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		
i. 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)	☐	☒
○ If "yes," would the project result in a collective utilization rate of the Early Childhood Programs in the study area that is greater than 100 percent?	☐	☐
○ If "yes," would the project increase the collective utilization rate by 5 percent or more from the No-Action scenario?	☐	☐
ii. Public Schools		
○ Would the project result in 50 or more elementary or middle school students, or 150 or more high school students based on number of residential units? (See Table 6-1 in Chapter 6)	☐	☒
○ If "yes," would the project result in a utilization rate of the elementary or middle schools that is equal to or greater than 100 percent?	☐	☐
○ If "yes," would the project generate 100 or more elementary or middle school students past the 100% utilization rate?	☐	☐
○ If "yes," would the project result in a utilization rate of the high schools that is equal to or greater than 100 percent?	☐	☐
○ If "yes," would the project increase the high school utilization rate by 5 percent or more from the No-Action scenario?	☐	☐
iii. 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)	☐	☒
○ If "yes," would the project increase the study area population by 5 percent or more from the No-Action levels?	☐	☐
○ If "yes," would the additional population impair the delivery of library services in the study area?	☐	☐
iv. Health Care Facilities		
○ Would the project result in the introduction of a sizeable new neighborhood?	☐	☒
○ If "yes," would the project affect the operation of health care facilities in the area?	☐	☐
v. Fire and Police Protection		
○ Would the project result in the introduction of a sizeable new neighborhood?	☐	☒
○ If "yes," would the project affect the operation of fire or police protection in the area?	☐	☐
4. *OPEN SPACE*: CEQR Technical Manual Chapter 7		
(a) Would the project change or eliminate existing open space?	☐	☒
(b) Would the project generate more than 200 additional residents or 500 additional employees?	☐	☒
5. *SHADOWS*: CEQR Technical Manual Chapter 8		
(a) Would the proposed project result in a net height increase of any structure of 50 feet or more?	☐	☒
(b) Would the proposed project result in any increase in structure height and be located adjacent to or across the street from a sunlight-sensitive resource?	☐	☒
(c) If "yes" to either 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.		
6. *HISTORIC AND CULTURAL RESOURCES*: CEQR Technical Manual Chapter 9		

	YES	NO
(a) Does the proposed project site or an adjacent site contain any architectural and/or archaeological resource that is eligible for or has been designated (or is calendared for consideration) as a New York City Landmark, Interior Landmark or Scenic Landmark; that is listed or eligible for listing on the New York State or National Register of Historic Places; or that is within a designated or eligible New York City, New York State or National Register Historic District? (See the GIS System for Archaeology and National Register to confirm)	☐	☒
(b) Would the proposed project involve construction resulting in in-ground disturbance to an area not previously excavated?	☐	☒
(c) If "yes" to either of the above, list any identified architectural and/or archaeological resources and attach supporting information on whether the proposed project would potentially affect any architectural or archeological resources.		
7. *URBAN DESIGN AND VISUAL RESOURCES*: CEQR Technical Manual Chapter 10		
(a) Would the proposed project introduce a new building, a new building height, or result in any substantial physical alteration to the streetscape or public space in the vicinity of the proposed project that is not currently allowed by existing zoning?	☒	☐
(b) Would the proposed project result in obstruction of publicly accessible views to visual resources not currently allowed by existing zoning?	☐	☒
(c) If "yes" to either of the above, please provide the information requested in Chapter 10. See Attachment C **(d)**		
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: See Attachment D	☒	☐
(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?	☐	☒

	YES	NO
(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): 528 lbs/week		
○ 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?	☐	☐
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): 16,320		
(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)	☐	☐
(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.		
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?	☐	☒

	YES	NO
(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.		
17. *PUBLIC HEALTH*: CEQR Technical Manual Chapter 20		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Air Quality; Hazardous Materials; Noise?	☐	☒
(b) If "yes," explain why an assessment of public health is or is not warranted based on the guidance in Chapter 20, "Public Health." Attach a preliminary analysis, if necessary.		
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. The Proposed Project would not result in any significant adverse impacts in the following technical areas: Historic and Cultural Resources,Hazardous Materials and Urban Design and Visual Resources. Nor would the Proposed Project result in a combination of moderate effects to several elements that cumulatively may affect neighborhood character. Therefore, the Proposed Project would not result in a significant adverse impact on Neighborhood Character.		
19. *CONSTRUCTION*: CEQR Technical Manual Chapter 22		
(a) Would the project's construction activities involve:		
○ Construction activities lasting longer than two years?	☐	☒
○ Construction activities within a Central Business District or along an arterial highway or major thoroughfare?	☒	☐
○ Closing, narrowing, or otherwise impeding traffic, transit, or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, *etc.*)?	☐	☒
○ Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out?	☐	☒
○ The operation of several pieces of diesel equipment in a single location at peak construction?	☐	☒
○ Closure of a community facility or disruption in its services?	☐	☒
○ Activities within 400 feet of a historic or cultural resource?	☐	☒
○ Disturbance of a site containing or adjacent to a site containing natural resources?	☐	☒
○ Construction on multiple development sites in the same geographic area, such that there is the potential for several construction timelines to overlap or last for more than two years overall?	☐	☒
(b) If any boxes are checked "yes," explain why a preliminary construction assessment is or is not warranted based on the guidance in Chapter 22, "Construction." It should be noted that the nature and extent of any commitment to use the Best Available Technology for construction equipment or Best Management Practices for construction activities should be considered when making this determination. Construction of the Proposed Project includes enlargement of the existing facility and would be short-term that would be completed within two years. Standard construction techniques commonly used in construction projects in New York City would be utilized. Any related sidewalk or lane closure would be temporary. Therefore, no futher analysis is warranted and a significant adverse construction impact would not occur.		

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
Kovid Saxena (Sam Schwartz Engineering, D.P.C.)	Kovid Saxena	2/16/24

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

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

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

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

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

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

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

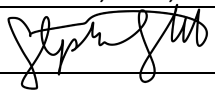
☐ **Positive Declaration**: If the lead agency has determined that the project may have a significant impact on the environment, and if a Conditional Negative Declaration is not appropriate, then the lead agency issues a *Positive Declaration* and prepares a draft Scope of Work for the Environmental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

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

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

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

TITLE	LEAD AGENCY
Director, Environmental Assessment and Review Division	Department of City Planning on behalf of the City Planning Commission
NAME	DATE
Stephanie Shellooe, AICP, Director	February 16, 2024

SIGNATURE 

NEGATIVE DECLARATION

Statement of No Significant Effect

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

Reasons Supporting this Determination

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

Land Use, Zoning, and Public Policy

A detailed analysis of land use, zoning, and public policy is included in the EAS. The Applicant, Lucky Supply Holding, LLC, is seeking discretionary approval for a zoning map amendment to rezone Block 2656; Lots 20, 64, portion of (p/o) lots 65 and 115 (the "Rezoning Area") from M1-1 to M1-4 in the Maspeth neighborhood in Queens, Community District (CD) 2 (the "Proposed Action"). The Proposed Action would facilitate a proposal by the Applicant to enlarge the existing use on the Project Site (Block 2656, Lot 64), which is not permitted in the existing M1-1 zoning district since it exceeds the maximum permitted FAR of 1.0. The proposed M1-4 zoning district has a higher maximum FAR of 2.0, which is sufficient to accommodate the proposed enlargement. In a separate, follow-up application, a non-ULURP Easement Delineation action is sought to remove a sewer easement on a portion of the Project Site. The Proposed Action would facilitate the horizontal and vertical enlargement of the existing warehouse on the Project Site, resulting in a three-story and mezzanine building with a total of 194,136 gross square feet (gsf) (a two-story, 118,689 gsf enlargement and a total of 161,780 zoning square feet) of manufacturing floor area. Parking is not required in M1-4 zoning districts, though nine parking spaces would be provided. The added floor area within the enlarged building, including the mezzanine, would be used for storage of inventory.

No existing land uses would be displaced, nor would a land use incompatible with the surrounding area be enabled as a result of the Proposed Action. The Proposed Action would facilitate the vertical and horizontal enlargement of an existing use that is consistent with the manufacturing and industrial character of the surrounding area. The density and uses facilitated by the Proposed Action are consistent with those found in the area and would not conflict with any relevant public policies. The Proposed Action would not constitute a significant adverse impact to land use, zoning, and public policy.

Hazardous Materials

An (E) designation (E-755) related to hazardous materials would be established as part of the approval of the proposed actions. Refer to "Determination of Significance Appendix: (E) designation" for the applicable (E) designation requirements. The hazardous materials analysis concludes that with the (E) designation in place, the proposed actions would not result in a significant adverse impact related to hazardous materials.

No other significant effects upon the environment that would require the preparation of a Draft Environmental Impact Statement are foreseeable. This Negative Declaration has been prepared in accordance with Article 8 of the New York State Environmental Conservation Law (SEQRA). Should you have any questions pertaining to this Negative Declaration, you may contact Jameson Mitchell at +1 212-720-3422.

TITLE	LEAD AGENCY
Director, Environmental Assessment and Review Division	Department of City Planning on behalf of the City Planning Commission 120 Broadway, 31st Fl. New York, NY 10271 | 212.720.3493
NAME	DATE
Stephanie Shellooe, AICP	2/16/2024
SIGNATURE	

TITLE	
Chair, City Planning Commission	
NAME	DATE
Daniel R. Garodnick	2/20/2024
SIGNATURE	

Project Name: 166-11 91st Avenue Special Permit
CEQR # 23DCP052Q
SEQRA Classification: Unlisted

Determination of Significance Appendix

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

Development Site	Borough	Block and Lot
Projected Development Site	Queens	Block 2656, Lot 64

(E) Designation Requirements

To ensure that the proposed actions would not result in significant adverse impacts related to hazardous materials, an (E) designation (**E-755**) would be established as part of approval of the proposed actions on the **Projected Development Site** as described below:

Development Site	Hazardous Materials	Air Quality	Noise
Projected Development Site	X		

Hazardous Materials The (E) designation requirements applicable to the Projected Development Site for hazardous materials would apply as follows:

Task 1-Sampling Protocol

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

Task 2-Remediation Determination and Protocol

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

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

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

Attachment A: Project Description

I. INTRODUCTION

Lucky Supply Holding, LLC (“Applicant”), is seeking discretionary approvals for a zoning map amendment in support of the proposed rezoning of Block 2656; Lots 20, 64, portion of (p/o) lots 65 and 115 (“Rezoning Area”) from M1-1 to M1-4 in Maspeth, Community District (CD) 2, Queens, NY ("Proposed Actions"). In a separate, follow-up application, a non-ULURP Easement Delineation (ME) action is being sought to remove a sewer easement on a portion of the Project Site. The Proposed Actions would facilitate the horizontal and vertical enlargement of the existing warehouse on Lot 64 (“Project Site”). The Project Site is located in the Maspeth neighborhood of Queens, which is generally is generally bounded by 54th Avenue to the north, Borden Avenue and Queens Midtown Expressway to the south, and Maurice Avenue to the east.

The Applicant-owned Project Site is an 80,890 square feet (sf) lot with 265 feet of frontage along Borden Avenue/ Queens Midtown Expressway. It is improved with a one-story and mezzanine warehouse building built in 1969 that is occupied by a restaurant supply business. The Proposed Actions are subject to environmental review pursuant to the State Environmental Quality Review Act (SEQRA) and City Environmental Quality Review (CEQR) requirements.

The proposed enlargement would result in a three-story and mezzanine 54’-9” tall building with 194,136 gross square feet (gsf) of warehouse use and accessory office space ("Proposed Project").

II. EXISTING CONDITIONS

Description of the Project Site

The Project Site is an 80,890-sf irregular shaped lot that is improved with a 69,999-zoning floor area (75,447 gross floor area) one-story with mezzanine 18’-9” tall warehouse building occupied by a restaurant supply business. The M1-1 zoning district was mapped on the Project Site with the 1961 enactment of the Zoning Resolution.

Rezoning Area

The Rezoning Area consists of three contiguous tax lots including the Project Site and:

1. Non-Applicant-owned Site 1 (Block 2656, lot 65), which is a 13,890-sf interior lot that is improved with a one-story garage building. Only the westernmost portion of lot 65 (approximately 4,176 sf lot area) is included within the rezoning area.
2. Non-Applicant-owned Site 2 (Block 2656, lot 20), which is a 53,144-sf corner lot that is improved with a one-story warehouse building occupied by an active construction business.
3. Block 2656, lot 115 is an 81,552-sf lot that is improved with a one-story warehouse building occupied by a baking supply business. Only a sliver on the westernmost portion of lot 115 is included within the Rezoning Area. This portion of the lot is less than 50 percent of its lot area and is less than 25 feet in distance measured perpendicular to the proposed district boundary. As such, the lot would not be able to benefit from the proposed rezoning and was not analyzed as part of the EAS.

Description of the Surrounding Area

Land uses in the surrounding area are predominantly industrial with a mix of construction, warehouse, and auto-oriented uses on Block 2656. The rezoning area and the area south of Block 2656 is in the Maspeth Industrial Business Zone (IBZ). The Queens Midtown Expressway divides Block 2656 from other commercial/industrial uses to the south, including a shopping center with a Home Depot. Mt. Zion Cemetery is located to the north of 54th Avenue. East of Maurice Avenue is the 8.9-acre Frank Principe Park. A C8-1 zoning district is mapped to the northeast of the Rezoning Area, along Maurice Avenue and north of 54th Avenue. It includes commercial uses, including a hotel. There is a R4 zoning district mapped to the east of the C8-1 district that is characterized by low-density residential development.

