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214-32 Hillside Avenue Rezoning

214-32 Hillside Avenue
Block 10673, Lots 3 & 8-12
Jamaica, NY 11419

CEQR: 20DCP082Q
ULURP: 200190ZMQ

Environmental Assessment Statement

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

Prepared for:
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July 31, 2020

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

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

Part I: GENERAL INFORMATION

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

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

2. *Project Name* 214-32 Hillside Avenue Rezoning

3. *Reference Numbers*

CEQR REFERENCE NUMBER (to be assigned by lead agency)	BSA REFERENCE NUMBER (if applicable)
20DCP082Q	
ULURP REFERENCE NUMBER (if applicable)	OTHER REFERENCE NUMBER(S) (if applicable) (*e.g.*, legislative intro, CAPA)
200190ZMQ	

4a. *Lead Agency Information*			**4b. *Applicant Information***		
NAME OF LEAD AGENCY			NAME OF APPLICANT		
Department of City Planning			Munir Islam		
NAME OF LEAD AGENCY CONTACT PERSON			NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON		
Olga Abinader, Director			Kevin Williams, Equity Environmental Engineering LLC		
ADDRESS 120 Broadway, 31st Floor			ADDRESS 500 International Drive, Suite 150		
CITY New York	STATE NY	ZIP 10271	CITY Mount Olive	STATE NJ	ZIP 07828
TELEPHONE 212-720-3493	EMAIL oabinad@planning.nyc.gov		TELEPHONE 973-527-7451x301	EMAIL kevin.williams@equityenvironmental.com	

5. *Project Description*

The Applicant, Munir Islam, requests the approval of a zoning map amendment (the "Proposed Action") to facilitate the development of Block 10673, Lot 3 (the "Project Site") with a two-story 16,750 gross-square-foot (GSF) commercial building (the "Proposed Project") in the Jamaica Neighborhood of Queens, Community District 13.

The Proposed Action would rezone Block 10673 Lots 3, 8, 9, 10, 11, and 12, and a portion of Lot 15 (the "Affected Area") from an R2 zoning district to an R2/C2-3 zoning district. The Proposed Action is a discretionary action subject to environmental review. The Affected Area is bounded by Hillside Avenue to the north, 215th Street to the east, 89th Avenue to the south, and Vanderveer Street to the west. The NYC Deprtment of City Planning shall be the lead agency on behalf of the City Planning Commission for environmental review under CEQR.

Project Location

BOROUGH Queens	COMMUNITY DISTRICT(S) 13	STREET ADDRESS 214-32 Hillsisde Avenue
TAX BLOCK(S) AND LOT(S) Block 10673 Lots 3, 8, 9, 10, 11, 12, and p/o 15		ZIP CODE 11419

DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS The Project Site encompasses Block 10673 Lot 3, Lots 8, 9, 10, 11, 12 and a portion of Lot 15. These lots are bounded by Vanderveer Street to the west, 215 Street to the east and 89th Avenue to the south. Lots 3, 8, 9, 10, 11, and 12 run along Hillside Avenue while Lot 15 runs along 215th Street.

EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY R2 | ZONING SECTIONAL MAP NUMBER 15a

6. *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 If "yes," specify:

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

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

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

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

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

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

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

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

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

Physical Setting (both developed and undeveloped areas)

Total directly affected area (sq. ft.): 23,670 within Affected Area; 11,198 on Project Site

Waterbody area (sq. ft) and type:

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

Other, describe (sq. ft.):

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

SIZE OF PROJECT TO BE DEVELOPED (gross square feet): 16,750

NUMBER OF BUILDINGS: 1 building

GROSS FLOOR AREA OF EACH BUILDING (sq. ft.): 16,750

HEIGHT OF EACH BUILDING (ft.): 27

NUMBER OF STORIES OF EACH BUILDING: 2

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: 11,198

The total square feet not owned or controlled by the applicant: 12,472

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

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

AREA OF TEMPORARY DISTURBANCE: 7,590 sq. ft. (width x length)

VOLUME OF DISTURBANCE: 75,900 cubic ft. (width x length x depth)

AREA OF PERMANENT DISTURBANCE: 7,590 sq. ft. (width x length)

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

	Residential	***Commercial***	***Community Facility***	***Industrial/Manufacturing***
Size (in gross sq. ft.)	N/A	16,750 (gsf)	N/A	N/A
Type (*e.g.,* retail, office, school)	N/A units	UG 6 retail first floor, UG 9 office space second floor	N/A	N/A

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

If "yes," please specify:

NUMBER OF ADDITIONAL RESIDENTS: N/A

NUMBER OF ADDITIONAL WORKERS: 27

Provide a brief explanation of how these numbers were determined: It is assumed that there are 1 employee per 300 sq ft. for office use 3 employees per 1,000 sq ft. for general retail uses

Does the proposed project create new open space? ☐ YES ☒ NO If "yes," specify size of project-created open space: sq. ft.
Has a No-Action scenario been defined for this project that differs from the existing condition? ☐ YES ☒ NO If "yes," see Chapter 2, "Establishing the Analysis Framework" and describe briefly:
9. *Analysis Year* CEQR Technical Manual Chapter 2
ANTICIPATED BUILD YEAR (date the project would be completed and operational): 2021
ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: Approximately 18 months: *18 months for environmental process and ULURP Process *18 months for demolition and construction of the proposed building- Build Year 2021
WOULD THE PROJECT BE IMPLEMENTED IN A SINGLE PHASE? ☒ YES ☐ NO IF MULTIPLE PHASES, HOW MANY?
BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE: The construction of The Applicant's site would commence subsequent to approvals expected by early 2020 and would occur in a single phase expected to last approximately 18 months.
10. *Predominant Land Use in the Vicinity of the Project* (check all that apply) ☒ RESIDENTIAL ☐ MANUFACTURING ☒ COMMERCIAL ☐ PARK/FOREST/OPEN SPACE ☐ OTHER, specify:

Part II: TECHNICAL ANALYSIS

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

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

	YES	NO
1. *LAND USE, ZONING, AND PUBLIC POLICY*: CEQR Technical Manual Chapter 4		
(a) Would the proposed project result in a change in land use different from surrounding land uses?	☐	☒
(b) Would the proposed project result in a change in zoning different from surrounding zoning?	☒	☐
(c) Is there the potential to affect an applicable public policy?	☐	☒
(d) If "yes," to (a), (b), and/or (c), complete a preliminary assessment and attach.		
(e) Is the project a large, publicly sponsored project?	☐	☒
○ If "yes," complete a PlaNYC assessment and attach.		
(f) Is any part of the directly affected area within the City's Waterfront Revitalization Program boundaries?	☐	☒
○ If "yes," complete the Consistency Assessment Form.		
2. *SOCIOECONOMIC CONDITIONS*: CEQR Technical Manual Chapter 5		
(a) Would the proposed project:		
○ Generate a net increase of 200 or more residential units?	☐	☒
○ Generate a net increase of 200,000 or more square feet of commercial space?	☐	☒
○ Directly displace more than 500 residents?	☐	☒
○ Directly displace more than 100 employees?	☐	☒
○ Affect conditions in a specific industry?	☐	☒
3. *COMMUNITY FACILITIES*: CEQR Technical Manual Chapter 6		
(a) Direct Effects		
○ Would the project directly eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, libraries, hospitals and other health care facilities, day care centers, police stations, or fire stations?	☐	☒
(b) Indirect Effects		
○ **Child Care Centers:** 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)	☐	☒
○ **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)	☐	☒
○ **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)	☐	☒
○ **Health Care Facilities and Fire/Police Protection:** Would the project result in the introduction of a sizeable new neighborhood?	☐	☒
4. *OPEN SPACE*: CEQR Technical Manual Chapter 7		
(a) Would the proposed project change or eliminate existing open space?	☐	☒
(b) Is the project located within an under-served area in the Bronx, Brooklyn, Manhattan, Queens, or Staten Island?	☒	☐
○ If "yes," would the proposed project generate more than 50 additional residents or 125 additional employees?	☐	☒
(c) Is the project located within a well-served area in the Bronx, Brooklyn, Manhattan, Queens, or Staten Island?	☐	☒
○ If "yes," would the proposed project generate more than 350 additional residents or 750 additional employees?	☐	☐
(d) If the project in located an area that is neither under-served nor well-served, would it generate more than 200 additional residents or 500 additional employees?	☐	☐

	YES	NO
5. *SHADOWS*: CEQR Technical Manual Chapter 8		
(a) Would the proposed project result in a net height increase of any structure of 50 feet or more?	☐	☒
(b) Would the proposed project result in any increase in structure height and be located adjacent to or across the street from a sunlight-sensitive resource?	☐	☒
6. *HISTORIC AND CULTURAL RESOURCES*: CEQR Technical Manual Chapter 9		
(a) Does the proposed project site or an adjacent site contain any architectural and/or archaeological resource that is eligible for or has been designated (or is calendared for consideration) as a New York City Landmark, Interior Landmark or Scenic Landmark; that is listed or eligible for listing on the New York State or National Register of Historic Places; or that is within a designated or eligible New York City, New York State or National Register Historic District? (See the GIS System for Archaeology and National Register to confirm)	☐	☒
(b) Would the proposed project involve construction resulting in in-ground disturbance to an area not previously excavated?	☐	☒
(c) If "yes" to either of the above, list any identified architectural and/or archaeological resources and attach supporting information on whether the proposed project would potentially affect any architectural or archeological resources. See attached EAS.		
7. *URBAN DESIGN AND VISUAL RESOURCES*: CEQR Technical Manual Chapter 10		
(a) Would the proposed project introduce a new building, a new building height, or result in any substantial physical alteration to the streetscape or public space in the vicinity of the proposed project that is not currently allowed by existing zoning?	☒	☐
(b) Would the proposed project result in obstruction of publicly accessible views to visual resources not currently allowed by existing zoning?	☐	☒
8. *NATURAL RESOURCES*: CEQR Technical Manual Chapter 11		
(a) Does the proposed project site or a site adjacent to the project contain natural resources as defined in Section 100 of Chapter 11?	☐	☒
○ If "yes," list the resources and attach supporting information on whether the proposed project would affect any of these resources.		
(b) Is any part of the directly affected area within the Jamaica Bay Watershed?	☐	☒
○ If "yes," complete the Jamaica Bay Watershed 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) 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?	☐	☒
(c) 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 Appendix 1 (including nonconforming uses)?	☐	☒
(d) 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?	☐	☒
(e) 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)?	☐	☒
(f) 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?	☐	☒
(g) 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?	☐	☒
(h) Has a Phase I Environmental Site Assessment been performed for the site?	☐	☒
○ If "yes," were Recognized Environmental Conditions (RECs) identified? Briefly identify: See attached Phase I & Phase II	☐	☒
10. *WATER AND SEWER INFRASTRUCTURE*: CEQR Technical Manual Chapter 13		
(a) Would the project result in water demand of more than one million gallons per day?	☐	☒
(b) If the proposed project located in a combined sewer area, would it result in at least 1,000 residential units or 250,000 square feet or more of commercial space in Manhattan, or at least 400 residential units or 150,000 square feet or more of commercial space in the Bronx, Brooklyn, Staten Island, or Queens?	☐	☒
(c) If the proposed project located in a separately sewered area, would it result in the same or greater development than the amounts listed in Table 13-1 in Chapter 13?	☐	☒
(d) Would the proposed project involve development on a site that is 5 acres or larger where the amount of impervious surface would increase?	☐	☒
(e) If the project is located within the Jamaica Bay Watershed or in certain specific drainage areas, including Bronx River, Coney Island Creek, Flushing Bay and Creek, Gowanus Canal, Hutchinson River, Newtown Creek, or Westchester Creek, would it	☐	☒

	YES	NO
involve development on a site that is 1 acre or larger where the amount of impervious surface would increase?		
(f) Would the proposed project be located in an area that is partially sewered or currently unsewered?	☐	☒
(g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a Wastewater Treatment Plant and/or generate contaminated stormwater in a separate storm sewer system?	☐	☒
(h) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits?	☐	☒
11. *SOLID WASTE AND SANITATION SERVICES*: CEQR Technical Manual Chapter 14		
(a) Using Table 14-1 in Chapter 14, the project's projected operational solid waste generation is estimated to be (pounds per week): 906 = (15 employees X 13 pounds per week)18258 + (9 employees X 79 pounds per 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?	☐	☒
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): 3,623,025 = (216.3 commercial X 16,750)		
(b) Would the proposed project affect the transmission or generation of energy?	☐	☒
13. *TRANSPORTATION*: CEQR Technical Manual Chapter 16		
(a) Would the proposed project exceed any threshold identified in Table 16-1 in Chapter 16?	☒	☐
(b) If "yes," conduct the screening analyses, attach appropriate back up data as needed for each stage and answer the following questions:		
○ Would the proposed project result in 50 or more Passenger Car Equivalents (PCEs) per project peak hour?	☐	☒
If "yes," would the proposed project result in 50 or more vehicle trips per project peak hour at any given intersection? ***It should be noted that the lead agency may require further analysis of intersections of concern even when a project generates fewer than 50 vehicles in the peak hour. See Subsection 313 of Chapter 16 for more information.*	☐	☒
○ Would the proposed project result in more than 200 subway/rail or bus trips per project peak hour?	☐	☒
If "yes," would the proposed project result, per project peak hour, in 50 or more bus trips on a single line (in one direction) or 200 subway trips per station or line?	☐	☐
○ Would the proposed project result in more than 200 pedestrian trips per project peak hour?	☒	☐
If "yes," would the proposed project result in more than 200 pedestrian trips per project peak hour to any given pedestrian or transit element, crosswalk, subway stair, or bus stop?	☐	☐
14. *AIR QUALITY*: CEQR Technical Manual Chapter 17		
(a) *Mobile Sources*: Would the proposed project result in the conditions outlined in Section 210 in Chapter 17?	☐	☒
(b) *Stationary Sources*: Would the proposed project result in the conditions outlined in Section 220 in Chapter 17?	☒	☐
○ If "yes," would the proposed project exceed the thresholds in Figure 17-3, Stationary Source Screen Graph in Chapter 17? (Attach graph as needed) See EAS	☐	☒
(c) Does the proposed project involve multiple buildings on the project site?	☐	☒
(d) Does the proposed project require federal approvals, support, licensing, or permits subject to conformity requirements?	☐	☒
(e) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts?	☐	☒
15. *GREENHOUSE GAS EMISSIONS*: CEQR Technical Manual Chapter 18		
(a) Is the proposed project a city capital project or a power generation plant?	☐	☒
(b) Would the proposed project fundamentally change the City's solid waste management system?	☐	☒
(c) If "yes" to any of the above, would the project require a GHG emissions assessment based on the guidance in Chapter 18?	☐	☐
16. *NOISE*: CEQR Technical Manual Chapter 19		
(a) Would the proposed project generate or reroute vehicular traffic?	☒	☐
(b) Would the proposed project introduce new or additional receptors (see Section 124 in Chapter 19) near heavily trafficked roadways, within one horizontal mile of an existing or proposed flight path, or within 1,500 feet of an existing or proposed rail line with a direct line of site to that rail line?	☐	☒
(c) Would the proposed project cause a stationary noise source to operate within 1,500 feet of a receptor with a direct line of sight to that receptor or introduce receptors into an area with high ambient stationary noise?	☐	☒
(d) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to	☐	☒

	YES	NO
noise that preclude the potential for significant adverse impacts?		
17. *PUBLIC HEALTH*: CEQR Technical Manual Chapter 20		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Air Quality; 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. See attached EAS.		
19. *CONSTRUCTION*: CEQR Technical Manual Chapter 22		
(a) Would the project's construction activities involve:		
○ Construction activities lasting longer than two years?	☐	☒
○ Construction activities within a Central Business District or along an arterial highway or major thoroughfare?	☐	☒
○ Closing, narrowing, or otherwise impeding traffic, transit, or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, *etc.*)?	☐	☒
○ Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out?	☐	☒
○ The operation of several pieces of diesel equipment in a single location at peak construction?	☐	☒
○ Closure of a community facility or disruption in its services?	☐	☒
○ Activities within 400 feet of a historic or cultural resource?	☐	☒
○ Disturbance of a site containing or adjacent to a site containing natural resources?	☐	☒
○ Construction on multiple development sites in the same geographic area, such that there is the potential for several construction timelines to overlap or last for more than two years overall?	☐	☒
(b) If any boxes are checked "yes," explain why a preliminary construction assessment is or is not warranted based on the guidance in Chapter 22, "Construction." It should be noted that the nature and extent of any commitment to use the Best Available Technology for construction equipment or Best Management Practices for construction activities should be considered when making this determination.		

20. *APPLICANT'S CERTIFICATION*

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

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

APPLICANT/REPRESENTATIVE NAME	DATE
Robert Greene	July 31, 2020

SIGNATURE Robert Greene

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

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

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

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

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

2. Are there any aspects of the project relevant to the determination of whether the project may have a significant impact on the environment, such as combined or cumulative impacts, that were not fully covered by other responses and supporting materials? ☐ ☒

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).

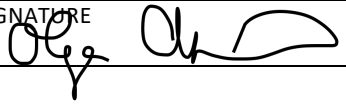
☐ **Conditional Negative Declaration:** A *Conditional Negative Declaration* (CND) may be appropriate if there is a private applicant for an Unlisted action AND when conditions imposed by the lead agency will modify the proposed project so that no significant adverse environmental impacts would result. 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, acting on behalf of the City Planning Commission
NAME	DATE
Olga Abinader	July 31, 2020

SIGNATURE



Project Name: 214-32 Hillside Avenue Rezoning
CEQR #: 20DCP082Q
SEQRA Classification: Unlisted

NEGATIVE DECLARATION (Use of this form is optional)

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 project. 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 project 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 action sought before the City Planning Commission would have no significant effect on the quality of the environment. Reasons supporting this determination are noted below.

Hazardous Materials, Air Quality, and Noise

An (E) designation (E-574) for hazardous materials and air quality has been incorporated into the proposed action. Refer to "Determination of Significance Appendix: (E) Designation" for a list of the sites affected by the proposed (E) designation and applicable (E) designation requirements. With these measures in place, the proposed action would not result in significant adverse impacts to hazardous materials, air quality, or noise.

Land Use, Zoning, and Public Policy

The EAS includes a detailed analysis of Land Use, Zoning, and Public Policy and that analysis determined that no significant adverse impacts would occur. A significant adverse impact would occur if a proposed action would generate a land use incompatible with the surrounding area. The proposed action is a zoning map amendment from R2 to R2/C2-3 to facilitate the development of Block 10673, Lot 3 with a two-story 16,750 gross-square-foot commercial office and retail building within the neighborhood of Jamaica, Queens, Community District 13. The rezoning area would also include lots 8, 9, 10, 11, 12, and a portion of Lot 15, bringing existing legally non-conforming commercial uses on these properties into conformance. The surrounding area includes mainly residential uses with ground floor commercial uses along Hillside Avenue. As such, the proposed action would not introduce a new land use, nor affect the existing mixed-use character of the area, which represent the thresholds of impact significance as defined in the CEQR Technical Manual. Furthermore, the proposed action would have no adverse effect on zoning or public policy.

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 Rachel Antelmi at (212) 720-3621.

TITLE	**LEAD AGENCY**
Director, Environmental Assessment and Review Division	Department of City Planning, acting on behalf of the City Planning Commission
NAME	**DATE**
Olga Abinader	July 31, 2020
SIGNATURE	

TITLE	
Chair, City Planning Commission	
NAME	**DATE**
Marisa Lago	August 3, 2020
SIGNATURE	

Project Name: 214-32 Hillside Avenue Rezoning
CEQR #: 20DCP082Q
SEQRA Classification: Unlisted

Determination of Significance Appendix: (E) Designation (E-574)

Hazardous Materials

To ensure that there would be no significant adverse hazardous materials impacts associated with the proposed project, an E designation (E-574) will be placed on the project site as follows:

Block 10673, Lot 3 (Projected Development Site 1)

Task 1 - Sampling Protocol

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

Task 2 - Remediation Determination and Protocol

A written report with findings and a summary of the data must be submitted to OER after completion of the testing phase and laboratory analysis for review and approval. After receiving such results, a determination is made by OER if the results indicate that remediation is necessary. If OER determines that no remediation is necessary, written notice shall be given by OER. If remediation is indicated from the test results, a proposed remediation plan must be submitted to OER for review and approval. The applicant must complete such remediation as determined necessary by OER. The applicant should then provide proper documentation that the work has been satisfactorily completed. An OER-approved construction-related health and safety plan would be implemented during evacuation and construction and activities to protect workers and the community from potentially significant adverse impacts associated with contaminated soil and/or groundwater. This plan would be submitted to OER for review and approval prior to implementation.

