Environmental Assessment Statement

Bellerose – Floral Park – Glen Oaks Rezoning

February 14, 2013

CEQR No.: 13DCP093Q
ULURP No.: 130188 ZMQ

Rezoning Location: Queens, New York

Lead Agency:
City Planning Commission
City of New York
Amanda M. Burden, FAICP, Chair

Lead Agency Contact:
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Environmental Assessment and Review Division
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New York, New York 10007
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Prepared By:
New York City Department of City Planning

City Environmental Quality Review
ENVIRONMENTAL ASSESSMENT STATEMENT FULL FORM

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

PART I: GENERAL INFORMATION

PROJECT NAME Bellerose-Floral Park-Glen Oaks Rezoning

1. *Reference Numbers*

CEQR REFERENCE NUMBER (To Be Assigned by Lead Agency)	BSA REFERENCE NUMBER (If Applicable)
13DCP093Q	
ULURP REFERENCE NUMBER (If Applicable))	**OTHER REFERENCE NUMBER(S) (If Applicable) (e.g. Legislative Intro, CAPA, etc)**
130188 ZMQ	

2a. *Lead Agency Information*

NAME OF LEAD AGENCY: NEW YORK CITY DEPARTMENT OF CITY PLANNING

NAME OF LEAD AGENCY CONTACT PERSON: ROBERT DOBRUSKIN

ADDRESS: 22 READE STREET

CITY: NEW YORK | STATE: NY | ZIP: 10007

TELEPHONE: 212-720-3423 | FAX: 212-720-3495

EMAIL ADDRESS: RDOBRUSKIN@PLANNING.NYC.GOV

2b. *Applicant Information*

NAME OF APPLICANT: NEW YORK CITY DEPARTMENT OF CITY PLANNING

NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON: JOHN D. YOUNG

ADDRESS: 120-55 QUEENS BOULEVARD, ROOM 201

CITY: KEW GARDENS | STATE: NY | ZIP: 11103

TELEPHONE: 718-286-3168 | FAX: 718-286-3183

EMAIL ADDRESS: JYOUNG@PLANNING.NYC.GOV

3. *Action Classification and Type*

SEQRA Classification

☐ UNLISTED ☑ TYPE I; SPECIFY CATEGORY *(see 6 NYCRR 617.4 and NYC Executive Order 91 of 1977, as amended):*

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

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

4. *Project Description:*

The proposed action would affect approximately 411 blocks in the neighborhoods of Bellerose, Floral Park and Glen Oaks and seeks to reinforce the predominant one- and two-family character on residential blocks while upgrading the area's commercial streets.

4a. *Project Location: Single Site* *(for a project at a single site, complete all the information below)*

ADDRESS: N/A	NEIGHBORHOOD NAME: BELLEROSE/FLORAL PARK/GLEN OAKS	
TAX BLOCK AND LOT	BOROUGH: QUEENS	COMMUNITY DISTRICT: 13
DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS		
EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION IF ANY:		ZONING SECTIONAL MAP NO:

4b. *Project Location: Multiple Sites* *(Provide a description of the size of the project area in both City Blocks and Lots. If the project would apply to the entire city or to areas that are so extensive that a site-specific description is not appropriate or practicable, describe the area of the project, including bounding streets, etc.)*

The rezoning area consists of all or portions of 411 blocks, and is generally bounded by Grand Central Parkway to the north, the boundary of the City of New York to the east, Jericho Turnpike and 93rd Avenue to the south, and on the west, by an irregular line north along Springfield Boulevard, 221st, 231st and 229th streets.

5. *REQUIRED ACTIONS OR APPROVALS* *(check all that apply)*

City Planning Commission: YES ☑ NO ☐

- ☐ CITY MAP AMENDMENT
- ☑ ZONING MAP AMENDMENT
- ☐ ZONING TEXT AMENDMENT
- ☑ UNIFORM LAND USE REVIEW PROCEDURE (ULURP)
- ☐ CONCESSION
- ☐ UDAAP
- ☐ REVOCABLE CONSENT
- ☐ ZONING CERTIFICATION
- ☐ ZONING AUTHORIZATION
- ☐ HOUSING PLAN & PROJECT
- ☐ SITE SELECTION — PUBLIC FACILITY
- ☐ FRANCHISE
- ☐ DISPOSITION — REAL PROPERTY

ZONING SPECIAL PERMIT, SPECIFY TYPE:

- ☐ MODIFICATION OF
- ☐ RENEWAL OF
- ☐ OTHER

Board of Standards and Appeals: YES ☐ NO ☑

- ☐ SPECIAL PERMIT

EXPIRATION DATE MONTH DAY YEAR

- ☐ VARIANCE (USE)
- ☐ VARIANCE (BULK)

SPECIFY AFFECTED SECTION(S) OF THE ZONING RESOLUTION

Department of Environmental Protection: YES ☐ NO ☑

Other City Approvals: YES ☐ NO ☑

- ☐ LEGISLATION
- ☐ FUNDING OF CONSTRUCTION; SPECIFY
- ☐ POLICY OR PLAN; SPECIFY
- ☐ LANDMARKS PRESERVATION COMMISSION APPROVAL *(not subject to CEQR)*
- ☐ 384(b)(4) APPROVAL
- ☐ PERMITS FROM DOT'S OFFICE OF CONSTRUCTION MITIGATION AND COORDINATION (OCMC) *(not subject to CEQR)*
- ☐ RULEMAKING
- ☐ CONSTRUCTION OF PUBLIC FACILITIES
- ☐ FUNDING OF PROGRAMS; SPECIFY
- ☐ PERMITS; SPECIFY:
- ☐ OTHER; EXPLAIN

6. *State or Federal Actions/Approvals/Funding:* YES ☐ NO ☑ IF "YES," IDENTIFY

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

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 11×17 inches in size and must be folded to 8.5 ×11 inches for submission.*

☑ Site location map ☑ Zoning map ☑ Photographs of the project site taken within 6 months of EAS submission and keyed to the site location map

☑ Sanborn or other land use map ☑ Tax map ☑ For large areas or multiple sites, a GIS shape file that defines the project sites

PHYSICAL SETTING *(both developed and undeveloped areas)*

Total directly affected area (sq. ft.):	Type of waterbody and surface area (sq. ft.):	Roads, building and other paved surfaces (sq. ft.)
40,635,507 sf (932 acres)	N/A	N/A

Other, describe (sq. ft.):

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

Size of project to be developed: See Attachment 2: RWCDS (gross sq. ft.)

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

If 'Yes,' identify the total square feet owned or controlled by the applicant : 0 Total square feet of non-applicant owned development: See Attachment #2

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

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

Area: N/A sq. ft. (width × length) Volume: N/A cubic feet (width × length × depth)

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

Provide a brief explanation of how these numbers were determined:

Does the project create new open space? YES ☐ NO ☑ If Yes: (sq. ft)

Using Table 14-1, estimate the project's projected operational solid waste generation, if applicable: (pounds per week)

Using energy modeling or Table 15-1, estimate the project's projected energy use: (annual BTUs)

9. *Analysis Year* *CEQR Technical Manual Chapter 2*

ANTICIPATED BUILD YEAR (DATE THE PROJECT WOULD BE COMPLETED AND OPERATIONAL):	ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS:
2023	

WOULD THE PROJECT BE IMPLEMENTED IN A SINGLE PHASE? YES ☐ NO ☑ IF MULTIPLE PHASES, HOW MANY PHASES: N/A

BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE:

10. *What is the Predominant Land Use in Vicinity of Project?* *(Check all that apply)*

☑ RESIDENTIAL ☐ MANUFACTURING ☐ COMMERCIAL ☐ PARK/FOREST/OPEN SPACE ☐ OTHER, Describe:

DESCRIPTION OF EXISTING AND PROPOSED CONDITIONS

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

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
Land Use				
Residential	YES ☑ NO ☐	YES ☑ NO ☐	YES ☑ NO ☐	
If yes, specify the following				
No. of dwelling units	1	1	24	23
No. of low- to moderate income units	0	0	0	0
No. of stories	2	2	2	0
Gross Floor Area (sq.ft.)	1468	1468	23,200	21,732
Describe Type of Residential Structures				
Commercial	YES ☑ NO ☐	YES ☑ NO ☐	YES ☑ NO ☐	
If yes, specify the following:				
Describe type (retail, office, other)	Used Car Sales	Used Car Sales	Local Retail	Local Retail
No. of bldgs	2	2	3	3
GFA of each bldg (sq.ft.)	1301	1301	15,300	13,999
Manufacturing/Industrial	YES ☐ NO ☑	YES ☐ NO ☑	YES ☐ NO ☑	
If yes, specify the following:				
Type of use	Auto Repair	Auto Repair		
No. of bldgs	1	1		0
GFA of each bldg (sq.ft.)	1,344	1,344		0
No. of stories of each bldg	1	1		0
Height of each bldg	13'	13'		0
Open storage area (sq.ft.)				
If any unenclosed activities, specify				
Community Facility	YES ☐ NO ☑	YES ☐ NO ☑	YES ☐ NO ☑	
If yes, specify the following:				
Type			Medical Office	Medical Office
No. of bldgs			1	1
GFA of each bldg (sq.ft.)			5,100	5,100
No. of stories of each bldg			1	1
Height of each bldg				
Vacant Land	YES ☐ NO ☐	YES ☐ NO ☐	YES ☐ NO ☐	
If yes, describe:				
Publicly Accessible Open Space	YES ☐ NO ☑	YES ☐ NO ☑	YES ☐ NO ☑	
If yes, specify type (mapped City, State, or Federal Parkland, wetland—mapped or otherwise known, other)				
Other Land Use	YES ☐ NO ☐	YES ☐ NO ☐	YES ☐ NO ☐	
If yes, describe				
Parking				
Garages	YES ☐ NO ☑	YES ☐ NO ☑	YES ☐ NO ☑	
If yes, specify the following:				
No. of public spaces				
No. of accessory spaces				
Operating hours				
Attended or non-attended				

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
Parking *(continued)*				
Lots	YES ☐ NO ☑	YES ☐ NO ☑	YES ☐ NO ☑	
If yes, specify the following:				
No. of public spaces				
No. of accessory spaces				
Operating hours				
Other (includes street parking)	YES ☐ NO ☐	YES ☐ NO ☐	YES ☐ NO ☐	
If yes, describe				
Storage Tanks				
Storage Tanks	YES ☑ NO ☐	YES ☑ NO ☐	YES ☑ NO ☐	
If yes, specify the following:				
Gas/Service stations	YES ☑ NO ☐	YES ☑ NO ☐	YES ☐ NO ☑	
Oil storage facility	YES ☐ NO ☐	YES ☐ NO ☐	YES ☐ NO ☐	
Other, identify:	YES ☐ NO ☐	YES ☐ NO ☐	YES ☐ NO ☐	
If yes to any of the above, describe:				
Number of tanks				
Size of tanks				
Location of tanks				
Depth of tanks				
Most recent FDNY inspection date				
Population				
Residents	YES ☑ NO ☐	YES ☑ NO ☐	YES ☑ NO ☐	
If any, specify number	39,241	39,487	39,556	69
Briefly explain how the number of residents was calculated:	Derived fro 2010 Census total population and average HH size for the census tracts within the rezoning area.			
Businesses	YES ☑ NO ☐	YES ☑ NO ☐	YES ☑ NO ☐	
If any, specify the following:				
No. and type				
No. and type of workers by business				
No. and type of non-residents who are not workers				
Briefly explain how the number of businesses was calculated:				
Zoning*				
Zoning classification	Varies, See Attach 3	Varies, See Attach 3	Varies, See Attach 3	
Maximum amount of floor area that can be developed (in terms of bulk)	"	"	"	
Predominant land use and zoning classifications within a 0.25 mile radius of proposed project	"	"	"	
Attach any additional information as may be needed to describe the project. If your project involves changes in regulatory controls that affect one or more sites not associated with a specific development, it is generally appropriate to include the total development projections in the above table and attach separate tables outlining the reasonable development scenarios for each site.				

**This section should be completed for all projects, except for such projects that would apply to the entire city or to areas that are so extensive that site-specific zoning information is not appropriate or practicable.*

PART II: TECHNICAL ANALYSES

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, answer the subsequent questions for that technical area and consult the relevant chapter of the CEQR Technical Manual for guidance on providing additional analyses (and attach supporting information, if needed) 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 often only means that more information is required for the lead agency to make a determination of significance.
- The lead agency, upon reviewing Part II, may require an applicant to either provide additional information to support the Full EAS Form. For example, if a question is answered 'No,' an agency may request a short explanation for this response.

	YES	NO
1. *LAND USE, ZONING AND PUBLIC POLICY*: *CEQR Technical Manual Chapter 4*		
(a) Would the proposed project result in a change in land use or zoning that is different from surrounding land uses and/or zoning? Is there the potential to affect an applicable public policy? If "Yes", complete a preliminary assessment and attach.	✔	
(b) Is the project a large, publicly sponsored project? If "Yes", complete a PlaNYC assessment and attach.		✔
(c) 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?		✔
(b) If 'Yes' to any of the above, attach supporting information to answer the following questions, as appropriate. If 'No' was checked for each category above, the remaining questions in this technical area do not need to be answered.		✔
(1) ***Direct Residential Displacement***		
• If more than 500 residents would be displaced, would these displaced residents represent more than 5% of the primary study area population?		✔
• If 'Yes,' is the average income of the directly displaced population markedly lower than the average income of the rest of the study area population?		
(2) ***Indirect Residential Displacement***		
• Would the expected average incomes of the new population exceed the average incomes of the study area populations?		
• If 'Yes,' would the population increase represent more than 5% of the primary study area population or otherwise potentially affect real estate market conditions?		
• If 'Yes,' would the study area have a significant number of unprotected rental units?		
Would more than 10 percent of all the housing units be renter-occupied and unprotected?		
Or, would more than 5 percent of all the housing units be renter-occupied and unprotected where no readily observable trend toward increasing rents and new market rate development exists within the study area?		