Borden Avenue is a local road and Queens Midtown Expressway is classified as a principal arterial expressway, while Maurice Avenue is a principal arterial. The nearest subway station 1.6 miles from the Project Site, is the 52nd Street subway station serving the MTA number 7 subway line. Bus service in proximity of the Project Site include the Q67 Maurice Avenue/Queens Midtown Expressway bus route.

II. REQUIRED APPROVALS AND REVIEW PROCEDURES

The Proposed Project would require discretionary approvals subject to CEQR, for a zoning map amendment to rezone the Rezoning Area from the existing M1-1 zoning district to M1-4. The proposed enlargement is not permitted in the existing M1-1 zoning district since it exceeds the maximum permitted FAR of 1.0. The proposed M1-4 zoning district has a higher maximum FAR of 2.0, which is sufficient to accommodate the proposed enlargement. In a separate, follow-up application, a non-ULURP Easement Delineation (ME) action is sought to remove a sewer easement on a portion of the Project Site.

III. PROJECT PURPOSE AND NEED

The proposed zoning map amendment would promote the growth of existing industrial businesses within the Maspeth IBZ. The Rezoning Area is an appropriate location for increased industrial bulk with the proposed M1-4 zoning district because of its adjacency to the Queens Midtown Expressway and isolation from residential uses. The Proposed Actions is consistent with New York City Pathways to Industrial and Construction Careers (PINCC) because it will allow the Applicant to maintain and increase its workforce.

IV. PROPOSED PROJECT

The Proposed Actions would facilitate the horizontal and vertical enlargement of the existing 75,447 gsf building to include a three-story and mezzanine building with 194,136 gsf of warehouse use and accessory office space. The Proposed Project would provide nine parking spaces which are not required by the proposed M1-4 zoning district), ten bicycle parking spaces, and five loading berths, accessible via a curb cut on 54th Avenue. The additional floor area would be used for storage of inventory.

V. FRAMEWORK FOR ANALYSIS

Provided below is a description of the framework for the assessment of the potential impacts of the Proposed Actions, including the anticipated year in which the Proposed Project would be completed and fully operational (analysis year), a description of existing conditions on the Project Site, a description of conditions on the Project Site in the analysis year with ("With-Action" condition) and without ("No-Action"

condition) the Proposed Project. The incremental difference between the No-Action and With-Action conditions serves as the basis for the technical analysis presented in the environmental review.

The 2021 *CEQR Technical Manual* defines thresholds for each technical area which, if met or exceeded, require that a detailed analysis be undertaken. Preliminary screening assessments were conducted for the Proposed Actions using the guidelines presented in the *CEQR Technical Manual* to determine whether detailed analysis of a given technical area is appropriate. Technical areas that meet these requirements and do not require further analysis include Socioeconomic Conditions, Community Facilities and Services, Open Space, Shadows, Historic and Cultural Resources, Natural Resources, Water and Sewer Infrastructure, Solid Waste, Energy, Air Quality, Noise and Construction. Technical areas requiring detailed analysis are provided in this EAS and include Land Use, Zoning, and Public Policy, Urban Design and Visual Resources, and Hazardous Materials.

Reasonable Worst-Case Development Scenario (RWCDS)

To assess the possible effects of the Proposed Actions, a RWCDS was developed that identifies anticipated conditions on the Project Site in the analysis year in the No-Action condition and the With-Action condition.

Absent the Proposed Actions, in the No-Action condition, the Project Site would not be developed and would remain the same as existing conditions.

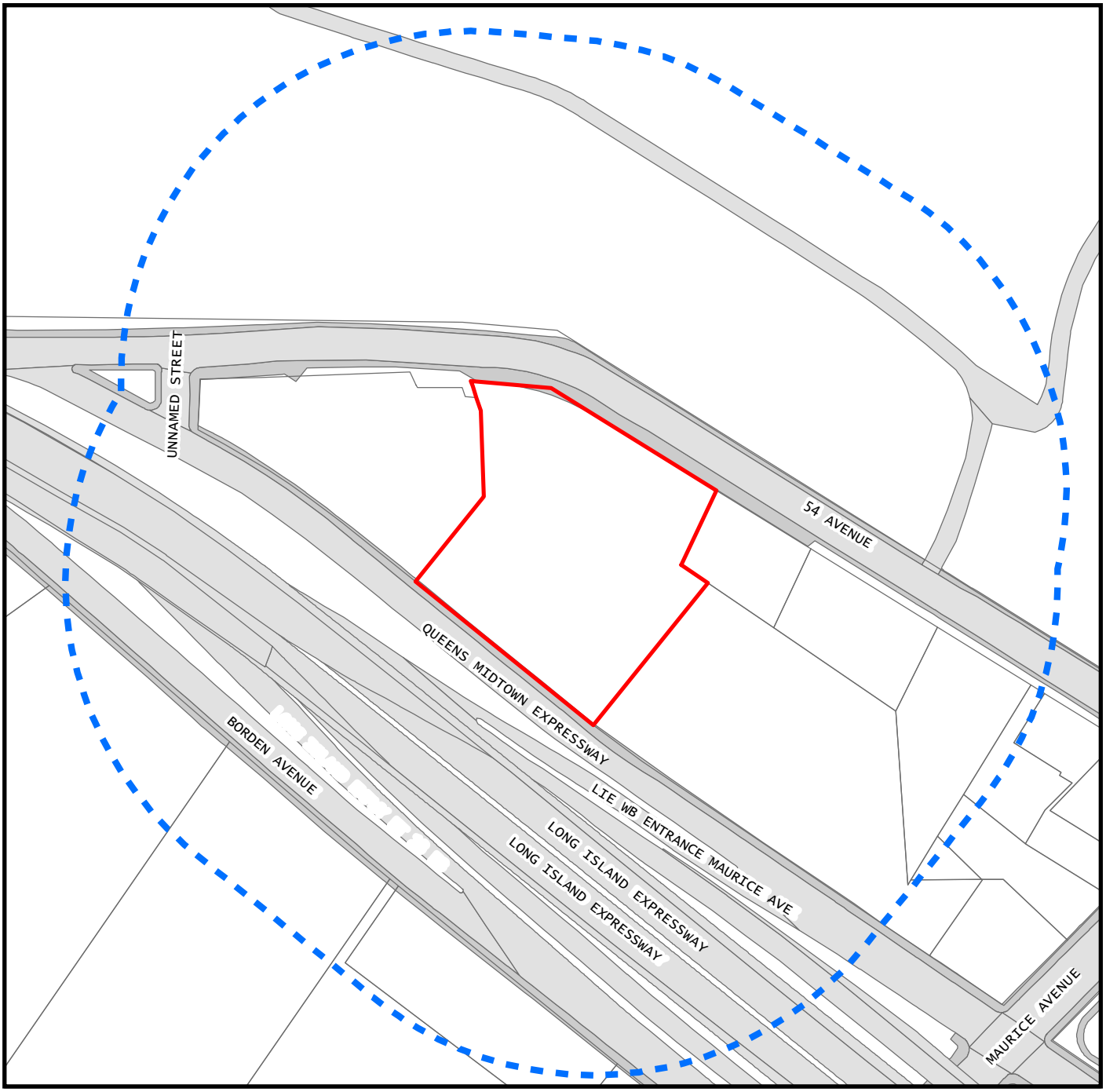
Under the With-Action condition, the Proposed Project would be developed as described in Section V of this attachment and result in an increase over the No-Action condition of approximately 118,689 gsf (see **Table A-1: Reasonable Worst-Case Development Scenario**).

Table A-1: Reasonable Worst-Case Development Scenario

Use	Existing (gsf)	No-Action (gsf)	With-Action (gsf)	Increment
Manufacturing (*Warehouse*)	75,447	75,447	194,136	118,689
Parking (*spaces*)	*0*	*0*	*9*	*9*
TOTAL (gsf)	**75,447**	**75,447**	**194,136**	**118,689**

Analysis Year

It is anticipated that the Proposed Project would be completed and operational by 2026, which is assumed as the analysis year for assessment purposes.