Project Name: 214-32 Hillside Avenue Rezoning
CEQR #: 20DCP082Q
SEQRA Classification: Unlisted

Air Quality

To ensure that there would be no significant adverse air quality impacts associated with the proposed project, an E designation (E-574) will be placed on the project site as follows:

Block 10673, Lot 3 (Projected Development Site 1)

Any new development or enlargement on Block 10673, Lot 3 must ensure that the heating and hot water system stack is located at the highest tier and at least 27 feet above grade to prevent any potential significant adverse air quality impacts.

Noise

To ensure that there would be no significant adverse noise impacts associated with the proposed project, an E designation (E-574) will be placed on the project site as follows:

Block 10673, Lot 3 (Projected Development Site 1)

To ensure an acceptable interior noise environment, future commercial office uses must provide a closed-window condition with a minimum of 28 dBA window/wall attenuation on all facades facing Hillside Avenue and the facades facing 215th Street within 50 feet of Hillside Avenue and the facades facing Vanderveer Street within 50 feet of Hillside Avenue to maintain an interior noise level not greater than 50 dBA for commercial office uses as illustrated in the EAS. To maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, air conditioning.

1.0 PROJECT DESCRIPTION

1.1 Introduction

The Applicant, Munir Islam, is proposing a Zoning Map Amendment ("Proposed Action") affecting Block 10673, Lots 3, 8, 9, 10, 11, 12, and portion of Lot 15 (the "Affected") on Hillside Avenue in Queens Community District 13. The Affected Area is currently zoned R2, and the proposed rezoning would map the area with a C2-3 commercial overlay. The proposed depth of the C2-3 overlay within the proposed depth Affected Area will be specifically listed on the zoning map as 100 feet, instead of the 150-foot depth that applies when no dimension is shown. **Figure 1-4: *Zoning Change Map*** below shows existing and proposed zoning for the Affected Area. The proposed action would permit a commercial use to occupy 214-32 Hillside Avenue (Lot 3), which is currently a vacant building that was the site of a used car sales lot. Additionally, Lots 8, 9, 10, 11, and 12 all contain buildings with first floor commercial uses and second floor residential uses and would also be permitted to house commercial uses under the proposed rezoning effort. Under the Proposed Action, the uses on Lot 3 and Lots 8-12 would become conforming.

1.2 Description of the Affected Area and Proposed Development Site

The Affected Area is in the Queens Village neighborhood of Queens Community District 13. Lot 3 runs along Hillside Avenue, and is 100 feet wide and 117 feet in depth. Lots 8, 9, 10, 11, and 12 also run along Hillside Avenue and are between 93 feet and 103 feet in depth and range from 20 to 20.14 feet in width (frontage). Lot 15 runs along 215th Street and is 35 feet wide (frontage) and 100 feet deep. All lots are currently zoned R2.

The Affected Area is bounded by Hillside Avenue to the north, 215th Street to the east, 89th Avenue to the south, and Vanderveer Street to the west. Hillside Avenue is an east-west principal arterial road with 2 moving lanes of traffic in each direction and curbside parking. 215th Street is a south-north, one-way road with a single moving lane of traffic and curbside parking. 89th Avenue is an east-west road with one moving lane of traffic in each direction and curbside parking. Vanderveer Street is a south-north one-way road with a single lane of traffic and curbside parking.

Historically, the Affected Area has been zoned R2 with nearby lots running along Hillside Avenue (Beginning on 215th Street) being zoned C2-2. The current zoning in the Affected Area and nearby commercial areas along Hillside Avenue has been in place since the original 1961 zoning ordinance.

The existing R2 zoning designation allows a maximum residential floor area ratio (FAR) of 0.50, with minimum lot area and lot widths of 3,800 square feet (sf) and 40 feet respectively. R2 districts allow a maximum building height of 35 feet. Rear yard depth must be a minimum of 30 feet and front yard depth must be a minimum of 15 feet. The maximum building height for the R2 zoning designation is 35 feet. For R2 zoning districts there is a minimum of two side yards required with a minimum width of 5 feet and a minimum total of 13 feet of side yard for detached or zero lot line buildings; these requirements do not apply to semi-detached and multi-family buildings. Lot coverage is governed by yard requirements for the R2 zoning district. One parking space is required per dwelling unit (DU). The R2 zoning designation permits use groups 1 (residential) as well as use groups 3 & 4 (community facilities).

The lots subject to the proposed rezoning are developed with semi-detached buildings housing a mix of commercial and residential units:

Lot 3 ("The Proposed Development Site") is an approximately 11,198 sf lot with depth of 117 feet and a width of 100 feet. The lot contains a single-story 2,200 gross square feet (gsf) building with a FAR of 0.20. This lot is applicant-owned and is currently unoccupied. The lot used to house a used car sales business.

Other Affected Sites

- ***Lot 8*** is an approximately 2,080 SF lot with a depth of 103.58 feet and a width of 20.14 feet. The lot contains a two-story 2,400 gsf building with a FAR of 1.15. Lot 8 is currently occupied by a legal, non-conforming commercial use with residences located on the top floor.
- ***Lot 9*** is an approximately 2,020 SF lot with a depth of 101 feet and a width of 20 feet. The lot contains a two-story 2,400 gsf building with a FAR of 1.18. Lot 9 is currently occupied by a legal, non-conforming commercial use with residences located on the top floor.
- ***Lot 10*** is an approximately 2,080 SF lot with a depth of 98.79 feet and a width of 20.14 feet. The lot contains a two-story 2,400 gsf building with a FAR of 1.20. Lot 10 is currently occupied by a legal, non-conforming commercial use with residences located on the top floor.
- ***Lot 11*** is an approximately 2,080 SF lot with a depth of 96.37 feet and a width of 20.14 feet. The lot contains a two-story 2,400 gsf building with a FAR of 1.23. Lot 11 is currently occupied by a legal, non-conforming commercial use with residences located on the top floor.
- ***Lot 12*** is an approximately 1,917 SF lot with a depth of 93.98 feet and a width of 20.14 feet. The lot contains a two-story 2,880 gsf building with a FAR of 1.50. Lot 12 is currently occupied by a legal, non-conforming commercial use with residences located on the top floor.
- ***Lot 15*** is an approximately 2,500 SF lot with a depth of 100 feet and a width of 25 feet. The lot contains a 2.5 story 1,264 gsf building with a FAR of 0.51. Lot 15 is currently occupied by a single-family home and garage.

1.3 Description of the Surrounding Area

The surrounding area consists primarily of residential and commercial land uses. The Affected Area and proposed development site are all located along a mixed residential/commercial corridor of Hillside Avenue. About 320 feet north of the Affected Area there is a C2-2 zoning district that runs along Hillside Avenue. The C2-2 zoning district runs from the intersection of 215 Place with Hillside Avenue northeast to the intersection of Hillside Avenue with Springfield Boulevard. Hillside Avenue is a four-lane road with parking available on either side of the street. In the C2-2 zoning district (320 feet north of the Affected Area), there are several buildings with first floor commercial uses which are very similar to the buildings in the Affected Area and the proposed development site. The commercial uses in the nearby area range from professional offices and medical offices to laundromats and restaurants. There are bus stops running along Hillside Avenue with service provided by the Q1, Q43, and X68.

1.4 Actions Necessary to Facilitate the Project

There is one action necessary to facilitate the Proposed Project: A Zoning Map Amendment to rezone Block 10673, Lots 3, 8, 9, 10, 11, 12, and p/o 15 with a C2-3 commercial overlay.

1.5 Description of the Proposed Development

Pursuant to the proposed Zoning Map Amendment, The Applicant proposes to construct a new,

two-story commercial building, with a 7,004 GSF cellar and approximately 16,750 GSF (9,350 ZSF) of floor area (.84 FAR). The cellar would contain commercial storage space. The ground floor would contain approximately 7,306 GSF (6,910 ZSF) of retail floor area. The upper floor would contain approximately 2,440 GSF (2,440 ZSF) of office space.

Build Year: Factoring in the ULURP process (projected to be 18 months) and an 18-month construction schedule, the projected build year will be 2022.

1.6 Purpose and Need

The Affected Area's current R2 zoning permits Use Groups 1 (residential) as well as Use Groups 3 & 4 (community facilities). R2 zoning districts permit detached single-family residences at a FAR of .50. R2 districts allow an open space ratio of 150. The parking requirement is one space per dwelling units (DU).

While the buildings within the Affected Area have a built form typical of an R2 district, the Affected Area is contextually more related to the adjacent C2-2 district directly north of the Affected Area on Hillside Avenue. The Proposed Rezoning is proposed to be a C2-3 commercial overlay (as this overlay fits best with the parking that is available in the area). The existing commercial occupancy of Lot 3 and Lots 8-12 within the Affected Area does not match the intended use of the R2 district and would become a conforming use under the Proposed Rezoning. In addition, the Affected Area's location at Block 10673, is only 320 ft from a large commercial overlay of C2-2 districts. This block's adjacency to a predominately commercial corridor and directly abutting commercial land uses make the proposed C2-3 overlay extension a proper transition from a mixed-use commercial corridor to the residential districts covered by the existing R2 zoning. Thus, the Proposed Action would induce optimal utilization of the Affected Area and would facilitate commercial development on Lot 3 that would serve the needs of the local community. In conclusion, the Proposed Rezoning is within character of surrounding land uses.

1.7 Analysis Framework

This EAS studies the potential for individual and cumulative environmental impacts related to the proposed action occurring in a study area of approximately 400-feet around the Affected Area. As shown in **Figure 1-2: Affected Area**, the area affected by the Proposed Rezoning consists of Block 10674, Lot 3 and Lots 8, 9, 10, 11, 12 and a small portion of Lot 15. This environmental assessment considers the potential effects of the proposed action compared to future conditions without the approvals sought by the project sponsor. The use of these lots is presented in **Table 1: Proposed Rezoning Area – Affected Area** below**.**

Table 1: Proposed Rezoning Area Existing Conditions – Affected Area

Block/ Lot	Address	Owner	Lot Size (sf)	# of buildings	# of Floors	Height (ft)	Existing Use	DU	Floor Area	Existing FAR	Maximum FAR Under Proposed Action	Built FAR (% of proposed FAR)
10673/3	214-32 Hillside Ave.	QV Realty, LLC	11,198	1	1	16	Residential	0	2,20	0.20	1.0 Comm	20%
10673/8	214-36 Hillside Ave.	21436 Hillside LLC	2,080	1	2-story plus cellar	25	Commercial & Residential	2	2,40	1.15	1.0 Comm	115%
10673/9	214-38 Hillside Ave.	Jacar Holding Group	2,020	1	2-story plus cellar	25	Commercial & Residential	2	2,40	1.18	1.0 Comm	118%
10673/10	214-40 Hillside Ave.	Farjam LLC	2,000	1	2-story plus cellar	27	Commercial & Residential	2	2,40	1.20	1.0 Comm	120%
10673/11	214-42 Hillside Ave.	242 LLC	1,955	1	2-story plus cellar	28	Commercial & Residential	2	2,40	1.23	1.0 Comm	123%
10673/12	214-44 Hillside Ave.	242 LLC	1,917	1	2-story plus cellar	28	Commercial & Residential	2	2,88	1.50	1.0 Comm	150%
10673/15	88-02 215th St.	Dina, Farhana Khan	2,500	2	2-story plus cellar, Garage	35	Residential	1	1,26	0.51	1.0 Comm	51%

Note: The property highlighted in grey is the applicant owned Proposed Development Site.

No-Action Scenario:
Under future no-action conditions the existing conditions within the Affected Area are expected to remain.

With-Action Scenario:
Pursuant to the proposed Zoning Map Amendment, the Applicant proposes to construct a new building at 214-32 Hillside Avenue (Lot 3). The proposed C2-3 commercial overlay would not facilitate the development of any other lots within the rezoning area as those lots already have maximized permitted bulk and height within the proposed zoning district. The proposed development would consist of a new, two-story commercial building, with a 7,004 GSF cellar for storage and approximately 16,750 GSF (9,350 ZSF) of floor area (.84 FAR). The ground floor would contain approximately 7,306 GSF (6,910 ZSF) of retail floor area. The upper floor would contain approximately 2,440 GSF (2,440 ZSF) of commercial floor area (offices). The building would have 5 unenclosed accessory parking spaces.

Other Affected Sites
Lots 8, 9, 10, 11, and 12 and a portion of Lot 15 are included in the Affected Area and would become a portion of the C2-3 commercial overlay. None of these lots are likely to be induced to develop. The existing commercial uses on Lots 8, 9, 10, 11, and 12 would be brought into conformance.

***Table 2** below provides the Existing, No-Action and With-Action Programs for the Project Site*

which is expected to be the only site affected by the proposal

Table 2: Existing, No-Action, and With Action Programs for the Proposed Rezoning Area

SITE			EXISTING					NO-ACTION					WITH-ACTION				
	Block/Lot	*Lot Area (SF)*	*Commercial Floor Area*	*Vacant Land*	*FAR*	*Height (Stories)*	*Existing Jobs*	*Commercial Floor Area*	*Vacant Land*	*FAR*	*Height (Stories)*	*Existing Jobs*	*Commercial Floor Area GSF/ZSF*	*Vacant Land*	*Commercial FAR*	*Height (Stories)*	*With Action Jobs*
Proposed Development Site	10673/3	11,198	0	11,198	0.00	0	0	0	11,198	0.00	0	0	16,750/9,350	0	1.0	1 Story Plus Cellar	27

Table 3: Comparative Existing, No-Action and 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	N/A	N/A	N/A	
No. of dwelling units	N/A	N/A	N/A	
No. of low- to moderate-income units	N/A	N/A	N/A	
Gross floor area (sq. ft.)	N/A	N/A	N/A	
Commercial	☐ Yes ☑ No	☐ Yes ☑ No	☑ Yes ☐ No	
If "yes," specify the following:				
Describe type (retail, office, other)	N/A	N/A	Retail and Office	
Gross floor area (sq. ft.)	N/A	N/A	16,750	16,750
Manufacturing/Industrial	No	No	No	
If "yes," specify the following:				
Type of Use	N/A	N/A	N/A	
Gross floor area (sq. ft.)	N/A	N/A	N/A	
Open storage area (sq. ft.)	N/A	N/A	N/A	
If any enclosed activities, specify:	N/A	N/A	N/A	
Community Facility	☐ Yes ☑ No	☐ Yes ☑ No	☐ Yes ☑ No	
If "yes," specify the following:				
Type of Use	N/A	N/A	N/A	
Gross floor area (sq. ft.)	N/A	N/A	N/A	
Vacant Land	☐ Yes ☑ No	☐ Yes ☑ No	☐ Yes ☑ No	
If "yes", describe:	N/A	N/A	N/A	
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):	N/A	N/A	N/A	
Other Land Uses	☐ Yes ☑ No	☐ Yes ☑ No	☐ Yes ☑ No	
If "yes," describe:	N/A	N/A	N/A	
Parking				
Garages	☐ Yes ☑ No	☐ Yes ☑ No	☐ Yes ☑ No	
If "yes," specify the following:				
No. of public spaces	N/A	N/A	N/A	
No. of accessory spaces	N/A	N/A	N/A	
Operating hours	N/A	N/A	N/A	
Attended or non-attended	N/A	N/A	N/A	
Lots	☐ Yes ☑ No	☐ Yes ☑ No	☑ Yes ☐ No	
If "yes," specify the following:				
No. of public spaces	N/A	N/A	5	5
No. of accessory spaces	N/A	N/A	0	
Operating hours	N/A	N/A	24/7	
Other (includes street parking)	☐ Yes ☑ No	☐ Yes ☑ No	☐ Yes ☑ No	
If "yes," describe:	N/A	N/A	N/A	
Population				
Residents	☐ Yes ☑ No	☐ Yes ☑ No	☐ Yes ☑ No	

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
If "yes," specify number:	N/A	N/A	N/A	
Briefly explain how the number of residents was calculated:				
Businesses	☑ Yes ☐ No	☑ Yes ☐ No	☑ Yes ☐ No	
If "yes," specify the following:				
No. and type	1 car sales (Vacant)	1 car sales (Vacant)	1 pharmacy	
No. and type of workers by business	0	0	27 pharmacy/office workers	27
No. and type of non-residents who are not workers	0	0	1148 patrons	1148
Briefly explain how the number of businesses was calculated:	Per proposed plans. Patrons assumed at 164 per 1,000 SF of retail space			
Other (students, visitors, concert-goers, *etc* .)	☐ Yes ☑ No	☐ Yes ☑ No	☐ Yes ☑ No	
If any, specify type and number:	N/A	N/A	N/A	
Briefly explain how the number was calculated:				
Zoning				
Zoning classification	R2	R2	R2/C2-3	C2-3
Maximum amount of floor area that can be developed	.50 FAR	.50 FAR	1.00 FAR	.50 FAR
Predominant land use and zoning classifications within land use study area(s) or a 400 ft. radius of proposed project	Residential, commercial, institutional; R2, C2-2	Residential, commercial, institutional; R2, C2-2	Residential, commercial, institutional; R2, C2-2	
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.				

Figure 1-1: Project Location Map

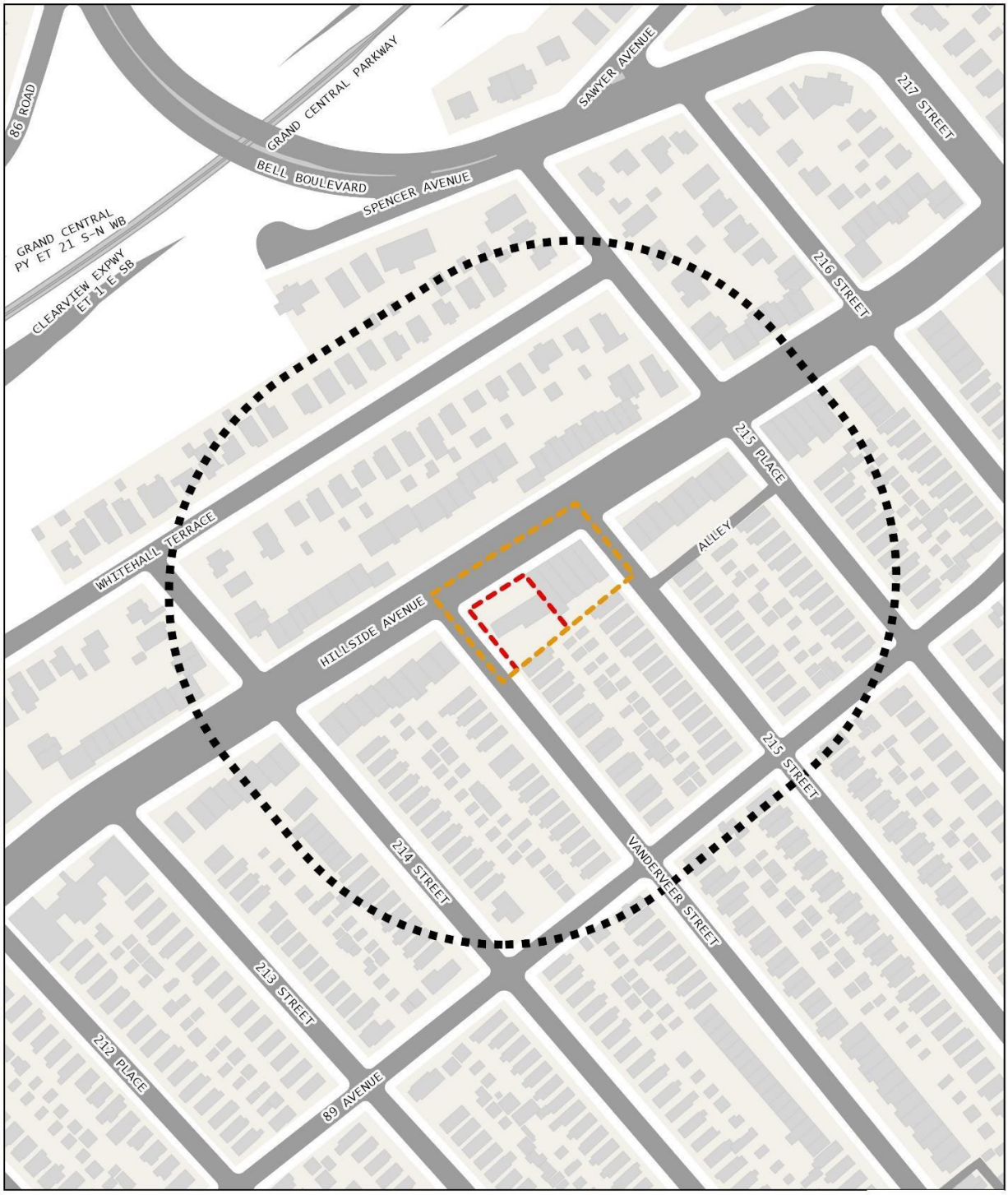

86 ROAD
GRAND CENTRAL PARKWAY
BELL BOULEVARD
SPENCER AVENUE
SAWYER AVENUE
217 STREET
GRAND CENTRAL PY ET 21 S-N WB
CLEARVIEW EXPWY ET 21 E-SB
216 STREET
215 PLACE
WHITEHALL TERRACE
ALLEY
HILLSIDE AVENUE
215 STREET
214 STREET
VANDERVEER STREET
213 STREET
212 PLACE
89 AVENUE
Legend
Applicant Site
Rezoning Area
400' Project Study Area
0 45 90 180 270 360
US Feet
N
equity environmental engineering