	YES	NO
(3) ***Direct Business Displacement***		
• Do any of the displaced businesses provide goods or services that otherwise could not be found within the trade area, either under existing conditions or in the future with the proposed project?		✔
• Do any of the displaced businesses provide goods or services that otherwise could not be found within the trade area, either under existing conditions or in the future with the proposed project?		✔
• Or, is any category of business to be displaced the subject of other regulations or publicly adopted plans to preserve, enhance, or otherwise protect it?		✔
(4) ***Indirect Business Displacement***		
• Would the project potentially introduce trends that make it difficult for businesses to remain in the area?		✔
• Would the project capture the retail sales in a particular category of goods to the extent that the market for such goods would become saturated as a result, potentially resulting in vacancies and disinvestment on neighborhood commercial streets?		✔
(5) ***Affects on Industry***		✔
• Would the project significantly affect business conditions in any industry or any category of businesses within or outside the study area?		✔
• Would the project indirectly substantially reduce employment or impair the economic viability in the industry or category of businesses?		✔
3. ***COMMUNITY FACILITIES***: *CEQR Technical Manual Chapter 6*		
(a) 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) Would the project exceed any of the thresholds outlined in Table 6-1 in Chapter 6?		✔
(c) If 'No' was checked above, the remaining questions in this technical area do not need to be answered. If 'Yes' was checked, attach supporting information to answer the following, if applicable.		✔
(1) ***Child Care Centers***		
• Would the project result in a collective utilization rate of the group child care/Head Start centers in the study area that is greater than 100 percent?		✔
• If Yes, would the project increase the collective utilization rate by 5 percent from the No-Action scenario?		✔
(2) ***Libraries***		
• Would the project increase the study area population by 5 percent from the No-Action levels?		✔
• If Yes, would the additional population impair the delivery of library services in the study area?		✔
(3) ***Public Schools***		
• Would the project result in a collective utilization rate of the elementary and/or intermediate schools in the study area that is equal to or greater than 105 percent?		✔
• If Yes, would the project increase this collective utilization rate by 5 percent from the No-Action scenario?		✔
(4) ***Health Care Facilities***		
• Would the project affect the operation of health care facilities in the area?		✔
(5) ***Fire and Police Protection***		
• Would the project affect the operation of fire or police protection in the area?		✔
4. ***OPEN SPACE***: *CEQR Technical Manual Chapter 7*		
(a) Would the project change or eliminate existing open space?		✔
(b) Is the project located within an underserved area in the Bronx, Brooklyn, Manhattan, Queens, or Staten Island?	✔	
(c) If 'Yes,' would the proposed project generate more than 50 additional residents or 125 additional employees?		✔
(d) Is the project located within a well-served area in the Bronx, Brooklyn, Manhattan, Queens, or Staten Island?		✔
(e) If 'Yes,' would the project generate more than 350 additional residents or 750 additional employees?		✔
(f) If the project is not located within an underserved or well-served area, would it generate more than 200 additional residents or 500 additional employees?		✔
(g) If 'Yes' to any of the above questions, attach supporting information to answer the following: • Does the project result in a decrease in the open space ratio of more then 5%?		✔
• If the project is within an underserved area, is the decrease in open space between 1% and 5%?		✔
• If 'Yes," are there qualitative considerations, such as the quality of open space, that need to be considered?		✔

	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?		✔
(c) If 'Yes' to either of the above questions, attach supporting information explaining whether the project's shadow reach any sunlight-sensitive resource at any time of the year.		✔
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; is listed or eligible for listing on the New York State or National Register of Historic Places; or is within a designated or eligible New York City, New York State, or National Register Historic District? If "Yes," list the resources and attach supporting information on whether the proposed project would affect any of these resources.		✔
7. *URBAN DESIGN AND VISUAL RESOURCES*: CEQR Technical Manual Chapter 10		
(a) Would the proposed project introduce a new building, a new building height, or result in any substantial physical alteration to the streetscape or public space in the vicinity of the proposed project that is not currently allowed by existing zoning?	✔	
(b) Would the proposed project result in obstruction of publicly accessible views to visual resources that is not currently allowed by existing zoning?		✔
(c) If "Yes" to either of the above, please provide the information requested in Chapter 10.		✔
8. *NATURAL RESOURCES:* CEQR Technical Manual Chapter 11		
(a) Is any part of the directly affected area within the Jamaica Bay Watershed? If "Yes", complete the Jamaica Bay Watershed Form.		✔
(b) 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: Attach supporting information on whether the proposed project would affect any of these resources.		✔
9. *HAZARDOUS MATERIALS:* CEQR Technical Manual Chapter 12		
(a) Would the proposed project allow commercial or residential use 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) designations or a Restrictive Declaration) relating to hazardous materials that preclude the potential for significant adverse impacts?		✔
(c) Does the project require soil disturbance in a manufacturing zone or any development on or near a manufacturing zone or existing/historic facilities listed in Appendix 1 (including nonconforming uses)?		✔
(d) Does 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) Does the project result in development where underground and/or aboveground storage tanks (e.g. gas stations) are or were on or near the site?	✔	
(f) Does the project result in renovation of interior existing space on a site with potential compromised air quality, vapor intrusion from on-site or off-site sources, asbestos, PCBs or lead-based paint?		✔
(g) Does the project result in development on or near a government-listed voluntary cleanup/brownfield site, current or former power generation/transmission facilities, municipal incinerators, coal gasification or gas storage sites, or railroad tracks and rights-of-way?		✔
(h) Has a Phase I Environmental Site Assessment been performed for the site? If 'Yes," were RECs identified? Briefly identify:		✔
(i) Based on a Phase I Assessment, is a Phase II Assessment needed?		✔
10. *WATER AND SEWER INFRASTRUCTURE:* CEQR Technical Manual Chapter 13		
(a) Would the project result in water demand of more than one million gallons per day?		✔
(b) Is the proposed project located in a combined sewer area and result in at least 1,000 residential units or 250,000 SF or more of commercial space in Manhattan or at least 400 residential units or 150,000 SF or more of commercial space in the Bronx, Brooklyn, Staten Island or Queens?		✔
(c) Is the proposed project located in a separately sewered area and result in the same or greater development than that listed in Table 13-1 in Chapter 13?		✔
(d) Does the proposed project involve development on a site five acres or larger where the amount of impervious surface would increase?		✔
(e) Would the proposed project involve development on a site one acre or larger where the amount of impervious surface would increase and 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?		✔
(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 WWTP 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?		✔
(i) If "Yes" to any of the above, conduct the appopriate preliminary analyses and attach supporting documentation.		✔
11. *SOLID WASTE AND SANITATION SERVICES:* CEQR Technical Manual Chapter 14		
(a) Would the proposed project have the potential to generate 1000,000 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?		✔

	YES	NO
12. *ENERGY*: *CEQR Technical Manual Chapter 15*		
(a) 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:		
(1) 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 peakhour. See Subsection 313 in Chapter 16 for more information.*		✔
(2) 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?		✔
(3) 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 the Figure 17-3, Stationary Source Screen Graph? (attach graph as needed)	✔	
(c) Does the proposed project involve multiple buildings on the project site?		✔
(d) Does the proposed project require Federal approvals, support, licensing, or permits subject to conformity requirements?		✔
(e) Does the proposed project site have existing institutional controls (*e.g.* E) designations or a Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts?		✔
(f) If "Yes," conduct the appropriate analyses and attach any supporting documentation.		
15. *GREENHOUSE GAS EMISSIONS*: *CEQR Technical Manual Chapter 18*		
(a) Is the proposed project a city capital project, a power plant, or would fundamentally change the City's solid waste management system?		✔
(b) If "Yes," would the proposed project require a GHG emissions assessment based on the guidance in Chapter 18?		✔
(c) If "Yes," attach supporting documentation to answer the following; Would the project be consistent with the City's GHG reduction goal?		✔
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-designations or a Restrictive Declaration) relating to noise that preclude the potential for significant adverse impacts?		✔
(e) If "Yes," conduct the appropriate analyses and attach any supporting documentation.		✔
17. *PUBLIC HEALTH*: *CEQR Technical Manual Chapter 20*		✔
(a) Would the proposed project warrant a public health assessment based upon the guidance in Chapter 20?		
18. *NEIGHBORHOOD CHARACTER*: *CEQR Technical Manual Chapter 21*		
(a) Based upon the analyses conducted for the following technical areas, check Yes if any of the following technical areas required 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 here why or why not an assessment of neighborhood character is warranted based on the guidance in Chapter 21, "Neighborhood Character." Attach a preliminary analysis, if necessary.		✔

		YES	NO
19.	***CONSTRUCTION IMPACTS:*** *CEQR Technical Manual Chapter 22* Would the project's construction activities involve (check all that apply):	✓	
	• Construction activities lasting longer than two years;		✓
	• Construction activities within a Central Business District or along an arterial or major thoroughfare;	✓	✓
	• Require 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 community facilities or disruption in its service;		✓
	• Activities within 400 feet of a historic or cultural resource; or		✓
	• Disturbance of a site containing natural resources.		✓

If any boxes are checked, explain why or why not a preliminary construction assessment is warranted based on the guidance of 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.

While the project's construction would be located along an arterial or major thoroughfare, the location is not likely to be sensitive to said construction or construction-related temporary closures, such as narrowing or otherwise impending vehicle lanes or pedestrian elements. Such activities are considered routine and are fully addressed by a permit and pedestrian access plan as required by the New York City Department of Transportation (DOT) Office of Construction Mitigation and Coordination (OCMC) at the time of closure. Moreover, new development is projected to occur over a 10 year period and a large geographic area. The construction activity for the projected development sites is expected to be routine in nature, and it's not anticipated to last longer than 18-months adjacent to any existing or future sensitive receptors. Therefore, there is no potential for any significant adverse construction-related impacts.

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 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

DIRECTOR, QUEENS OFFICE (APPLICANT/SPONSOR) of NEW YORK CITY DEPARTMENT OF CITY PLANNING (NAME THE ENTITY OR OWNER)

the entity which seeks the permits, approvals, funding or other governmental action described in this EAS.

Check if prepared by: ☑ APPLICANT/REPRESENTATIVE or ☑ LEAD AGENCY REPRESENTATIVE (FOR CITY-SPONSORED PROJECTS)

NEW YORK CITY DEPARTMENT OF CITY PLANNING	JOHN D. YOUNG
APPLICANT/SPONSOR NAME:	LEAD AGENCY REPRESENTATIVE NAME:
SIGNATURE:	DATE: 2.14.13

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 of 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 effect on the environment. 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	Potential Significant Adverse Impact: YES	Potential Significant Adverse Impact: 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 Impacts		✓

2. Are there any aspects of the project relevant to the determination 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, explain them and state where, as a result of them, the project may have a significant impact on the environment. ✓

3. ***LEAD AGENCY'S CERTIFICATION***

Deputy Director, Environmental Review and Assessment Division	New York City Department of City Planning
TITLE	LEAD AGENCY
Celeste Evans	Celeste Evans
NAME	SIGNATURE

ATTACHMENT 1 – PROJECT DESCRIPTION

Bellerose-Floral Park-Glen Oaks Rezoning
Environmental Assessment Statement
CEQR No. 13DCP093Q

Introduction

The Department of City Planning proposes a zoning map amendment on all or portions of 411 blocks located in the Bellerose, Floral Park, and Glen Oaks neighborhoods in northeastern Queens, Community District 13.

The 411-block (9,843 lots) rezoning area is generally bounded by 76th Avenue and Union Turnpike to the north, the boundary of the City of New York to the east, Jericho Turnpike and 93rd Avenue to the south, and on the west, by an irregular line north along Springfield Boulevard, 221st, 231st and 229th streets.

A comprehensive zoning study was undertaken at the request of Community Board 13 and local elected officials to maintain the neighborhood character and land use trends, which existing zoning does not reflect or support. The proposed actions seek to protect the established low density character of these communities and ensure that future development will be consistent with existing building patterns. In addition, commercial overlay districts will be upgraded to reflect existing land uses and prevent commercial encroachment into residential side streets.

The Department of City Planning produced the following zoning map amendments through close consultation with Community Board 13, local civic organizations, and local elected officials.

- **Lower Density/Contextual Zoning Changes**: Zoning map amendment for all or portions of 411 blocks from R2, R3-1, R3-2, R3A, R4, R4-1 and C8-1 to R1-2A, R2, R2A, R3A, R3X, R3-1, R3-2, R4 and R4-1 to preserve the existing scale and character of these low density neighborhoods.

- **Commercial Corridor Rezoning:** Rezoning of 46 partial block fronts along portions of Hillside Avenue from R2 to R3-2 and along Jericho Turnpike from C8-1 to R4 to reflect existing low-density land use mix currently found along these corridors.

- **Commercial Overlay Modifications:** Zoning map amendments to replace existing C1-2 and C2-2 overlays with new C1-3 and C2-3 overlays and reduce the depths of commercial overlay zones from 150 feet to 100 feet to prevent commercial intrusion onto residential streets.

Background

The proposed rezoning changes will encompass the neighborhoods of Bellerose, Floral Park, Glen Oaks, and Royal Ranch and reach into the neighboring communities of New Hyde Park and Bellaire. These suburban communities were developed during the first half of the twentieth century and, except for Glen Oaks, are dominated by the detached single family housing type defined by post World War II development patterns. Many of the homes in these communities were constructed for returning veterans and their families. For many others, life in these tree-lined suburban communities offered a tranquil alternative to life in the city.

Glen Oaks is located in the northernmost portion of the rezoning area, just south of the Grand Central Parkway. It originated within the original township of Flushing and became part of Queens in 1898 when the borough became incorporated as part of the City of Greater New York. Glen Oaks remained largely undeveloped until the mid-1940s. Today, Glen Oaks is home to a 2,864 unit garden apartment complex known as Glen Oaks Village constructed in 1944, a high-rise apartment complex consisting of three 33-story apartment buildings known as North Shore Towers developed between 1947 and 1960, and Royal Ranch, an enclave of single- family split-level ranch style homes, constructed in 1954. Royal Ranch is situated on a terminal moraine, close to the highest point in Queens. One and two-family detached and semi-detached homes mostly constructed during the 1940s and 1950s are found north of Union Turnpike between Little Neck Parkway and 249th Street.

The Queens section of Bellerose, also known as Bellerose Manor, is located just south of Glen Oaks, and generally extends west of Little Neck Parkway between Jericho Turnpike and Union Turnpike. It adjoins an early 20th Century suburban development in Nassau County with the same name. Bellerose originated in Nassau County and expanded into Queens in 1910. The area's development occurred in two principal phases --- during the 1920s and soon following World War II. Almost half the housing stock was constructed between 1940 and 1960.

Floral Park extends along the Nassau County border and is generally located east of Little Neck Parkway between Jericho Turnpike and Union Turnpike. Originally a part of Nassau County, Floral Park dates back to 1870 when it was known as Hinsdale. The name was changed in 1890 to honor John Lewis Childs who had opened a large commercial nursery in the area during the 1880s.

The area has access to an excellent roadway network which includes the Cross Island Parkway which runs north-south through Bellerose. The Grand Central Parkway and Long Island Expressway are located immediately to the north. The area is served by surface transit which connects to the subway at Jamaica Center. Two Long Island Railroad stations --- Floral Park and Bellerose --- are located south of Jericho Turnpike in Nassau County.