Source: 2021 PLUTO, DCP

0 50 100 200 300 400 Feet

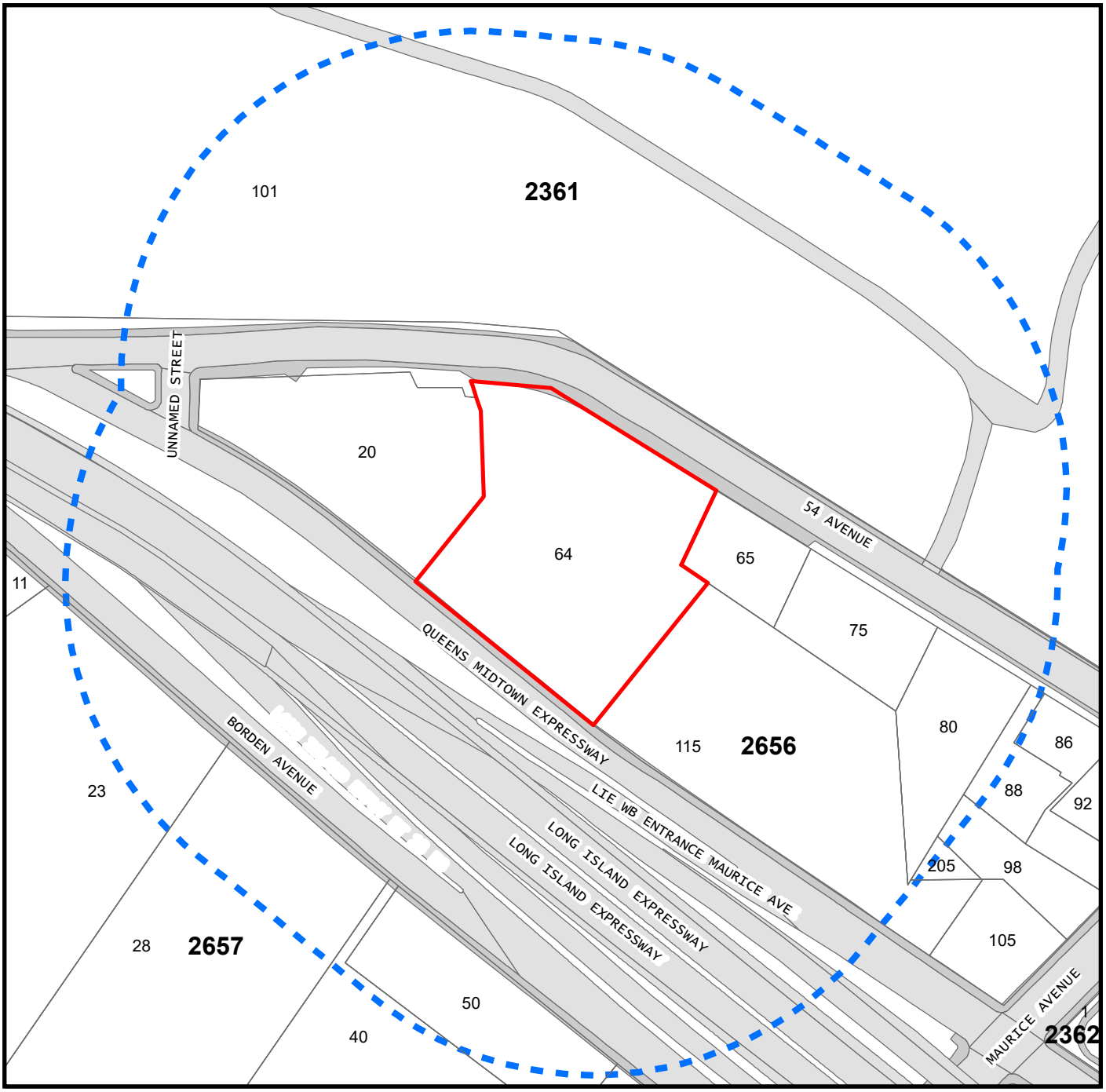
Project Site

400-foot Boundary

SITE LOCATION

Figure A-1

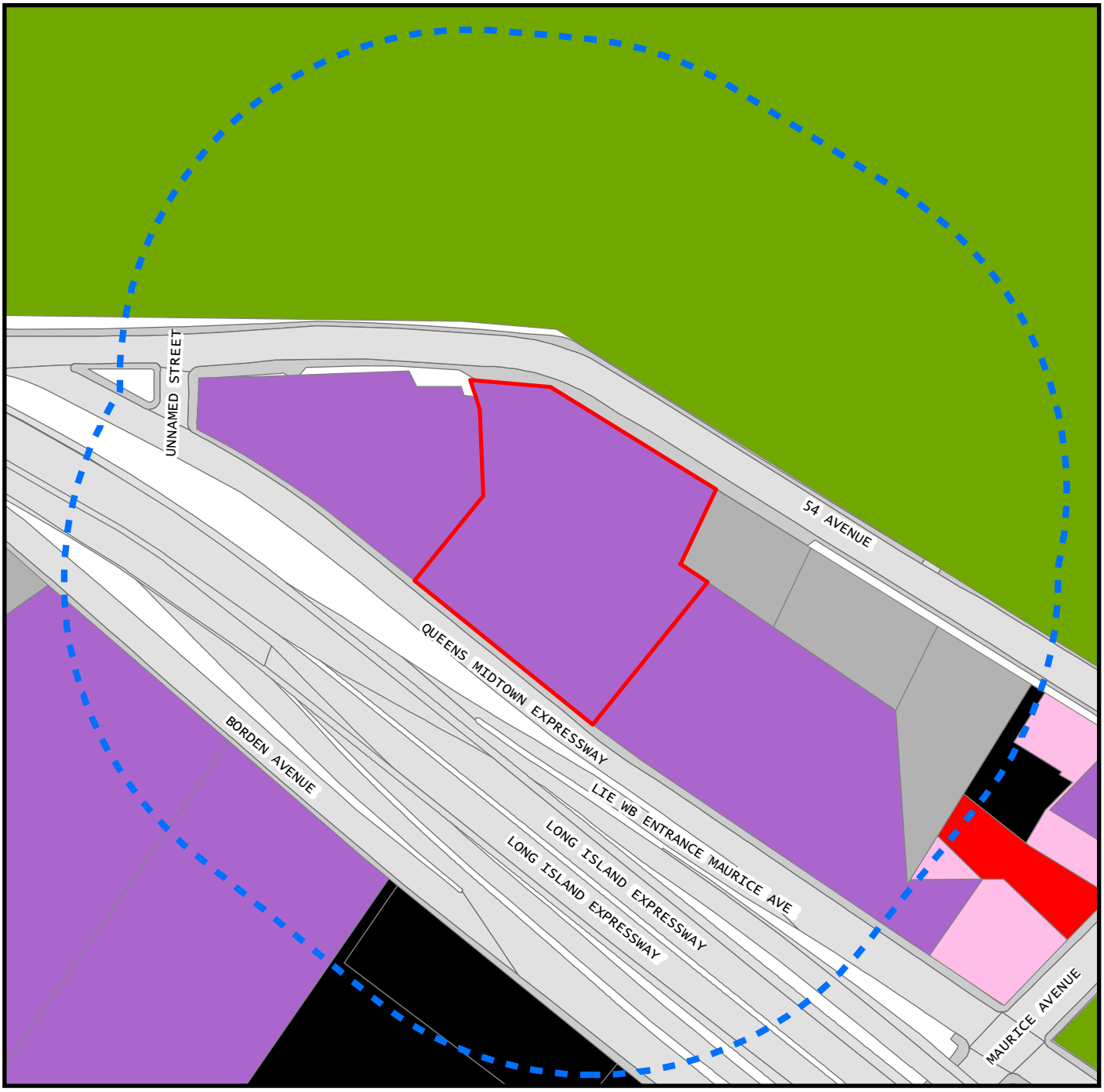
58-75 Queens Midtown Expressway EAS



TAX MAP

Figure A-2

58-75 Queens Midtown Expressway EAS



Source: 2021 PLUTO, DCP

0 50 100 200 300 400 Feet

Project Site

400-foot Boundary

Industrial/Manufacturing

Transportation/Utlity

Commercial/Office Building

Open Space

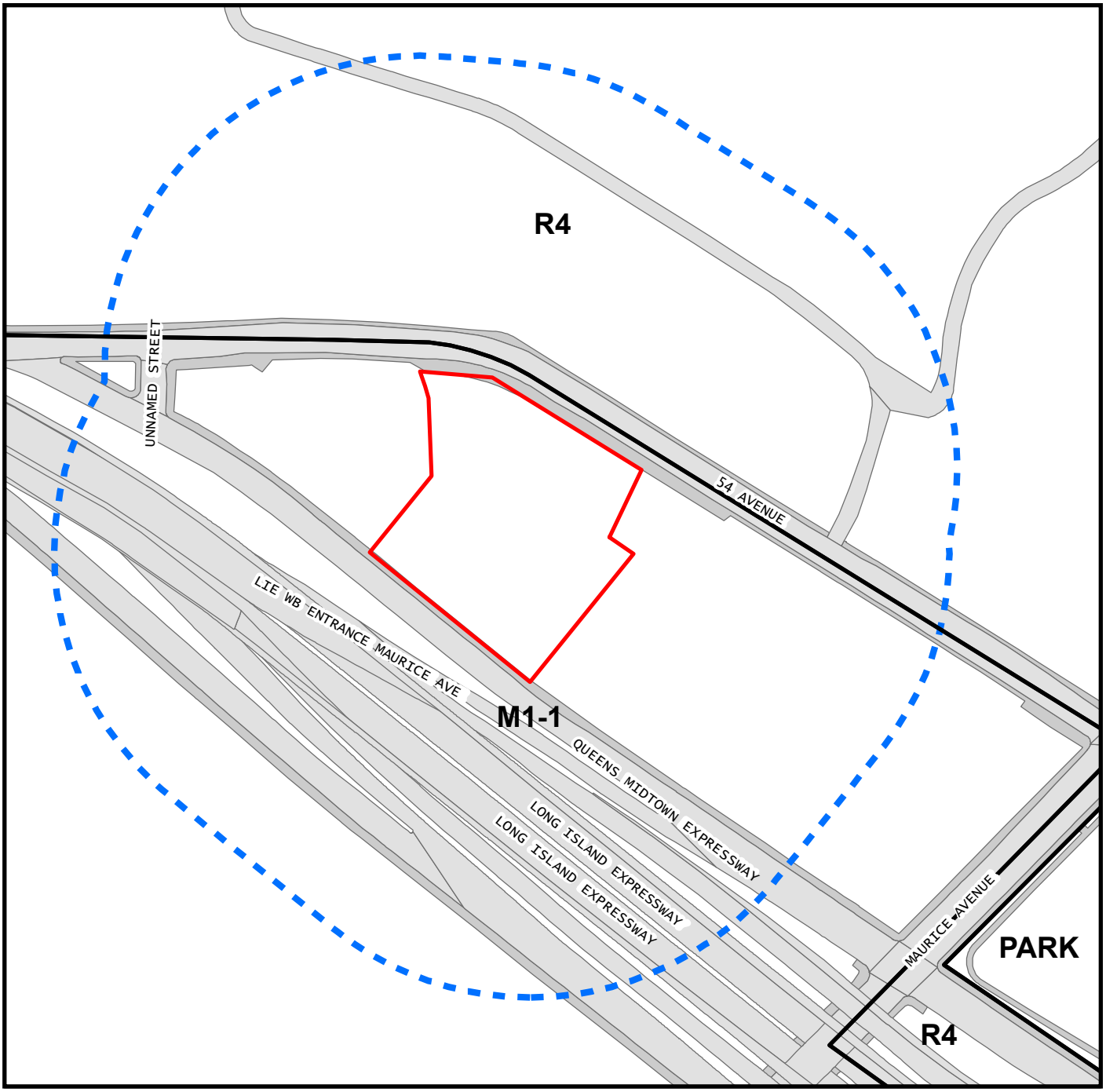
Parking Facilities

Vacant Land

LAND USE MAP

Figure A-3

58-75 Queens Midtown Expressway EAS



Source: 2021 PLUTO, DCP

0 55 110 220 330 440 Feet

Project Site

400-foot Boundary

M Manufacturing District

R Residential District

ZONING MAP

Figure A-4

58-75 Queens Midtown Expressway EAS



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

0 50 100 200 300 400 Feet

Project Site

400-ft boundary

Keyed Photograph

AERIAL MAP

Figure A-5

1. ***Looking west along Queens Midtown Expressway***



2. Looking east along Queens Midtown Expressway



3. Looking west along 54th Avenue



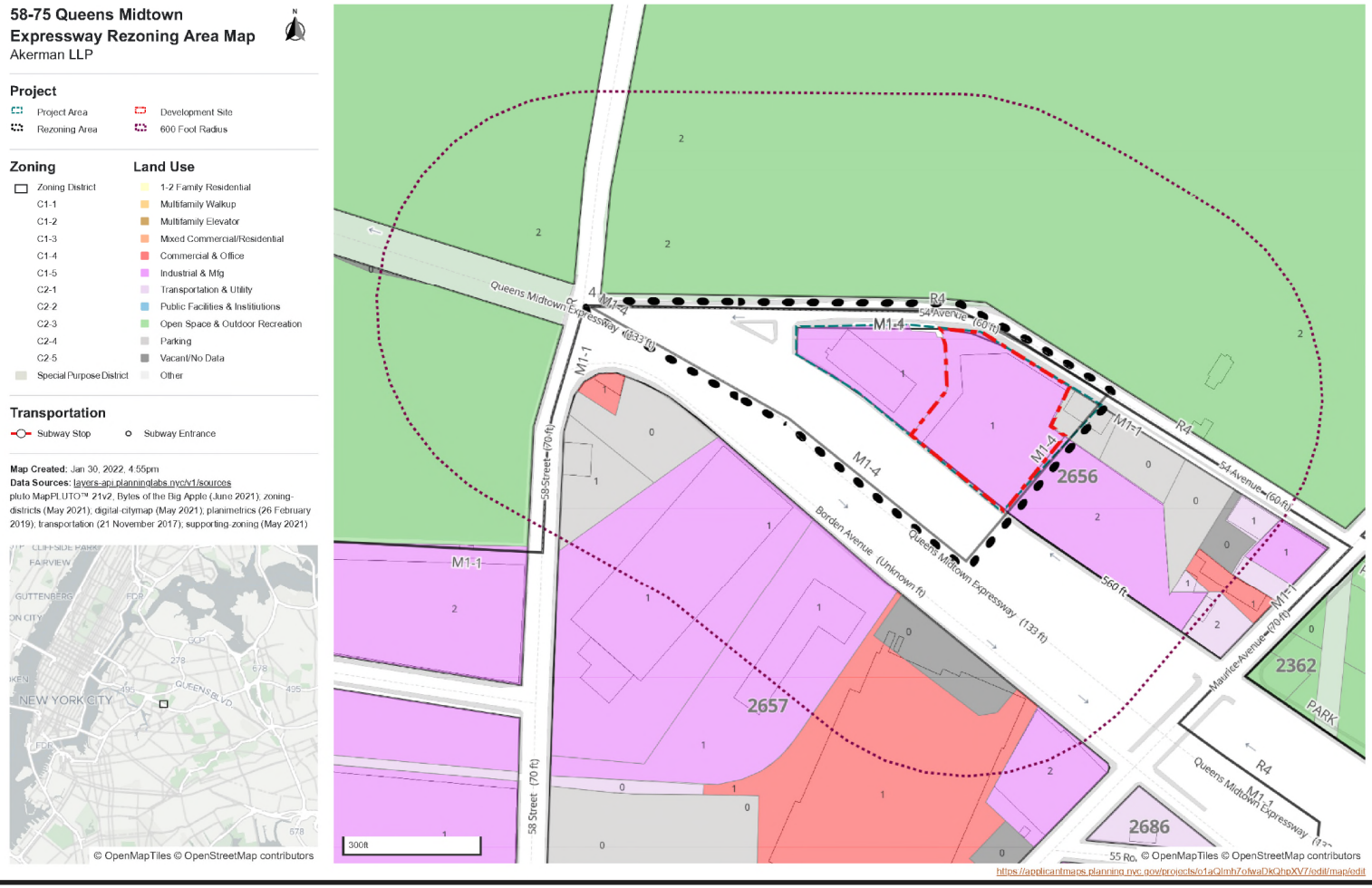
4. ***Looking east along 54th Avenue***



5. ***Looking at the Project Site from 654th Avenue***



Area Map - Proposed M1-4 Zoning District



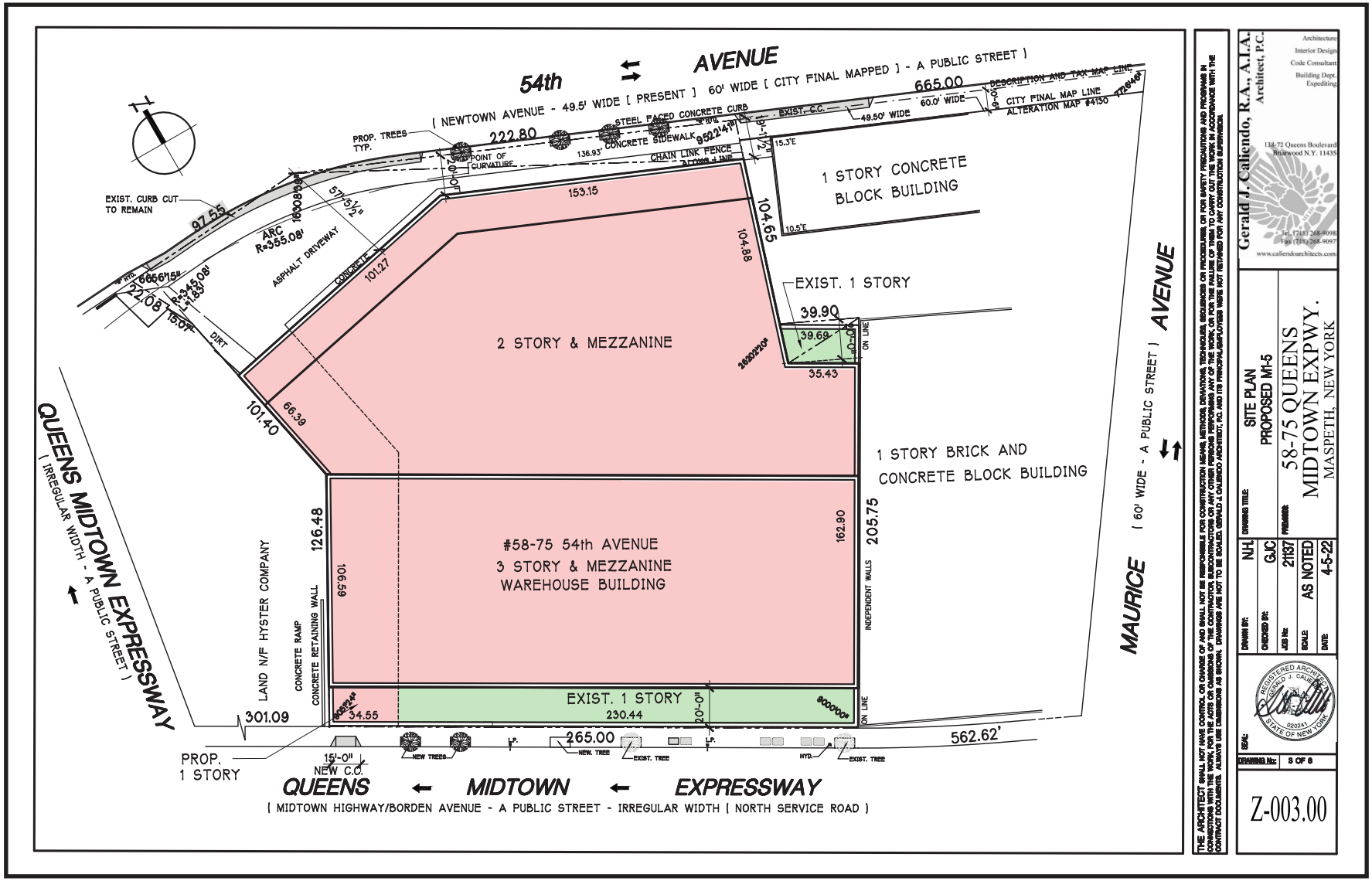
Source:Caliendo Architects

** For illustrative purposes only*

REZONING AREA

Figure A-6

58-75 Queens Midtown Expressway EAS



Source:Caliendo Architects

** For illustrative purposes only*

SITE PLAN

Figure A-7

58-75 Queens Midtown Expressway EAS

Attachment B: Land Use, Zoning, and Public Policy

I. INTRODUCTION

This attachment assesses the potential for significant adverse impacts of the Proposed Project on land use, zoning, and public policy. As described in Section 210 of Chapter 4 of the *City Environmental Quality Review (CEQR) Technical Manual*, the land use, zoning, and public policy assessment evaluates the uses and development trends in the area and considers whether a proposed project is compatible with those conditions or may affect them. Similarly, the assessment considers the project's conformance to, and effect on, the area's zoning and other applicable public policies.