Figure 1-2: Tax Map



Figure 1-3: Zoning Map

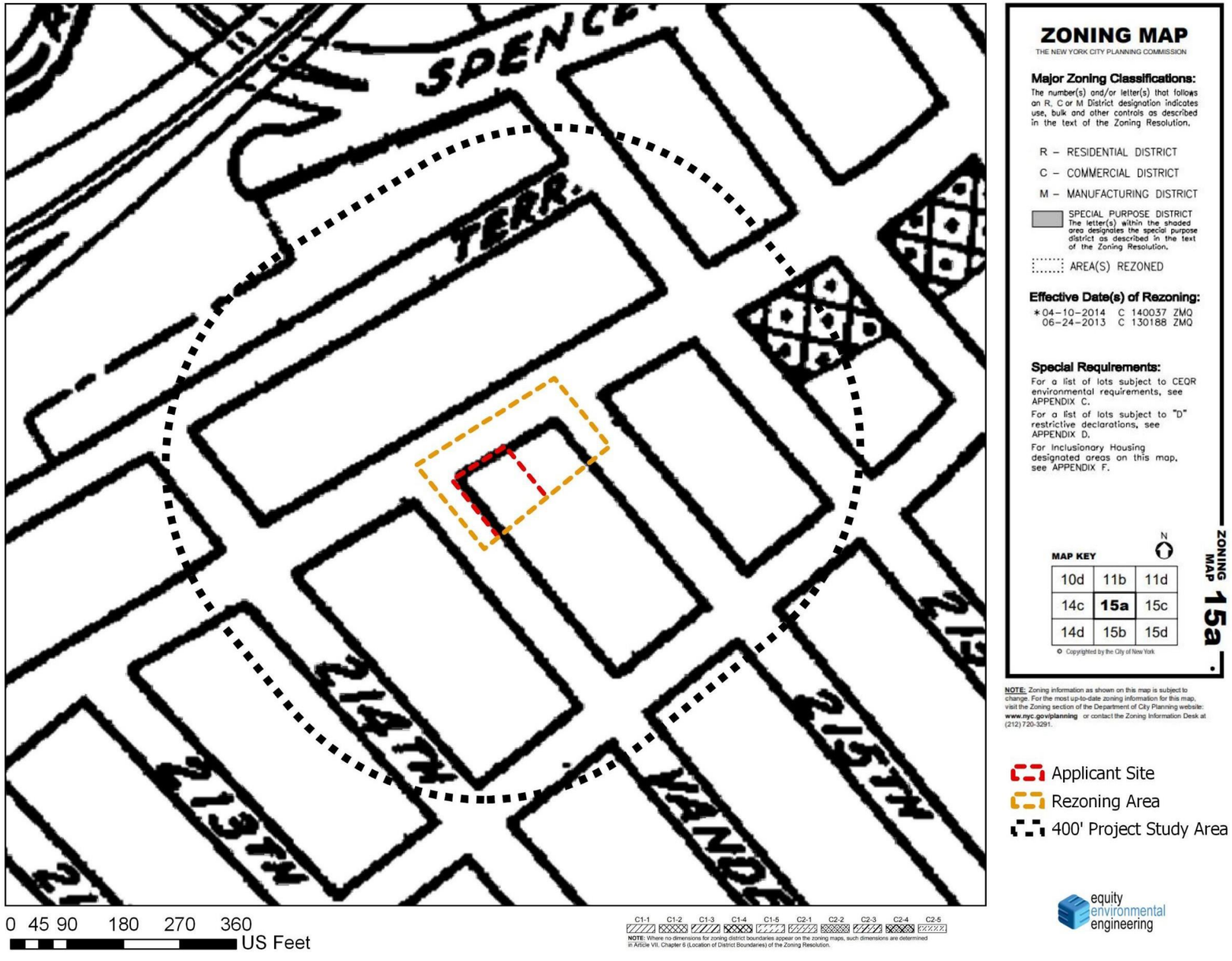
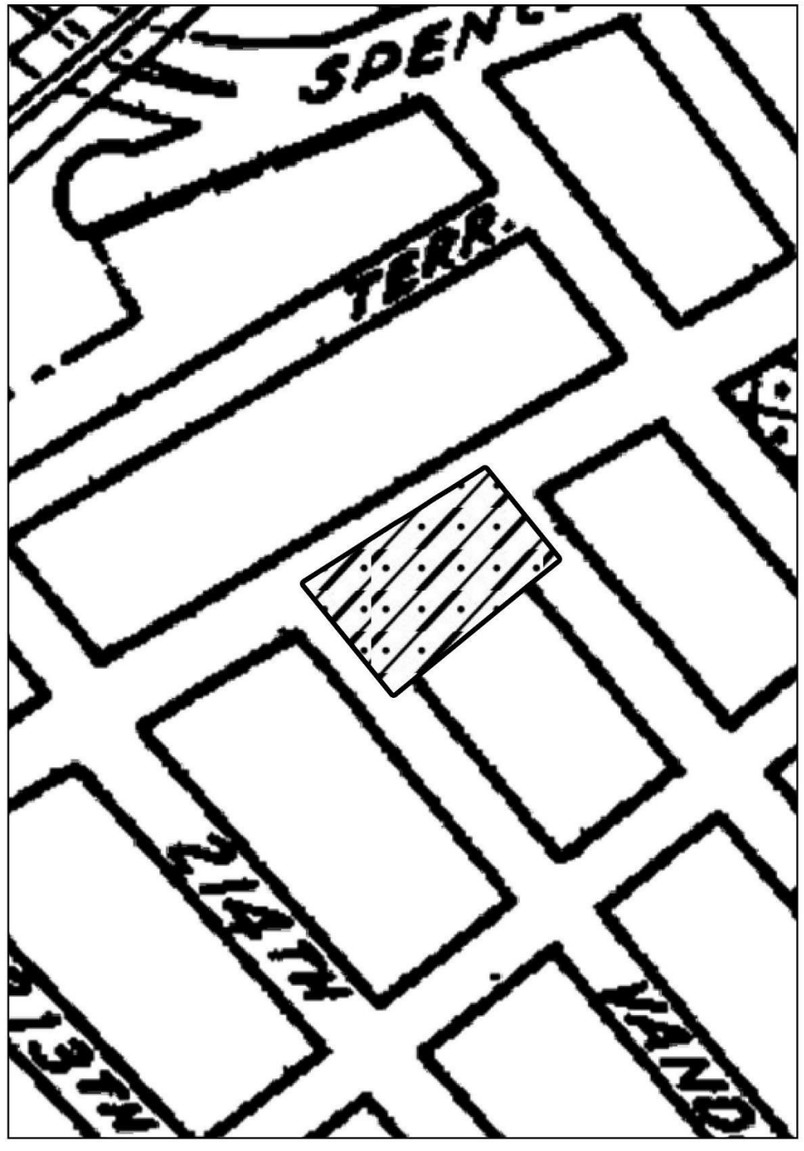
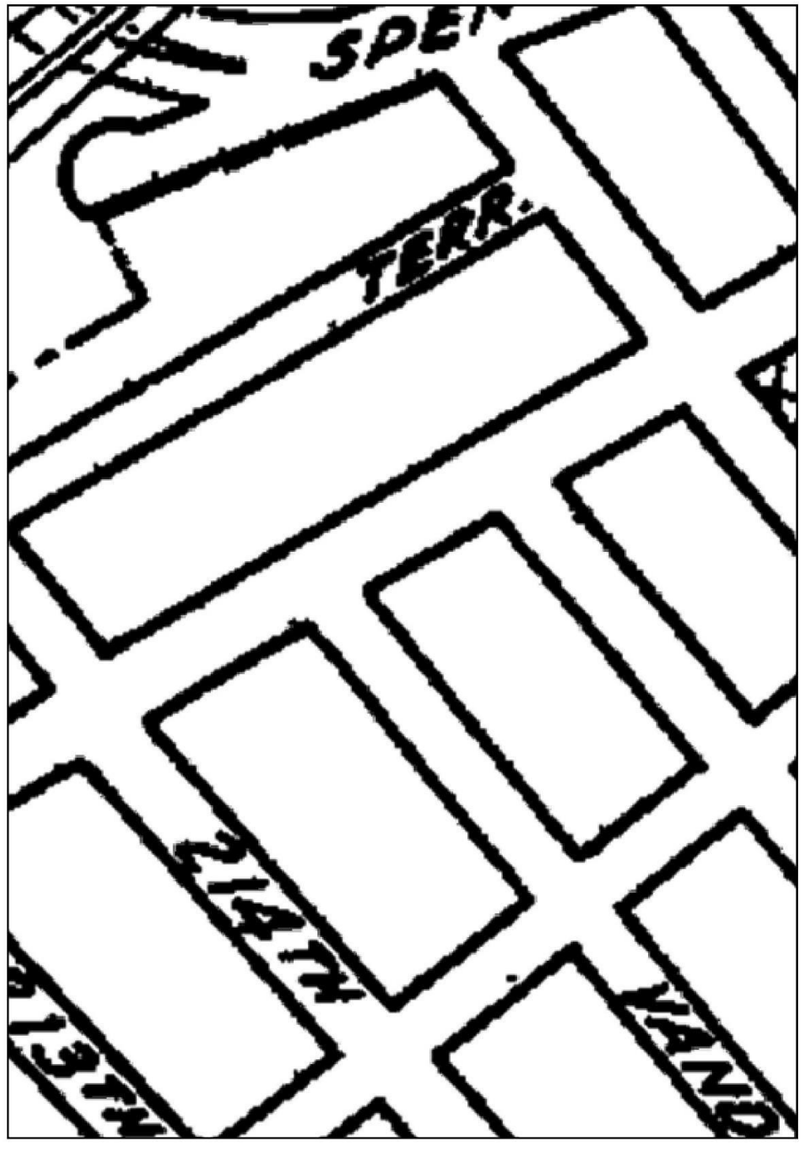


Figure 1-4: Zoning Change Map



PROPOSED C2-3 COMMERCIAL OVERLAY



EXISTING R-2 DISTRICT

Figure 1-5: Photo Key (Photos 1-3)

Hillside Avenue — Photos #1-3

Photo 1: Southeast View of the Project Area Along Hillside Ave.



Photo 2: View of Project Site Along Vanderveer Street



Photo 3: Southeast View of Project Site along Hillside Ave.



Photo Key



4/8/2019

Figure 1-6: Photo Key (Photos 4-5)

Hillside Avenue — Photos #4-5

Photo 4: Northwest View of Hillside Ave. at Vanderveer Street



Photo 5: Northeast View from Project Site Along Hillside Ave.



Photo Key



4/8/2019

2.0 ENVIRONMENTAL REVIEW

2.1 Land Use, Zoning and Public Policy

The *CEQR Technical Manual* recommends procedures for analysis of land use, zoning and public policy to ascertain the impacts of a project on the surrounding area. Land use, zoning and public policy are described in detail below.

Methodology

Existing land uses were determined by reference to the New York City Zoning and Land Use (Zola) database and PLUTOTM 18v2 shapefiles. These uses were then confirmed through site visits. Identification of existing Zoning districts related to the 400-foot Study Area was performed with reference to New York City Zoning Maps and the Zoning Resolution of the City of New York and served as the basis for the zoning evaluation of the Future No Action and Future With-Action Scenarios. Public Policy research was performed through an evaluation of New York City Department of City Planning (NYCDCP) and other city agencies programs and documentation.

2.1.1 Land Use

The *CEQR Technical Manual* suggests that a land use, zoning and public policy study area should extend 400 feet from the site of the proposed action. Existing land use patterns of city blocks within approximately 400 feet of the Project Site are presented in **Figure 2.1-1**.

Existing Conditions-Affected Area

The Affected Area is in the Queens Village neighborhood of Queens Community District 13 and consists of Lot 3 and Lots 8, 9, 10, 11, 12, and a portion of Lot 15:

Lot 3 ("The Proposed Development Site") is an approximately 11,198 square foot lot with depth of 117 feet and a width (frontage) of 100 feet. The lot contains a single-story 2,200 sf building with a FAR of 0.20. This lot is applicant owned and is currently unoccupied. The lot used to house a used car sales business.

Other Affected Sites

Lot 8 is an approximately 2,080 SF lot with a depth of 103.58 feet and a width (frontage) of 20.14 feet. The lot contains a two-story 2,400 gsf building with a FAR of 1.15. Lot 8 is currently occupied by a non-conforming commercial use with residences located on the top floor.

Lot 9 is an approximately 2,020 SF lot with a depth of 101 feet and a width (frontage) of 20 feet. The lot contains a two-story 2,400 gsf building with a FAR of 1.18. Lot 9 is currently occupied by a non-conforming commercial use with residences located on the top floor.

Lot 10 is an approximately 2,080 SF lot with a depth of 98.79 feet and a width (frontage) of 20.14 feet. The lot contains a two-story 2,400 gsf building with a FAR of 1.20. Lot 10 is currently occupied by a non-conforming commercial use with residences located on the top floor.

Lot 11 is an approximately 2,080 SF lot with a depth of 96.37 feet and a width (frontage) of 20.14 feet. The lot contains a two-story 2,400 gsf building with a FAR of 1.23. Lot 11 is currently occupied by a non-conforming commercial use with residences located on the top floor.

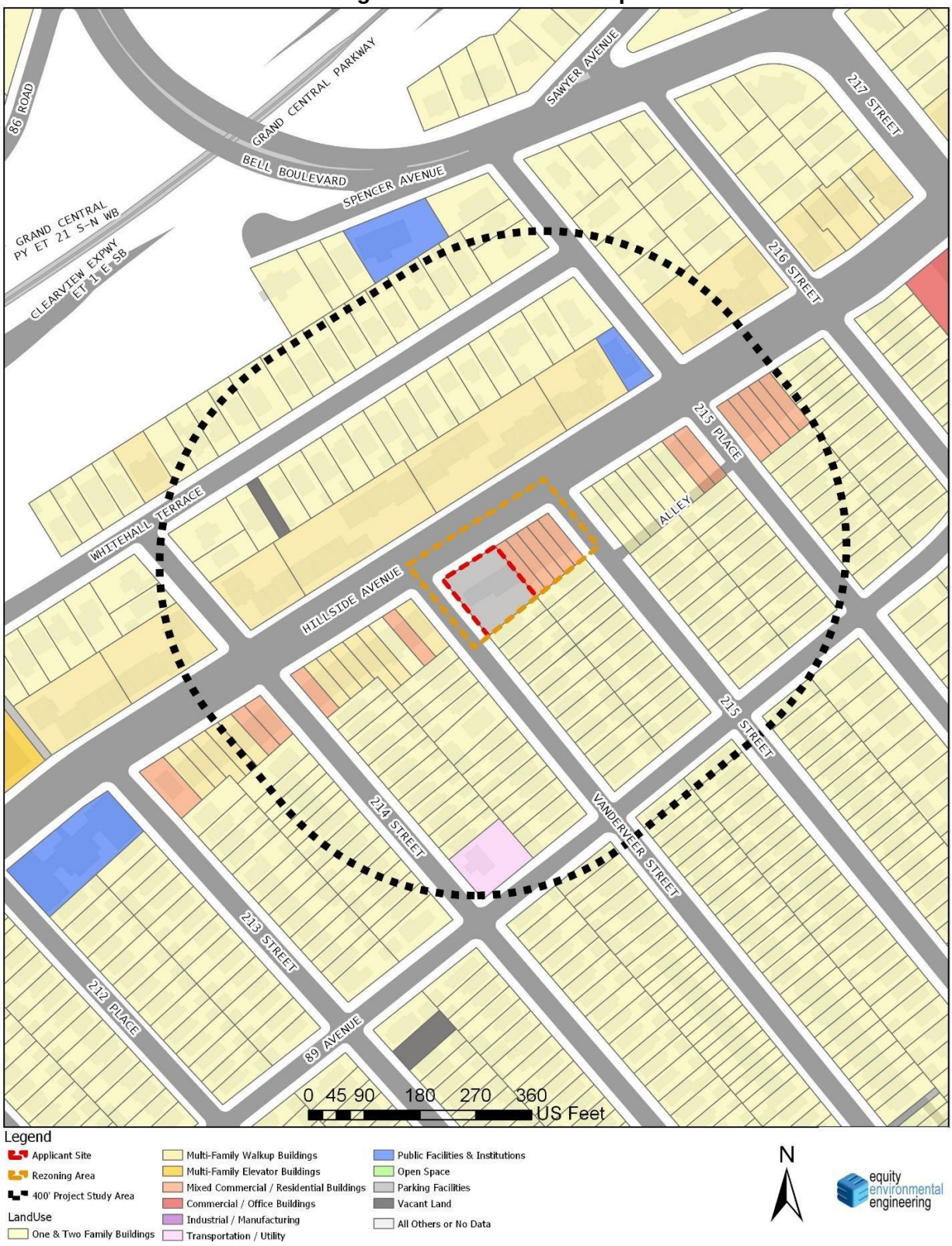
Lot 12 is an approximately 1,917 SF lot with a depth of 93.98 feet and a width (frontage) of 20.14 feet. The lot contains a two-story 2,880 gsf building with a FAR of 1.50. Lot 12 is currently occupied by a non-conforming commercial use with residences located on the top floor.

Lot 15 is an approximately 2,500 SF lot with a depth of 100 feet and a width (frontage) of 25 feet. The lot contains a 2.5 story 1,264 gsf building with a FAR of 0.51. Lot 15 is currently occupied by a single-family home and garage.

Existing Conditions-Surrounding Area

The Surrounding Area consists primarily of residential and mixed-use land uses. The mixed-use land uses run along Hillside Avenue, while fully residential uses are found in midblock locations running along Hillside Avenue. Nearby areas of Hillside Avenue house either residential, commercial, or mixed-use lots. Nearby mixed-use lots house primarily two-story buildings with the commercial uses on the ground floor and residential uses on the top floor. The commercial uses along Hillside Avenue within the R2 corridor include C1-2 and C2-2 zoning districts that run sporadically along Hillside Avenue. Some of the commercial uses running along Hillside Avenue within the R2 portion include restaurants, professional offices, laundromats and retail stores.

Figure 2.1-1: Land Use Map



No-Action Scenario:
Under future no-action conditions the existing conditions within the Affected Area are expected to remain.

With-Action Scenario:
Pursuant to the proposed Zoning Map Amendment, the Applicant proposes to construct a new building at 214-32 Hillside Avenue (Lot 3). The proposed C2-3 commercial overlay would not facilitate the development of Lots 8-12 as those lots already have maximized permitted bulk and height within the proposed zoning district. The proposed development would consist of a new, two-story commercial building, with a 7,004 GSF cellar and approximately 16,750 GSF (9,350 ZSF) of floor area (.84 FAR). The ground floor would contain approximately 7,306 GSF (6,910 ZSF) of retail floor area. The upper floor would contain approximately 2,440 GSF (2,440 ZSF) of commercial floor area (offices). The building would have 5 unenclosed accessory parking spaces. The proposed action would provide land uses that are consistent with current land uses in the Affected Area and surrounding area.

Other Affected Sites
No other lots within the rezoning area are likely to be induced to develop. No changes in land use are expected to occur.

Conclusion

The Proposed Action would facilitate a development that is consistent with the surrounding land uses, specifically the adjacent commercial corridor along Hillside Avenue. The proposed Zoning Map Amendment would not create conflicts with existing land uses, and would not alter the overall land use pattern in the area. The provision of local serving retail strengthens the proposed developments relationship and contribution to the surrounding area, by serving the needs of and providing jobs to the surrounding community. No other changes to land use on the Project Site or parcels adjacent to the Project Site or within the 400-foot Study Area are foreseen as a result of the action or resulting from other known actions in the area.

2.1.2 Zoning

The *New York City Zoning Resolution* dictates the use, density and bulk of developments within New York City. The City has three basic zoning district classifications – residential (R), commercial (C), and manufacturing (M). These classifications are further divided into low, medium, and high-density districts.

Background

Historically, the Affected Area has been zoned R2 with nearby lots running along Hillside Avenue (Beginning on 215th Street) being zoned C2-2. The current zoning arrangement in the Affected Area and nearby commercial areas along Hillside Avenue has been in place since at least 1961.

Existing Conditions-Affected Area

Zoning designations within and around the project study area are depicted in Zoning Sectional Map 18a (**Figure 1-3**), while **Table 2.1-2** summarizes use, floor area and parking requirements for the zoning districts in the study area. The Affected Area consists of Lot 3 and Lots 8, 9, 10, 11, and 12 and a portion of Lot 15. All lots in the Affected Area currently have an R2 zoning designation.