Local retail and services are provide along the area's commercial corridors, including Union Turnpike, Braddock Avenue, Hillside Avenue and Jericho Turnpike.

Existing Zoning

The rezoning area consists of seven existing zoning districts: R2, R3A, R3-1, R3-2, R4, R4-1 and C8-1. C1-2 and C2-2 commercial overlay districts are mapped along Union Turnpike, Hillside Avenue, Braddock Avenue and Jericho Turnpike. Some sections of the rezoning area were rezoned to R2, R3A, R3X and R4-1 under previously approved rezoning actions in 1989, 1993 and 2004, but most of the area's zoning has remained unchanged since 1961.

R2

An R2 district is the predominant zone and generally mapped east of the Cross Island Parkway and north of 87th Drive. Smaller areas zoned R2 are found on 6 blocks just east of the intersection of Grand Central Parkway and Little Neck Parkway, an 11-block area north of Hillside Avenue and west of Cross Island Parkway and a 13-block area south of Union Turnpike, between Winchester Boulevard and 239th Street.

The R2 district permits only single-family, detached residences on lots that have a minimum area of 3,800 square feet and a minimum lot width of 40 feet. The maximum floor area ratio (FAR) is 0.5. There is no maximum building height; instead, the building's maximum height is determined by its sky exposure plane, which has a varying height depending on where the building is located on its zoning lot beyond the minimum required front yard. A 15-foot minimum front yard is required. Community facilities are permitted at a maximum FAR of 0.5. One parking space per dwelling unit is required.

R3A

An existing R3A district is mapped north of Braddock Avenue between Cross Island Parkway and Moline Street, and south of 87th Drive, east of Cross Island Parkway.

The R3A district permits one- and two-family detached only residences on lots that have a minimum area of 2,375 square feet and a minimum lot width of 25 feet. The maximum FAR is 0.6, which also includes a 0.1 attic allowance. The maximum building height is 35 feet, with a maximum perimeter wall height of 21 feet. The front yard of a new building must be at least as deep as an adjacent front yard with a minimum depth of 10 feet and a maximum depth of 20 feet. Community facilities are permitted at a maximum FAR of 1.0. One parking space is required for each dwelling unit.

R3-1

An existing R3-1 district is mapped on three blocks south of Hillside Avenue, east of Winchester Boulevard.

The R3-1 district permits one- and two-family detached or semi-detached residences. The maximum FAR is 0.6, which includes a 0.1 attic allowance. The minimum lot width and lot area depend upon the housing configuration: detached residences require a minimum 40-foot lot width and 3,800 square feet of lot area; semi-detached residences require at least 18 feet of width and 1,700 square feet of lot area. The maximum building height is 35 feet, with a maximum perimeter wall height of 21 feet. Community facilities are permitted at a maximum FAR of 1.0. One parking space is required for each dwelling unit.

R3-2

R3-2 districts are mapped north of Union Turnpike between Little Neck Parkway and 249th Street, south of Braddock Avenue, and north of Braddock Avenue east of Ransom Street.

The R3-2 district is the lowest-density general residence district in which multi-family structures are permitted. A variety of housing types are permitted including garden apartments, row houses, semi-detached and detached houses. The maximum FAR is 0.6, which includes a 0.1 attic allowance. Minimum lot width and lot area depend upon the housing configuration: detached residences require a 40-foot lot width and 3,800 square feet of lot area; other housing types require lots that have at least 18 feet of width and 1,700 square feet of lot area. The maximum building height is 35 feet, with a maximum perimeter wall height of 21 feet. Front yards must be at least 15 feet deep. Community facilities are permitted at an FAR of 1.0. One parking space is required for each dwelling unit.

R4

An R4 district is mapped along Braddock Avenue and along a two-block area north of Braddock Avenue between Moline and Ransom Streets.

The R4 district allows the same variety of housing types as the R3-2 district but at a slightly higher density. The maximum allowable FAR is 0.9, which includes a 0.15 attic allowance. Detached residences require a minimum lot area of 3,800 square feet and a minimum lot width of 40 feet. Semi-detached and attached residences require a minimum lot area of 1,700 square feet and a minimum lot width of 18 feet. The maximum building height is 35 feet, with a maximum perimeter wall height of 25 feet. In a predominantly built up area, a maximum FAR of 1.35 is permitted with the R4 infill provision. Front yards must be 10 feet deep or, if deeper, a minimum of 18 feet. Community facilities are permitted at an FAR of 2.0. One parking space is required for each dwelling unit.

R4-1

An R4-1 district is mapped on 1-1/2 blocks north of 90th Avenue between Commonwealth Boulevard and Cross Island Parkway.

The R4-1 district permits one- and two-family detached or semi-detached residences. The maximum FAR is 0.9, which includes a 0.15 attic allowance. The minimum lot width and lot area depend upon the housing type: detached residences require a minimum 25-foot lot width and 2,375 square feet of lot area. Semi-detached residences require a minimum 18-foot lot width and 1,700 square feet of lot area. The maximum building height is 35 feet, with a maximum perimeter wall height of 25 feet. Community facilities are permitted at a maximum FAR of 2.0. One parking space is required for each dwelling unit.

C8-1

A C8-1 district is located along Jericho Turnpike, east of 249th Street.

C8-1 districts are low-density service districts that allow commercial and community facility uses in Use Groups 4 through 14 and 16. Residential uses are not permitted. Typical uses in C8 districts include automotive-related uses, such as auto repair, showrooms, warehouses and car washes. The maximum FAR for commercial uses in a C8-1 district is 1.0. Maximum building height is determined by a sky exposure plane, which begins at a height of 30 feet above the street line. Off-street parking requirements vary with the use. Community facility uses are permitted at a maximum FAR of 2.4.

Commercial Overlays

C1 and C2 districts are mapped along portions of Union Turnpike, Hillside Avenue, Braddock Avenue and Jericho Turnpike. C1 and C2 overlays are generally mapped within residential districts and allow a range of local retail and service establishments needed in residential neighborhoods. C1 districts permit Use Groups 1 through 6, while C2 districts permit Use Groups 1 through 9 and 14.

In the rezoning area, C1 and C2 districts are mapped within R2, R3-2 and R4 districts and permit a maximum commercial FAR of 1.0. The maximum community facility FAR allowed when C1 or C2 overlays are mapped in R2 districts is 0.5. A maximum community facility FAR of 1.6 is allowed when mapped in R3-2 districts and a maximum FAR of 2.0 is allowed when mapped in R4 districts. Residential FAR is determined by the underlying residential zone.

Parking requirements for commercial uses in C1 and C2 districts are indicated by the district's suffix. In C1-2 and C2-2 districts, most retail uses require one accessory parking space per 300 square feet of commercial floor space.

Purpose and Need for the Proposed Actions

The proposed actions are intended to maintain the existing scale and character of the Bellerose, Floral Park and Glen Oaks neighborhoods by establishing contextual zoning districts with height limits and bulk requirements that will ensure new development is in context with the existing built character. The proposed actions would also allow for some modest growth along commercial corridors, upgrade commercial zoning to reflect the existing retail character and prevent commercial intrusion into residential side streets by tailoring commercial overlays to reflect existing use.

Most of the area's zoning has remained unchanged since 1961 and it has allowed new development that is substantially denser or larger than the surrounding built contexts. The northern and eastern portions of the rezoning area, which includes the communities of Royal Ranch, Floral Park, New Hyde Park and the North Bellerose neighborhoods, are developed predominantly with single family detached residences on wide lots and zoned R2. R2 districts restrict development to single family detached homes, but provide generous floor area exemptions and height and setback flexibility that in recent years contributed trends resulting in the construction of homes that are significantly larger and out of scale with existing residences in these areas.

In contrast, an existing R2 district mapped along portions of Hillside Avenue does not reflect the mix of detached, semi-detached, and attached housing types along this major thoroughfare. Nor does it reflect existing multifamily developments on a four-block area along the rezoning area's eastern edge.

Portions of the Bellerose and Bellaire neighborhoods located south of Hillside are zoned R3-2, R3-1, R3A, R4-1 and R4, where development is characterized by a mix of one- and two-family detached residences, and to a lesser degree with one- and two- family semi-detached homes. Recent development trends have resulted in the demolition of detached one- and two-family houses and their replacement with semi-detached, attached, and multi-family buildings.

Commercial districts are mapped along the area's major corridors. A C8-1 district is mapped along a portion of Jericho Turnpike, and C1-2 and C2-2 commercial overlays are mapped along portions of Jericho Turnpike, Union Turnpike, Hillside Avenue and Braddock Avenue reflecting commercial uses. However, the commercial overlays are mapped at depths of 150 feet or more, allowing commercial uses to encroach onto residential streets, while the C8-1 district encourages land uses that are incompatible with the adjacent business and residential communities.

The proposed zoning actions will provide a framework that will insure predictability of building scales and reinforce existing development patterns. Most of the existing R2 districts would be

replaced by R1-2A and R2A districts which apply bulk, height and setback controls similar to other contextual districts. Expansion of existing homes would be permitted but with a more predictable building envelope, consistent with the scale and character of neighboring homes. In other areas, to preserve the integrity of established housing patterns, a range of lower density contextual districts, which include R3A, R3X, R3-1, R3-2, R4 and R4-1, are proposed to ensure that new development will be consistent with the surrounding housing context and streetscape.

New C1-3 and C2-3 overlays are proposed where appropriate to reflect current land uses. The proposed actions would also eliminate or reduce depths of commercial overlays where appropriate to prevent commercial intrusion onto residential blocks.
The proposed actions are the result of close consultation with the City Councilmember and with a Steering Committee comprised of local civic associations, a cross section of community residents and representatives of Community Board 13.

Proposed Zoning

The proposed actions would affect approximately 411 blocks (9,843 lots). The rezoning area covers portions of Zoning Map sections 11b, 11d, 15a and 15c. The proposed rezoning replaces all or portions of existing R2, R3A, R3-1, R3-2, R4, R4-1 and C8-1 districts with R1-2A, R2, R2A, R3A, R3X, R3-1, R3-2, R4-1 and R4. The proposed actions would also replace C1-2 and C2-2 commercial overlays with C1-3 and C2-3 overlays, reduce the depths of existing C1-2 and C2-2 overlays and establish new C1-3 and C2-3 overlays.

Proposed R1-2A

(Existing R2)

An R1-2A district is proposed on 11 blocks currently zoned R2 on properties developed within single family detached residences on large lots.

The R1-2A district permits only single-family, detached residences on lots that have a minimum area of 5,700 square feet and a minimum lot width of 60 feet. The maximum FAR is 0.5. The maximum building height is 35 feet, with a maximum perimeter wall height of 25 feet. The front yard of a new building must be at least as deep as an adjacent front yard with a minimum depth of 20 feet. Community facilities are permitted at an FAR of 0.5, and up to 1.0 FAR by special permit. One parking space is required.

Proposed R2
(Existing R4)
An R2 district is proposed on a portion of 1 block currently zoned R4 and developed with single family detached homes. The proposed R2 is an extension of an existing adjacent R2 district.

The R2 district permits only single-family, detached residences on lots that have a minimum area of 3,800 square feet and a minimum lot width of 40 feet. The maximum floor area ratio (FAR) is 0.5. There is no maximum building height; instead, the building's maximum height is determined by its sky exposure plane, which has a varying height depending on where the building is located on its zoning lot beyond the minimum required front yard. A 15-foot minimum front yard is required. Community facilities are permitted at a maximum FAR of 0.5. One parking space is required.

Proposed R2A
(Existing R2, R3A, R3-1, R3-2, R4-1)
R2A districts are proposed on 332 blocks currently zoned R2, R3A, R3-1, R3-2 and R4-1 and developed with single family detached residences on wide lots. The proposed R2Awill replace most of the area that is currently zoned R2.

The R2A district permits only single-family, detached residences on lots that have a minimum area of 3,800 square feet and a minimum lot width of 40 feet. The maximum FAR is 0.5. The maximum building height is 35 feet, with a maximum perimeter wall height of 21 feet. The front yard of a new building must be at least as deep as an adjacent front yard with a minimum depth of 15 feet. Community facilities are permitted at an FAR of 0.5, and up to 1.0 FAR by special permit. One parking space is required.

Proposed R3A
(Existing R3-1, R3-2, R4)
R3A districts are proposed on 38 blocks currently zoned R3-1, R3-2 and R4, and developed primarily with one- and two- family detached houses.

The R3A district permits one- and two-family detached only residences on lots that have a minimum area of 2,375 square feet and a minimum lot width of 25 feet. The maximum FAR is 0.6, which also includes a 0.1 attic allowance. The maximum building height is 35 feet, with a maximum perimeter wall height of 21 feet. The front yard of a new building must be at least as deep as an adjacent front yard with a minimum depth of 10 feet and a maximum depth of 20 feet. Community facilities are permitted at a maximum FAR of 1.0. One parking space is required for each dwelling unit.

Proposed R3X
(Existing R3-2)
R3X districts are proposed on 28 blocks on properties currently zoned R3-2, and developed with one and two family detached homes.

The R3X district permits one- and two-family detached residences on lots that have a minimum area of 3,325 square feet and a minimum lot width of 35 feet. The maximum FAR is 0.6, which also includes a 0.1 attic allowance. The maximum building height is 35 feet, with a maximum perimeter wall height of 21 feet. The front yard of a new building must be at least as deep as an adjacent front yard with a minimum depth of 10 feet and a maximum depth of 20 feet. Community facilities are permitted at a maximum FAR of 1.0. One parking space is required for each dwelling unit.

Proposed R3-1
(Existing R3-2)
An R3-1 district is proposed on 6 blocks currently zoned R3-2 and developed with one- and two-family semi-detached homes.

The R3-1 district permits one- and two-family detached or semi-detached residences. The maximum FAR is 0.6, which includes a 0.1 attic allowance. The minimum lot width and lot area depend upon the housing configuration: detached residences require a minimum 40-foot lot width and 3,800 square feet of lot area; semi-detached residences require at least 18 feet of width and 1,700 square feet of lot area. The maximum building height is 35 feet, with a maximum perimeter wall height of 21 feet. Community facilities are permitted at a maximum FAR of 1.0. One parking space is required for each dwelling unit.

Proposed R3-2
(Existing R2, R3-1)
An R3-2 district is proposed along 40 block fronts on Hillside Avenue and on 4 blocks located along the eastern edge of the rezoning area north of 83rd Avenue to reflect the mix of housing types.