As described in Attachment A, "Project Description," the Rezoning Area, including the Project Site, would be rezoned from M1-1 to M1-4. The Proposed Actions would facilitate the horizontal and vertical enlargement of the existing 75,447 gross square foot (gsf) building to include a three-story and mezzanine building with 194,136 gsf of warehouse use and accessory office space. The Proposed Project would provide nine parking spaces, ten bicycle parking spaces, and five loading berths, accessible via a curb cut on 54th Avenue. The additional floor area would be used for storage of inventory. The Proposed Project would be operational in 2026.

CEQR guidelines require that a land use, zoning, and public policy assessment should be provided for all projects that would affect land use or would change the zoning on a site, regardless of the project's anticipated effects. This assessment describes existing, future (2026) No-Action, and future (2026) With-Action conditions related to land use, zoning, and public policy for the Project Site and for an area within 400 feet of the Project Site (the "study area"). Changes in land use and zoning that would occur between the No-Action and With-Action conditions are disclosed.

II. METHODOLOGY

Existing land uses were identified through the NYC Zoning and Land Use (ZoLa) database and PLUTO™ 20v1 shapefiles and verified by site visits in October 2020. NYC Zoning Maps and the ZR of the City of New York were consulted to describe existing zoning districts in the land use study area, which provided the basis for the identification of future No-Action and With-Action conditions. Research was conducted to identify relevant public policies recognized by the NYC Department of City Planning (DCP) and other city agencies.

The appropriate study area for land use and zoning is related to the type and size of the proposed project and the location and neighborhood context of the area that could be affected by the proposed project. Since the Proposed Actions are site-specific, in conformance to *CEQR Technical Manual* guidance, the impact of the Proposed Actions on land use, zoning, and public policy are addressed for a land use study area that extends approximately 400 feet from the boundary of the Project Site and encompasses the area most likely to experience indirect impacts due to the Proposed Project.

III. EXISTING CONDITIONS

Land Use

Project Site

The Project Site is an 80,890-sf irregular shaped lot that is improved with a 69,999-zoning floor area (75,447 gsf) one-story with mezzanine 18'-9" tall warehouse building occupied by a restaurant supply business. The Project Site is located in the Maspeth neighborhood of Queens, which is generally is generally bounded by 54th Avenue to the north, Borden Avenue and Queens Midtown Expressway to the south, and Maurice Avenue to the east. The Project Site has 265 feet of frontage on Queens Midtown Expressway and 319 feet of frontage on 54th Avenue.

Study Area

The Rezoning Area consists of three contiguous tax lots including the Project Site and:

1. Non-Applicant-owned 1 (Block 2656, lot 65), which is a 13,890-sf interior lot that is improved with a one-story garage building. Only the westernmost portion of lot 65 (approximately 4,176 sf lot area) is included within the rezoning area.
2. Non-Applicant-owned (Block 2656, lot 20), which is a 53,144-sf corner lot that is improved with a one-story warehouse building occupied by an active construction business.
3. Block 2656, lot 115 is an 81,552-sf lot that is improved with a one-story warehouse building occupied by a baking supply business. Only a sliver on the westernmost portion of lot 115 is included within the Rezoning Area. This portion of the lot is less than 50 percent of its lot area and is less than 25 feet in distance measured perpendicular to the proposed district boundary. As such, the lot would not be able to benefit from the proposed rezoning and was not analyzed as part of the EAS.

Land uses within the 400-foot radius study area are predominantly industrial with a mix of construction, warehouse, and auto-oriented uses on Block 2656. The rezoning area and the area south of Block 2656 is in the Maspeth Industrial Business Zone (IBZ). The Queens Midtown Expressway divides Block 2656 from other commercial/industrial uses to the south, including a shopping center with a Home Depot. Mt. Zion Cemetery is located to the north of 54th Avenue. East of Maurice Avenue is the 8.9-acre Frank Principe Park (**Figure B- 1: Land Use Map**).

Zoning

Project Site

The M1-1 zoning district was mapped on the Project Site with the 1961 enactment of the Zoning Resolution Figure **B- 1: Land Use Map**

Figure B- 2: Existing Zoning Map The M1-1 zoning designation is usually a buffer between M2 or M3 districts and adjacent to residential and commercial districts since it is considered a “light manufacturing” zoning district. This light manufacturing district typically includes woodworking shops, repair shops, and wholesale service and storage facilities. The floor area rations (FAR) in M1 districts range from 1.0 to 10.0. The building height and setbacks are determined by a sky exposure plane.

Study Area

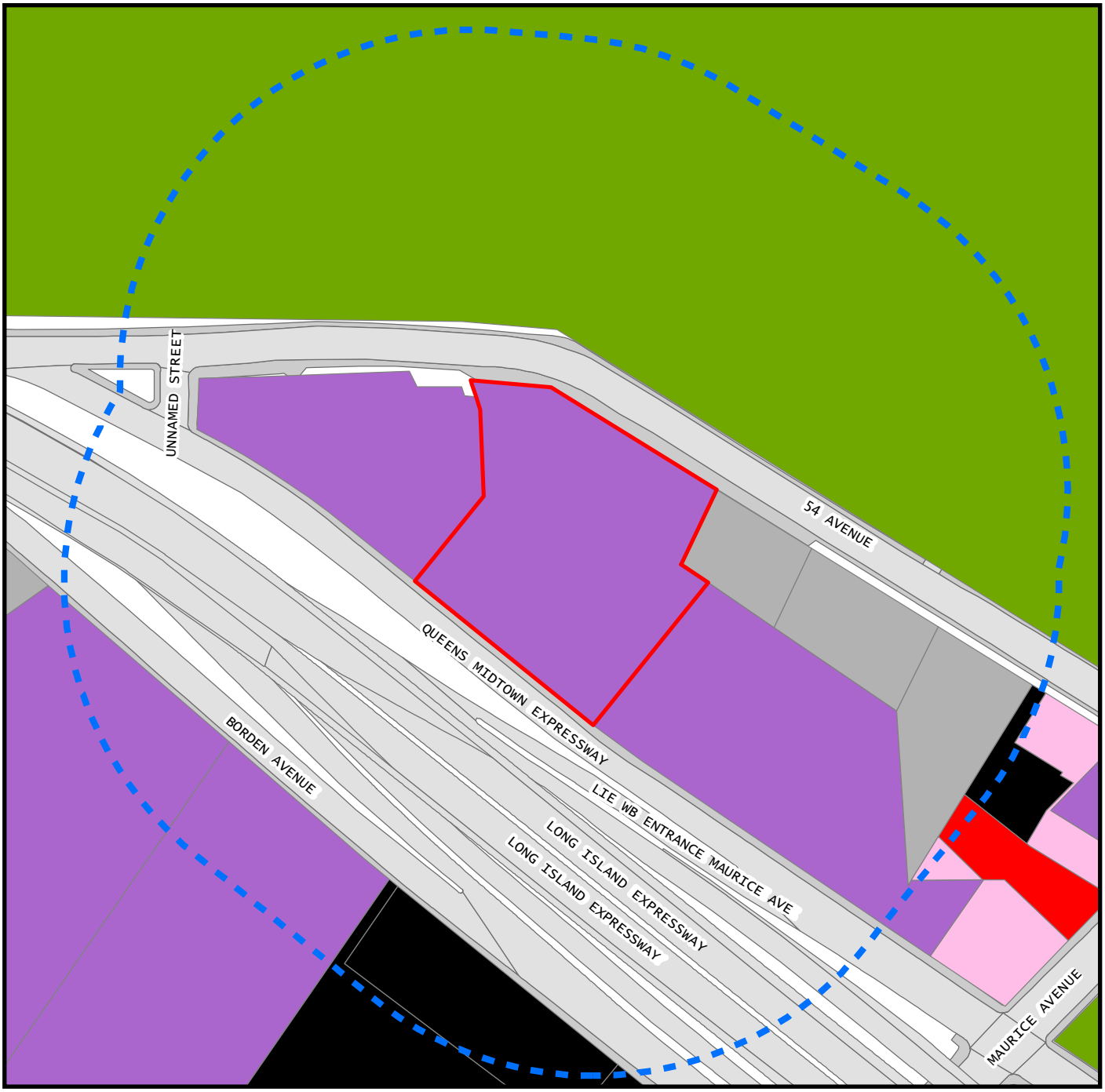
The study area is comprised of an M1-1 zoning district to the south, an R4 zoning district to the north, east and west, and a C8-1 zoning district to the east. The C8-1 zoning district mapped along Maurice Avenue and north of 54th Avenue includes commercial uses, including a hotel. The rest of the study area to the north, east, and west is a R4 zoning district that is characterized by low-density residential development.

R4 districts typically allows two-story houses and an attic beneath a pitched roof, with a maximum floor area ratio (FAR) of 0.75 FAR (plus an attic allowance of 20%). To accommodate a potential third floor beneath a pitched roof, the perimeter wall in R4 districts may rise to 25 feet before being set back to the maximum building height of 35 feet. Front yards must be 10 feet deep or, if deeper, a minimum of 18 feet to provide sufficient space for on-site parking. The maximum street wall length for a building on a single zoning lot is 185 feet. One off-street parking space is required for each dwelling unit.

Public Policy

The Project site is located in the IBZ. IBZ’s offer targeted support services for industrial firms and attend to area-wide improvements. The designation also provides relocation tax credits to qualifying businesses that locate within an IBZ to direct investment to New York City's strongest industrial areas.

The Project Site falls outside of the NYC coastal zone boundary and, consequently, would not be subject to the City’s Waterfront Revitalization Program. No other public policies apply to the Project Site and surrounding area.