Study Area:

The Study Area encompasses a 400-foot radius around the Affected Area. The Study Area encompasses the R2 zoning district that runs along Hillside Avenue as well as the C2-2 zoning district that runs along Hillside Avenue.

R2:

The existing R2 zoning designation allows a residential FAR of 0.50. R2 districts allow a max building height of 35 feet. Rear yard depth must be a minimum of 30 feet and front yard depth must be a minimum of 15 feet. Lot coverage is governed by yard requirements. One parking space is required per dwelling unit. Community Facilities (Use Groups 3 and 4) are permitted in R2 zones with a maximum FAR of 1.0.

C2-2:

C2-2 is a local retail and service overlay. The commercial FAR in C2-2 districts is 1.0. The maximum height allowed is the lesser of 30 ft or two stories. Parking requirements for general retail or service uses require 1 parking space per 300 sf of floor area. C2-2 overlay districts are commercial districts that are predominantly residential in character and can be found in medium and higher-density areas in the city. The C2-2 zoning district allows for use groups 1-9, and use group 14. The Common uses include grocery stores, dry cleaners, drug stores, and restaurants that cater to the needs of the immediate neighborhood.

Table 2.1-2 Summary of Existing/Proposed Zoning Districts and Regulations within the Study Area

Zoning District	Type and Use Group (UG)	Floor Area Ratio (FAR)	Building Height	Parking (Required Spaces)
Existing Zoning Districts				
R2	Residential District UG 1, 3-4	0.50 -- Residential 1.0 -- Community Facility	Max Height: Sky Exposure Plane'	1 Per Dwelling Unit
R2/C2-2	Low Density Residential/ Commercial Overlay UGs 1-9 & 14	0.5 -- Residential; 1.0 -- Commercial	Max Height: Sky Exposure Plane Max Height: Sky Exposure Plane	Residential – 1 Per Dwelling Unit Commercial – 1 per 300 sf of floor area (general retail or service uses)
Proposed Zoning District				
R2/C2-3	Low Density Residential/ Commercial Overlay UGs 1-9 & 14	0.50 -- Residential 1.0 -- Community Facility 1.0 – Commercial	Max Height: Sky Exposure Plane Max Height: Sky Exposure Plane	Residential -- 1 Per Dwelling Unit Commercial -- 1 Per 400 sf of floor area (general retail or service uses) (waived if less than 25)

Source: Zoning Resolution of the City of New York, New York City Department of City Planning, February 28, 2019
Rows Highlighted grey are the current Zoning designations within the Affected Area

Proposed Zoning Map Amendment:

The Affected Area would be governed by the provisions of an R2/C2-3 overlay district. A large portion of Lot 15 would continue to be governed by the provisions of the R2 zoning district.

C2-3:

C2-3 is a local retail service overlay. The commercial FAR in C2-3 districts is 1.0. The maximum height allowed above street level is the lesser of 30 ft or two stories. The parking requirements for general retail or service uses require 1 parking space per 400 sf of floor area. C2-3 overlay districts are commercial districts that are predominantly residential in character and can be found in medium and higher-density areas in the city. Common uses include grocery stores, dry cleaners, drug stores, and restaurants that cater to the needs of the immediate neighborhood.

Conclusion

The Affected Area is contextually more related to the adjacent R2/C2-2 district directly east of the Area. The existing structures within the Affected Area do not match the intended use of the R2 district and would become a conforming use under the Proposed Action. In addition, the

proposed development site's location on the same block as other two-story mixed-use buildings and 320 feet west of the nearby C2-2 zoning district allows the proposed development site to fit into the character and form of the surrounding area.

2.1.3 Public Policy

For public policy, the 2014 CEQR Technical Manual stipulates that a preliminary assessment should identify and describe any public polices (formal plans, published reports) that pertain to the study area, and should determine whether the proposed project could alter or conflict with identified policies. If so, a detailed assessment should be conducted. Otherwise no further assessment is needed.

Public Policies within the Affected Area

Housing New York 2.0

Housing New York 2.0 expands on the original Housing New York Plan from 2014 to create more homes for seniors, help New Yorkers buy a piece of their neighborhoods, build a firewall against displacement, protect affordability at Mitchell-Lama buildings, capitalize on advances in technology and innovative design to expand modular building and micro-units, and unlock the potential of vacant lots.

Conclusion

The Housing New York 2.0 policy is not applicable to the proposed project as no additional housing will be provided since this action facilitates the addition of a C2-3 commercial overlay. Pursuant to the above actions, the proposed development would not impact the essential character of the neighborhood or district or substantially impair the appropriate use or development of adjacent property, nor would it be detrimental to the public welfare or any applicable public policies.

2.2 Historic & Cultural Resources

An assessment of historic and cultural resources is usually necessary for projects that are located in close proximity to historic or landmark structures or districts, or for projects that require inground disturbance, unless such disturbance occurs in an area that has been formerly excavated. The term "historic resources" defines districts, buildings, structures, sites, and objects of historical, aesthetic, cultural, architectural and archaeological importance. In assessing both historic and cultural resources, the findings of the appropriate city, state, and federal agencies are consulted. Historic resources include: the New York City Landmarks Preservation Commission (LPC) designated landmarks, interior landmarks, scenic landmarks, and historic districts; locations being considered for landmark status by the LPC; properties/districts listed on, or formally determined eligible for, inclusion on the State and/or National Register (S/NR) of Historic Places; locations recommended by the New York State Board for Listings on the State and/or National Register of Historic Places and National Historic Landmarks.

Architectural Resources

Per *CEQR Technical Manual* guidelines, impacts on historic resources are considered on those sites affected by the Proposed Action and in the area surrounding identified development sites. The historic resources Study Area is defined as the Project Site, plus an approximately 400-foot radius around the Proposed Action area. To determine whether the Proposed Development has the potential to affect nearby off-site historic or architectural resources, the Study Area was screened for historic and architectural resources. No architectural resources were found within the Project Site that would be considered historic or significant. The LPC was contacted for their initial review of the project's potential to impact nearby historic and cultural resources, and a response dated April 11th, 2019 indicated that the Affected Area does not contain any known architectural resources of significance (see **Appendix A**).

Cultural and Archaeological Resources

Unlike the architectural evaluation of a Study Area that extends beyond the footprint of a project's block and lot lines, the analysis of potential and/or projected impacts to archaeological resources is controlled by the actual footprint of the limits of soil disturbance. Archeological resources are physical remains, usually subsurface, of the prehistoric and historic periods such as burials, foundations, artifacts, wells and privies. The *CEQR Technical Manual* requires a detailed evaluation of a project's potential effect on the archeological resources if it would potentially result in an in-ground disturbance to an area not previously excavated. The project would result in an in-ground disturbance to develop the proposed building on Lot 3 of the Affected Area. As noted, the LPC was contacted for their initial review of the project's potential to impact nearby historic and cultural resources, and a response date April 11th, 2019 was received (see **Appendix A**). The LPC has indicated that no cultural resources are associated with the Affected Area. Therefore, significant adverse impacts to archaeological resources are not expected because of the Proposed Action, and further analysis is not warranted.

2.3 Urban Design

According to the *CEQR Technical Manual*, urban design is the totality of components that may affect a pedestrian's experience of public space. Elements that play an important role in the pedestrian's experience include streets, buildings, visual resources, open space, and natural features, as well as wind as it relates to channelization and downwash pressure from tall buildings. Pursuant to the 2014 *CEQR Technical Manual*, an assessment of Urban Design may be warranted when a Proposed Action may affect one or more of the elements that contribute to the pedestrian experience of an area, specifically the arrangement, appearance, and functionality of the built environment. As stated in the *CEQR Technical Manual*, the Study Area for urban design is the area where the project may influence land use patterns and the built environment, and is generally consistent with the Study Area used for the land use analysis (i.e., 400 feet around the project sites). For visual resources, existing publicly accessible view corridors within the Study Area should be identified. The purpose of the preliminary assessment is to determine whether any physical changes proposed by a project may raise the potential to significantly and adversely affect elements of urban design, which would warrant the need for a detailed urban design and visual resources assessment.

Within the Study Area there are no existing publicly accessible view corridors and no visual resources. Therefore, there would be no significant adverse effects to visual resources as a result of the Proposed Action.

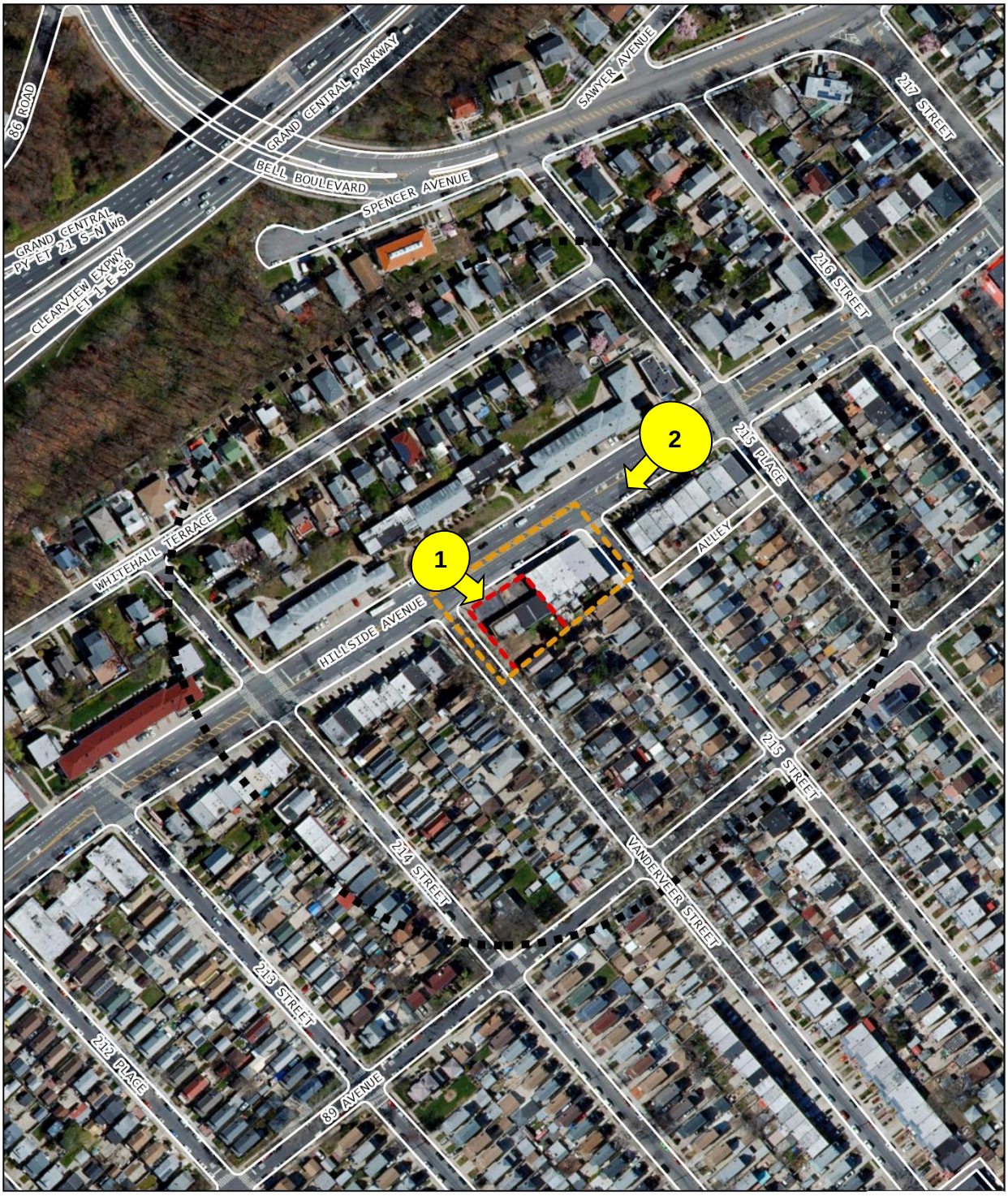
Preliminary Assessment

Existing Conditions-Affected Area
The Affected Area is located along a busy portion of Hillside Avenue which is a two-way, four-lane road with parking available along either side of the road. Buildings in the Affected Area running along Hillside Avenue (except for Lot 3) have brick facades and are two stories. The buildings house first floor commercial establishments and upper floor residential units. The sidewalk is in good repair with two tree plantings along the sidewalk by the street. Lot 15, fronting 215th Street, is a single-family home with a garage and driveway. Photographs of the Affected Area are documented in Figures 1-5 and 1-6 and subsequent photographs.

Existing Conditions-Surrounding Area
The surrounding area consists primarily of residential and commercial land uses. The surrounding area includes a C2-2 zoning district which also runs along Hillside Avenue and is similar to the Affected Area in providing commercial establishments right outside of residential neighborhoods on both sides of Hillside Avenue (which is the purpose of a commercial overlay). This zoning district also contains two-story brick buildings with first floor commercial uses and upper floor residential units. The surrounding area features sidewalks in good repair, brick residential buildings running along Hillside Avenue, and tree plantings along the sidewalk. Additionally, the midblock residential areas house a mixture of brick and non-brick homes with most sidewalks in good repair.

Figure 2.3-1 below shows an aerial view of the Affected Area and the Study Area (400' buffer around the Affected Area) and the No-Action and With-Action photomontage view locations.

Figure 2.3-1: Aerial Map (Views 1 and 2)



Figures 1-5 and 1-6 provide photos showing existing conditions in the Affected Area. The following figures show the reasonable-worst case development (as described in **Section 1.7**) building massings and compares these massings to existing conditions. The massing figures below portray the reasonable worst-case development scenario allowed by the Proposed Action.

Figure 2.3-2 No-Action Looking Southeast from Hillside Avenue (View 1)



Figure 2.3-3 With-Action Looking Southeast from Hillside Avenue (View 1)



Figure 2.3-4 No-Action Looking Southwest along Hillside Avenue (View 2)

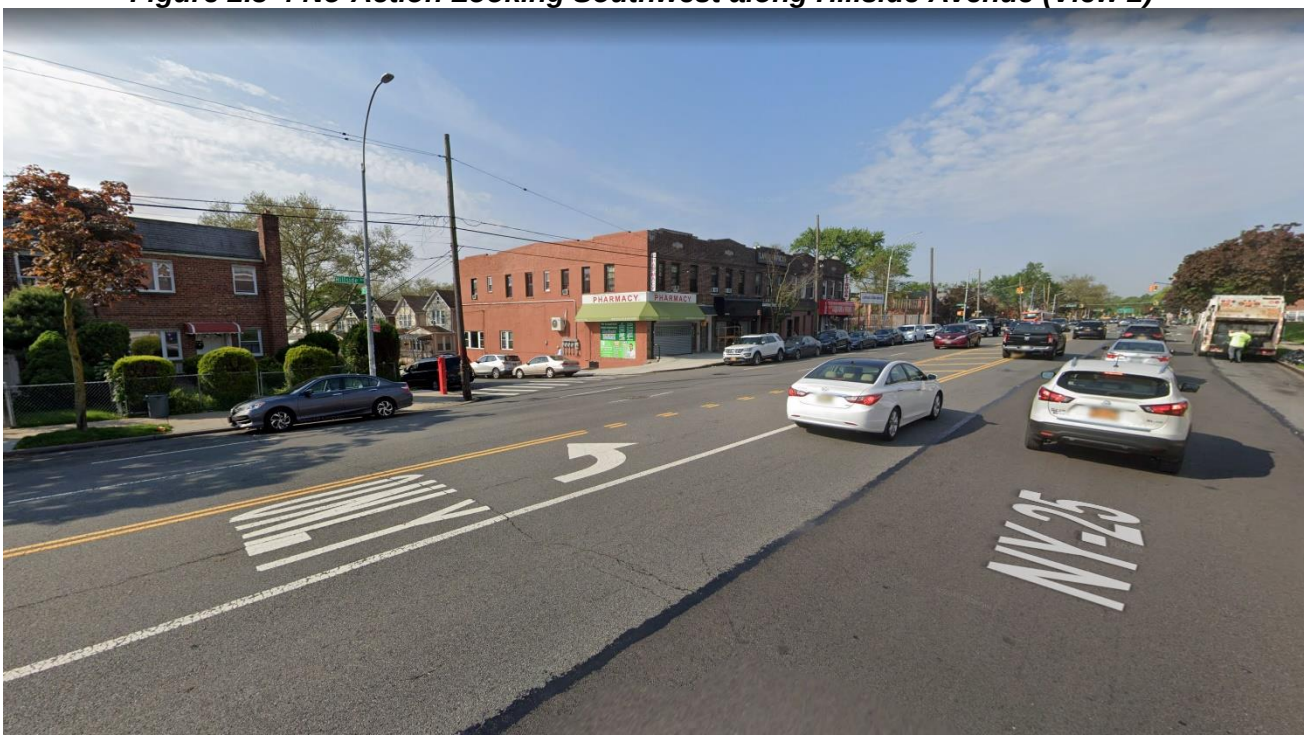
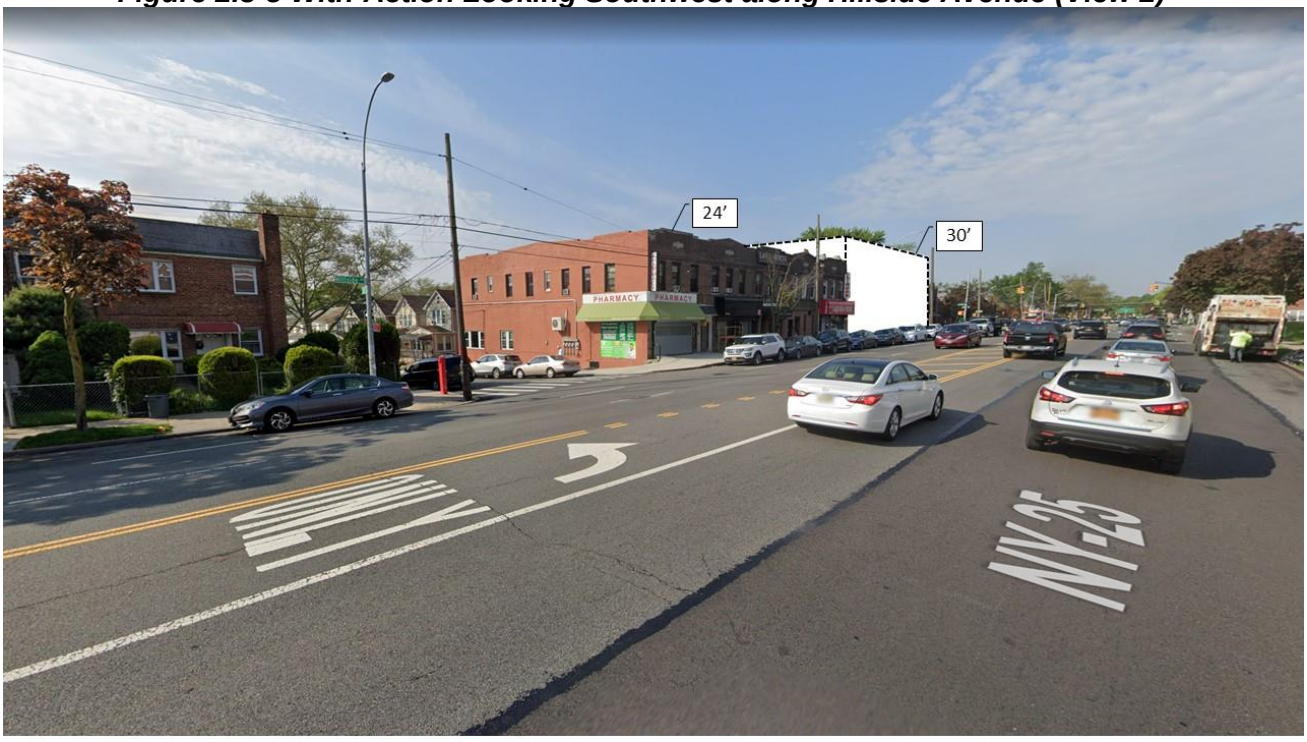


Figure 2.3-5 With-Action Looking Southwest along Hillside Avenue (View 2)



Future No-Action Scenario

Under no action conditions, it is presumed that no floor area changes or changes in use would occur within the Affected Area and existing conditions would prevail. There are no known planned or active construction projects within the Study Area.

Future With-Action Scenario

Pursuant to the proposed Zoning Map Amendment, the Applicant proposes to construct a new building at 214-32 Hillside Avenue (Lot 3). The proposed development would consist of a new, two-story commercial building, with a 7,004 GSF cellar and approximately 16,750 GSF (9,350 ZSF) of floor area (.84 FAR). The ground floor would contain approximately 7,306 GSF (6,910 ZSF) of retail floor area. The upper floor would contain approximately 2,440 GSF (2,440 ZSF) of commercial floor area (offices). The building would have 5 unenclosed accessory parking spaces.

No changes in the streets, visual resources, open space or other factors that affect urban design are expected to occur.