The R3-2 district is the lowest-density general residence district in which multi-family structures are permitted. A variety of housing types are permitted including garden apartments, row houses, semi-detached and detached houses. The maximum FAR is 0.6, which includes a 0.1 attic allowance. Minimum lot width and lot area depend upon the housing configuration: detached residences require a 40-foot lot width and 3,800 square feet of lot area; other housing types require lots that have at least 18 feet of width and 1,700 square feet of lot area. The maximum building height is 35 feet, with a maximum perimeter wall height of 21 feet. Front

yards must be at least 15 feet deep. Community facilities are permitted at an FAR of 1.0. One parking space is required for each dwelling unit.

Proposed R4-1
(Existing R3A, R4)
An R4-1 district is proposed on 4 blocks currently zoned R3A and R4, and developed with one- and two-family semi-detached houses.

The R4-1 district permits one- and two-family detached or semi-detached residences. The maximum FAR is 0.9, which includes a 0.15 attic allowance. The minimum lot width and lot area depend upon the housing type: detached residences require a minimum 25-foot lot width and 2,375 square feet of lot area. Semi-detached residences require a minimum 18-foot lot width and 1,700 square feet of lot area. The maximum building height is 35 feet, with a maximum perimeter wall height of 25 feet. Community facilities are permitted at a maximum FAR of 2.0. One parking space is required for each dwelling unit.

Proposed R4
(Existing C8-1)
An R4 district is proposed on 2 block fronts currently zoned C8-1 along Jericho Turnpike on properties occupied by auto related uses. The proposed R4 represents an extension of an existing adjacent R4 district.

The R4 district allows the same variety of housing types as the R3-2 district but at a slightly higher density. The maximum allowable FAR is 0.9, which includes a 0.15 attic allowance. Detached residences require a minimum lot area of 3,800 square feet and a minimum lot width of 40 feet. Semi-detached and attached residences require a minimum lot area of 1,700 square feet and a minimum lot width of 18 feet. The maximum building height is 35 feet, with a maximum perimeter wall height of 25 feet. In a predominantly built up area, a maximum FAR of 1.35 is permitted with the R4 infill provision. Front yards must be 10 feet deep or, if deeper, a minimum of 18 feet. Community facilities are permitted at an FAR of 2.0. One parking space is required for each dwelling unit.

C1-3 and C2-3 Commercial Overlays
The proposed changes to the commercial zoning districts would replace existing C1-2 and C2-2 districts with C1-3 and C2-3 districts, and generally reduce the depth of commercial overlays from 150 feet to 100 feet to prevent commercial uses from encroaching onto residential side streets. New C1-3 and C2-3 commercial overlays are also proposed in certain locations along Hillside Avenue and Jericho Turnpike in order to recognize existing commercial uses and provide new business location opportunities. Along Union Turnpike, C2-2 commercial overlays

at two locations would be reduced to reflect the actual depths of existing commercial land uses, but the C2-2 designation would remain.

C1 and C2 overlays are generally mapped within residential districts and allow a range of local retail and service establishments needed in residential neighborhoods. C1 districts permit Use Groups 1 through 6, while C2 districts permit Use Groups 1 through 9 and 14. In the proposed rezoning area, C1 and C2 districts will be mapped within R3-2 and R4 districts and permit a maximum commercial FAR of 1.0. A maximum community facility FAR of 1.6 is allowed when mapped in R3-2 districts and an FAR of 2.0 is allowed when mapped in R4 districts.

Changing the existing C1-2 and C2-2 commercial overlays to C1-3 and C2-3 would reduce the amount of parking required for commercial uses. Parking requirements for commercial uses in C1 and C2 districts are indicated by the district's suffix. In C1-2 and C2-2 districts, most retail uses require one accessory parking space per 300 square feet of commercial floor space. In C1-3 and C2-3 districts, most retail uses require one accessory parking space per 400 square feet of commercial floor space.

ATTACHMENT 2 – REASONABLE WORST CASE DEVELOPMENT SCENARIO

SOFT SITE SELECTION METHODOLOGY

In order to assess the possible effects of the proposed action, a reasonable worst case development scenario was developed for both the current zoning (Future No-Action) and proposed zoning (Future With-Action) conditions for a ten-year period (build year 2023). The incremental difference between the Future No-Action and Future With-Action conditions will serve as the basis for the impact analyses of the Environmental Assessment Statement. For area-wide rezoning not associated with a specific development, a ten year period is typically the length of time over which developers would act on the area-wide zoning map changes such as those proposed.

To determine the With-Action and No-Action conditions, standard methodologies have been used following the CEQR Technical Manual guidelines employing reasonable assumptions. These methodologies have been used to identify the amount and location of future. In projecting the amount and location of new residential development, several factors have been considered in identifying likely development sites. These include known development proposals, past development trends, and the development site criteria described below. Generally, for area-wide rezoning which create a broad range of development opportunities, new development can be expected to occur on selected, rather than all, sites within the rezoning area.

The first step in establishing the development scenario was to identify those sites where new development could be reasonably expected to occur. Soft sites are sites where additional development could reasonably be expected to occur as a result of the proposed rezoning.

Development sites were identified based on the following criteria:

- Lots located in areas where an increase in permitted FAR is proposed; and
- With a total size greater than or equal to 4,000 square feet (including potential assemblage of two lots totaling 4,000 square feet or more if assemblage seems probable); and
- Constructed to less than half of the FAR allowed by the proposed zoning; and
- Located in areas where changes in use would be permitted.

The development scenario's universe of sites was further refined by eliminating sites with the following conditions:

- Schools (public and private), municipal libraries, government offices, and houses of worship.

- Recent major investment, including new construction, conversion, or exterior or interior renovation.
- Buildings with six or more residential units, due to required relocation of tenants in rent-stabilized units.

PROJECTED AND POTENTIAL DEVELOPMENT SITES

To produce a reasonable, conservative estimate of future growth, the development sites were further divided into two categories: projected and potential development sites. The projected development sites are considered more likely to be developed within the ten-year analysis period. Potential sites are considered less likely to be developed over the ten-year period.

Projected Development Sites

Projected development sites are considered more likely to be developed within the ten-year analysis period (build year 2023) due to a number of variables, including their proximity to areas that have experienced the most development in recent years and their size (they are large lots or contiguous small lots in common ownership that together comprise a large site). Projected development sites meet all of the aforementioned soft site development criteria.

Potential Development Sites

Potential development sites are less likely to be developed within the ten year period because they are:

- Active businesses which have undergone extensive investment, which provide unique services, or which are prominent and successful neighborhood businesses or organizations unlikely to move; or
- Highly irregular lots or otherwise encumbered parcels that would make development difficult; or
- Lots with multiple commercial tenants which may be difficult to dislodge due to long term leases.

In the future without the proposed action, the identified projected and potential development sites are assumed to either remain unchanged from existing conditions, or become occupied by uses that are as-of-right under existing zoning and reflect current trends if they are vacant, occupied by vacant buildings, or occupied by low intensity uses that are deemed likely to support more active uses.

Based on the above criteria, 5 projected and 17 potential (22 total) sites have been identified. The incremental difference between the Future No-Action and Future With-Action for all projected development sites is:

- An increase of 23 dwelling units;
- An increase of 13,999 square feet of retail or service space;
- A decrease of 5,174 square feet of office space; and
- An increase of 5,100 square feet of community facility space.

DEVELOPMENT SCENARIO PARAMETERS

The proposed zoning changes will preserve the existing predominantly low-scale, low density neighborhoods of Bellerose, Floral Park, Glen Oaks, New Hyde Park, Bellaire and Royal Ranch by ensuring that future development will be consistent with existing patterns of development. Proposed zoning changes to R1-2A, R2, R2A, R3A, R3X, R3-1 and R4-1 will either maintain or limit density or reduce the allowable FAR and density on affected lots. Such rezoning actions and their impacts are, therefore, not examined in this analysis.

Proposed R3-2 and R4 zoning districts are intended to reflect current scale and contexts and are proposed on portions of Jericho Turnpike, Hillside Avenue and on a 4-block area near the Nassau County border developed with garden apartments. The proposed R3-2 and R4 zoning designations would result in a slight increase in permitted FAR, and the proposed R4 district will introduce the potential for new residential uses on two block fronts along Jericho Turnpike where current zoning precludes residential development. New development could result in low-rise mixed-use buildings with commercial uses on the ground floor and residential units above.

It is assumed that new mixed-use development on large lots will limit the amount of retail space in order to minimize required accessory parking. The minimum FAR for ground floor retail in mixed-use developments is assumed to be 0.5.

The number of projected dwelling units in apartment buildings is determined by dividing the total amount of residential floor area by 1,000 and rounding to the nearest whole number.

SITE : A
BLOCK/LOT: 8794/22
ADDRESS: 264-12 Hillside Avenue
ZONING: Existing R2, Proposed R3-2/C1-3
LOT AREA: 10,000 sf
CURRENT USE: Auto repair **CURRENT FLOOR AREA: 1,344 sf**

NO ACTION: Continue current use

WITH ACTION: Two story mixed-use community facility and residential building containing 5,100 sf of doctor's offices on the ground floor and 5 dwelling units (4,900 sf) on the second. Five at grade residential parking spaces and six at grade parking spaces would be provided for the community facility.

INCREMENT: **Retail:** 0 **Office/Other:** -1344 sf **CF:** 5,100 sf **Residential:** 4,900 sf

SITE : B
BLOCK/LOT: 8667/25
ADDRESS: 250-15 Jericho Turnpike
ZONING: Existing C8-1, Proposed R4/C2-3
LOT AREA: 12,000 sf
CURRENT USE: **Auto Repair** **CURRENT FLOOR AREA: 3,830 sf**

NO ACTION: Continuation of current use

WITH ACTION: Two story mixed use building containing 6,120 sf of retail space on the ground floor and 6 dwelling units (5,880 sf) on the second. Six at- grade residential parking spaces would be provided and eight parking spaces would be provided for the retail use.

INCREMENT: **Retail:** +6,120 **Office:** -3830 **CF:** 0 **Residential:** +5,880

SITE : C
BLOCK/LOT: 8666/42
ADDRESS: 249-20 Jericho Turnpike
ZONING: Existing C8-1; Proposed R4/C2-3
LOT AREA: 10,000 sf
CURRENT USE: Used auto sales CURRENT FLOOR AREA: 576 sf

NO ACTION: Continuation of current use

WITH ACTION:
- 2-story, mixed-use building (total floor area 10,000 sf)
- Retail , ground floor (5,100 sf)
- Residential units on the 2nd floor (4,900 sf or 5 dwelling units)
- Parking spaces (residential) – 5 required; 5 provided
- Parking spaces (retail) – 13 required; 6 provided; (7 waived)

INCREMENT: **Retail:** 4,524 sf **Office/Other:** 0 **CF:** 0 **Residential:** 4,900 sf

SITE : D
BLOCK/LOT: 8667/1
ADDRESS: 250-01 Jericho Turnpike
ZONING: Existing C8-1; Proposed R4/C2-3
LOT AREA: 8,000 sf
CURRENT USE: Used auto sales CURRENT FLOOR AREA: 725 sf

NO ACTION: Continuation of current use

WITH ACTION:

- 2-story, mixed-use building (total floor area 8,000 sf)
- Retail , ground floor (4,080 sf)
- Residential units on the 2nd floor (3,920 sf or 4 dwelling units)
- Parking spaces (residential) – 4 required; 4 provided
- Parking spaces (retail) – 10 required; 5 provided; (5 waived)

INCREMENT: **Retail:** 3,355 sf **Office/Other:** 0 **CF:** 0 **Residential:** 3,920 sf

SITE : E
BLOCK/LOT: 8773/1
ADDRESS: 261-19 Hillside Avenue
ZONING: Existing R2; Proposed R3-2
LOT AREA: 6,000 sf
CURRENT USE: **Single family residence** **CURRENT FLOOR AREA: 1,468 sf**

NO ACTION: Continuation of current use

WITH ACTION: 4 dwelling units (3,600 sf) contained within 2 semi-detached 2-story residential buildings.

INCREMENT: **Retail:** 0 **Office:** 0 **CF:** 0 **Residential:** 2,132 sf

SITE : 1
BLOCK/LOT: 8777/25
ADDRESS: 265-15 Hillside Avenue
ZONING: Existing R2, Proposed R3-2/C1-3
LOT AREA: 12,000 sf
CURRENT USE: Eating and Drinking Establishment **CURRENT FLOOR AREA: 690 sf**

NO ACTION: Continuation of current use

WITH ACTION:

- 2-story, mixed-use building
- Retail , ground floor (6,120 sf)
- Residential units on the 2nd floor (5,880 sf or 6 dwelling units)
- Parking spaces (residential) – 6 required; 6 provided
- Parking spaces (retail): 15 required; 8 provided; (7 waived)

INCREMENT: **Retail:** 6,120 sf **Office/Other:** -690 sf **CF:** 0 **Residential:** 5,880 sf

SITE : 2
BLOCK/LOT: 8771/8
ADDRESS: 259-05 Hillside Avenue
ZONING: Existing R2/C2-2, Proposed R3-2/C1-3
LOT AREA: 8,000 sf
CURRENT USE: **Eating and Drinking Establishments; Dry Cleaners** **CURRENT FLOOR AREA: 3600 sf**

NO ACTION: Continuation of current use

WITH ACTION:
- 2-story, mixed-use building (total floor area 8,000 sf)
- Retail , ground floor (4,080 sf)
- Residential units on the 2nd floor (3,920 sf or 4 dwelling units)
- Parking spaces (residential) – 4 required; 4 provided
  Parking spaces (retail) – 10 required; 5 provided; (5 waived)

INCREMENT: **Retail:** 480 sf **Office/Other:** 0 **CF:** 0 **Residential:** 3,920

SITE : 3
BLOCK/LOT: 8769/3
ADDRESS: 257-03 Hillside Avenue
ZONING: Existing R2/C2-2, Proposed R3-2/C1-3
LOT AREA: 15,700 sf
CURRENT USE: Bank **CURRENT FLOOR AREA: 7,222 sf**

NO ACTION: Continuation of current use

WITH ACTION:

- 2-story, mixed-use building (total floor area 15,700 sf)
- Retail , ground floor (8,007 sf)
- Residential units on the 2nd floor (7,693 sf or 8 dwelling units)
- Parking spaces (residential) – 8required; 8 provided
- Parking spaces (retail) – 20 required; 9 provided; (11 waived)

INCREMENT: **Retail:** 8,007 **Office/Other:** -7222 **CF:** 0 **Residential:** 7,693