Source: 2021 PLUTO, DCP

0 50 100 200 300 400 Feet

Project Site

400-foot Boundary

Industrial/Manufacturing

Transportation/Utlity

Commercial/Office Building

Open Space

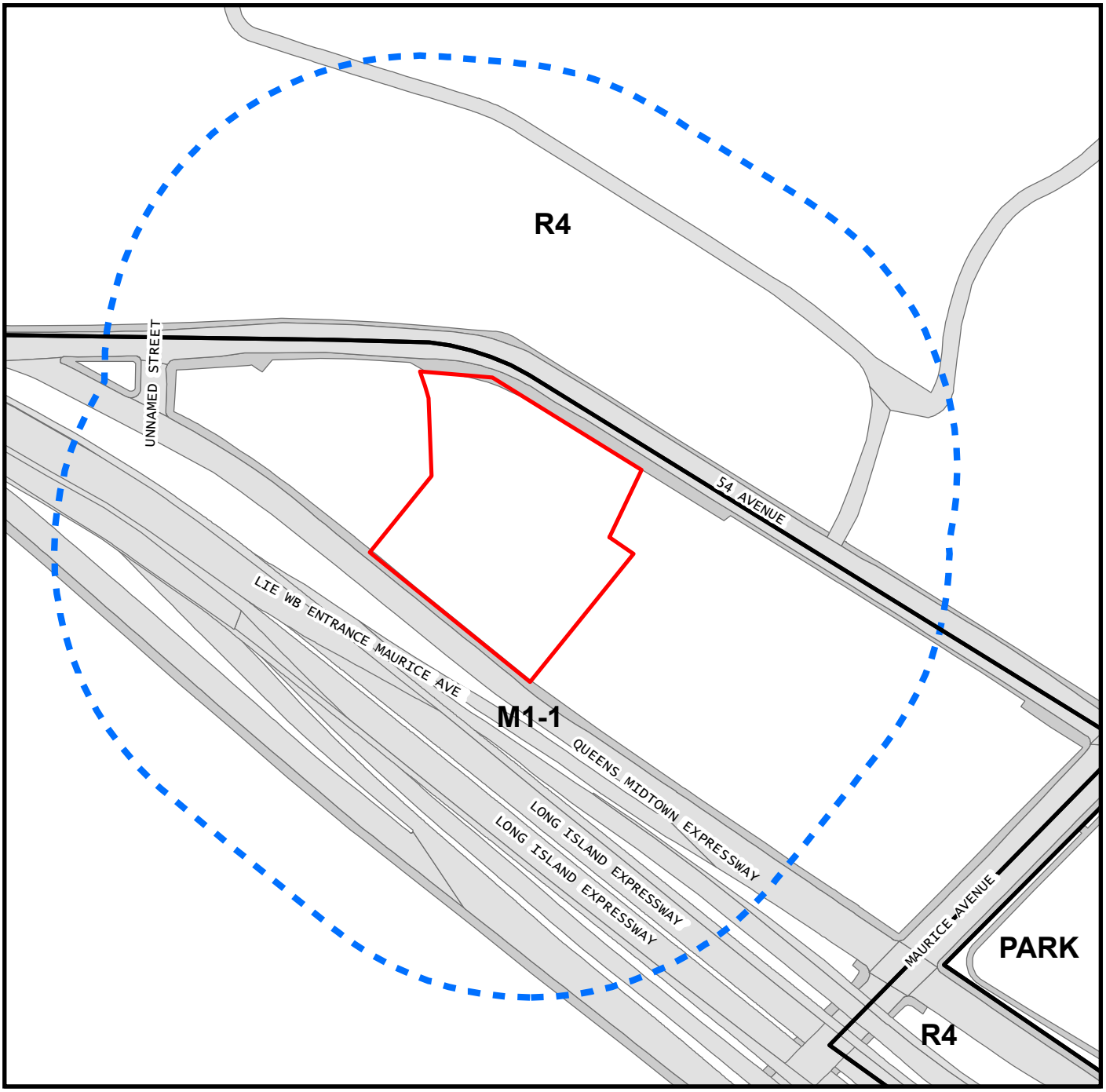
Parking Facilities

Vacant Land

LAND USE MAP

Figure B-1

58-75 Queens Midtown Expressway EAS



Source: 2021 PLUTO, DCP

0 55 110 220 330 440 Feet

Project Site

400-foot Boundary

M Manufacturing District

R Residential District

ZONING MAP

Figure B-2

58-75 Queens Midtown Expressway EAS

IV. FUTURE WITHOUT PROPOSED ACTIONS (NO-ACTION CONDITION)

Land Use

Project Site

Without the Proposed Actions in place, the Project Site would remain as under existing conditions, where Lot 64 would continue to be improved with a one-story tall warehouse building occupied by a restaurant supply warehouse.

Study Area

Based on a review of recent building permits issued by the NYC Department of Buildings (DOB), there are no planned or ongoing developments located within the land use study area

Zoning

In the No-Action condition, no changes to zoning are expected to occur on the Project Site or in the study area. The Project Site would remain in its current M1-1 zoning designation.

Public Policy

Project Site

Without the Proposed Actions, the Project Site would remain as under existing conditions and would therefore, not be subject to any public policies not already in place.

V. FUTURE WITH PROPOSED ACTIONS (WITH-ACTION CONDITION)

Land Use

Project Site

As described in Attachment A, “Project Description,” in the future with the Proposed Actions, the Rezoning Area, including the Project Site, would be rezoned from M1-1 to M1-4. The Proposed Project would result in the horizontal and vertical enlargement of the existing 75,447 gsf building to include a three-story and mezzanine building with 194,136 gsf of warehouse use and accessory office space. The Proposed Project would provide nine parking spaces, ten bicycle parking spaces, and five loading berths, accessible via a curb cut on 54th Avenue. The additional floor area would be used for storage of inventory (**Table B-1: Increment Between No-Action and With-Action Conditions**).

Table B-1: Increment between No-Action and With-Action Conditions

Use	Existing (gsf)	No-Action (gsf)	With-Action (gsf)	Increment
Manufacturing (*Warehouse*)	75,447	75,447	194,136	118,689
Parking (*spaces*)	*0*	*0*	*9*	*9*
TOTAL (gsf)	**75,447**	**75,447**	**194,136**	**118,689**

Study Area

No known changes in land use are proposed in the surrounding study area so therefore, land uses in the study area would remain unchanged in the With-Action condition.

Zoning

As described in Attachment A, "Project Description," in the future with the Proposed Project, the Project Site would be rezoned from M1-1 to M1-4. The proposed zoning map amendment would promote the growth of existing industrial businesses within the Maspeth IBZ. The Rezoning Area is an appropriate location for increased industrial bulk with the proposed M1-4 zoning district because of its adjacency to the Queens Midtown Expressway and isolation from residential uses.

Public Policy

New York City Pathways to Industrial and Construction Careers (PINCC)

The Proposed Actions are consistent with the New York City Pathways to Industrial and Construction Careers (PINCC) because it would allow the Applicant to maintain and increase its workforce. In August 2022, Mayor Eric Adams announced the launch of the PINCC, an innovative new talent development initiative that will help place nearly 2,300 low-income New Yorkers on the trajectory to careers in two high-growth sectors of the city's economy over the next three years. Formalized in Executive Order 22, the program will be funded with an $18.6 million grant from the U.S. Economic Development Administration to New York City.

VI. CONCLUSION

The Proposed Actions would not directly displace any land uses, adversely affect surrounding land uses, or generate land uses that would be incompatible with land uses, zoning, or public policy in the study area. While changes in land use and zoning would occur, the land use changes on the Project Site would be consistent with current and existing development trends in the surrounding area.

The Proposed Project would be consistent with relevant public policies because it would allow the Applicant to maintain and increase its workforce. Consequently, further analysis is not warranted since the Proposed Project would not result in a significant adverse impact on land use, zoning, or public policy as defined in the *CEQR Technical Manual*.

Attachment C: Urban Design and Visual Resources

I. INTRODUCTION

This attachment assesses the potential impact of the Proposed Project on urban design and visual resources. Urban design is the composite of elements that may affect a pedestrian's experience of public space. These elements include streets, buildings, visual resources, open space, natural features, and wind. As described in Chapter 10 of the 2021 edition of the *City Environmental Quality Review (CEQR) Technical Manual*, the urban design and visual resources assessment evaluates whether the Proposed Project may have effects on one or more of these elements of pedestrian experience.

As described in Attachment A, "Project Description," the Rezoning Area, including the Project Site, would be rezoned from M1-1 to M1-4. The Proposed Actions would facilitate the horizontal and vertical enlargement of the existing 75,447 gross square foot (gsf) building to include a three-story and mezzanine building with 194,136 gsf of warehouse use and accessory office space. The Proposed Project would provide nine parking spaces, ten bicycle parking spaces, and five loading berths, accessible via a curb cut on 54th Avenue. The additional floor area would be used for storage of inventory. The Proposed Project would be operational in 2026.

The Proposed Site would be mapped with a M1-4 zoning district with a maximum FAR of 2.0, which is greater than the maximum 1.0 FAR allowed under the existing M1-1 zoning designation. Therefore, a preliminary urban design assessment is prepared.

II. METHODOLOGY

CEQR Technical Manual guidelines define urban design as the totality of components that may affect a pedestrian's experience of public space and that the following elements play an important role in that experience:

1. **Streets.** For many neighborhoods, streets are the primary component of public space. The arrangement and orientation of streets define the location and flow of activity in an area, set street views, and create the blocks on which buildings and open spaces are organized. The apportionment of street space between cars, bicycles, transit, and sidewalks and the careful design of street furniture, grade, materials used, and permanent fixtures, including plantings, streetlights, fire hydrants, curb cuts, or newsstands are critical to making a successful streetscape.
2. **Buildings.** Buildings support streets. A building's street walls are the most common backdrop in the city for public space. A building's size, shape, setbacks, lot coverage, and placement on the zoning lot and block; the orientation of active uses; and pedestrian and vehicular entrances all play major roles in the vitality of the streetscape. The public realm also extends to building facades and rooftops, offering more opportunity to enrich the visual character of an area.
3. **Visual Resources.** A visual resource is the connection from the public realm to significant natural or built features including views of the waterfront, public parks, landmark structures or districts, otherwise distinct buildings or groups of buildings, or natural resources.
4. **Open Space.** For the purposes of urban design, open space includes public and private areas such as parks, yards, cemeteries, parking lots, and privately-owned public spaces.
5. **Natural Features.** Natural features include vegetation and geologic, topographic, and aquatic features. Rock outcroppings, steep slopes or varied ground elevation, beaches, or wetlands may help define the overall visual character of an area.

6. **Wind.** Channelized wind pressure from between tall buildings and downwashed wind pressure from parallel tall buildings may cause winds that affect pedestrian comfort and safety.

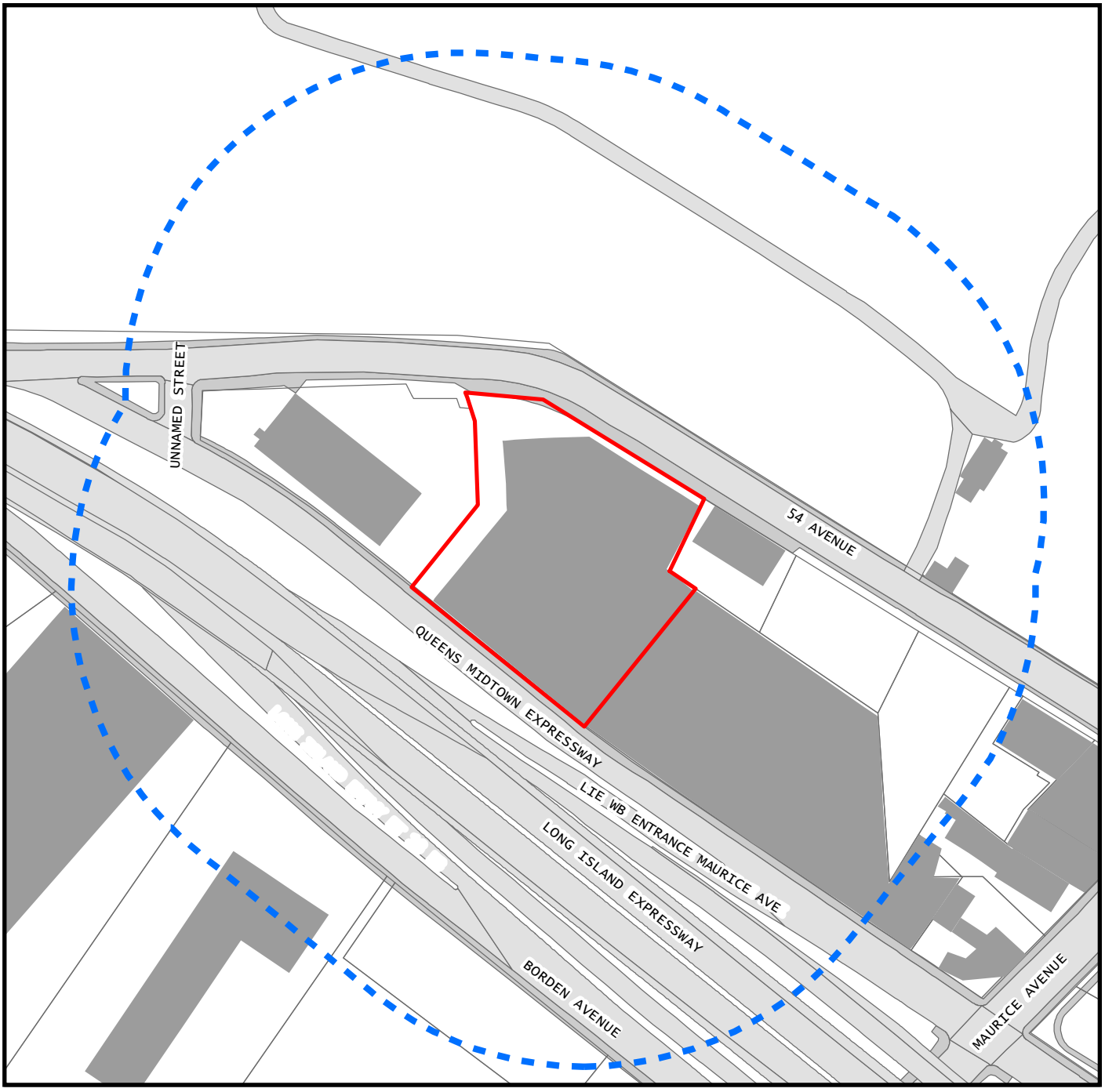
An urban design and visual resources assessment is necessary when a project may affect one or more of the defined elements that contribute to the pedestrian experience. According to *CEQR Technical Manual* guidelines, a preliminary assessment for urban design is appropriate when there is the potential for a pedestrian to observe, from the street, a physical alteration beyond that allowed by existing zoning, including projects that:

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

The Proposed Actions would facilitate development that would have the potential for a pedestrian to observe, from the street level, a physical alteration beyond that allowed by existing zoning. Consequently, a preliminary assessment was completed to determine what, if any, potential impact of the Proposed Project would have on urban design and visual resources.

The preliminary assessment describes existing urban design features and visual resources within 400 feet of the Project Site (Study Area), and future (2026) urban design features and visual resources in the Study Area in the No-Action and With-Action conditions (**Figure C-1: Urban Design and Visual Resources Study Area Map**). In conformance to guidance in the *CEQR Technical Manual*, changes that would occur between the No-Action and With-Action conditions are disclosed.

In addition, *CEQR Technical Manual* guidelines state that the construction of projects involving multiple tall buildings at or near waterfront sites may result in exacerbation of wind conditions due to "channelization" or "downwash" that may affect pedestrian comfort and safety. Since the Proposed Actions would not facilitate the construction of a large building at a location along the waterfront nor include multiple tall buildings, a pedestrian wind assessment is not warranted.



0 50 100 200 300 400 Feet

Project Site

Study Area

URBAN DESIGN STUDY AREA

Figure C-1

58-75 Queens Midtown Expressway EAS

III. EXISTING CONDITIONS

Project Site

The Project Site is an 80,890-sf irregular shaped lot that is improved with a 69,999-zoning floor area (75,447 gsf) one-story with mezzanine 18'-9" tall warehouse building occupied by a restaurant supply business.