Other Affected Sites
Lots 8, 9, 10, 11, and 12 and a portion of Lot 15 are included in the Affected Area and would become a portion of the C2-3 commercial overlay. None of these lots are likely to be induced to develop; therefore, no changes in the streets, visual resources, open space or other factors that affect urban design are expected to occur.

As shown in **Figures 2.3-2** through **Figure 2.3-9,** the Projected Development effectuated by the Proposed Action would provide a low-rise commercial building consistent with nearby built form and uses.

Conclusion

The development facilitated by the Proposed Action would not adversely impact any of the constituent urban design elements or impact the overall character of the neighborhood. The commercial overlay would bring several lots into conformance and would be in character with the commercial nature of Hillside Avenue. Therefore, the Proposed Action would not introduce density or land uses to the area that would result in any significant adverse impact. Additionally, the commercial overlay does not alter the physical characteristics of what is allowed as the Affected Area and surrounding area contain two- to three-story buildings with some housing ground floor commercial uses. **Figures 1-5 and 1-6** demonstrate the current physical characteristics of the Affected Area and the surrounding area.

2.4 Hazardous Materials

A hazardous material is any substance that poses a threat to human health or the environment. Substances that can be of concern include, but are not limited to, heavy metals, volatile and semi-volatile organic compounds (VOCs and SVOCs), methane, polychlorinated biphenyls (PCBs), and hazardous wastes (defined as substances that are chemically reactive, ignitable, corrosive, or toxic). Per the *CEQR Technical Manual*, the potential for significant impacts from hazardous materials can occur when: a) hazardous materials exist on a site; and b) action would increase pathways to their exposure; or c) an action would introduce new activities or processes using hazardous materials.

Pursuant to *CEQR Technical Manual* methodology, actions that would result in ground disturbance in an area where current or past uses on or near the site raise the potential for the presence of hazardous materials should be assessed for hazardous materials. Accordingly, a Phase I Environmental Site Assessments (Phase I) was conducted for the subject site. The Phase I recommended the completion of a limited Phase II Site Assessment (Phase II).

Summary of Phase I ESA

EnviroTrac was retained by Mr. Munir Intekhab, representing QV Realty, Inc., to conduct a Phase I of the subject property located at 214-32 Hillside Avenue, Jamaica, New York Block 10673, Lot 3 in accordance with the American Society for Testing and Materials (ASTM) Standard E1527-13, Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process. The ASTM Standard constitutes all appropriate inquiry into previous ownership and uses of the property consistent with good commercial or customary practice. The ASTM Standard also satisfies the requirements of the United States Environmental Protection Agency (EPA) All Appropriate Inquiry Standard, 40 CFR Part 312, which is required to qualify for certain landowner liability protections under the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA).

The purpose of the Phase I ESA was to evaluate the current and historical conditions of the subject property in an effort to identify recognized environmental conditions (RECs) in connection with the subject property. A recognized environmental condition is defined by ASTM as the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property due to release to the environment; under conditions indicative of a release to the environment; or conditions that pose a material threat of a future release to the environment. Recognized Environmental Conditions (RECs) are defined as the presence or likely presence of any hazardous substances or petroleum products under conditions that indicate an existing release, past release, or a material threat of a release into structures on the property or into the ground, groundwater or surface waters of the property. De minimis RECs are those that do not present a threat to health or the environment, and would not be the subject of an enforcement action by a government agency. All RECs, excluding de minimus RECs were considered in the Phase I.

The identification of RECs in connection with the subject property may impose an environmental liability on owners or operators of the site, reduce the value of the site, or restrict the use or marketability of the site, and therefore, further investigation may be warranted to evaluate the scope and extent of potential environmental liabilities.

Two RECs were identified for the subject property:

- In 1951, the subject property was a gasoline station, between 1985 and 1988 the gasoline tanks were removed but there are no documents demonstrating clean conditions after removal of the tanks. Additionally, there is an abandoned waste oil underground storage tank (UST) remaining on the property with no documents demonstrating clean conditions. Therefore, the currently abandoned tank and previously removed tanks demonstrate a REC.
- There are four below-grade hydraulic lifts that have potentially impacted the subsurface.

Phase I ESA Findings

Vapor Encroachment Condition (VECs)

An analysis of the various properties listed in the Phase I database search with respect to the Vapor Encroachment Screening (VES) in accordance with the requirements of the American Society for Testing and Materials (ASTM) 2600-10. A Tier I screen was done within the required database search distances from the subject property boundary for the items listed in Section 8 of the standard.

Based on the evidence provided by the database report, observations made during the site reconnaissance, and professional judgement, it is EnviroTrac's conclusion that a VEC exists on the subject property due to the former gasoline tanks that were shown on the Fire Insurance Maps for years 1951-1988.

Recognized Environmental Conditions (RECs)

There are two RECs associated with the Subject Property. The four gasoline tanks that were removed and the existing abandoned waste oil UST represent a REC because no documents demonstrating clean conditions could be provided. Additionally, the four below-grade hydraulic lifts represent a REC as there is potential that the lifts impacted the subsurface.

Phase I ESA Recommendations

A limited Phase II ESA should be performed at the subject property to further investigate the four below-grade hydraulic lifts, the four previously removed gasoline USTs, and the abandoned waste oil UST. Prior to any future renovations or demolition of the building at the subject property, asbestos and lead-based paint (LBP) inspections should be performed by licensed professionals.

Summary of Limited Phase II ESA

EnviroTrac was retained by Mr. Munir Intekhab, representing QV Realty, Inc., to conduct a Phase II of the subject property located at 214-32 Hillside Avenue, Jamaica, New York Block 10673, Lot 3. The Phase II included a geophysical investigation, a soil investigation, and storm water drywell sediment sampling.

Geophysical Investigation

On October 18, 2017, a geophysical investigation was conducted by X-Ray Locating Service Inc., of Lindenhurst, NY. All accessible areas were investigated using an electromagnetic metal-detector, ground penetrating radar (GPR) and toning equipment. The geophysical survey was

conducted for the placement of boring locations and to investigate subsurface features at the property such as the catch basin, overflow pool, and former and abandoned USTs.

Soil Investigation

On October 18, 2017, AARCO Environmental Services Corp. of Lindenhurst, NY installed 8 soil borings, designated GP-1 through GP-8 utilizing Geoprobe Equipment. Soil cores were collected into acetate sleeves and observed for visual and olfactory signs of contamination and were screened with a photo-ionization detector (PID). Based on the results of the visual, olfactory and PID screening, certain samples were selected for laboratory analysis.

Storm Water Drywell Sediment Sampling

A small grated catch basin was found during the Phase I ESA. The geophysical investigation found that the catch basin discharges to an overflow pool located on the eastern portion of the property to the north of the auto repair garage. The cover of the overflow pool was accessed below grade and the Geoprobe was advanced through the cover. Sediment was found 15 feet below grade and a soil core was collected from 15 to 20 feet below grade. Based on visual and olfactory observations, a sample was selected for laboratory analysis from GP-2 from 15 to 18 feet below grade.

Phase II ESA Findings

Based on soil boring results there remains gasoline contamination in GP-5 between 10 to 12 feet below grade. Soil from 13 to 15 feet indicates the presence of VOCs and SVOCs at levels below New York State Department of Environmental Conservation (NYSDEC) Unrestricted Use Soil Cleanup Objectives (UUSCOs). Soil boring test results indicate that the area around the abandoned waste oil UST does not appear to have been impacted. Since the property maybe redeveloped, the waste oil UST should be drained, removed and properly disposed of off-site. The stormwater catch basin and overflow pool should be properly remediated per USEPA requirements and endpoint bottom sediment samples collected after remediation. Additionally, because of the proposed redevelopment, the catch basin and overflow pool should be properly decommissioned.

E-Designation (E-574)

An (E) Designation, E-574, would apply to Projected Development Site 1 (Block 10673, Lot 3). The text for the (E) designation related to hazardous materials is as follows:

Task 1-Sampling Protocol

The applicant submits to OER, for review and approval, a Phase I of the site along with a soil, groundwater and soil vapor testing protocol, including a description of methods and a site map with all sampling locations clearly and precisely represented. If site sampling is necessary, no sampling should begin until written approval of a protocol is received from OER. The number and location of samples should be selected to adequately characterize the site, specific sources of suspected contamination (i.e., petroleum based

contamination and non-petroleum-based contamination), and the remainder of the site's condition. The characterization should be complete enough to determine what remediation strategy (if any) is necessary after review of sampling data. Guidelines and criteria for selecting sampling locations and collecting samples are provided by OER upon request.

Task 2-Remediation Determination and Protocol

A written report with findings and a summary of the data must 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.

With this (E) designation in place, no significant adverse impacts related to hazardous materials are expected, and no further analysis is warranted.

2.5 Transportation

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

Methodology

The CEQR Technical Manual states that if an analysis is warranted, a preliminary trip generation assessment should be prepared to determine whether a quantified analysis of any technical areas of the transportation system is necessary. Except in unusual circumstances, a further quantified analysis would typically not be needed for a technical area if the proposed development would result in fewer than the following increments:

- 50 peak hour vehicle trips;
- 200 peak hour subway/rail or bus transit riders; or
- 200 peak hour pedestrian trips.

The CEQR Technical Manual also states that if the threshold for traffic is surpassed, a parking assessment may also be warranted. This chapter assesses the potential for project–generated vehicle, transit, and pedestrian trips to affect the local transportation network, as well as an assessment of transportation safety in the study area.

Analysis

Description of the Affected Area

The Affected Area is in the Queens Village neighborhood of Queens Community District 13. Lot 3 runs along Hillside Avenue, and is 100 feet wide and 117 feet in depth. Lots 8, 9, 10, 11, and 12 also run along Hillside Avenue and are between 93 feet and 103 feet in depth and range from 20 to 20.14 feet in width (frontage). Lot 15 runs along 215th Street and is 35 feet wide (frontage) and 100 feet deep. All lots are currently zoned R2. The Affected Area is bounded by Hillside Avenue to the north, 215th Street to the east, 89th Avenue to the south, and Vanderveer Street to the west. Hillside Avenue is an east-west principal arterial road with 2 moving lanes of traffic in each direction and curbside parking. 215th Street is a south-north, one-way road with a single moving lane of traffic and curbside parking. 89th Avenue is an east-west road with one moving lane of traffic in each direction and curbside parking. Vanderveer Street is a south-north one-way road with a single lane of traffic and curbside parking.

Future No-Action Scenario

Under a No-Action scenario conditions are expected to remain the same.

Future With-Action Scenario

The proposed development would consist of a new two-story commercial building with a 7,004 GSF cellar and approximately 16,750 GSF (9,350 zoning square feet (ZSF)) of floor area (.84 FAR). The ground floor would contain approximately 7,306 GSF (6,910 ZSF) of retail floor area. The upper floor would contain approximately 2,440 GSF (2,440 ZSF) of commercial floor area (offices). The building would have 5 unenclosed accessory parking spaces.

No other development is anticipated to occur as a result of the Proposed Action.

Preliminary Assessment

The Affected Area is located in CEQR traffic zone five (5). Pursuant to Table 16-1 of the 2014 CEQR Technical Manual, a development that exceeds either 100 dwelling units or 10,000 square feet of additional local retail space would exceed the threshold for warranting further analysis of potential transportation impacts.

The Incremental Development that could be effectuated by the Proposed Action is 14,550 GSF of commercial (local retail) floor area. Therefore, a Tier 1 trip generation is required.

Tier 1 Trip Generation Screening Assessment

The following analysis assesses the incremental difference between the With-Action and the No-Action Scenarios, in order to determine the potential effects of the Proposed Action on traffic conditions. The analysis assesses conditions such as traffic flow, parking, pedestrian conditions, ingress, egress, and circulation. Data sources include field observations, information provided by the project sponsor, data gathered from the Institute of Transportation Engineers (ITE) manual, the 2014 CEQR Technical Manual, U.S. Census data, factors developed for recent environmental reviews, and other references as described below. These factors form the basis for the travel demand forecast (Tier 1: Trip Generation Screening Assessment) which analyzes peak hours and projected mode of travel, as well as person, pedestrian and vehicular trip-ends.

The trip generation analysis provides the estimated number of person trip-ends expected to be generated by the proposed project over the course of the entire day, as well as during the peak analysis hours. The classification of a proposed project's daily trip-ends by hour of the day is also referred to as its temporal distribution. Modal split refers to the travel modes likely to be used by persons going to and from the proposed project, including autos, taxis and delivery services, subways, buses, ferries, commuter rail, bicycles, and walking. These modes are considered in terms of percentages—i.e., what percent of the total number of people traveling to and from the site would travel by that particular mode. The modal split percentages are then applied to the hourly trip generation estimates to determine the number of persons traveling to and from the site by each mode for each of the analysis peak hours.

All Trip Generation Planning Factors are described below and shown in Table 2.5-2.

Transportation Planning Factors:

Local Retail Assumptions

To assess the trip generation characteristics of the 7,306 GSF ground floor local retail space, a trip generation rate of 205 daily person trips per 1,000 GSF for weekdays and 240 daily person trips per 1,000 GSF for Saturdays was obtained from the 2014 CEQR Technical Manual. This data also provided temporal distributions, truck trip generation, and in/out split percentages (trucks) for local retail use. Based on this data, 3% of trips occur during the AM peak hour, 19% occur during the Midday peak hour, 10% occur during the PM peak hour, and 10% occur during the Saturday peak hour. Modal Splits, automobile in/out splits and vehicle occupancy were obtained from the Willets Point Development Final Environmental Impact Statement (FEIS) and local retail data provided by NYCDOT. For local retail delivery trips, trip generation and temporal distributions were obtained from the 2014 CEQR Technical Manual, and in/out splits were obtained from the Willets Point Development FEIS.

Office

To assess the trip generation characteristics of the 2,440 GSF of office space, a trip generation rate of 18 daily person trips per 1,000 GSF for weekdays and 3.9 daily person trips per 1,000 GSF for Saturdays was obtained from the 2014 CEQR Technical Manual. This data also provided temporal distributions, truck trip generation, and in/out split percentages (trucks) for office use. Modal Splits, automobile in/out splits and vehicle occupancy were obtained from the Willets Point Development FEIS and 2012-2016 American Community Survey Reverse Journey to Work Data. For local retail delivery trips, trip generation and temporal distributions were obtained from the 2014 CEQR Technical Manual, and in-out splits were obtained from the Willets Point Development FEIS.

Transportation Planning Factors for the project components are provided below in **Table 2.5-2**. **Table 2.5-3** shows the estimated person-trips, bus trips, subway trips, pedestrian trips and vehicle-trips during the Weekday AM, Weekday midday, Weekday PM, and Saturday.

Table 2.5-2: Transportation Planning Factors

	Local Retail		Office	
Trip Generation	(1)		(1)	
Weekday	205		18	
Saturday	240		3.9	
	per 1,000 sf		per 1,000 sf	
Linked-trip	25%			
Temporal Distribution	(1)		(1)	
AM	3.00%		12.00%	
MD	19.00%		15.00%	
PM	10.00%		14.00%	
Sat MD	10.00%		17.00%	
Modal Splits	(4)		(3)	
Auto	11.00%		68.00%	
Taxi	0.00%		0.00%	
Bus	2.00%		8.00%	
Subway	3.00%		10.00%	
Walk/Other	84.00%		14.00%	
In/Out Splits	In (2)	Out (2)	In (2)	Out (2)
AM	50%	50%	96%	4%
MD	50%	50%	48%	52%
PM	50%	50%	5%	95%
Sat MD	50%	50%	60%	40%
Vehicle Occupancy	Weekday (4)(2)	Weekend (4)(2)	Weekday (3)(2)	Sat (3)(2)
Auto	1.50	1.60	1.28	1.28
Taxi	2.00		1.14	1.14
Truck Trip Generation	(1)		(1)	
Weekday	0.35		0.32	
Saturday	0.04		0.01	
Temporal Distribution	(1)		(1)	
AM	8.00%		10.00%	
MD	11.00%		11.00%	
PM	2.00%		2.00%	
Saturday	11.00%		11%	
In/Out Splits	In (2)	Out (2)	In (2)	Out (2)
AM/MD/PM/Sat	50.00%	50.00%	50.00%	50.00%

1 = CEQR TM; 2 = Willets Point Development FEIS; 3 = ACS 2012-2016 Reverse Journey to Work for Census Tracts 1283, 1291.02, 1301, 554, 556, 548, 492, 552; 4 = Local Retail data provided by NYCDOT

Table 2.5-3: Tier 1 Analysis

	Local Retail		Office	
Size/Units	14,310 gsf		2,440 gsf	
Peak Hour Trips				
AM	66		5	
MD	418		7	
PM	220		6	
Sat MD	258		2	
Person Trips				
AM	In	Out	In	Out
Auto	4	4	3	0
Taxi	0	0	0	0
Bus	1	1	0	0
Subway	1	1	1	0
Walk/Other	28	28	1	0
Total	33	33	5	0
MD	In	Out	In	Out
Auto	23	23	2	2
Taxi	0	0	0	0
Bus	4	4	0	0
Subway	6	6	0	0
Walk/Other	176	176	0	0
Total	209	209	3	3
PM	In	Out	In	Out
Auto	12	12	0	4
Taxi	0	0	0	0
Bus	2	2	0	0
Subway	3	3	0	1
Walk/Other	92	92	0	1
Total	110	110	0	6
Saturday	In	Out	In	Out
Auto	14	14	1	0
Taxi	0	0	0	0
Bus	3	3	0	0
Subway	4	4	0	0
Walk/Other	108	108	0	0
Total	129	129	1	1
Vehicle Trips				
AM	In	Out	In	Out
Auto	2	2	3	0

Taxi	0	0	0	0
Taxi Balanced	0	0	0	0
Truck	0	0	0	0
Total	2	2	3	0
MD	In	Out	In	Out
Auto	15	15	2	2
Taxi	0	0	0	0
Taxi Balanced	0	0	0	0
Truck	0	0	0	0
Total	15	15	2	2
PM	In	Out	In	Out
Auto	8	8	0	3
Taxi	0	0	0	0
Taxi Balanced	0	0	0	0
Truck	0	0	0	0
Total	8	8	0	3
Saturday	In	Out	In	Out
Auto	9	9	1	0
Taxi	0	0	0	0
Taxi Balanced	0	0	0	0
Truck	0	0	0	0
Total	9	9	1	0

Table 2.5-4: Trip Generation Totals

Peak Hour	AM Peak Hour	Midday Peak Hour	PM Peak Hour	Saturday Peak Hour
Total Walk Only Trip-Ends	56	352	186	217
Total Subway Trip-Ends	3	13	7	8
Subway Threshold	**200**	**200**	**200**	**200**
Total MTA Bus Trip-Ends	2	9	5	5
MTA Bus Threshold	**200**	**200**	**200**	**200**
Total Pedestrian Trip-Ends	60	374	198	230
Pedestrian Threshold	**200**	**200**	**200**	**200**
Vehicular Trip-Ends	8	34	19	19
Vehicular Threshold	**50**	**50**	**50**	**50**

Conclusion

The preliminary screening thresholds in the March 2014 CEQR Technical Manual suggest that any project which generates 50 or more peak hour incremental vehicle trip-ends or 200 or more pedestrian trip-ends is likely to warrant a Level 2 assignment to the local network. As indicated in **Table 2.5-4** above, the Proposed Action is anticipated to result in fewer than 50 peak hour incremental project-generated vehicular trip-ends during all of the peak hours identified. The Proposed Action will, however, result in more than 200 pedestrian trip-ends during the midday peak hour and Saturday peak hour; however, based on a qualitative analysis of pedestrian elements, no single element would receive more than 200 pedestrian trips. Therefore, further transportation analysis is not required.

2.6 Noise

Equity Environmental Engineering, LLC (Equity) conducted Noise Monitoring in support of the Proposed Action. Vehicular traffic is the predominant source of noise in the area. As the Proposed Action would create new noise-sensitive uses within the Project Area, an assessment of the potential for ambient noise levels to result in adverse impacts on building occupants was performed.

The Proposed Action would not create a significant noise generator. Additionally, project-generated traffic would not double vehicular traffic on nearby roadways, and therefore would not result in a perceptible increase in vehicular noise. This noise assessment is limited to an assessment of ambient noise that could adversely affect occupants of the development.

The purpose of the noise assessment under CEQR is to determine: (1) if new noise receptors that would be introduced by the proposed actions would be in an acceptable ambient sound level environment; and (2) if the proposed actions would significantly increase sound levels from mobile and stationary sources at existing noise receptors adjacent to the proposed development including residential, commercial, and institutional land uses.

According to the 2014 CEQR Technical Manual a noise analysis is appropriate if an action would generate mobile or stationary sources of noise or would be located in an area with high ambient noise levels. Mobile sources include vehicular traffic generated by the proposed action and stationary sources include rooftop equipment such as emergency generators, cooling towers, and other mechanical equipment.