SITE : 4
BLOCK/LOT: 8766/1
ADDRESS: 249-05 Jericho Turnpike
ZONING: Existing R2/C2-2; Proposed R3-2/C2-3
LOT AREA: 19,600 sf
CURRENT USE: Pharmacy **CURRENT FLOOR AREA: 8940 sf**

NO ACTION: Continuation of current use

WITH ACTION:
- 2-story, mixed-use building (total floor area 19,200 sf)
- Retail , ground floor (9,600)
- Residential units on the 2nd floor (9,600 sf or 10 dwelling units)
- Parking spaces (residential) – 10 required; 10 provided
- Parking spaces (retail) – 24 required; 14 provided; (10 waived)

INCREMENT: **Retail:** 660 **Office/Other:** 0 **CF:** 0 **Residential:** 9,600

SITE : 5
BLOCK/LOT: 8596/33
ADDRESS: 253-11 Hillside Avenue
ZONING: Existing R2/C1-2; Proposed R3-2/C1-3
LOT AREA: 16,750 sf
CURRENT USE: Eating and drinking establishment CURRENT FLOOR AREA: 4,200 sf

NO ACTION: Continuation of current use

WITH ACTION:

- 2-story, mixed-use building (total floor area 16,750 sf)
- Retail , ground floor (8,534 sf)
- Residential units on the 2nd floor (8,216 sf or 8 dwelling units)
- Parking spaces (residential) – 8 required; 8 provided
- Parking spaces (retail) – 21 required; 9 provided; (12 waived)

INCREMENT: **Retail:** 8,534 sf **Office/Other:** -4,200 **CF:** 0 **Residential:** 8,216 sf

SITE : 6
BLOCK/LOT: 8607/185
ADDRESS: 253-10 Hillside Avenue
ZONING: Existing R2/C1-2; Proposed R3-2/C1-3
LOT AREA: 10,900 sf
CURRENT USE: Eating and drinking establishment; Pharmacy **CURRENT FLOOR AREA: 1,800 sf**

NO ACTION: Continuation of current use

WITH ACTION:

- 2-story, mixed-use building (total floor area 10,900 sf)
- Retail , ground floor (5,525 sf)
- Residential units on the 2nd floor (5,375 sf or 5 dwelling units)
- Parking spaces (residential) – 5 required; 5 provided
- Parking spaces (retail) – 14 required; 9 provided; (5 waived)

INCREMENT: **Retail:** 4,625 **Office/Other:** -900 **CF:** 0 **Residential:** 5,375 sf

SITE : 7
BLOCK/LOT: 8607/180
ADDRESS: 253-06 Hillside Avenue
ZONING: Existing R2/C1-2; Proposed R3-2/C1-3
LOT AREA: 9,100 sf
CURRENT USE: Food store CURRENT FLOOR AREA: 4,096 sf

NO ACTION: Continuation of current use

WITH ACTION:
- 2-story, mixed-use building (total floor area 9,100 sf)
- Retail , ground floor (4,641 sf)
- Residential units on the 2nd floor (4,459 sf or 4 dwelling units)
- Parking spaces (residential) – 4required; 4 provided
- Parking spaces (retail) – 12 required; 6 provided; (6 waived)

INCREMENT: **Retail:** 545 sf **Office/Other:** 0 **CF:** 0 **Residential:** 4,459 sf

SITE : 8
BLOCK/LOT: 8782/59
ADDRESS: 254-02 Hillside Avenue
ZONING: Existing R2/C2-2; Proposed R3-2/C2-3
LOT AREA: 6,564 sf
CURRENT USE: Eating and drinking establishment CURRENT FLOOR AREA: 2,100

NO ACTION: Continuation of current use

WITH ACTION:

- 2-story, mixed-use building (total floor area 6564 sf)
- Retail , ground floor (3,350 sf)
- Residential units on the 2nd floor (3,214 sf or 3 dwelling units)
- Parking spaces (residential) – 3 required; 3 provided
- Parking spaces (retail) – 8 required; 3 provided; (5 waived)

INCREMENT: **Retail:** 1,250 sf **Office/Other:** 0 **CF:** 0 **Residential:** 3,214 sf

SITE : 9
BLOCK/LOT: 8782/64,71
ADDRESS: 254-20A and 254-20B Hillside Avenue
ZONING: Existing R2/C2-2; Proposed R3-2/C2-3
PARCEL AREA: 17,500 sf
CURRENT USE: Eating and drinking establishment; auto repair CURRENT FLOOR AREA: 5,313 sf

NO ACTION: Current Uses continue

WITH ACTION:

- 2-story, mixed-use building (total floor area 17,500 sf)
- Retail , ground floor (8,925 sf)
- Residential units on the 2nd floor (8,575 sf or 9 dwelling units)
- Parking spaces (residential) – 9 required; 9 provided
- Parking spaces (retail) – 22 required; 11 provided; (11 waived)

INCREMENT: **Retail:** 6,185 sf **Office/Other:** -2,573 sf **CF:** 0 **Residential:** 8,575 sf

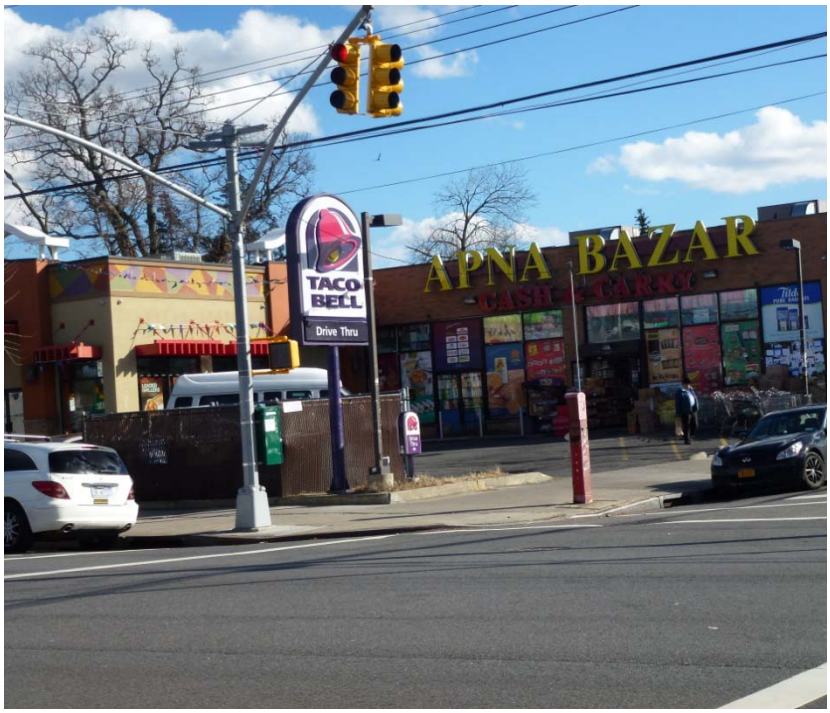
SITE : 10
BLOCK/LOT: 8788/1
ADDRESS: 258-10 Hillside Avenue
ZONING: Existing R2/C2-2; Proposed R3-2/C1-3
LOT AREA: 20,000 sf
CURRENT USE: Eating and drinking establishment **CURRENT FLOOR AREA: 3,134 sf**

NO ACTION: Continuation of current use

WITH ACTION:
- 2-story, mixed-use building (total floor area 20,000 sf)
- Retail , ground floor (10,200 sf)
- Residential units on the 2nd floor (9,800 sf or 10 dwelling units)
- Parking spaces (residential) – 10 required; 10 provided
- Parking spaces (retail) – 25 required; 13 provided; (12 waived)

INCREMENT: **Retail:** 7,066 sf **Office/Other:** 0 **CF:** 0 **Residential:** 9,800 sf

SITE : 11
BLOCK/LOT: 8790/31,34
ADDRESS: 260-04 Hillside Avenue
ZONING: Existing R2/C2-2; Proposed R3-2/C1-3
LOT AREA: 16,000 sf
CURRENT USE: Eating and drinking establishment; Food store **CURRENT FLOOR AREA: 6,960 sf**



NO ACTION: Continuation of current use

WITH ACTION:

- 2-story, mixed-use building (total floor area 16,000 sf)
- Retail , ground floor (8,670 sf)
- Residential units on the 2nd floor (7,330 sf or 7 dwelling units)
- Parking spaces (residential) – 7 required; 7 provided
- Parking spaces (retail) – 22 required; 15 provided; (7 waived)

INCREMENT: **Retail:** +1,710 **Office/Other:** 0 **CF:** 0 **Residential:** +7,330

SITE : 12
BLOCK/LOT: 8791/34
ADDRESS: 261-20 Hillside Avenue
ZONING: Existing R2; Proposed R3-2/C1-3
LOT AREA: 6,000 sf
CURRENT USE: Residence/Office CURRENT FLOOR AREA: 2,851 sf

NO ACTION: Continuation of current use

WITH ACTION:

- 2-story, mixed-use building (total floor area 6,000 sf)
- Retail , ground floor (3,060 sf)
- Residential units on the 2nd floor (2,940 sf or 3 dwelling units)
- Parking spaces (residential) – 3 required; 3 provided
- Parking spaces (retail) – 8 required; 4 provided; (4 waived)

INCREMENT: **Retail:** 3,060 sf **Office/Other:** -553 **CF:** 0 **Residential:** 642 sf

SITE : 13
BLOCK/LOT: 8792/31
ADDRESS: 262-10 Hillside Avenue
ZONING: Existing R2; Proposed R3-2/C1-3
LOT AREA: 10,000 sf
CURRENT USE: Gas Station CURRENT FLOOR AREA: 648 sf

NO ACTION: Continuation of current use

WITH ACTION:

- 2-story, mixed-use building (total floor area 10,000 sf)
- Retail , ground floor (5,100 sf)
- Residential units on the 2nd floor (4,900 sf or 5 dwelling units)
- Parking spaces (residential) – 5 required; 5 provided
- Parking spaces (retail) – 13 required; 6 provided; (7 waived)

INCREMENT: **Retail:** 4,452 **Office/Other:** 0 **CF:** 0 **Residential:** 4,900

SITE : 14
BLOCK/LOT: 8795/14
ADDRESS: 265-08 Hillside Avenue
ZONING: Existing R2; Proposed R3-2/C1-3
LOT AREA: 10,000sf
CURRENT USE: Discount Beverages CURRENT FLOOR AREA: 3,975 sf

NO ACTION: Continuation of current use

WITH ACTION:

- 2-story, mixed-use building (total floor area 10,000 sf)
- Retail , ground floor (5,100 sf)
- Residential units on the 2nd floor (4,900 sf or 5 dwelling units)
- Parking spaces (residential) – 5 required; 5 provided
- Parking spaces (retail) – 13 required; 6 provided; (7 waived)

INCREMENT: **Retail:** 4,300 sf **Office/Other:** -3,175 **CF:** 0 **Residential:** 4,900 sf

SITE : 15
BLOCK/LOT: 8795/19
ADDRESS: 265-12 Hillside Avenue
ZONING: Existing R2; Proposed R3-2/C1-3
LOT AREA: 4,000 sf
CURRENT USE: SERVICE AND RETAIL CURRENT FLOOR AREA: 760 sf

NO ACTION: Continuation of current use

WITH ACTION:

- 2-story, mixed-use building (total floor area 4,000 sf)
- Retail , ground floor (2,040 sf)
- Residential units on the 2nd floor (1,960 sf or 2 dwelling units)
- Parking spaces (residential) – 2 required; 2 provided
- Parking spaces (retail) – 5 required; 2 provided; (3 waived)

INCREMENT: **Retail:** 1,280 sf **Office/Other:** 0 **CF:** 0 **Residential:** 1,960 sf

SITE : 16
BLOCK/LOT: 8812/14, 15
ADDRESS: 267-20 East Williston Avenue
ZONING: Existing R2/C2-2; Proposed R3-2/C1-3
LOT AREA: 10,435 sf
CURRENT USE: Home Decorators CURRENT FLOOR AREA: 1,219 sf

NO ACTION: Continuation of current use

WITH ACTION:
- 3- attached 2 family dwellings – 6,262 sf
- Parking spaces (residential) – 6 required; 6 provided

INCREMENT: **Retail:** -1,219 sf **Office/Other:** 0 **CF:** 0 **Residential:** 6,262 sf

SITE : 17
BLOCK/LOT: 7934/1
ADDRESS: 233-15 Hillside Avenue
ZONING: Existing R2; Proposed R3-2/C1-3
LOT AREA: 12,648 sf
CURRENT USE: Bank CURRENT FLOOR AREA: 4,080 sf

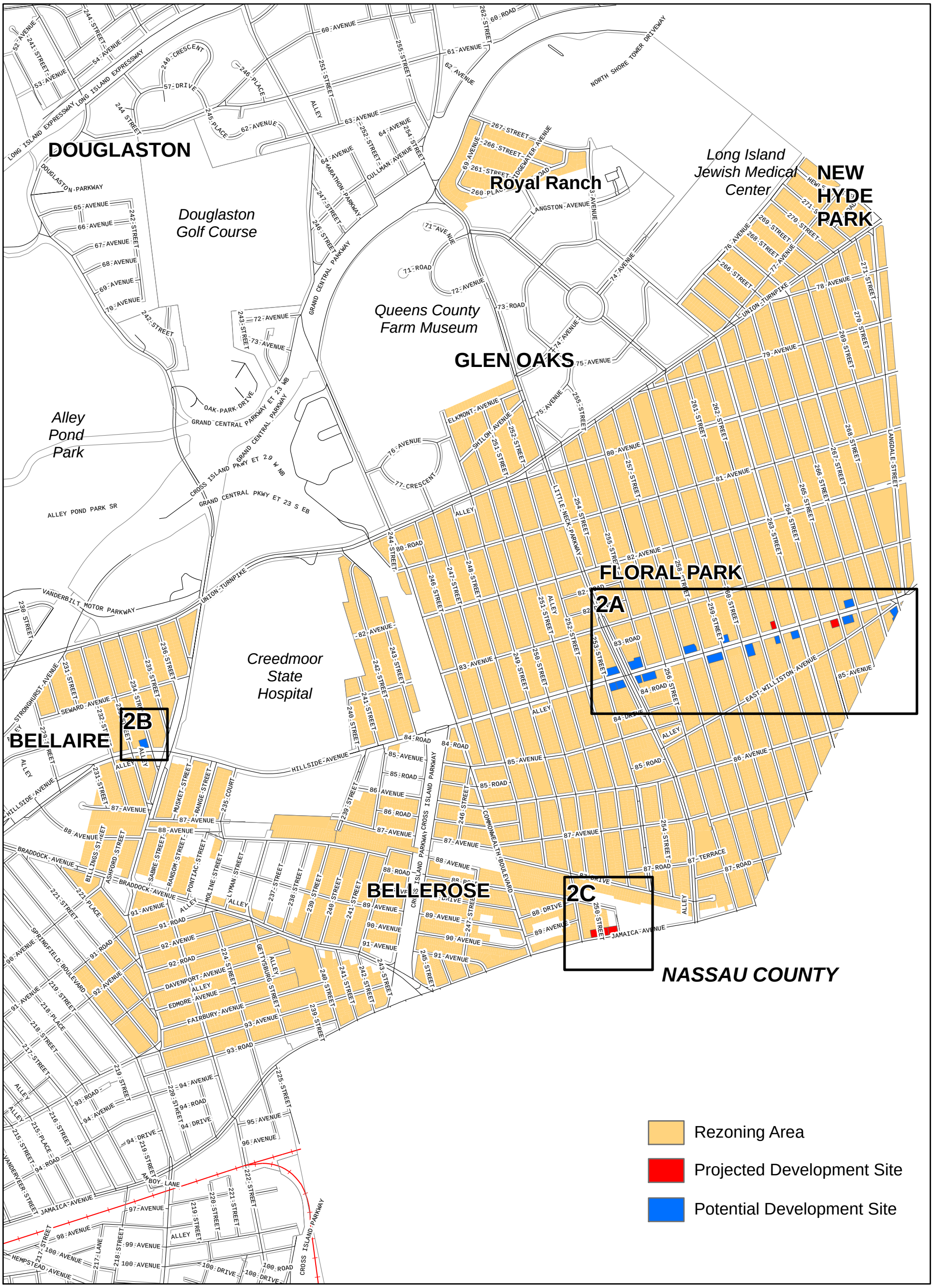
NO ACTION: Continuation of current use

WITH ACTION:

- 2-story, mixed-use building (total floor area 12,648 sf)
- Retail , ground floor (6,450 sf)
- Residential units on the 2nd floor (6,198 sf or 6 dwelling units)
- Parking spaces (residential) – 6 required; 6 provided
- Parking spaces (retail) – 16 required; 5 provided; (11 waived)

INCREMENT: **Retail:** 6,450 sf **Office/Other:** -4,080 sf **CF:** 0 **Residential:** 6,198 sf

Figure 2: Development Site Key



Bellerose-Floral Park-Glen Oaks Rezoning - NYC Department of City Planning/Queens Office

Figure 2A: Development Sites

Bellerose-Floral Park-Glen Oaks Rezoning - NYC Department of City Planning/Queens Office

Figure 2B: Development Sites

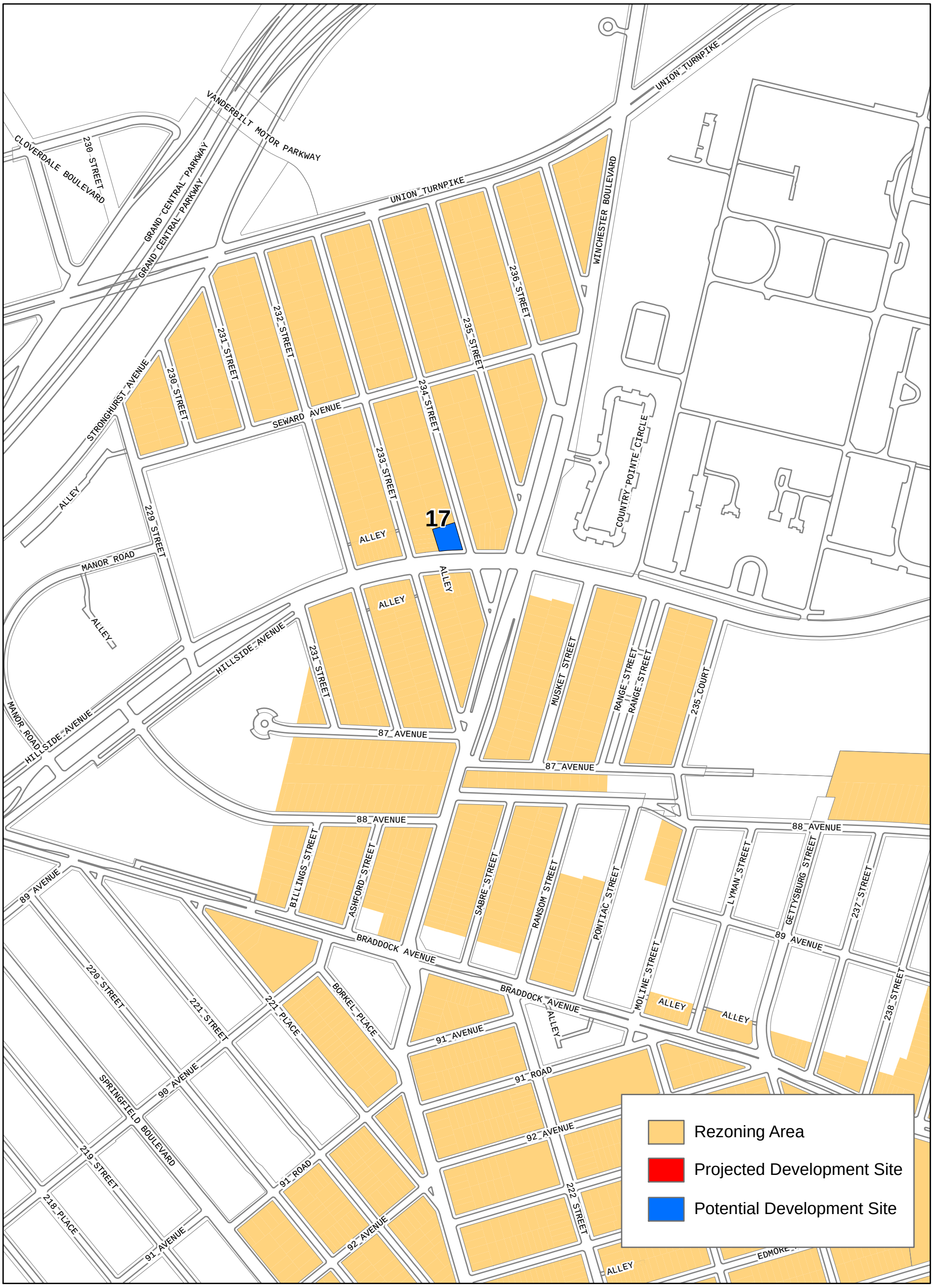
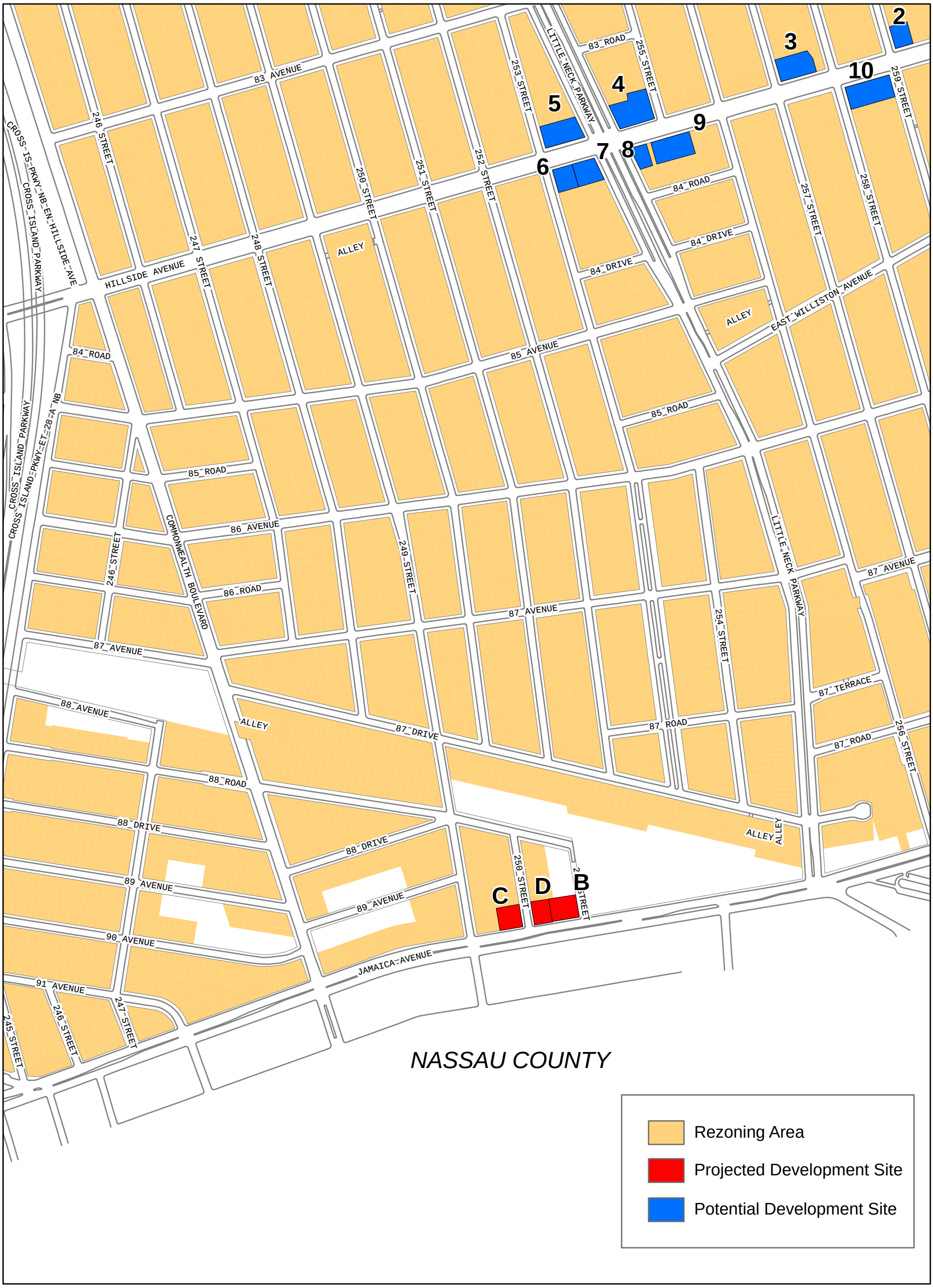


Figure 2C: Development Sites



Bellerose-Floral Park-Glen Oaks Rezoning - NYC Department of City Planning/Queens Office

FIGURE 2D: PROJECTED DEVELOPMENT SITES SUMMARY

SITE DATE						EXISTING CONDITIONS			FUTURE WITHOUT-ACTION CONDITION			FUTURE WITH-ACTION CONDITION			INCREMENT		
SITE #	BLOCK	LOT	LOT AREA (SF)	EXISTING ZONING	PROPOSED ZONING	COMMERCIAL AREA	COMMUNITY FACILITY AREA	UNITS RESIDENTIAL	COMMERCIAL AREA	COMMUNITY FACILITY AREA	UNITS RESIDENTIAL	COMMERCIAL AREA	COMMUNITY FACILITY AREA	UNITS RESIDENTIAL	COMMERCIAL AREA	COMMUNITY FACILITY AREA	UNITS RESIDENTIAL
A	8794	22	10,000	R2	C1-3/R3-2	1,344	0	0	1,344	0	0	0	5100	4900	0	5,100	5
B	8667	25	12,000	C8-1	C2-3/R4	3,830	0	0	3,830	0	0	6120	0	5880	6120	0	6
C	8666	42	10,000	C8-1	C2-3/R4	576	0	0	576	0	0	5,100	0	4,900	4524	0	5
D	8667	1	8,000	C8-1	C2-3/R4	725	0	0	725	0	0	4,080	0	3,920	3355	0	4
E	8773	1	6,000	R2	R3-2	0	0	1	0	0	1	0	0	3600	0	0	3
						6,475	0	1	6,475	0	1	15300	5100	23200	13999	5,100	23

FIGURE 2E: POTENTIAL DEVELOPMENT SITES SUMMARY

SITE DATE						EXISTING CONDITIONS			FUTURE WITHOUT-ACTION CONDITION			FUTURE WITH-ACTION CONDITION			INCREMENT		
SITE #	BLOCK	LOT	LOT AREA (SF)	EXISTING ZONING	PROPOSED ZONING	COMMERCIAL AREA	COMMUNITY FACILITY AREA	UNITS RESIDENTIAL	COMMERCIAL AREA	COMMUNITY FACILITY AREA	UNITS RESIDENTIAL	COMMERCIAL AREA	COMMUNITY FACILITY AREA	UNITS RESIDENTIAL	COMMERCIAL AREA	COMMUNITY FACILITY AREA	UNITS RESIDENTIAL
1	8777	25	11,330	R2	C1-3/R3-2	690	0	0	690	0	0	6,120	0	6	6120	0	6
2	8771	8	8,000	C2-2/R2	C1-3/R3-2	3,600	0	0	3,600	0	0	4,080	0	4	480	0	4
3	8769	3	15,700	C2-2/R2	C1-3/R3-2	7222	0	0	7222	0	0	8,007	0	8	8,007	0	8
4	8766	1	19,600	C2-2/R2	C2-3/R3-2	8940	0	0	8940	0	0	9,600	0	10	660	0	10
5	8596	33	16,750	C1-2/R2	C1-3/R3-2	4200	0	0	4200	0	0	8,534	0	8	8534	0	8
6	8607	185	10,900	C1-2/R2	C1-3/R3-2	1800	0	0	1800	0	0	5,525	0	5	4625	0	5
7	8607	180	9,100	C1-2/R2	C1-3/R3-2	4,096	0	0	4,096	0	0	4,641	0	4	545	0	4
8	8782	59	6,564	C2-2/R2	C2-3/R3-2	2100	0	0	2100	0	0	3,350	0	5	1,250	0	3
9	8782	64	12,500	C2-2/R2	C2-3/R3-2	2573	0	0	2573	0	0	8,925	0	9	6185	0	9
	8782	71	5,000	C2-2/R2	C2-3/R3-2	2740	0	0	2740	0	0						
10	8788	1	20,000	C2-2/R2	C1-3/R3-2	3134	0	0	3134	0	0	10,200	0	10	7066	0	10
11	8790	34	9,120	C2-2/R2	C1-3/R3-2	3900	0	0	3900	0	0	8,670	0	7	4,770	0	7
	8790	31	6,880	C2-2/R2		3060	0	0	3060	0	0						
12	8791	34	6,000	R2	C1-3/R3-2	553	0	1	553	0	1	3,060	0	3	3,060	0	2
13	8792	31	10,000	R2	C1-3/R3-2	648	0	0	648	0	0	5,100	0	5	4452	0	5
14	8795	14	10,000	R2	C1-3/R3-2	3975	0	0	3975	0	0	5,100	0	5	4300	0	5
15	8795	19	4,000	R2	C1-3/R3-2	760	0	0	760	0	0	2,040	0	2	1280	0	2
16	8812	14	3,000	C2-2/R2	C1-3/R3-2	0	0	0	0	0	0	0	0	6	-1219	0	6
	8812	15	7,435	C2-2/R2	C1-3/R3-2	1219	0	0	1219	0	0						
17	7934	1	12,648	R2	C1-3/R3-2	4080	0	0	4080	0	0	6,450	0	6	6450	0	6
			204,527			59,290	0	1	59,290	0	1	99,402	0	103	66565	0	100

ATTACHMENT 3 – LAND USE, ZONING AND PUBLIC POLICY

INTRODUCTION

Under CEQR Technical Manual guidelines, an assessment of zoning is performed in conjunction with a land use analysis when an action would change the zoning on the site or result in the loss of a particular use. Similar to zoning, assessment of public policy typically accompanies an assessment of land use. Under CEQR, a land use analysis characterizes the uses and development trends in the study area that may be affected by a proposed action, and determines whether the action is compatible with or may affect those conditions. The analysis considers the proposed action's compliance with, and effect on, the area's zoning and any applicable public policies.