Study Area

According to the *CEQR Technical Manual,* the study area for the urban design and visual resources assessment is the area where the project may influence land use patterns and the built environment and is consistent with that used for the land use analysis. Consequently, the study area for the assessment of potential impacts of the Proposed Actions on urban design and visual resources is the same as the land use study area, i.e., the area within a 400-foot radius of the Project Site.

Streets

Streets in the study area generally follow a grid pattern. The section of Queens Midtown Expressway, south of the Project Site, is a two-way local road while 54th Avenue is a one-way local road. The Project Site has a street frontage of approximately 265 feet along Queen Midtown Expressway, and a street frontage of approximately 222.8 feet along 54th Avenue.

The Queens Midtown Expressway divides Block 2656 from other commercial/industrial uses to the south, including a shopping center with a Home Depot. Mt. Zion Cemetery is located to the north of 54th Avenue. East of Maurice Avenue is the 8.9-acre Frank Principe Park. Streetscape elements within the study area include sidewalks lined with trees without tree guards. Street furniture includes standard street signs, bus stop signs, fire hydrants, cobra head lampposts, chain-link fencing along Queens Midtown Expressway, wrought-iron fencing along 54th Avenue separating Mt. Zion Cemetery from the street and wooden electrical poles. All rights-of-way in the study area include sidewalks of varying widths that are in reasonably good condition. Vehicles are parked mostly on-street and driveways.

Views along Queens Midtown Expressway include mostly one- story warehouses. 54th Avenue is primarily comprised of industrial buildings and warehouses south of 54th Avenue, and the Mt. Zion Cemetery north of 54th Avenue (**Figure C-4: Aerial Map and Keyed Photographs**).

Buildings

The study area is characterized by a mix of construction, warehouse, and auto-oriented uses on Block 2656. Building heights range in height between one-and two-stories (**Figure C-2: Existing Building Heights**); FARs range between 0.3 to 1.0. (**Figure C-3: Existing Density**).

Open Space

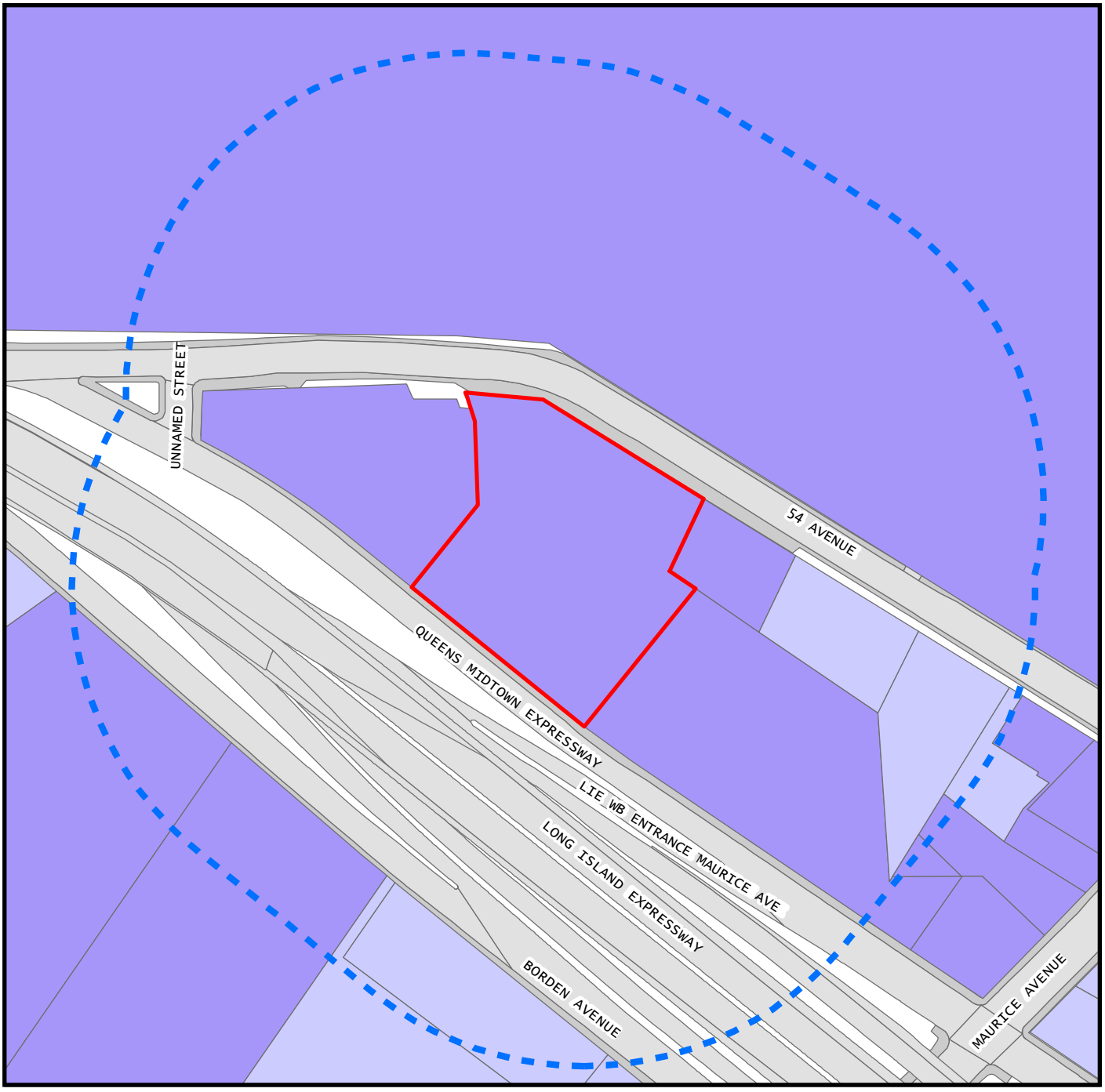
An entrance to Mt. Zion cemetery is located within the urban design study area, on 54th Street. This privately-owned open space has pathways that are accessible to the public for passive recreation.

Natural Resources

The study area does not contain any significant natural features as defined in the *CEQR Technical Manual,* and is substantially void of vegetation or geologic, topographic, and aquatic features, including rock outcroppings, steep slopes or varied ground elevation, beaches, or wetlands.

Visual Resources

The study area does not contain visual resources of concern, as defined in the *CEQR Technical Manual*.



0 50 100 200 300 400 Feet

Project Site

400-foot Boundary

Building Heights

0

1 - 2

3 - 4

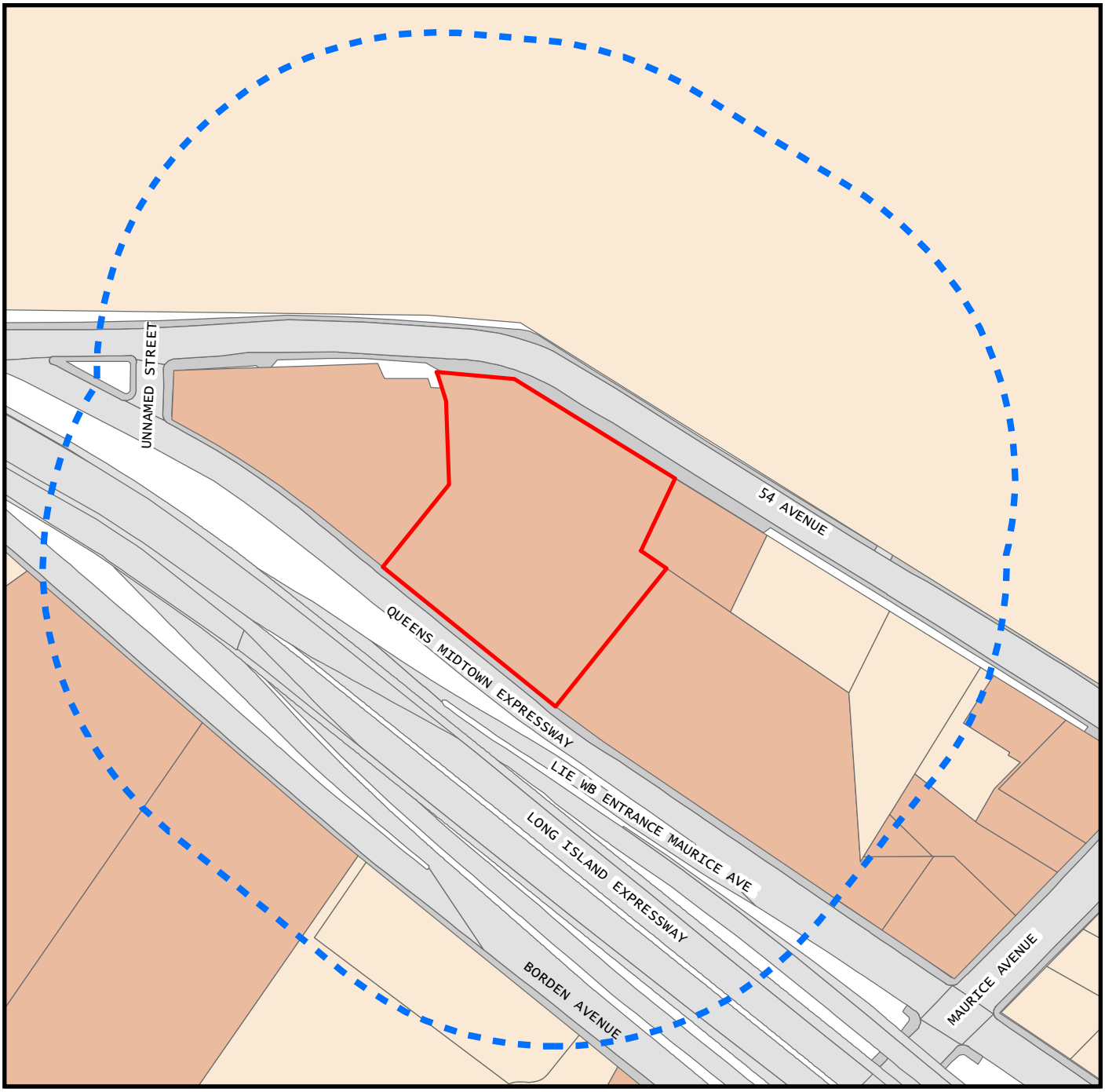
5 - 6

7

EXISTING BUILDING HEIGHTS MAP

Figure C-2

58-75 Queens Midtown Expressway EAS



Project Site

400-foot Boundary

Built FAR

0

1-2

2-3

3-4

4-6

0 50 100 200 300 400 Feet

EXISTING DENSITY (BUILT FAR) MAP

Figure C-3

58-75 Queens Midtown Expressway EAS



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

0 50 100 200 300 400 Feet

Project Site

400-ft boundary

Keyed Photograph

AERIAL MAP

Figure C-4

58-75 Queens Midtown Expressway EAS

1. ***Looking west along Queens Midtown Expressway***



2. Looking east along Queens Midtown Expressway



3. Looking west along 54th Avenue



4. ***Looking east along 54th Avenue***



5. ***Looking at the Project Site from 654th Avenue***



IV. FUTURE WITHOUT PROPOSED ACTIONS (NO-ACTION CONDITION)

Project Site

Without the Proposed Actions in place, the Project Site would not be developed and would remain as under existing conditions.

Study Area

Based on a review of information from CEQR Access and the Department of Buildings (DOB), there are no planned or ongoing developments located within the land use study area.

V. FUTURE WITH PROPOSED ACTIONS (WITH-ACTION CONDITION)

As described in Attachment A, "Project Description," in the future with the Proposed Actions, the Rezoning Area, including the Project Site, would be rezoned from M1-1 to M1-4. The Proposed Project would result in the horizontal and vertical enlargement of the existing 75,447 gsf building to include a three-story and mezzanine building with 194,136 gsf of warehouse use and accessory office space. The additional floor area would be used for storage of inventory (**Figure C-5: With-Action Massing Diagram**).

Streets

No significant adverse impact on urban design or visual resources would occur. The Proposed Project would not alter the arrangement or orientation of streets within the study area. The streetscape within the study area is characterized by sidewalks lined with trees and a variety of street furniture along Queens Midtown expressway and 54th Avenue. The Proposed Project would maintain similar streetscape conditions around and near the Project Site since the Proposed Project would involve a horizontal and vertical enlargement of the existing warehouse without introducing any new uses. The Proposed Project would provide nine parking spaces, and five loading berths, accessible via a curb cut on the asphalt driveway along 54th Avenue.