Methodology

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

In terms of hearing, humans are less sensitive to low frequencies (<250 Hz) than mid-frequencies (500-1,000 Hz). Humans are most sensitive to frequencies in the 1,000 to 5,000 Hz range. Since ambient noise contains many different frequencies all mixed together, measures of human response to noise assign more weight to frequencies in this range. This is known as the A- weighted sound level.

Noise is measured in sound pressure level (SPL), which is converted to a decibel scale. The decibel is a relative measure of the sound level pressure with respect to a standardized reference quantity. Decibels on the A-weighted scale are termed “dB(A).” The A-weighted scale is used for evaluating the effects of noise in the environment because it most closely approximates the response of the human ear. On this scale, the threshold of discomfort is 120 dB(A), and the threshold of pain is about 140 dB(A). **Table 2.6-1** shows the range of noise levels for a variety of indoor and outdoor noise levels.

Because the scale is logarithmic, a relative increase of 10 decibels represents a sound pressure level that is 10 times higher. However, humans do not perceive a 10 dB(A) increase

as 10 times louder; they perceive it as twice as loud. The following are typical human perceptions of dB(A) relative to changes in noise level:

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

The *CEQR Technical Manual* recommends an analysis of two principal types of noise sources: mobile sources; and stationary sources. Both types of noise sources are examined in the following sections.

Mobile Sources

Mobile noise sources are those which move in relation to receptors. The mobile source screening analysis addresses potential noise impacts associated with vehicular traffic generated by the Proposed Action.

Per the *CEQR Technical Manual*, if existing passenger car equivalent (PCE) values are increased by 100 percent or more due to a Proposed Actions, a detailed analysis is generally performed. As seen in **Section 2.5** above, the Proposed Action would generate up to 34 vehicular trip-ends, far below the 100 percent threshold that would require a detailed analysis.

As discussed in the *CEQR Technical Manual*, if the proposed project is located in areas with high ambient noise levels, which typically include those near heavily-traveled thoroughfares, airports, exposed rail, or other loud activities, further noise analysis may be warranted. Accordingly, ambient noise levels were measured at the proposed development site to provide an assessment of the potential for ambient noise to have a significant adverse effect on future residents of the proposed development.

The *CEQR Technical Manual* provides noise exposure guidelines in terms of L_{eq} and L_{10} for the maximum amount of allowable noise under existing regulations. L_{eq} is the continuous equivalent sound level. The sound energy from the fluctuating sound pressure levels is averaged over time to create a single number to describe the mean energy or intensity level. High noise levels during a measurement period will have greater effect on the L_{eq} than low noise levels. The L_{eq} has an advantage over other descriptors because L_{eq} values from different noise sources can be added and subtracted to determine cumulative noise levels. In comparison, L_{10} is the SPL exceeded 10 percent of the time. Similar descriptors include the L_{50}, L_{10}, and L_{90} values.

Stationary Sources

The CEQR Technical Manual states that based upon previous studies, unless existing ambient noise levels are very low and/or stationary source levels are very high (and there are no structures that provide shielding), it is unusual for stationary sources to have significant impacts at distances beyond 1,500 feet. A detailed analysis may be appropriate if the proposed project would: cause a substantial stationary source (i.e., unenclosed mechanical equipment for manufacturing or building ventilation purposes, playground, etc.) to be operating within 1,500 feet of a receptor, with a direct line of sight to that receptor; or introduce a receptor in an area with high ambient noise levels resulting from stationary sources, such as unenclosed manufacturing activities or other loud uses. Machinery,

mechanical equipment, heating, ventilating and air-conditioning units, loudspeakers, new loading docks, and other noise associated with building structures may also be considered in a stationary source noise analysis. Impacts may occur when a stationary noise source is near a sensitive receptor, and is unenclosed. No unenclosed specific stationary noise sources of concern were observed during field inspection. As the project site is not subject to high ambient noise levels from any nearby stationary source, no stationary source noise impacts from surrounding uses are anticipated. Additionally, as the proposed project would not introduce a new stationary noise source, no significant adverse stationary source impacts are anticipated because of the Proposed Action, and no further analysis is warranted.

In 1983, the New York City Department of Environmental Protection (NYCDEP) adopted the City Environmental Protection Order-City Environmental Quality Review (CEPO-CEQR) noise standards at the exterior façade to achieve interior noise levels of 45 dB(A) or below. CEPO-CEQR Noise Standards classify noise exposure into four categories: Acceptable, Marginally Acceptable, Marginally Unacceptable and Clearly Unacceptable. As noted in the *CEQR Technical Manual*, these standards are the basis for classifying noise exposure into the following categories based on the L_{10} measured directly outside the projected development site:

Table 2.6-1 Attenuation Values to Achieve Acceptable Interior Noise Levels

	Marginally Unacceptable				**Clearly**
Noise Level with Proposed Project	$70 < L_{10} \leq 73$	$73 < L_{10} \leq 76$	$76 < L_{10} \leq 78$	$78 < L_{10} \leq 80$	$80 < L_{10}$
Attenuation[1]	(I) 28 dB(A)	(II) 31 dB(A)	(III) 33 dB(A)	(IV) 35 dB(A)	36 + (L10 – 80) dB(A)[2]

Source: *CEQR Technical Manual*

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

[2] Required attenuation values increase by 1 dB(A) increments for L10 values greater than 80 dBA.

Table 2.6-2 Noise Levels of Common Sources

Sound Source	SPL (dB(A))
Air Raid Siren at 50 feet	120
Maximum Levels at Rock Concerts (Rear Seats)	110
On Platform by Passing Subway Train	100
On Sidewalk by Passing Heavy Truck or Bus	90
On Sidewalk by Typical Highway	80
On Sidewalk by Passing Automobiles with Mufflers	70
Typical Urban Area	60-70
Typical Suburban Area	50-60
Quiet Suburban Area at Night	40-50
Typical Rural Area at Night	30-40
Isolated Broadcast Studio	20
Audiometric (Hearing Testing) Booth	10
Threshold of Hearing	0
Notes: A change in 3dB(A) is a just noticeable change in SPL. A change in 10 dB(A)Is perceived as a doubling or halving in SPL.	
Source: 2014 CEQR Technical Manual	

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

The following is typical of human response to relative changes in noise level:
■ 3-dBA change is the threshold of change detectable by the human ear;
■ 5-dBA change is readily noticeable; and
■ 10-dBA change is perceived as a doubling or halving of the noise level.

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

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

High noise levels during a measurement period will have a greater effect on the L_{eq} than low noise levels. L_{eq} has an advantage over other descriptors because L_{eq} values from various noise sources can be added and subtracted to determine cumulative noise levels.
■ $L_{eq\ (24)}$ is the continuous equivalent sound level over a 24-hour time period.

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

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

Measurement Location and Equipment

Because the predominant noise sources in the area of the proposed project are vehicular movements, noise monitoring was conducted during peak vehicular travel periods, 07:30 am-09:00 am, 12:00 pm-1:30 pm, and 4:30 pm-6:00 pm. Pursuant to CEQR Technical Manual methodology, readings on all frontages were conducted for 20-minute periods during three peak periods of vehicular travel. Noise monitoring was conducted using a Type 1 Casella CEL-633 sound meter with wind screen. The monitor was placed on a tripod at a height of approximately five feet above the ground, away from any other noise-reflective surfaces. The monitor was calibrated prior to and following each monitoring session. Periods of peak vehicular traffic around the subject site constitute a worst-case condition for noise at the project site.

Figure 2.6-1: Noise Monitoring Locations

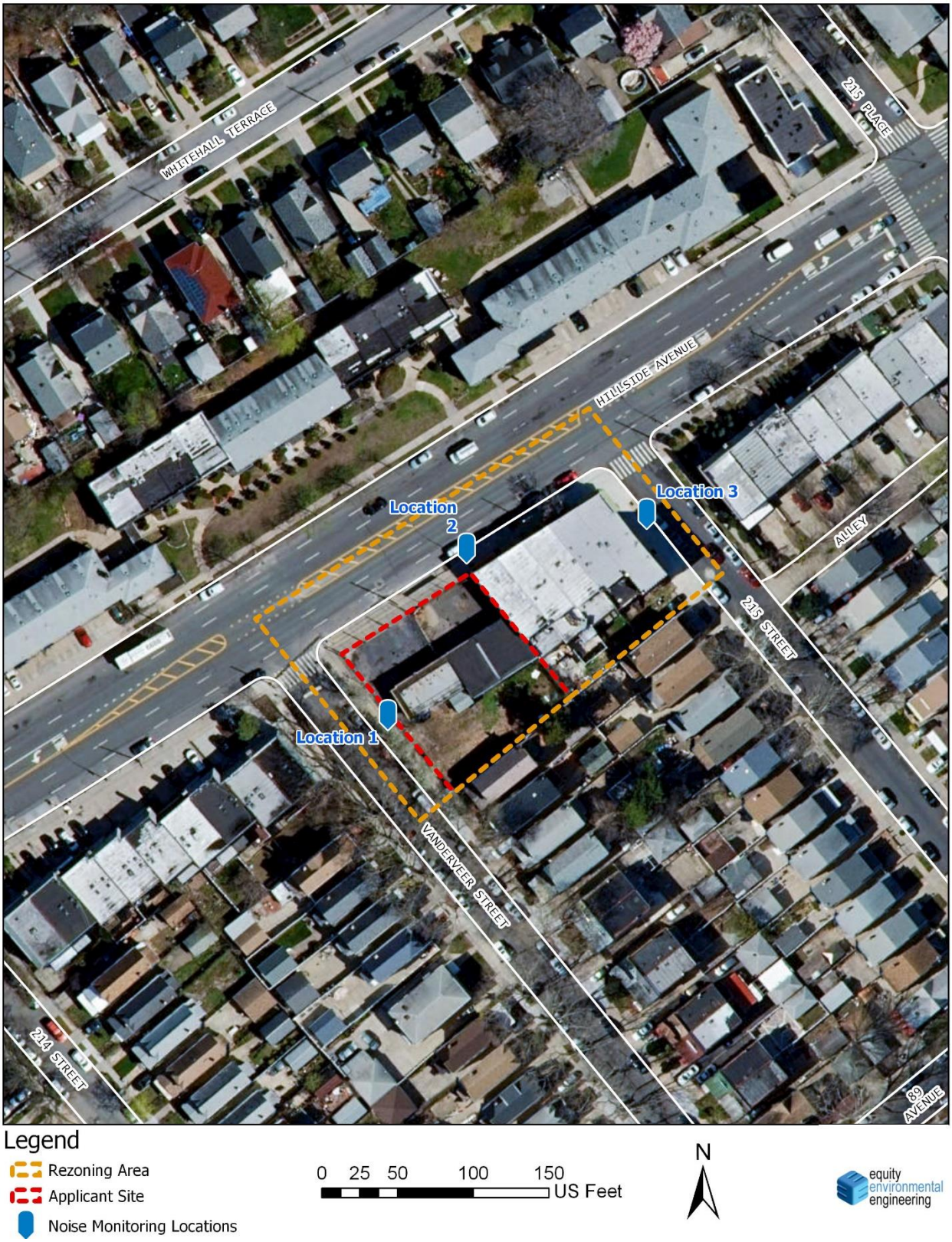


Figure 2.6-2: Location 1 Facing Vanderveer Street



Figure 2.6-2: Location 2 Facing Hillside Avenue



Figure 2.6-3: Location 3 facing 215th Street



Measurement Conditions

Monitoring was conducted during typical midweek conditions, on Thursday, June 13th, 2019. Wind speeds were mild during all monitoring sessions and conditions were cloudy and rainy. Traffic volumes and vehicle classification were documented during the noise monitoring.

Existing Conditions

The predominant source of noise at the site is vehicular traffic.

Table 2.6-3: Noise (dB) Levels at Location 1

Thursday, June 13th, 2019			
Time	**7:29 am – 7:50 am**	**11:59 am – 12:19 pm**	**4:29 pm – 4:49 pm**
L_{max}	90.1	86.2	93.9
L_{10}	66.6	65.4	66.0
L_{eq}	65.6	63.4	**67.9**
L_{50}	60.8	61.3	61.5
L_{90}	49.6	58.2	54.1
L_{min}	53.9	55.5	49.2

Table 2.6-4: Noise (dB) Levels at Location 2

Thursday, June 13th, 2019 (midday session on March 11th, 2020)			
Time	**7:58 am – 8:19 am**	**12:00 pm – 12:20 pm**	**4:50 pm – 5:10 pm**
L_{max}	93.6	100.5	94.4
L_{10}	72.1	72.5	**77.3**
L_{eq}	69.5	75.2	74.1
L_{50}	67.0	65.3	71.2
L_{90}	57.2	57.5	59.5
L_{min}	51.1	49.3	51.9

Table 2.6-5: Noise (dB) Levels at Location 3

Thursday, June 13th, 2019			
Time	**8:21 am – 8:41 am**	**12:44 pm – 1:04 pm**	**5:10 pm – 5:30 pm**
L_{max}	100.7	89.0	100.3
L_{10}	**77.1**	73.0	73.1
L_{eq}	73.8	69.6	70.4
L_{50}	69.8	66.4	66.7
L_{90}	60.9	59.7	54.4
L_{min}	53.0	56.2	47.4

Tables 2.6-6 through **Table 2.6-8** contain the traffic volumes and vehicle classifications for the morning, noon, and evening monitoring sessions.

Table 2.6-6: Traffic Volume Morning

	Location 1	Location 2	Location 3
Car/ Taxi	23	268	2
Van/Light Truck/SUV	27	441	10
Train	0	0	0
Heavy Truck	0	8	0
Bus	0	46	0

Table 2.6-7: Traffic Volume Midday

	Location 1	Location 2	Location 3
Car/ Taxi	10	145	7
Van/Light Truck/SUV	19	195	7
Train	0	0	0
Heavy Truck	0	9	0
Bus	0	17	0

Table 2.6-8: Traffic Volume Evening

	Location 1	Location 2	Location 3
Car/ Taxi	8	240	12
Van/Light Truck/SUV	14	331	9
Train	0	0	0
Heavy Truck	0	5	0
Bus	0	21	0

Stationary Noise Analysis

The 2014 *CEQR Technical Manual* Table 19-2 contains noise exposure guidelines. For commercial use such as would occur under the Proposed Action, an L_{10} of between 65 and 70 dB(A) is identified as marginally acceptable general external exposure. The highest recorded L_{10} at the Hillside Avenue frontage was 77.3 dB(A) during the evening period. The highest recorded L_{eq} at the Vanderveer Street frontage was 67.9 dB(A) and occurred during the morning. The highest recorded L_{10} along the 215th Street frontage was 77.1 dB(A) and also occurred during the morning.

Per The 2014 *CEQR Technical Manual, Chapter 19, Section 421.1* vehicular noise, which is the primary source of noise in the area, triggers the attenuation provided in **Table 2.6-9**. Based on the data from **Tables 2.6-3, 2.6-4, and 2.6-5**, affected building facades within the Affected Area facing Hillside Avenue must attenuate to 28 dB(A) for commercial office uses; affected building facades within the Affected Area facing Vanderveer Street within 50 feet of Hillside Avenue must attenuate to 28 dB(A) for commercial office uses; affected building facades within the Affected Area facing 215th Street within 50 feet of Hillside Avenue must attenuate to 28 dB(A) for commercial office uses

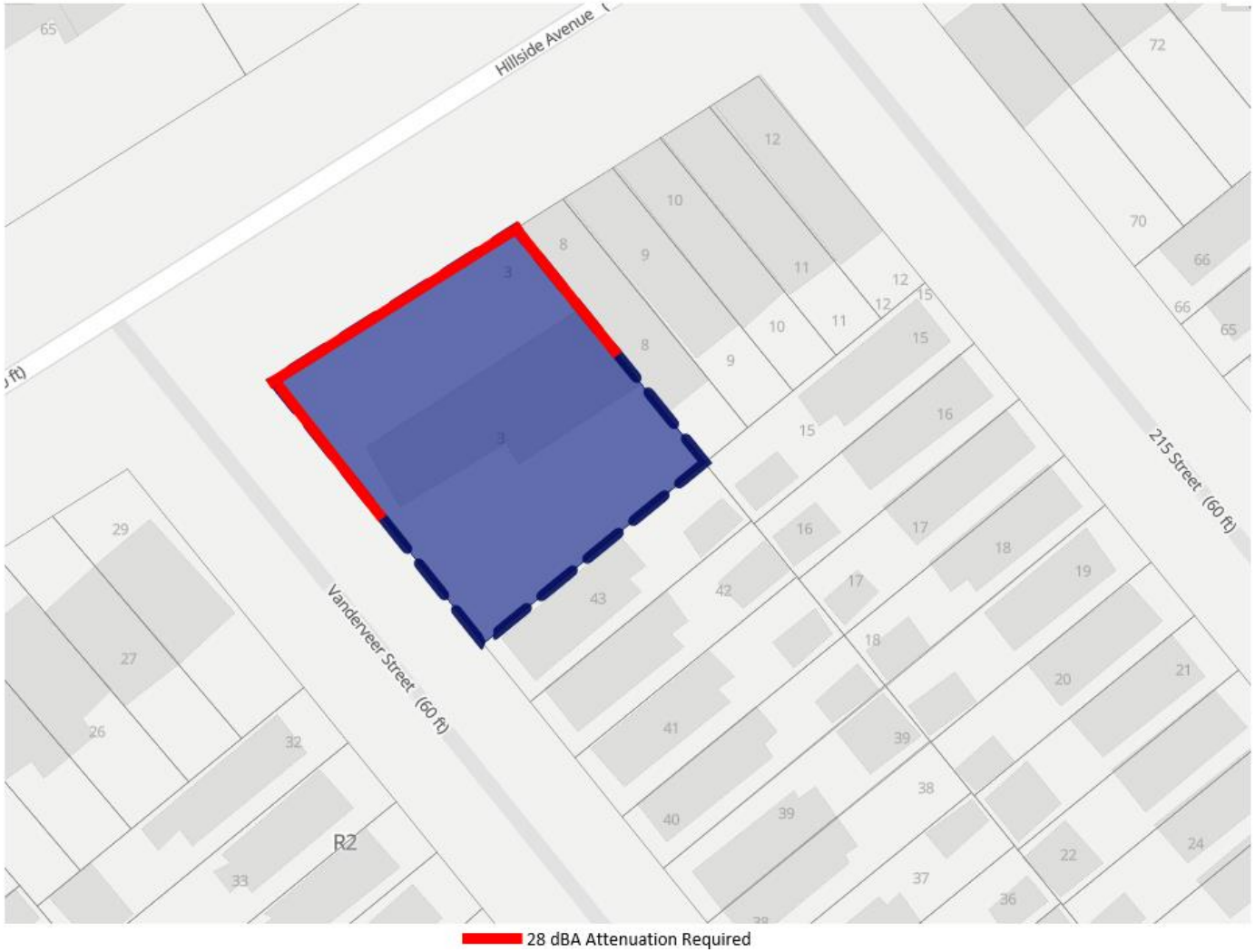
E-Designation (E-574)

To preclude the potential for significant adverse impacts related to noise, an (E) designation would be incorporated into the rezoning proposal for Block 10673, Lot 3 that covers all facades along Hillside Avenue, all facades facing Vanderveer Street within 50 feet of Hillside Avenue, and all facades facing 215th Street within 50 feet of Hillside Avenue (see **Figure 2.6-4** below). The text for the (E) designation, E-574, is as follows:

Block 10673, Lot 3 (Projected Development Site 1): To ensure an acceptable interior noise environment, future commercial office uses must provide a closed-window condition with a minimum of 28 dBA window/wall attenuation on all facades facing Hillside Avenue and the facades facing 215th Street within 50 feet of Hillside Avenue and the facades facing Vanderveer Street within 50 feet of Hillside Avenue to maintain an interior noise level not greater than 50 dBA for commercial office uses as illustrated in the EAS. To maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, air conditioning.

Conclusion
With this (E) designation in place, no significant adverse impacts related to noise are expected, and no further analysis is warranted.

Figure 2.6-4: Attenuation Requirements



***Attenuation requirement for residential and/or community facility use would be 5 dBA more**

2.7 Air Quality

Per *CEQR Technical manual*, the HVAC analysis considers the potential for emissions from the HVAC systems of the proposed development to significantly impact existing land uses (project-on-existing), and the potential of the Proposed Actions to significantly impact each other (project-on-project). This section details the analysis associated with the emissions from the burning of fossil fuels in the heating, ventilation and air conditioning (HVAC) equipment of the development(s). The analysis framework, as mandated by the State Environmental Review Act, followed the *New York City Environmental Quality Review 2014 Technical Manual.*

The Affected Area is located in the Queens Village neighborhood within Queens Community District 13. The Proposed Project consists of a single Projected Development on Block 10673, Lot 3. The RWCDS Projected Development is the same as the Proposed Project: 214-32 Hillside Avenue (Block 10673, Lot 3) would be developed with a new, two-story, 27 feet high, commercial building, with cellar, with approximately 16,750 gsf (9,350 ZSF) of floor area (.84 FAR).