This section will describe the diversity and concentration of activities and services in the area, the zoning regulations that govern them and other relevant data regarding the future of the affected area. Specifically, the section will describe the existing built conditions, land use trends and the anticipated changes likely to occur by the year 2023 due to the proposed action.

As noted in the project description (Attachment 1), the proposed rezoning consists of two main components which include a lower density contextual rezoning applied to residential streets and a general lower density rezoning applied to portions of certain commercial corridors, resulting in moderate increases in permitted density.

In order to study the effects of the proposed action on land use, zoning and public policy, a primary study area that includes the area within 400 feet of the area affected by the proposed zoning map changes was established. The study area is depicted in Figure 1.

No significant adverse impacts related to land use, zoning, or public policy are anticipated. In general, the proposed actions are expected to result in changes that are compatible with and supportive of the currently land use trends, zoning, and public policies.

LAND USE

Existing Land Use

A land use survey was conducted for the rezoning area as well as an area within a 400-foot radius within the New York City boundary. Tables 1.1 and 1.2 show the proportion of tax lots and the proportion of land developed to land uses within this surveyed area. The surveyed area consists of 11,169 tax lots covering 1,593 acres. Approximately 95 percent of these tax lots contain residential buildings. Of the lots with residential use approximately 88% are developed with one or two family detached residences, approximately 5% are developed with one- or two-

family semi-detached homes, and approximately 5% are developed with one or two family attached homes. Multifamily buildings make up approximately 2% of all residential lots.

Table 1.1: Land Use Within 400 Feet of Rezoning Area

	Lots	% of Total Lots	Area (acres)	% of Land Area
Residential				
1 Family Detached	8136	72.84%	755	47.39%
2Families Detached	1179	10.56%	109	6.84%
1 and 2 Families Semi-detached	573	5.13%	36	2.26%
1 and 2 Families Attached	477	4.27%	21	1.32%
Multifamily	218	1.95%	265	16.64%
Mixed Residential & Commercial	114	1.02%	8	0.50%
Commercial & Office	153	1.37%	42	2.64%
Industrial & Manufacturing	6	0.05%	3	0.18%
Transportation & Utility	18	0.16%	4	0.25%
Public Facilities & Institutions	54	0.48%	287	18.02%
Open Space & Recreation	11	0.10%	43	2.70%
Parking	46	0.41%	7	0.44%
Vacant Land	184	1.65%	23	1.44%
Total	11,169	100%	1593	100%

Table 1.2: Building Type Within 400 Feet of Rezoning Area
(Residential Buildings Only)

Building Type	**Lots**	**% of Residential Lots**
Single Family Detached	8136	77%
Two Family Detached	1179	11%
One and Two Family Semi-Detached	573	5%
One and Two Family Attached	477	5%
Multifamily	218	2%
Total	10,583	100%

Non-residential properties account for approximately 5% of the total number of lots within a 400 foot radius of the rezoning area. Mixed residential and commercial uses make up 1% of the total lots. Lots developed with commercial and office uses comprise approximately 1%. Remaining land use categories --- industrial, transportation and utilities, public facilities, open space and recreation and parking --- total approximately 1%. Vacant land accounts for 1.65% of the total lots.

Future No-Action

In order to assess the incremental difference in land use that would result from the proposed actions, a Reasonable Worst-Case Development Scenario (RWCDS) was prepared. The RWCDS is contained in Attachment 2 of this Environmental Assessment Statement. A summary of land use scenarios for the projected and potential development sites can be found in Figures 2D and 2E.

Absent the proposed actions, land use in the study area would retain many of the same general patterns found in the existing conditions. In addition, redevelopment of the lower-density residential portions of the study area is expected to continue following a pattern similar to that established over the past ten years, including the construction of out-of-scale, single-family detached developments in areas currently restricting development to single family detached houses, and the replacement of one- and two-family detached buildings with semi-detached, attached, and multi-family buildings in the area's lower density general residential districts.

Future With-Action

The intent of the proposed rezoning is to reinforce current land uses and scales while fostering new residential and commercial development along the area's major corridors. Modest increases in commercial and residential densities are therefore expected on projected development sites in the Future With-Action condition relative to the Future Without-Action condition. The With Action condition contains a total of 23 dwelling units, 15,300 square feet of commercial space, and 5,100 square feet of community facility space. Therefore, the increments relative to the Future Without-Action conditions are an increase of 23 dwelling units, 13,999 square feet of commercial space, and 5,100 square feet of community facility space.

A key factor in predicting this modest increase in new residential development (or any development) includes the type of rezoning being proposed. A rezoning from a general residential district to a comparable contextual residential district would not create great incremental increases in development. The incremental increase would be greater for areas being rezoned from a non-residential district to a residential district. Therefore, a rezoning from one similar residential district to another generally will not cause significant changes or impacts. As noted in the RWCDS, the majority of the expected development is anticipated in the current C8-1 district, which is proposed to be zoned to R4. This proposed R4 district would be an extension of the current development patterns and zoning along Jericho Turnpike and just to the north, which is a low-density residential neighborhood.

On the projected development sites, the With Action scenario is expected to produce an increase in dwelling units relative to the No-Action scenario. The Bellerose, Floral Gardens and Glen Oaks neighborhoods are dominated by residential uses, so the increase would not represent an introduction of incompatible land uses. Furthermore, the projected increase as a proportion of the total number of existing dwelling units in the rezoning area is relatively small.

The incremental differences would not result in substantial changes in land use in the study area. The small amount of change would consist only of land uses that are compatible and consistent with land uses in and around the rezoning area. The incremental residential and commercial uses will blend harmoniously with existing uses, support area land use trends, and not introduce incompatible uses.

Furthermore, in the Future With-Action condition, existing land use patterns in residential areas would be reinforced by the proposed zoning. Fewer of the detached one- and two-family homes would be replaced with semi-detached, attached, and multifamily apartment buildings, and new construction in districts permitting only single-family residences would be consistent with the prevailing neighborhood contexts.

ZONING

The proposed actions would not result in significant adverse impacts on zoning.

Existing Conditions/Future Without-Action

There are no concurrent plans by any city agency for area-wide zoning changes in the study area. Therefore, in the No-Action scenario, it is assumed that the zoning would not change from the existing conditions. Descriptions of the existing zoning districts are provided below:

Existing Zoning

The rezoning area consists of seven existing zoning districts: R2, R3A, R3-1, R3-2, R4, R4-1 and C8-1. C1-2 and C2-2 commercial overlay districts are mapped along Union Turnpike, Hillside Avenue, Braddock Avenue and Jericho Turnpike. Some sections of the rezoning area were rezoned to R2, R3A, R3X and R4-1 under previously approved rezoning actions in 1989, 1993 and 2004, but most of the area's zoning has remained unchanged since 1961.

R2

An R2 district is the predominant zone and generally mapped east of the Cross Island Parkway and north of 87th Drive. Smaller areas zoned R2 are found on 6 blocks just east of the intersection of Grand Central Parkway and Little Neck Parkway, an 11-block area north of Hillside Avenue and west of Cross Island Parkway and a 13-block area south of Union Turnpike, between Winchester Boulevard and 239th Street.

The R2 district permits only single-family, detached residences on lots that have a minimum area of 3,800 square feet and a minimum lot width of 40 feet. The maximum floor area ratio (FAR) is 0.5. There is no maximum building height; instead, the building's maximum height is determined by its sky exposure plane, which has a varying height depending on where the building is located on its zoning lot beyond the minimum required front yard. A 15-foot minimum front yard is required. Community facilities are permitted at a maximum FAR of 0.5. One parking space per dwelling unit is required.

R3A

An existing R3A district is mapped north of Braddock Avenue between Cross Island Parkway and Moline Street, and south of 87th Drive, east of Cross Island Parkway.

The R3A district permits one- and two-family detached only residences on lots that have a minimum area of 2,375 square feet and a minimum lot width of 25 feet. The maximum FAR is 0.6, which also includes a 0.1 attic allowance. The maximum building height is 35 feet, with a maximum perimeter wall height of 21 feet. The front yard of a new building must be at least as deep as an adjacent front yard with a minimum depth of 10 feet and a maximum depth of 20 feet. Community facilities are permitted at a maximum FAR of 1.0. One parking space is required for each dwelling unit.

R3-1

An existing R3-1 district is mapped on three blocks south of Hillside Avenue, east of Winchester Boulevard.

The R3-1 district permits one- and two-family detached or semi-detached residences. The maximum FAR is 0.6, which includes a 0.1 attic allowance. The minimum lot width and lot area depend upon the housing configuration: detached residences require a minimum 40-foot lot width and 3,800 square feet of lot area; semi-detached residences require at least 18 feet of width and 1,700 square feet of lot area. The maximum building height is 35 feet, with a maximum perimeter wall height of 21 feet. Community facilities are permitted at a maximum FAR of 1.0. One parking space is required for each dwelling unit.

R3-2

R3-2 districts are mapped north of Union Turnpike between Little Neck Parkway and 249th Street, south of Braddock Avenue, and north of Braddock Avenue east of Ransom Street.

The R3-2 district is the lowest-density general residence district in which multi-family structures are permitted. A variety of housing types are permitted including garden apartments, row houses, semi-detached and detached houses. The maximum FAR is 0.6, which includes a 0.1 attic allowance. Minimum lot width and lot area depend upon the housing configuration: detached residences require a 40-foot lot width and 3,800 square feet of lot area; other housing types require lots that have at least 18 feet of width and 1,700 square feet of lot area. The maximum building height is 35 feet, with a maximum perimeter wall height of 21 feet. Front yards must be at least 15 feet deep. Community facilities are permitted at an FAR of 1.0. One parking space is required for each dwelling unit.

R4

An R4 district is mapped along Braddock Avenue and along a two-block area north of Braddock Avenue between Moline and Ransom Streets.

The R4 district allows the same variety of housing types as the R3-2 district but at a slightly higher density. The maximum allowable FAR is 0.9, which includes a 0.15 attic allowance. Detached residences require a minimum lot area of 3,800 square feet and a minimum lot width of

40 feet. Semi-detached and attached residences require a minimum lot area of 1,700 square feet and a minimum lot width of 18 feet. The maximum building height is 35 feet, with a maximum perimeter wall height of 25 feet. In a predominantly built up area, a maximum FAR of 1.35 is permitted with the R4 infill provision. Front yards must be 10 feet deep or, if deeper, a minimum of 18 feet. Community facilities are permitted at an FAR of 2.0. One parking space is required for each dwelling unit.

R4-1

An R4-1 district is mapped on 1-1/2 blocks north of 90th Avenue between Commonwealth Boulevard and Cross Island Parkway.

The R4-1 district permits one- and two-family detached or semi-detached residences. The maximum FAR is 0.9, which includes a 0.15 attic allowance. The minimum lot width and lot area depend upon the housing type: detached residences require a minimum 25-foot lot width and 2,375 square feet of lot area. Semi-detached residences require a minimum 18-foot lot width and 1,700 square feet of lot area. The maximum building height is 35 feet, with a maximum perimeter wall height of 25 feet. Community facilities are permitted at a maximum FAR of 2.0. One parking space is required for each dwelling unit.

C8-1

A C8-1 district is located along Jericho Turnpike, east of 249th Street.

C8-1 districts are general service districts that allow commercial and community facility uses in Use Groups 4 through 14 and 16. The most prevalent uses in C8 districts are automotive and heavy commercial uses such as auto repair and showrooms, warehouses, gas stations and car washes. Residential uses are not permitted. The maximum commercial FAR in C8-1 districts is 1.0. The maximum building height is determined by its sky exposure plane, which begins 30 feet above the street line. Community facilities are permitted at an FAR of 2.4. Off-street parking requirements vary with use, but generally most uses require one accessory parking space per 300 square feet of commercial space.

Commercial Overlays

C1 and C2 districts are mapped along portions of Union Turnpike, Hillside Avenue, Braddock Avenue and Jericho Turnpike. C1 and C2 overlays are generally mapped within residential districts and allow a range of local retail and service establishments needed in residential neighborhoods. C1 districts permit Use Groups 1 through 6, while C2 districts permit Use Groups 1 through 9 and 14.

In the rezoning area, C1 and C2 districts are mapped within R2, R3-2 and R4 districts and permit a maximum commercial FAR of 1.0. The maximum community facility FAR allowed when C1

or C2 overlays are mapped in R2 districts is 0.5. A maximum community facility FAR of 1.6 is allowed when mapped in R3-2 districts and a maximum FAR of 2.0 is allowed when mapped in R4 districts. Residential FAR is determined by the underlying residential zone.

Parking requirements for commercial uses in C1 and C2 districts are indicated by the district's suffix. In C1-2 and C2-2 districts, most retail uses require one accessory parking space per 300 square feet of commercial floor space.

Future With-Action

The proposed action is intended to maintain the existing scale and character of the neighborhoods by establishing contextual zoning districts with height limits and ensure new development is in context with the existing character while creating some modest opportunities along the major corridors. In general, the existing zoning regulations in the rezoning area have predominantly been in place since 1961, and permit buildings that are out of character.