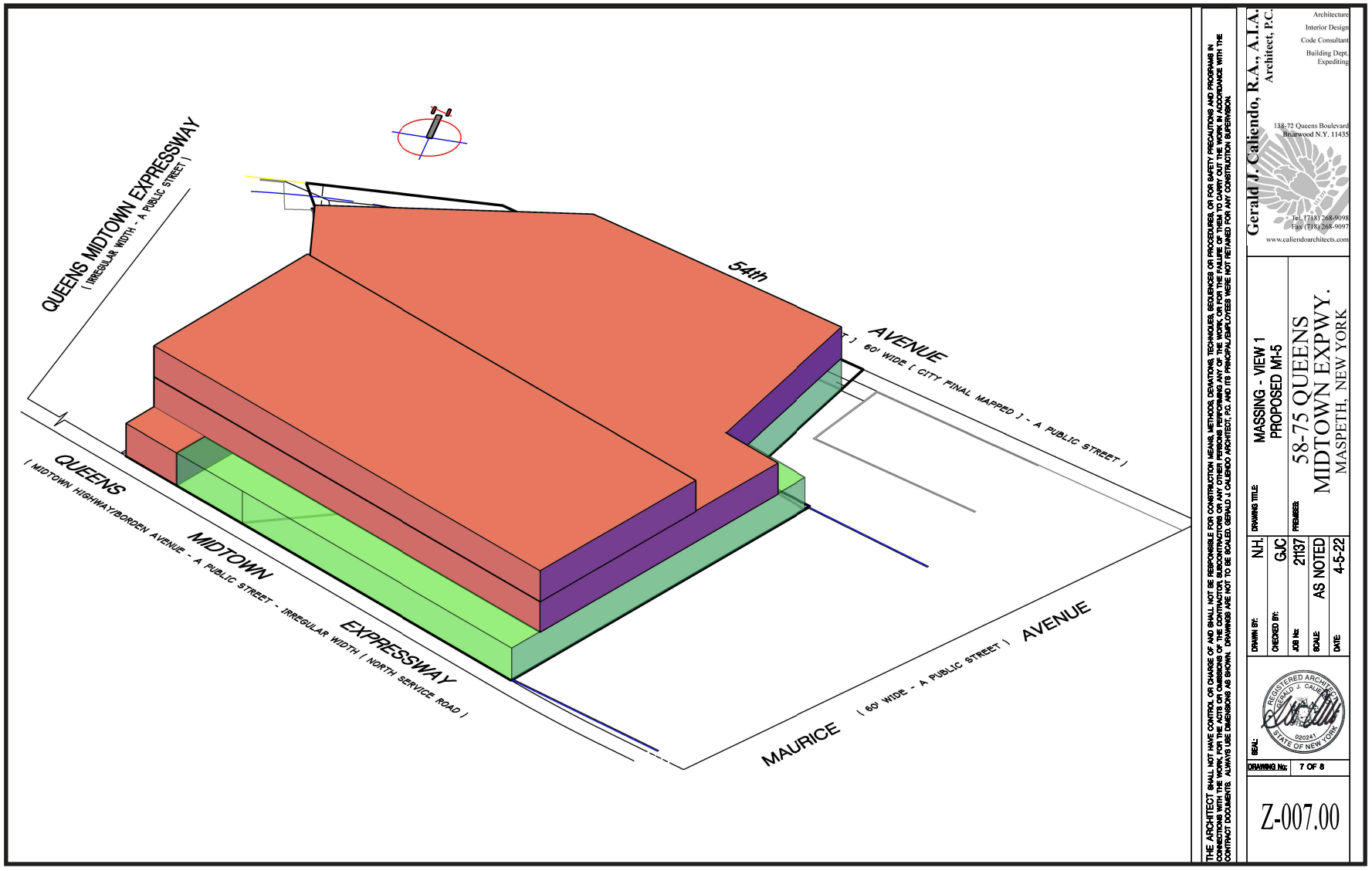
Buildings

The Proposed Actions would not have a direct effect on buildings outside of the Project Site. The proposed enlargement would bring the total building height to 54' 9" and would be set back 20 feet on the wide street frontage of Queens Midtown Expressway. This would provide adequate light and air along the sidewalks, which would help maintain a visually spacious atmosphere at the street level, enhancing the pedestrian experience and preserving the existing character of the streets. The base building height is consistent with buildings that currently exist in the 400 feet study area, which range from one to two stories (**Figure C-6: Urban Design Views**). Although the proposed height is taller than the buildings found under existing conditions, it would be well below the permitted height threshold of 60 feet (6 stories) for the proposed zoning district of M1-4. Consequently, the Proposed Actions would not result in a change to the built environment's arrangement, appearance, or functionality in a way that would result in a significant adverse impact on a pedestrian's experience of the area. Therefore, no significant adverse impacts related to urban design or visual resources would occur.

VI. CONCLUSION

The Proposed Actions would not result in any changes to block form or street arrangement and orientation; nor would it have a significant adverse impact on visual resources.

The Proposed Actions would result in the horizontal and vertical enlargement of the existing 75,447 gsf building on the Project Site with scale, bulk, and design consistent with its urban design context. Consequently, the Proposed Actions would not result in a change to the built environment's arrangement, appearance, or functionality in a way that would result in a significant adverse impact on a pedestrian's experience of the area. Therefore, no significant adverse impacts related to urban design or visual resources would occur.



Source:Caliendo Architects
** For illustrative purposes only*

WITH-ACTION MASSING DIAGRAM

Figure C-5

58-75 Queens Midtown Expressway EAS



QUEENS MIDTOWN EXPRESSWAY SOUTHEAST VIEW

VIEW 1



54th AVENUE NORTHWEST

VIEW 2

Figure C-6: Urban Design Views

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

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Architect, P.C.
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Fax (718) 268-9097
www.caliendoarchitects.com

DRAWING TITLE: BUILDING HEIGHT STUDY

PREMISES: 58-75 QUEENS MIDTOWN EXPWY. MASPETH, NEW YORK

DRAWN BY:	N.H.
CHECKED BY:	GJC
JOB No:	21137
SCALE:	AS NOTED
DATE:	10_13_22

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

DRAWING No: 1 OF 1

RD-001.00

Attachment D: Hazardous Materials

I. INTRODUCTION

This attachment assesses the potential for the presence of hazardous materials in soil, groundwater, and/or soil vapor, and further evaluates the potential for hazardous materials impacts resulting from the Proposed Project. According to *City Environmental Quality Review (CEQR) Technical Manual* guidelines, a hazardous materials assessment may be necessary when a proposed action could lead to increased exposure of people or the environment to hazardous materials, or whether increased exposure would lead to significant public health impacts or environmental damage.

As described in Attachment A, "Project Description," the Rezoning Area, including the Project Site, would be rezoned from M1-1 to M1-4. The Proposed Actions would facilitate the horizontal and vertical enlargement of the existing 75,447 gross square foot (gsf) building to include a three-story and mezzanine building with 194,136 gsf of warehouse use and accessory office space. The Proposed Project would provide nine parking spaces, ten bicycle parking spaces, and five loading berths, accessible via a curb cut on 54th Avenue. The additional floor area would be used for storage of inventory. The Proposed Project would be operational in 2026.

II. METHODOLOGY

The presence or likely presence of any hazardous substance or petroleum products on a site under conditions that indicate an existing release, past release, or a material threat of release of any hazardous substances or petroleum products into structures on the property or into the ground, ground water, or surface water of the property is known as a Recognized Environmental Condition (REC), as defined by the American Society for Testing and Materials (ASTM) Standard Practice for Environmental Site Assessments (ESAs): Phase I ESA Process (ASTM E-1527). An REC should be disclosed under CEQR. A Phase I ESA, dated November 2022, was prepared in conformance to ASTM International Standard Practice E-1527-13, and served as the basis of the hazardous materials assessment.

III. EXISTING CONDITIONS

Phase I ESA

The Phase I ESA identified two RECs related to the Project Site. As noted in the Phase I ESA, the Project Site was used as a textile factory during the 1950s and 1960s and as an electronic component manufacturing company in the 1980s. Based on the long-term use of the Project Site for manufacturing purposes and the lack of environmental regulations prior to the 1970s, the historical manufacturing uses of the Project Site are considered a REC. The adjoining property on the west, 58-55 Queens Midtown Expressway, was listed in the NY Spills database for an incident in 1993 (Spill No. 9406623). There were two 550-gallon tanks on the central-northeastern border of the lot and a 5,000-gallon fuel oil underground storage tank (UST) on the southwestern border of the lot. A Phase II subsurface investigation conducted in 1993 indicated several areas of concern on this lot, including a 275-gallon waste oil AST and several 55-gallon storage drums. The report indicated the presence of volatile organic compounds (VOCs) and semi-volatile organic compounds (SVOCs) on this lot due to the UST's and surface spills. The UST's were removed in 1994 and 700 yards of soil was removed from the area around the former UST's. Upon NYSDEC review, the Spill No. 9406623 was closed in 1994. However, based on the fact that contamination was found, coupled with the historic industrial and automotive maintenance uses of this lot, this spill case is considered a REC.

The Phase I ESA identified a historical REC on the Project Site for a 2011 spill incident (Spill No. 1010364). The incident consisted of a dry leak likely caused by the manhole cover. At the time of the incident, the tank contained approximately 3,200 gallons of No. 2 fuel oil. Spill No. 1010364 was closed by the NYSDEC in December 2012.

IV. FUTURE WITHOUT THE PROPOSED ACTIONS (NO-ACTION CONDITION)

Without the Proposed Actions in place, the Project Site would not be developed and would remain as under existing conditions.

V. FUTURE WITH THE PROPOSED ACTIONS (WITH-ACTION CONDITION)

As described in Attachment A, "Project Description," in the With-Action condition, the Proposed Project would result in the horizontal and vertical enlargement of the existing 75,447 gsf building to a 194,136 gsf building comprising warehouse and accessory office space.

Based on the findings of the Phase I ESA, a Phase II Environmental Site Investigation (ESI) will be undertaken by the Applicant prior to construction. A Phase II ESI cannot be conducted at this time because the Project Site is currently occupied by an active existing restaurant supply business, Lucky Supply, Inc., and subsurface sampling would disrupt business operations. Therefore, preparation of the Phase II ESI will be required in an (E) designation (E-755). With the (E) designation, the Proposed Project would not result in a significant adverse impact related to hazardous materials.

The following (E) designation E-755 related to hazardous materials will be mapped on the Project Site:

Task 1 – Sampling Protocol

The Applicant must submit to the New York City Mayor's Office of Environmental Remediation (OER), for review and approval, a Phase I of the Project 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. No sampling should begin until written approval of a protocol is received from OER. The characterization of site conditions based on sampling results should be complete enough to determine what remediation strategy, if any, is necessary.

Task 2 – Remediation Determination and Protocol

A written report with findings and a summary of the data must he submitted to OER after completion of the testing phase and laboratory analysis for review and approval. After receiving such results, a determination is made by OER if the results indicate that remediation is necessary. If OER determines that no remediation is necessary, written notice shall be given by OER. If remediation is necessary based on 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 Applicants should then provide documentation to establish that the work has been satisfactorily completed. A Construction Health and Safety Plan should be submitted to OER and 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.

VI. CONCLUSION

Based on the findings of the submitted Phase I ESA, two spill incidents related to the Project Site were identified. Therefore, a Phase II ESI will be undertaken by the Applicant prior to construction. Accordingly, a report for Remediation Determination and Protocol that will establish procedures to be followed throughout all periods of construction and disturbance at the Project Site, will be submitted to DEP for review and approval. With the E-designation (E-755) in place, no significant adverse impacts related to hazardous materials are expected, and no further analysis is warranted. Therefore, there is no potential for the Proposed Actions to result in significant adverse impacts related to hazardous materials on the Project Site.

APPENDIX A

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: LA-CEQR-Q (DEPARTMENT OF CITY PLANNING)
Project: 58-75 QUEENS MIDTOWN EXPRESSWAY
Address: 58-75 LONG ISLAND EXPWY BBL: 4026560064
Date Received: 9/20/2023

[X**] No architectural significance**

[X**] No archaeological significance**

[ ] Designated New York City Landmark or Within Designated Historic District

[ ] Listed on National Register of Historic Places

[ ] Appears to be eligible for National Register Listing and/or New York City Landmark Designation

[ ] May be archaeologically significant; requesting additional materials

Gina Santucci 9/26/2023

SIGNATURE DATE
Gina Santucci, Environmental Review Coordinator

File Name: 37163_FSO_ALS_09262023.docx

APPENDIX B

Sam Schwartz

Memorandum

To: Jameson Mitchell, New York City Department of City Planning

From: Tabot Eneme and Bridget Burke

Date: November 21, 2023

Re: 58-75 Queens Midtown Expressway Travel Demand Factors (TDF) Memorandum

This memorandum examines the potential traffic, transit, pedestrian, parking, and safety impacts associated with the proposed rezoning of Block 2656; Lots 20, 64, and 65 to accommodate horizontal and vertical enlargement of an existing warehouse at 58-75 Queens Midtown Expressway (Lot 64) located in the Maspeth neighborhood in Queens Community District 2 ("Proposed Project").