Air Pollutants and Applicable Standards/Guidelines

Criteria Pollutants

The EPA has identified six pollutants, known as criteria pollutants and established threshold concentrations for these pollutants. As required by the Clean Air Act, the National Ambient Air Quality Standards (NAAQS) have been established for the criteria pollutants by the EPA, and New York State has adopted the NAAQS as the State ambient air quality standards.

In addition to the NAAQS, the *CEQR Technical Manual* requires that projects subject to CEQR apply a $PM_{2.5}$ and 8-hour CO averaging time significant impact criteria (based on concentration increments). These criteria, referred to as *de minimis*, are more stringent than the NAAQS and the state standards, as the criteria set maximum increase of pollutants concentrations that are below the national standard (NAAQS). If the predicted impacts of a proposed project are less than the *de minimis* criteria, the impacts are not considered to be significant. $PM_{2.5}$ significant impact concentrations for stationary sources are shown here:

- Predicted 24-hour maximum $PM_{2.5}$ concentration increase of more than half the difference between the 24-hour background concentration and the 24-hour standard; or
- Predicted annual average $PM_{2.5}$ concentration increments greater than 0.3 $\mu g/m^3$ at any receptor location for stationary sources.

Background concentrations, at the nearest New York State Department of Environmental Conservation (NYSDEC) monitoring station(s), of the criteria pollutants for which detailed analyses were required, were obtained from the NYSDEC's annual report for 2018. Table 2.7-1 shows the background concentrations and the NAAQS.

Table 2.7-1: The NAAQS and 2018 Background Concentrations

Pollutant	Averaging Period	National and State Standards	Background Concentration	Monitoring Station
NO_2	1-Hour	188 µg/m^3	105.7 µg/m^3	Queens College
	Annual	100 µg/m^3	27.2 µg/m^3	
SO_2	1-Hour	196 µg/m^3	14.8 µg/m^3	Queens College
	Annual(1)	80 µg/m^3	1.5 µg/m^3	
$PM_{2.5}$	24-Hour	35 µg/m^3	17.7 µg/m^3	Queens College
	Annual	12 µg/m^3	7.0 µg/m^3	

1. 6 CRR-NY 257-2.3 for annual SO_2 standard: "During any 12 consecutive months, the annual average of the 24-hour average concentrations shall not exceed 0.03 ppm.

The concentrations' increments, *de minimis*, for stationary source $PM_{2.5}$ (a pollutant for which a detailed analysis was required) are presented below:

- 24-hour $PM_{2.5}$ 8.75 µg/m^3
- Annual $PM_{2.5}$ 0.3 µg/m^3 (for stationary source)

Analysis

Mobile Sources

Projects may result in significant mobile source impacts when they create mobile sources of pollutants, change traffic patterns, or add new uses near mobile sources of pollutants. Per CEQR guidelines, a detailed analysis is conducted to predict whether the Proposed Actions could potentially have a significant adverse air quality impact if certain threshold criteria are met or exceeded, while proposed projects that do not meet or exceed the threshold criteria (screen out) are not expected to have a mobile source impact. Projects that require a detailed analysis model the ambient air CO and PM_{10}/$PM_{2.5}$ concentrations—the mobile source pollutants of concern—and compare the modeled concentrations with the applicable air quality standard.

Mobile Source Screen

Project-Generated Traffic
Per the *CEQR TM*, localized increases in CO and $PM_{2.5}$ levels may result from increased vehicular traffic volumes and changed traffic patterns in the study area as a consequence of the proposed development. As such, screening analyses for CO and $PM_{2.5}$ were carried out to determine whether the project-generated traffic has the potential to cause significant impact.

The threshold for CO impact analysis is 170 vehicles per hour per intersection. As seen in **Table 2.5-4**, the maximum vehicle trip-ends generated by the Proposed Action would be 19, which is far below the threshold of 170 vehicles per hour per intersection. A detailed analysis of CO is not required for the Proposed Action.

Projects that would generate peak hour heavy-duty diesel vehicle (HDDV) traffic or its equivalent in vehicular emissions resulting in the following:

- 12 or more HDDV for paved roads with average daily traffic fewer than 5,000 vehicles

- 19 or more HDDV for collector roads
- 23 or more HDDV for principal and minor arterials
- 23 or more HDDV for expressways and limited access roads

According to the New York State Department of Transportation Highway Functional Classification Maps, HDDV or its equivalent would be generated along Hillside Avenue, which is considered a Principal Arterial Other. The threshold for PM2.5 analysis, therefore, is 23 HDDV or its equivalent. Based on the equivalent truck calculation provided in Section 210 of the CEQR TM, the 19 peak hour vehicles generated by the Proposed Action would pass the PM2.5 screen for each road type (see **Appendix D**). Detailed analysis for PM2.5 is not required.

HVAC

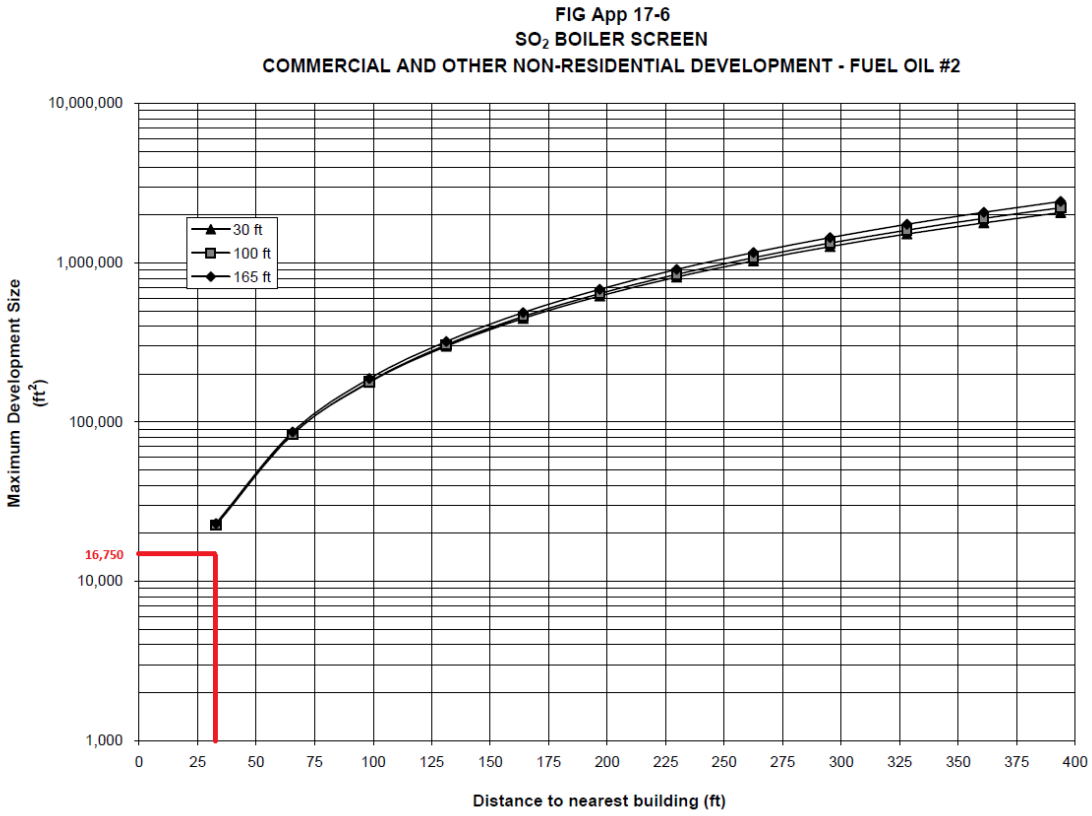
Per the *CEQR Technical Manual*, the HVAC analysis considers the potential for emissions from the HVAC system of the proposed project to significantly impact existing land uses (project-on-existing), and the potential of the proposed project to significantly impact each other (project-on-project). Based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

The potential for stationary source emissions from heat and hot water systems to have a significant adverse impact on nearby receptors depends on the type of fuel that would be used, the building's residential or non-residential use, the square footage of the development that would be served by the system, the height of the building served by the HVAC system, and the distance to the nearest building whose height is at least as great as the building served by the HVAC system. The *CEQR Technical Manual* provides a screening analysis based on these factors, which was utilized to determine the potential for significant impacts from the development's HVAC system(s).

According to 15 RCNY 2-15, no new boiler or burner installations may use No. 6 or No. 4 fuel oils. Therefore, only No. 2 fuel oil or natural gas could be used as the types of fuel in the HVAC systems, where No. 2 fuel oil is the highest-emitting fuel. Therefore, use of No. 2 fuel oil was assumed for the screening analysis.

A project-on-existing screening analysis was performed for a single commercial building, 27 feet high, containing, 16,750 gsf of floor area. Fuel oil #2 would be the type of fuel used in the building's HVAC system. The CEQR nomograph, depicted on Figure 17-6 of the *CEQR Technical Manual Appendices,* was used. This stationary source screen is a generic screen for a No. 2 fuel oil boiler, serving a commercial building. The CEQR nomograph depict the size of the development versus distance below which the potential impact can occur and provides a conservative estimate of the threshold distance. Figures 2.7-1 (using Figure 17-6 of the *CEQR Technical Manual Appendices)* shows the project-on-existing screening analysis.

Figure 2.7-1: Project-on-Existing Screening Analysis



As seen in Figure 2.7-1 (using Figure 17-6 of the *CEQR Technical Manual Appendices*), no impact is predicted to existing buildings that are at least 30 feet from the Projected Development. There are two buildings greater in height (27.5 feet high) than the Projected Development that are within 30 feet of the Projected Development. These two buildings are residential two-story buildings, located just south of the Projected Development. The adjacent building is located at 88-15 Vanderveer Street (Block 10673, Lot 43); the other building is located at 88-17 Vanderveer Street (Block 10673, Lot 42). As the screening analysis failed for these two buildings, a detailed analysis was required.

Detailed Analysis

The EPA's AERMOD modeling system version 19191 was used to predict pollutants' concentrations. In accordance with CEQR guidance, this analysis was conducted assuming stack tip downwash and elimination of calms. Models specified flat terrain, urban dispersion surface roughness, and population of 2,000,000. The Building Profile Input Program (BPIP) was run with the downwash effect enabled.

All analyses were conducted using the latest five consecutive years of meteorological data (2014-2018). Surface data was obtained from LGA Airport and upper air data was obtained from Brookhaven station, New York. The meteorology data, processed by Lakes Environmental Software, was processed using AERMET version 18081, AERMINUTE version 15272, and AERSURFACE version 13016. No data filling was conducted as the raw data quality was more than sufficient for the modeling purposes (99.47 percent of raw data). These meteorological data provided hour-by-hour wind speeds and directions, stability states, and temperature

inversion elevations over the 5-year period. Meteorological data were combined to develop a 5-year set of meteorological conditions, which was used for the AERMOD modeling runs and Anemometer height of 9.4 meters was specified per Lakes Environmental Software.

The pollutants of concern for oil #2 fueled boilers are SO_2, $PM_{2.5}$, and NO_2. The predicted annual fuel usage, which is based on the development's gross floor area and land use category, was used to calculate the Projected Development boiler's energy intensity. Pertinent values were obtained from the *CEQR Technical Manual Appendices*, the assumption that all fuel would be consumed during the 100-day (or 2,400 hour) heating season, and emission factors were obtained from the EPA's AP-42 manual for external combustion sources. **Table 2.7-2** shows the calculated emission rates, both short-term and annual.

Table 2.7-2: The Projected Development Sites Estimated Short-term and Annual Emission Rates

Site ID	Fuel	Pollutant	Averaging Time	Emission Rate (g/s)
Projected Development	Fuel Oil #2	NO_2	1-hour	6.68E-03
			Annual	1.83E-03
		$PM_{2.5}$	1-hour	7.12E-04
			Annual	1.95E-04
		SO_2	1-hour	7.12E-05
			Annual	1.95E-05

The diameter of the stack and the exhaust's exit velocity were assumed to be 0.0 feet and 0.001 meter per second, respectively, based on values obtained from the *CEQR Technical Manual*. The stack exit temperature was assumed to be 300°F (423°K), which is appropriate for boilers.

The New York City Building Code (Building Code) requires that a rooftop stack should be at least 10 feet away from the edge of the roof and at least 3 feet higher than the roofline. As such, the stack of a source building was situated 3 feet above the roofline and 10 feet from the edge of the building closest to the receiving building.

The Projected Development Site was modeled as a building that cover its entire lot area and rise to its maximum height of 27 feet. Other buildings in the surrounding area that might affect the plume dispersion were input into the models. These buildings footprint geo metadata were obtained from the NYC Open Data Building Footprints shapefile[3].

Receptors on the receiving buildings were placed all around the receiving building envelope, at 10 feet horizontal increments and at 9, 18, and 25 feet high.

The SO_2, $PM_{2.5}$, and annual NO_2 analyses were modeled with a generic emission of 1 gram per second and 1st highest output concentrations. The 1-hour NO_2 impact was modeled with the calculated emission rate and 8th highest output concentration (the NAAQS).

Results of Dispersion Analyses

The NO_2 and SO_2 impact concentrations were compared with the NAAQS. The $PM_{2.5}$ modeled concentrations were compared with the NYC Guidelines threshold criterions. The reported

[3] https://data.cityofnewyork.us/Housing-Development/Building-Footprints/nqwf-w8eh/data.

concentrations are the maximum predicted concentrations of the building wake effects abled/disabled scenarios. Result of the HVAC dispersion NO_2, $PM_{2.5}$, and SO_2 analyses are shown in **Table 2.7-3**.

Table 2.7-3: HVAC Dispersion Analyses Results

Pollutant and Averaging Time	Modeled Concentration ($\mu g/m^3$)	Background Concentration ($\mu g/m^3$)	Evaluated Concentration ($\mu g/m^3$)	Threshold Concentration ($\mu g/m^3$)	Threshold Standard
1-hour NO_2	71.1	105.7	**177**	**188**	NAAQS
Annual NO_2	0.82	27.25	**28.1**	**100**	NAAQS
24-hour	2.47	N.A.	**2.47**	**8.75**	*de minimis*
Annual	0.088	N.A.	**0.09**	**0.3**	*de minimis*
1-hour SO_2	1.65	14.82	**17**	**196**	NYS
Annual SO_2	0.009	1.09	**1.1**	**80**	NAAQS

As seen in **Table 2.7-3**, the NO_2 and SO_2 predicted concentrations are within the NAAQS and the $PM_{2.5}$ concentrations do not exceed the *de minimis*. Therefore, the Projected Development boiler emissions would not significantly impact other buildings in the area.

E-Designation (E-574)

Block 10673, Lot 3 (Projected Development Site 1): Any new development or enlargement on Block 10673, Lot 3 must ensure that the heating and hot water system stack is located at the highest tier and at least 27 feet above grade to prevent any potential significant adverse air quality impacts.

Conclusion

With the E-Designation E-574 in place, emissions from project-related heating, ventilation, and air conditioning system(s) (HVACs) would not cause significant air quality impacts to receptors at the local scale. There would be no mobile source or industrial source impacts

Appendix A: Agency Correspondence

Landmarks Preservation Commission

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

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

ENVIRONMENTAL REVIEW

Project number: DEPARTMENT OF CITY PLANNING / LA-CEQR-Q
Project: 214-32 HILLSIDE AVENUE REZONING
Date received: 4/5/2019

Properties with no Architectural or Archaeological significance:

1) ADDRESS: 214-32 Vanderveer Street, BBL: 4106730003
2) ADDRESS: 214-36 Hillside Avenue, BBL: 4106730008
3) ADDRESS: 214-38 Hillside Avenue, BBL: 4106730009
4) ADDRESS: 214-40 Hillside Avenue, BBL: 4106730010
5) ADDRESS: 214-42 Hillside Avenue, BBL: 4106730011
6) ADDRESS: 214-44 Hillside Avenue, BBL: 4106730012
7) ADDRESS: 80-02 215 Street, BBL: 4106730015



4/11/2019

SIGNATURE DATE
Gina Santucci, Environmental Review Coordinator

File Name: 34117_FSO_DNP_04112019.doc

Appendix B: Architectural Drawings

MASSING MODEL



ZONING CALCULATIONS

PREMISE : 214-32 HILLSIDE AVE.

BLOCK NO.: 10673
LOT: 3

ZONE : R2 (CURRENT)
R2/C2-3 OVERLAY (PROPOSED)
MAP # 15A
LOT AREA: 11,198 SF

AREAS AND F.A.R.					
			ALLOWABLE SF	PROPOSED SF	PROPOSED F.A.R.
LOT AREA:		11,198.00			
Z.R. 33-121 FLOOR AREA RATIO (F.A.R.)					
COMMERCIAL		1.00	11,198.00	9,350.00	0.83

FLOOR AREA BREAKDOWN					
	ACT. AREA	COMMERCIAL	DEDUCTIONS		TOTAL Z.F.A.
CELLAR	7,004.00	7,004.00	0.00		0.00
1ST FLOOR	7,306.00	7,306.00	396.00		6,910.00
2ND FLOOR	2,440.00	2,440.00	0.00		2,440.00
TOTALS	16,750.00	16,750.00			9,350.00
TOTAL ZONING FLOOR AREA					
	ZONING F.A.	9,350.00			
	AVAILABLE	1,848.00			

		REQUIRED	PROVIDED
YARDS			
Z.R. 33-25	SIDE YARD	0' or 8'	0'
Z.R. 33-26	REAR YARD (PERMITTED OBSTRUCTION. BLDG.S UP TO 23' IN HEIGHT)	20'	0'
HEIGHTS & SETBACKS			
Z.R. 23-631	HEIGHT AND SETBACK REGULATIONS		
	MAX. HGT. OF FRONT WALL	30'	27'
	SEP	1:1	N/A
	SETBACK	15'	N/A
PARKING			
ZR 36-21	COMMERCIAL (C2-3):		
	DRUG STORE (U.G. 12B) (PRC-B): 1 PER 400 SF OF AREA 6,972 /400 = 17.43 OR 17	0	5 VOLUNTARY
	OFFICE (U.G. 6) (PRC-B1): 1 PER 400 SF OF AREA 2,400 /400 = 6.1 17 + 6.1 = 23.1 (WAIVED AS PER 36-231)		
ZR 36-231	WAIVER OR PARKING REQ. FOR COMMERCIAL DISTRICTS/USES. IN C2-3 IF THE REQUIRED # OF SPACES FOR ALL USES IS LESS THAN 25, PARKING SHALL BE WAIVED		
LOADING			
ZR 36-62	COMMERCIAL (C2 MAPPED WITHIN R2):		
	DRUG STORE (U.G. 12B): FIRST 8,000 SF = NONE; NEXT 17,000 SF = 1 REQ.	1	1
	OFFICES (U.G. 6): FIRST 25,000 SF = NONE		
ZR 36-63	IF ANY BUILDING CONTAINS TWO OR MORE USES HAVING DIFFERENT REQUIREMENTS FOR LOADING BERTHS, OFF-STREET LOADING BERTHS SHALL BE PROVIDED AS IF THE TOTAL FLOOR AREA OF THE USES FOR WHICH BERTHS ARE REQUIRED WERE USED FOR THAT USE FOR WHICH THE MOST BERTHS ARE REQUIRED.		