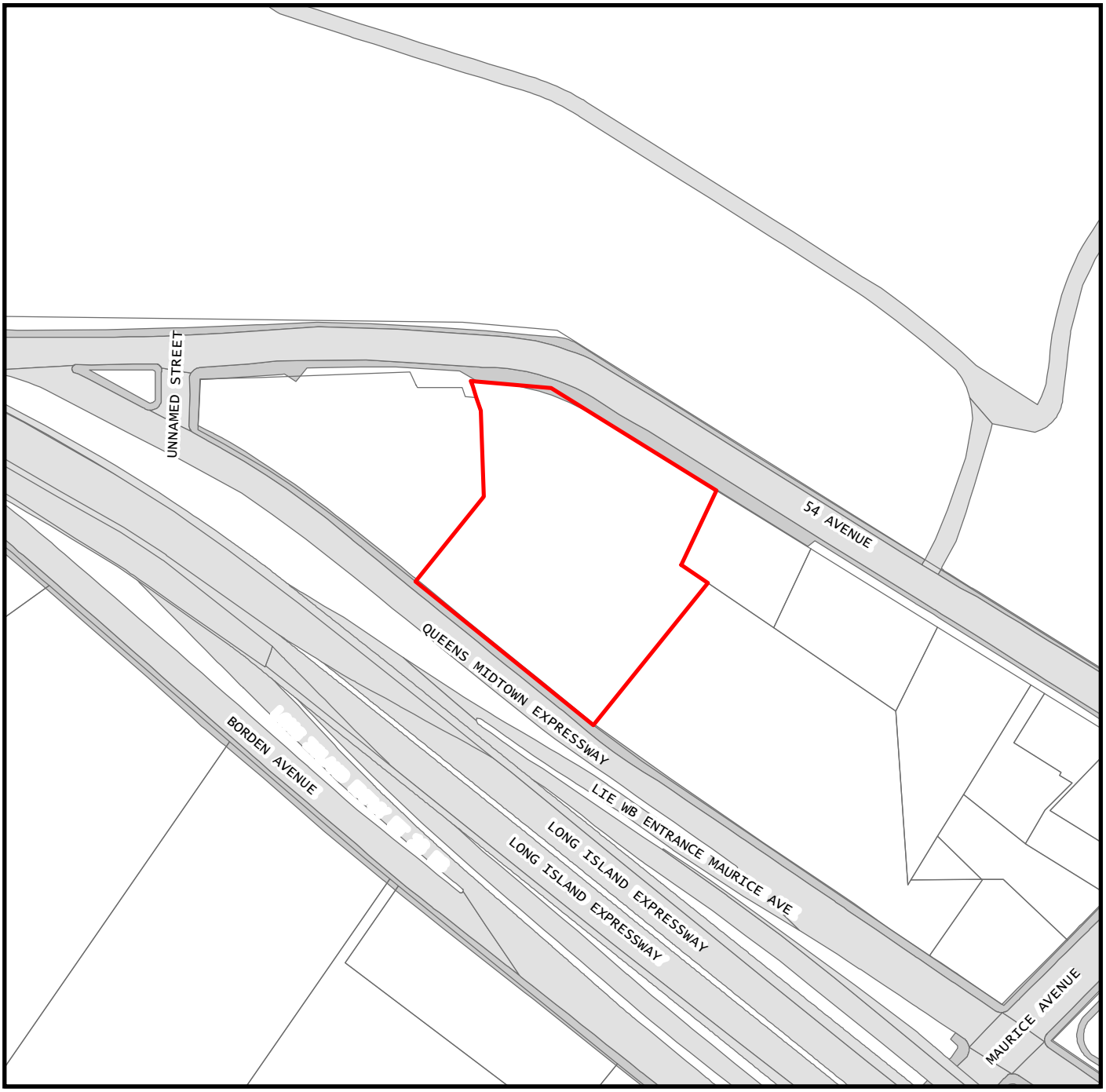
As described in Attachment A, "Project Description," the Rezoning Area, including the Project Site, would be rezoned from M1-1 to M1-4. The Proposed Action would facilitate the horizontal and vertical enlargement of the existing 75,447 gross square foot (gsf) to include a three-story and mezzanine building with 194,136 gsf of warehouse use and accessory office space. The Proposed Project would provide nine parking spaces, ten bicycle parking spaces, and five loading berths, accessible via a curb cut on 54th Avenue. The additional floor area would be used for storage of inventory. The Proposed Project would be operational in 2026.

The Proposed Project is bounded between 54th Avenue to the north, and Queens Midtown Expressway to the south, as shown in **Figure 1**. Transit service in the study area includes the Q39 and Q67 bus routes. There are no subway lines within a one-mile radius of the Project Site.

The Proposed Project would include 118,689 gsf of manufacturing warehouse space, nine parking spaces, ten bicycle parking spaces, and five loading berths, accessible via a curb cut on 54th Avenue. The Proposed Project would also include an accessory office space. This accessory use is not expected to be an independent trip generator and is therefore not considered as part of the Proposed Project.

A. METHODOLOGY

In accordance with the *2021 City Environmental Quality Review (CEQR) Technical Manual*, the projected trips generated by the Proposed Project follow a two-tiered screening process. The Level 1 screening assessment includes a trip generation analysis to determine whether the Proposed Project would result in more than 50 vehicle trips, 200 subway/rail or bus riders, or 200 pedestrian trips in a peak hour. The Level 2 screening is a trip assignment review that identifies intersections with 50 or more vehicle trips, pedestrian elements with 200 or more pedestrian trips, 50 bus trips in a single direction on a single route, or 200 passengers at a subway station or line during any analysis peak hour which would require detailed analyses.



Source: 2021 PLUTO, DCP

0 50 100 200 300 400 Feet

Project Site

SITE LOCATION

Figure 1

58-75 Queens Midtown Expressway EAS

B. SCREENING ASSESSMENT

The transportation planning factors used in forecasting travel demand for the Proposed Project are shown in **Table 1**, and the trip generation results are shown in **Table 2**. Trip generation estimates were prepared for the following critical peak periods:

- Weekday Morning (AM)
- Weekday Midday (MD)
- Weekday Afternoon (PM)
- Saturday MD

A description of the transportation planning factors for each individual programmatic use is provided below.

Warehouse

The Proposed Project would consist of 118,689 gsf of warehouse space. The daily trip generation rates, temporal distribution, directional distribution, daily truck trip generation rates, truck temporal distribution, and truck directional distribution were based on the *ITE Trip Generation Handbook, 10th Edition, Land use code 150 (Warehousing)* with adjustments made for local New York City conditions as advised by NYCDOT. Modal splits and vehicle occupancy were calculated from the American Fact Finder 5-year estimates Means of Transportation table A202105 Census Data, Census Tracts 219, 229, 511, 515, 517, and 531 in Queens County, New York.

The Proposed Project would also include accessory office space. As these accessory uses are not expected to be independent trip generators, separate trip generation estimates were not considered.

Linked Trips

Linked trips are those that have multiple destinations within the Project Site and are typical for multi-use sites. Although the Proposed Project would include a manufacturing warehouse and office space, the latter would be considered an accessory use. Comprised of one primary land use, no linked trip credit was applied.

Table 1: Travel Demand Factors

Trip Generation Assumptions

	Land Use:	**Manufacturing: Warehouse**	
Program Size	**Size**	118,689	
	Unit	gsf	
Daily Person Trip Generation		(2)	
	Weekday	2.36	
	Saturday	0.20	
	Unit	per 1,000 gsf	
Daily Truck Trip Generation		(2)	
	Weekday	0.91	
	Saturday	0.08	
	Unit	per 1,000 gsf	
Modal Split		**Weekday**	**Saturday**
		(1)	
	Auto	68.2%	68.2%
	Taxi	0.6%	0.6%
	Bus	8.4%	8.4%
	Subway	11.5%	11.5%
	Walk	11.3%	11.3%
		100.0%	100.0%
Vehicle Occupancy		(1,6)	
	Auto	1.08	1.08
	Taxi (6)	1.30	1.30
Linked Trips (1)		0%	0%
Temporal Distribution		(2)	
	AM	10.0%	
	MD	9.0%	
	PM	11.0%	
	Sat MD	33.0%	
Truck Temporal Distribution		(2)	
	AM	9.9%	
	MD	8.0%	
	PM	7.0%	
	Sat MD (5)	28.0%	
Directional Distribution		**In**	**Out**
		(2)	
	AM	77.0%	23.0%
	MD	53.0%	47.0%
	PM	27.0%	73.0%
	Sat MD	64.0%	36.0%
Truck Directional Distribution		(2,5)	
	AM	67.0%	33.0%
	MD	57.0%	43.0%
	PM	60.0%	40.0%
	Sat MD (5)	42.0%	58.0%

Notes

(1) American Fact Finder 5-year estimates Means of Transportation table A202105 Census Data, Census Tracts 219, 229, 511, 515, 517, and 531 in Queens County NY.
(2) ITE Trip Generation Handbook, 10th Edition, Land use code 150 (Warehousing).
(3) Trip generation rate includes a 1.51 adjustment factor per NYCDOT Trip Generation Survey (DOT guidance from January 2021).
(4) Saturday truck rates adjusted as per the ratio between weekday and Saturday based on the information from ITE Trip Generation Handbook, 11th Edition, Land use code 150 (Warehousing).
(5) NYCDOT Trip Generation Survey (DOT guidance from January 2021).
(6) Innovation QNS Rezoning and LSGD FEIS

Table 2: Project Increment Trip Generation Estimates

Travel Demand Forecast (Person Trips)

		Manufacturing: Warehouse		
Daily Trips	Weekday	280		
	Saturday	24		
Peak Hour Trips	AM	28		
	MD	25		
	PM	31		
	Sat MD	8		
		In	Out	TOTAL
AM	Auto	15	4	**19**
	Taxi	0	0	**0**
	Bus	2	1	**3**
	Subway	2	1	**3**
	Walk	2	1	**3**
	Total	21	7	**28**
MD	Auto	9	8	**17**
	Taxi	0	0	**0**
	Bus	1	1	**2**
	Subway	2	1	**3**
	Walk	1	1	**2**
	Total	13	11	**24**
PM	Auto	6	15	**21**
	Taxi	0	0	**0**
	Bus	1	2	**3**
	Subway	1	3	**4**
	Walk	1	3	**4**
	Total	9	23	**32**
Sat MD	Auto	3	2	**5**
	Taxi	0	0	**0**
	Bus	0	0	**0**
	Subway	1	0	**1**
	Walk	1	0	**1**
	Total	5	2	**7**

Travel Demand Forecast (Vehicle Trips)

Taxi Overlap Rate 0%		Manufacturing: Warehouse		
		In	Out	TOTAL
AM	**Auto**	14	4	**18**
	Taxi	0	0	0
	Taxi (Balanced)[1]	0	0	**0**
	Truck	7	7	**14**
	Total	21	11	**32**
MD	**Auto**	8	7	**15**
	Taxi	0	0	0
	Taxi (Balanced)[1]	0	0	**0**
	Truck	5	5	**10**
	Total	13	12	**25**
PM	**Auto**	6	14	**20**
	Taxi	0	0	0
	Taxi (Balanced)[1]	0	0	**0**
	Truck	5	5	**10**
	Total	11	19	**30**
Sat MD	**Auto**	3	2	**5**
	Taxi	0	0	0
	Taxi (Balanced)[1]	0	0	**0**
	Truck	1	1	**2**
	Total	4	3	**7**

Notes
(1) A 0% taxi overlap rate was assumed (i.e., 0% of inbound full taxis are assumed to be available for outb

Travel Demand Forecast (Total Walk Trips)

		Manufacturing: Warehouse		
		In	Out	TOTAL
AM	**Total Walk Trips[1]**	6	3	**9**
MD	**Total Walk Trips[1]**	4	3	**7**
PM	**Total Walk Trips[1]**	3	8	**11**
Sat MD	**Total Walk Trips[1]**	2	0	**2**

Notes
(1) Total walk trips includes all trips via transit plus walk only trips.

The results of the trip generation estimate for the Proposed Project are shown in **Table 3**.

Table 3: Project Increment Trip Generation Estimate Summary

Peak Hour	Vehicle (Auto +Taxi +Truck)	Subway	Bus	Walk/Other	Total Pedestrian
Weekday AM	32	3	3	3	9
Weekday MD	25	3	2	2	7
Weekday PM	30	4	3	4	11
Saturday MD	7	1	0	1	2

C. SCREENING RESULTS

Traffic
The results show that the Proposed Project would generate less than 50 vehicle trips in a peak hour. Therefore, in accordance with the *CEQR Technical Manual*, no further analysis would be needed.

Transit
The results show that the Proposed Project would generate less than 200 subway trips in a peak hour. Therefore, in accordance with the *CEQR Technical Manual*, no further analysis would be needed.

The Proposed Project would generate less than 50 bus trips in a peak hour. Therefore, in accordance with the *CEQR Technical Manual*, no further analysis would be needed.

Pedestrians
The results also show that the Proposed Project would generate less than 200 pedestrians in a peak hour. Therefore, in accordance with the *CEQR Technical Manual*, no further analysis would be needed.

Parking
According to the *CEQR Technical Manual,* if the threshold for a detailed traffic analysis is met, it is likely that a parking assessment is warranted. As the Proposed Project is not expected to generate more than 50 new vehicle trips at any intersection, a detailed traffic analysis was not conducted, and, as such, a parking assessment was not conducted.

Vehicular and Pedestrian Safety
According to the *CEQR Technical Manual,* a high-crash location is one with more than 48 total reportable and non-reportable crashes or five or more pedestrian/bicycle injury crashes during any consecutive 12 months of the most recent three-year period for which data is available. Crash data was obtained from the New York City Department of Transportation (NYCDOT) for study area intersections on Maurice Avenue between Borden Avenue and 54th Avenue, and 54th Avenue between Maurice Avenue and 58th Street between January 1, 2018, and December 31, 2020. As shown in **Table 4**, there is one high-crash location at the intersection of Borden Avenue (WB) and Maurice Avenue.

While the addition of vehicle and pedestrian trips at high-crash locations could exacerbate unsafe conditions, the anticipated vehicle and pedestrian project increment for the Proposed Project would represent a small portion of the total trips at this intersection. Therefore, the Proposed Project is not expected to aggravate unsafe conditions at this location.

Table 4: Crash Data Summary

	Total Crashes			Pedestrian			Bicycle			Combined Ped/Bike		
Intersection	2018	2019	2020	2018	2019	2020	2018	2019	2020	2018	2019	2020
54 AVENUE / 58 STREET / LONG ISLAND EXPRESSWAY	0	2	1	0	0	0	0	0	0	0	0	0
BORDEN AVENUE (EB)/ MAURICE AVENUE	3	2	2	0	0	0	0	0	0	0	0	0
BORDEN AVENUE (WB) / MAURICE AVENUE	45	54	37	2	1	0	1	1	0	3	2	0
54 AVENUE / MAURICE AVENUE	5	4	2	0	0	0	0	0	1	0	0	0
58 STREET / BORDEN AVENUE	0	4	3	0	1	0	0	0	1	0	1	1
Total	53	66	45	2	2	0	1	1	2	3	3	1
Grand Total	164			4			4			7		

D. CONCLUSION

Based on the Level 1 screening analyses, the Proposed Project would not exceed the *CEQR Technical Manual* thresholds for further transportation analysis. Therefore, the Proposed Project would not be expected to result in any significant adverse traffic, transit, pedestrian, parking, or safety impacts and, consequently, no further assessment is necessary.