ZONING DRAWINGS

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201-384-9555
N.J. R.A. LIC # 07976, 16378

PROPOSED NEW :
COMMERCIAL BUILDING
214 - 32 HILLSIDE AVENUE
QUEENS VILLAGE, NY 11427

REVISIONS		
NO.	DESCRIPTION	DATE
1	ZONING DRAWINGS	05.18.18
2	ZONING DRAWINGS	06.11.18
3	ZONING DRAWINGS	10.16.18
3	REV. CURB CUT	01.16.19

NO.	TO WHOM:	DATE

ISSUES

DRAWN BY:	JOB NO.
NP	1851NJ
CHECKED BY:	DATE:
VF	01/18/19

DWG. TITLE :
ZONING CALCULATIONS AND MASSING DIAGRAM

DWG. NO.
Z-1

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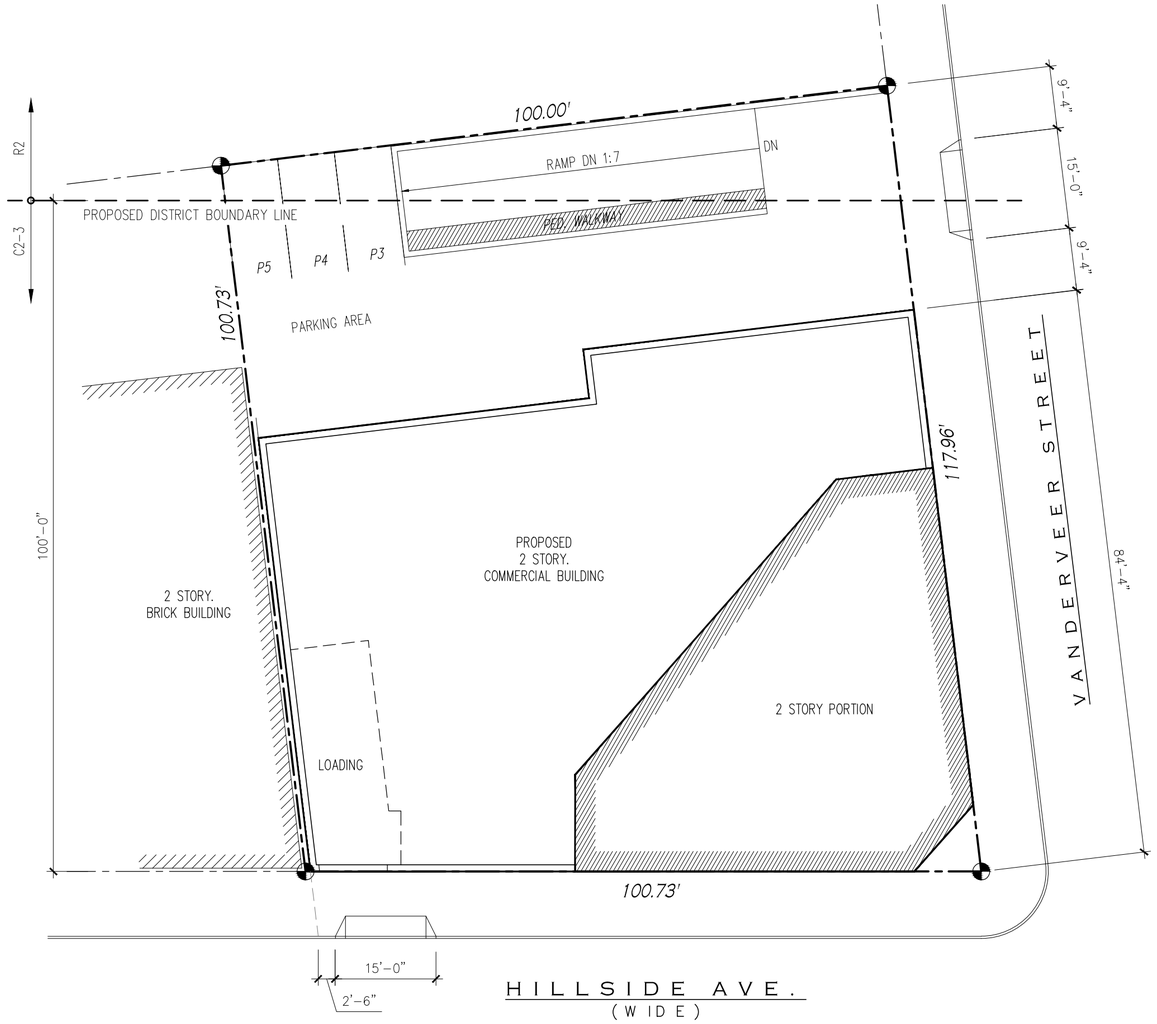
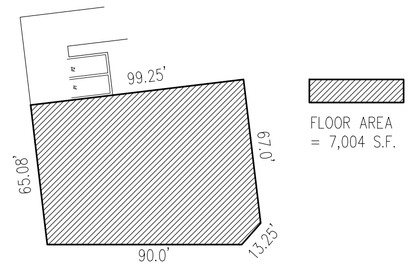


PLOT PLAN

SCALE: 1/16" = 1'-0"



FLOOR AREA
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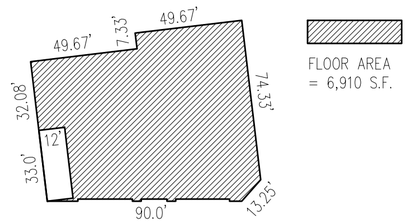
CELLAR



FLOOR AREA
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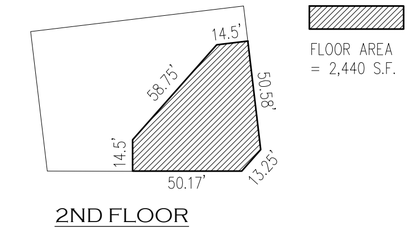
1ST FLOOR



FLOOR AREA
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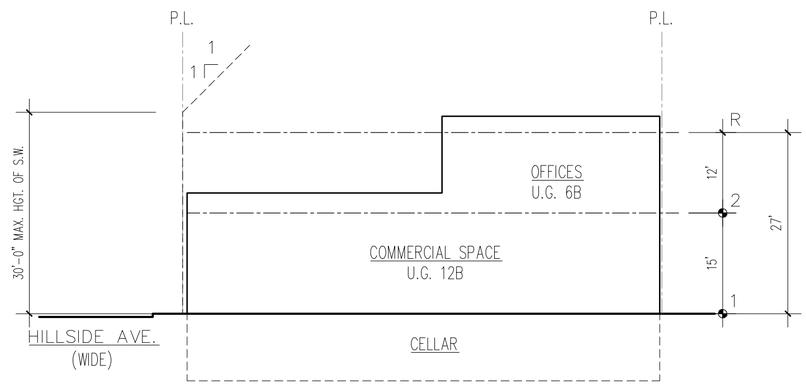
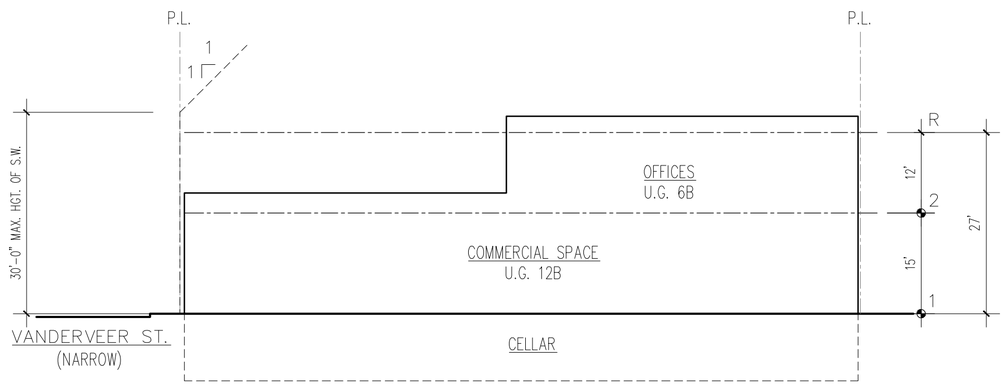
2ND FLOOR

FLOOR AREA DIAGRAMS

NOT TO SCALE





HEIGHT DIAGRAMS

SCALE: 1/16" = 1'-0"

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PLOT PLAN
AND
HEIGHT
DIAGRAMS

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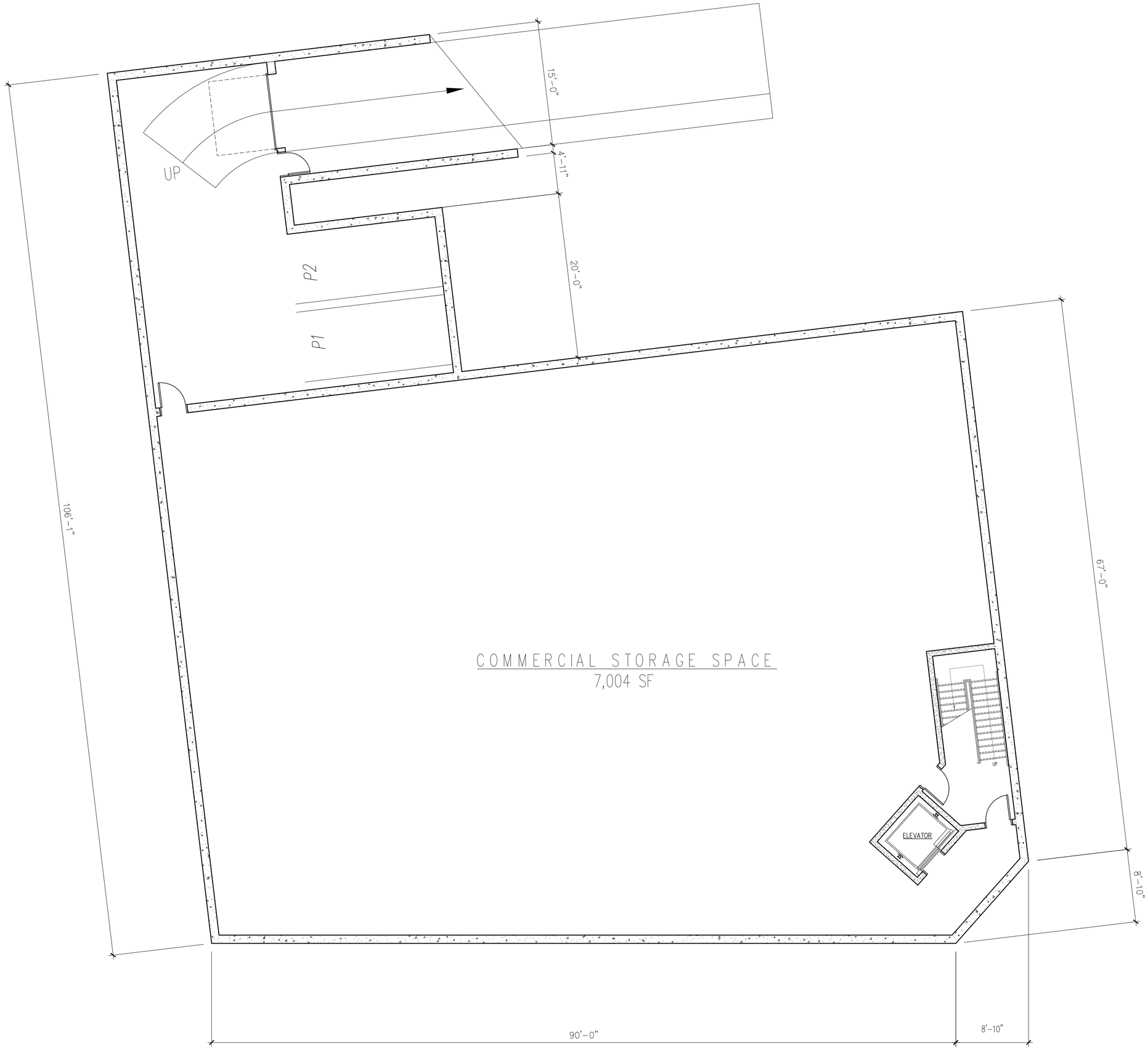

CELLAR PLAN
SCALE: 1/8" = 1'-0"

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CELLAR PLAN

DWG. NO.
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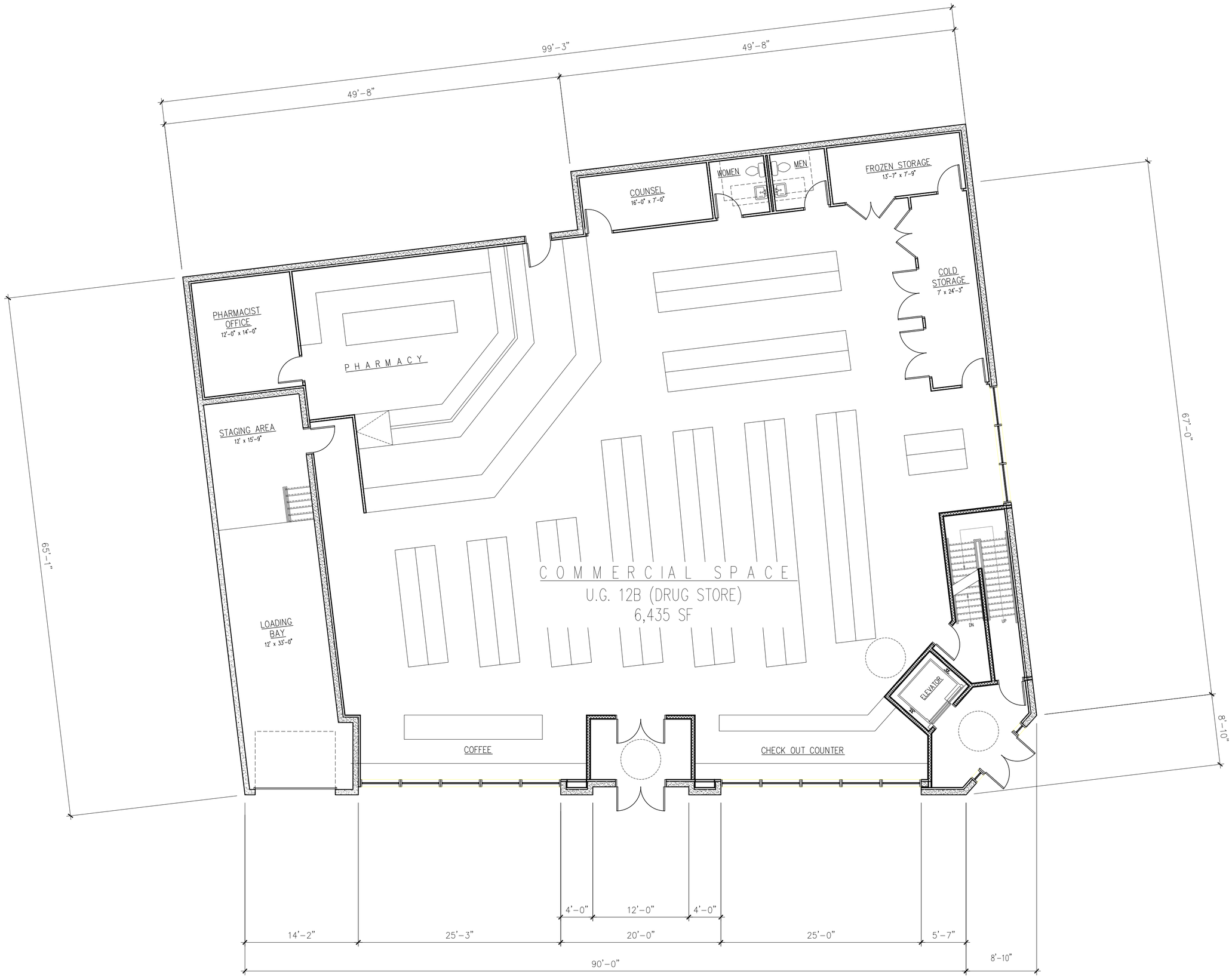

FIRST FLOOR PLAN
SCALE: 1/8" = 1'-0"

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FIRST FLOOR PLAN

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SECOND FLOOR PLAN

SCALE: 1/8" = 1'-0"

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3	REV. CURB CUT	01.16.19

NO.	TO WHOM:	DATE

ISSUES

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DWG. TITLE :

SECOND FLOOR PLAN

DWG. NO.

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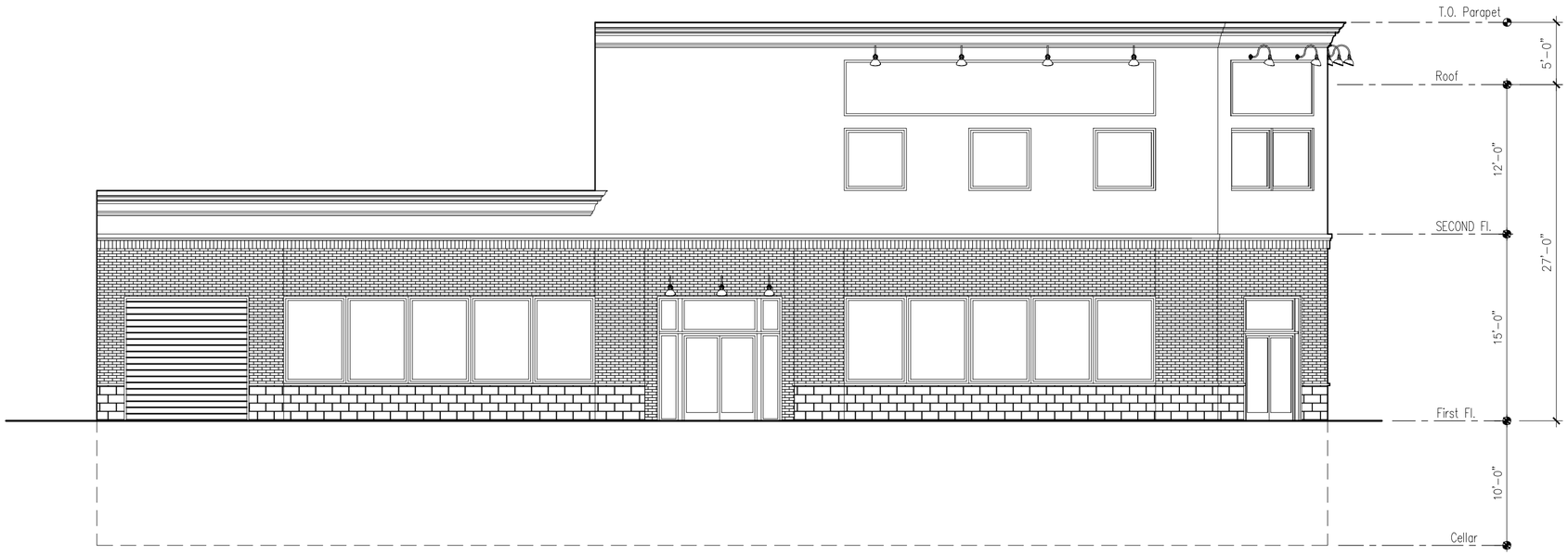
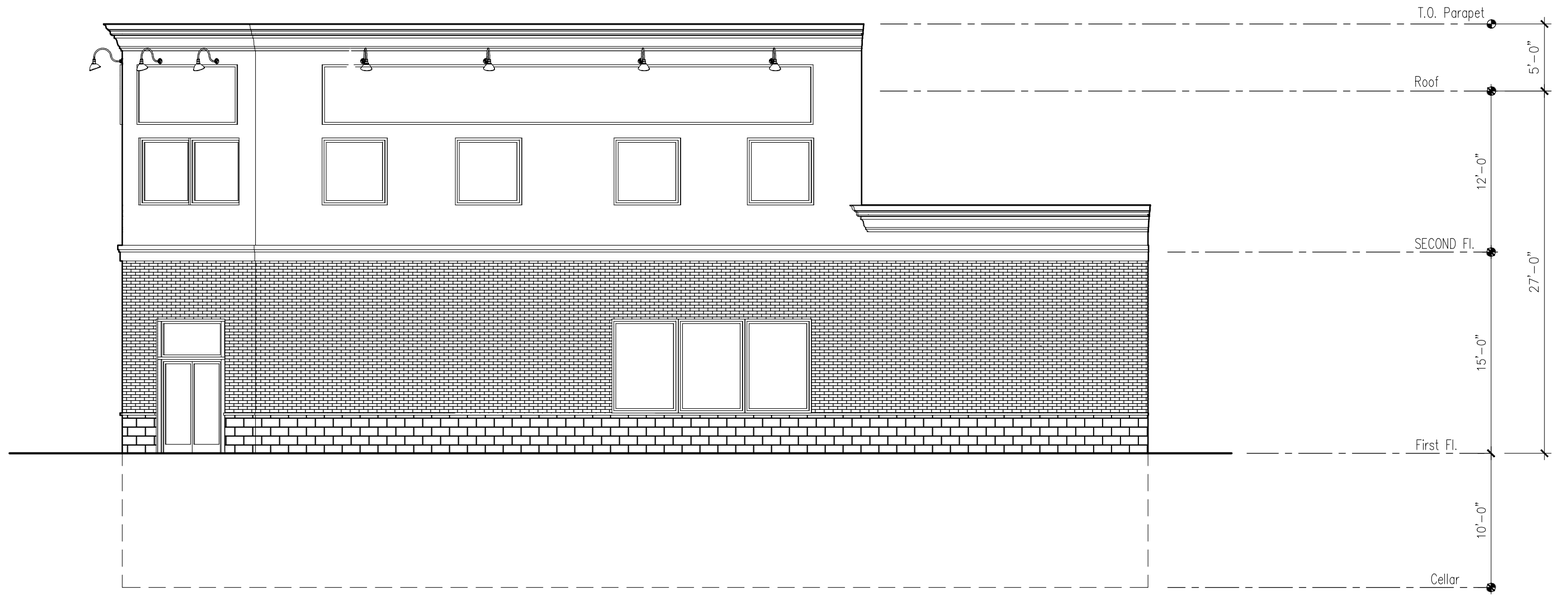


HILLSIDE AVE. ELEVATION

SCALE: 1/8" = 1'-0"



VANDERVEER STREET ELEVATION

SCALE: 1/8" = 1'-0"

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NO.	TO WHOM:	DATE

ISSUES

DRAWN BY:	JOB NO.
NP	1851NJ
CHECKED BY:	DATE:
VF	01/18/19

DWG. TITLE :

EXTERIOR ELEVATIONS

DWG. NO.

Z-6

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