The proposed actions would affect approximately 411 blocks (9,843 lots). The rezoning area covers portions of Zoning Map sections 11b, 11d, 15a and 15c. The proposed rezoning replaces all or portions of existing R2, R3A, R3-1, R3-2, R4, R4-1 and C8-1 districts with R1-2A, R2, R2A, R3A, R3X, R3-1, R3-2, R4-1 and R4. The proposed actions would also replace C1-2 and C2-2 commercial overlays with C1-3 and C2-3 overlays, reduce the depths of existing C1-2 and C2-2 overlays and establish new C1-3 and C2-3 overlays.

The proposed contextual zoning strategy is intended to reinforce the character of the Bellerose, Floral Park and Glen Oaks neighborhoods and ensure future residential and commercial development is more consistent with the surrounding neighborhood's building patterns.

Zoning Map Changes

Proposed R1-2A
(Existing R2)

An R1-2A district is proposed on 11 blocks currently zoned R2 on properties developed within single family detached residences on large lots. These properties are located in the northernmost part of Glen Oaks, in the Royal Ranch community and a small area near the northeastern edge of the rezoning area generally located east of 232nd Street and south of Union Turnpike in the neighboring community of Bellaire.

The R1-2A district permits only single-family, detached residences on lots that have a minimum area of 5,700 square feet and a minimum lot width of 60 feet. The maximum FAR is 0.5. The maximum building height is 35 feet, with a maximum perimeter wall height of 25 feet. The front yard of a new building must be at least as deep as an adjacent front yard with a minimum depth

of 20 feet. Community facilities are permitted at an FAR of 0.5, and up to 1.0 FAR by special permit. One parking space is required.

Proposed R2
(Existing R4)
An R2 district is proposed on properties bounded by Braddock Avenue and 221st Place. These properties are currently zoned R4 and developed with single family detached homes. The proposed R2 is an extension of an adjacent R2 district located southwest of the rezoning area.

The R2 district permits only single-family, detached residences on lots that have a minimum area of 3,800 square feet and a minimum lot width of 40 feet. The maximum floor area ratio (FAR) is 0.5. There is no maximum building height; instead, the building's maximum height is determined by its sky exposure plane, which has a varying height depending on where the building is located on its zoning lot beyond the minimum required front yard. A 15-foot minimum front yard is required. Community facilities are permitted at a maximum FAR of 0.5. One parking space is required.

Proposed R2A
(Existing R2, R3A, R3-1, R3-2, R4-1)
R2A districts are proposed on 332 blocks currently zoned R2, R3A, R3-1, R3-2 and R4-1 and developed with single family detached residences on wide lots. The proposed R2Awill replace most of the area that is currently zoned R2.

The R2A district permits only single-family, detached residences on lots that have a minimum area of 3,800 square feet and a minimum lot width of 40 feet. The maximum FAR is 0.5. The maximum building height is 35 feet, with a maximum perimeter wall height of 21 feet. The front yard of a new building must be at least as deep as an adjacent front yard with a minimum depth of 15 feet. Community facilities are permitted at an FAR of 0.5, and up to 1.0 FAR by special permit. One parking space is required.

Proposed R3A
(Existing R3-1, R3-2, R4)
R3A districts are proposed on 38 blocks in areas currently zoned R3-1, R3-2 and R4, and developed primarily with one- and two- family detached houses. Except for a portion of one block located at 88th Avenue and 249th Street, areas proposed to be rezoned to R3A are generally located west of Cross Island Parkway, and south of Hillside Avenue in the Bellerose community.

The R3A district permits one- and two-family detached only residences on lots that have a minimum area of 2,375 square feet and a minimum lot width of 25 feet. The maximum FAR is

0.6, which also includes a 0.1 attic allowance. The maximum building height is 35 feet, with a maximum perimeter wall height of 21 feet. The front yard of a new building must be at least as deep as an adjacent front yard with a minimum depth of 10 feet and a maximum depth of 20 feet. Community facilities are permitted at a maximum FAR of 1.0. One parking space is required for each dwelling unit.

Proposed R3X
(Existing R3-2)
R3X districts are proposed on 28 blocks on properties currently zoned R3-2, and developed with one and two family detached homes. Areas proposed to be rezoned to R3X are located in the Glen Oaks community north of Shiloh Avenue and Union Turnpike and east of the Cross Island Expressway in Bellerose.

The R3X district permits one- and two-family detached residences on lots that have a minimum area of 3,325 square feet and a minimum lot width of 35 feet. The maximum FAR is 0.6, which also includes a 0.1 attic allowance. The maximum building height is 35 feet, with a maximum perimeter wall height of 21 feet. The front yard of a new building must be at least as deep as an adjacent front yard with a minimum depth of 10 feet and a maximum depth of 20 feet. Community facilities are permitted at a maximum FAR of 1.0. One parking space is required for each dwelling unit.

Proposed R3-1
(Existing R3-2)
An R3-1 district is proposed on 6 blocks currently zoned R3-2 and developed with one- and two-family semi-detached homes north of Union Turnpike between 249th and 252nd Streets.

The R3-1 district permits one- and two-family detached or semi-detached residences. The maximum FAR is 0.6, which includes a 0.1 attic allowance. The minimum lot width and lot area depend upon the housing configuration: detached residences require a minimum 40-foot lot width and 3,800 square feet of lot area; semi-detached residences require at least 18 feet of width and 1,700 square feet of lot area. The maximum building height is 35 feet, with a maximum perimeter wall height of 21 feet. Community facilities are permitted at a maximum FAR of 1.0. One parking space is required for each dwelling unit.

Proposed R3-2
(Existing R2, R3-1)
An R3-2 district is proposed along 40 block fronts on Hillside Avenue where a mix of attached, semi-detached and multifamily residential buildings exist and on 4 blocks located along the eastern edge of the rezoning area north of 83rd Avenue, developed with garden apartments.

The R3-2 district is the lowest-density general residence district in which multi-family structures are permitted. A variety of housing types are permitted including garden apartments, row

houses, semi-detached and detached houses. The maximum FAR is 0.6, which includes a 0.1 attic allowance. Minimum lot width and lot area depend upon the housing configuration: detached residences require a 40-foot lot width and 3,800 square feet of lot area; other housing types require lots that have at least 18 feet of width and 1,700 square feet of lot area. The maximum building height is 35 feet, with a maximum perimeter wall height of 21 feet. Front yards must be at least 15 feet deep. Community facilities are permitted at an FAR of 1.0. One parking space is required for each dwelling unit.

Proposed R4-1
(Existing R3A, R4)
An R4-1 district is proposed on 4 blocks currently zoned R3A and R4, and developed with one- and two-family semi-detached houses north of Braddock Avenue between Ransom and Pontiac Streets. Also, a small extension of an existing R4-1 district is proposed along the south of 95th Avenue, west of Commonwealth Boulevard.

The R4-1 district permits one- and two-family detached or semi-detached residences. The maximum FAR is 0.9, which includes a 0.15 attic allowance. The minimum lot width and lot area depend upon the housing type: detached residences require a minimum 25-foot lot width and 2,375 square feet of lot area. Semi-detached residences require a minimum 18-foot lot width and 1,700 square feet of lot area. The maximum building height is 35 feet, with a maximum perimeter wall height of 25 feet. Community facilities are permitted at a maximum FAR of 2.0. One parking space is required for each dwelling unit.

Proposed R4
(Existing C8-1)
An R4 district is proposed on 2 block fronts currently zoned C8-1 along Jericho Turnpike, east of 249th Street on properties occupied by auto related uses. The proposed R4 is an extension of an existing adjacent R4 district.

The R4 district allows the same variety of housing types as the R3-2 district but at a slightly higher density. The maximum allowable FAR is 0.9, which includes a 0.15 attic allowance. Detached residences require a minimum lot area of 3,800 square feet and a minimum lot width of 40 feet. Semi-detached and attached residences require a minimum lot area of 1,700 square feet and a minimum lot width of 18 feet. The maximum building height is 35 feet, with a maximum perimeter wall height of 25 feet. In a predominantly built up area, a maximum FAR of 1.35 is permitted with the R4 infill provision. Front yards must be 10 feet deep or, if deeper, a minimum of 18 feet. Community facilities are permitted at an FAR of 2.0. One parking space is required for each dwelling unit.

C1-3 and C2-3 Commercial Overlays

The proposed changes to the commercial zoning districts would replace existing C1-2 and C2-2 districts with C1-3 and C2-3 districts, and generally reduce the depth of commercial overlays from 150 feet to 100 feet to prevent commercial uses from encroaching onto residential side streets. New C1-3 and C2-3 commercial overlays are also proposed in certain locations along Hillside Avenue and Jericho Turnpike in order to recognize existing commercial uses and provide new business location opportunities. Along Union Turnpike, C2-2 commercial overlays at two locations would be reduced to reflect the actual depths of existing commercial land uses, but the C2-2 designation would remain.

C1 and C2 overlays are generally mapped within residential districts and allow a range of local retail and service establishments needed in residential neighborhoods. C1 districts permit Use Groups 1 through 6, while C2 districts permit Use Groups 1 through 9 and 14. In the proposed rezoning area, C1 and C2 districts will be mapped within R3-2 and R4 districts and permit a maximum commercial FAR of 1.0. A maximum community facility FAR of 1.6 is allowed when mapped in R3-2 districts and an FAR of 2.0 is allowed when mapped in R4 districts.

Changing the existing C1-2 and C2-2 commercial overlays to C1-3 and C2-3 would reduce the amount of parking required for commercial uses. Parking requirements for commercial uses in C1 and C2 districts are indicated by the district's suffix. In C1-2 and C2-2 districts, most retail uses require one accessory parking space per 300 square feet of commercial floor space. In C1-3 and C2-3 districts, most retail uses require one accessory parking space per 400 square feet of commercial floor space.

PUBLIC POLICY

There are no known public policies that govern the rezoning area under the existing conditions. Without the proposed action, it is not expected that any new public policies would be put in place in the rezoning area.

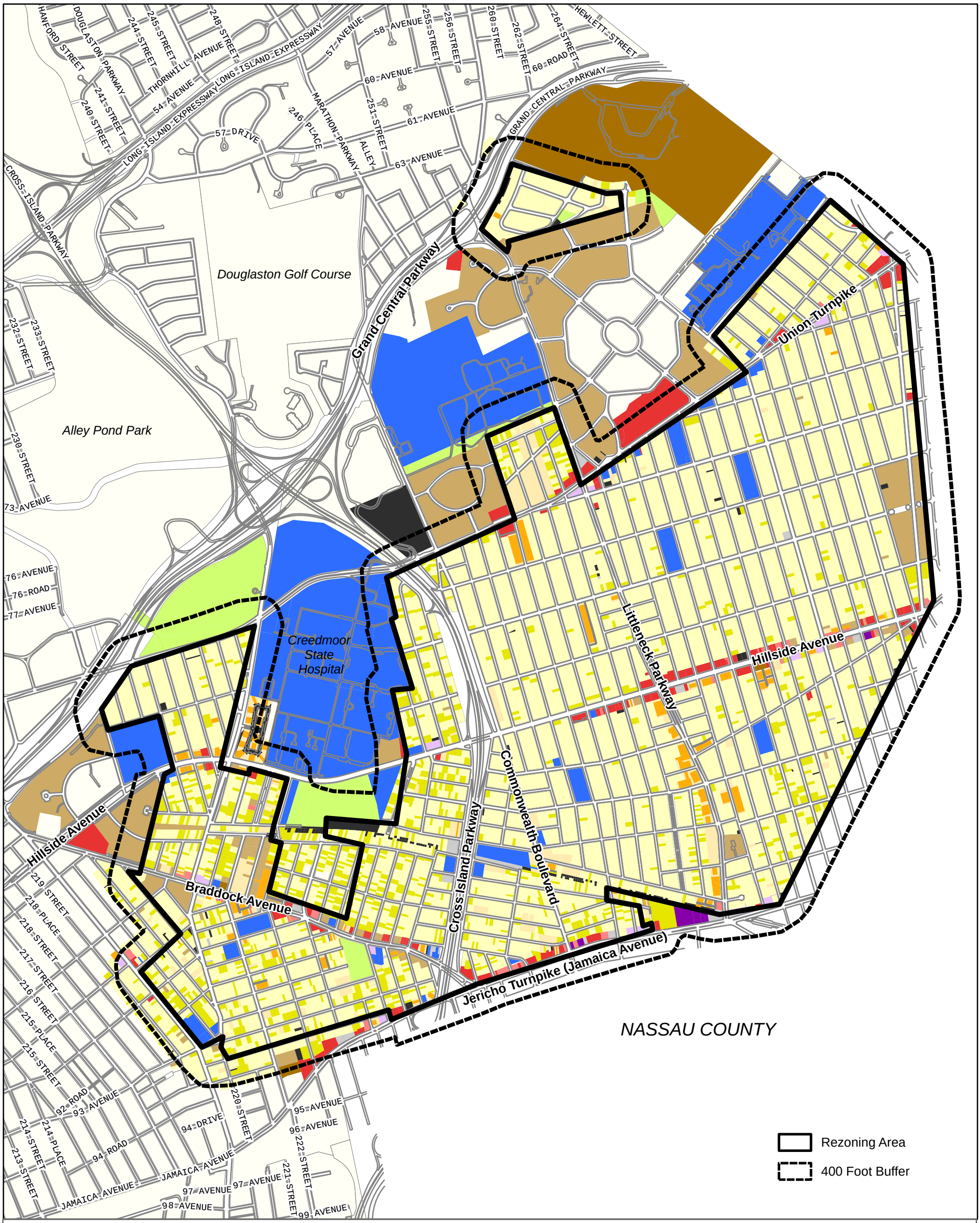
The proposed actions are based on a fine-grained rezoning approach that has been employed in neighborhood rezonings that the Department of City Planning (DCP) has pursued since 2001. The proposed rezoning identifies and supports the existing built character, while specified areas have been identified as appropriate locations for moderate increase in density. These changes are consistent with the city-wide policy of promoting growth and density on wide streets and major corridors.

Given the consistency of the proposed actions with established policies of the DCP and the City of New York, it is anticipated that the proposed actions would not result in a significant adverse impact on public policy.

CONCLUSION

The proposed rezoning would establish contextual zoning districts in the Bellerose, Floral Park and Glen Oaks and would protect and maintain the built character of these neighborhoods while also providing growth opportunities along major corridors. Accordingly, the proposed actions would result in changes that would be compatible with and supportive of land use trends, zoning, and public policy. In effect, the proposed actions would bear a positive impact on preserving neighborhood character while encouraging redevelopment of underutilized properties on wide streets. Consequently, no significant adverse impacts related to land use, zoning or public policy are anticipated.

Figure 3A: Land Use

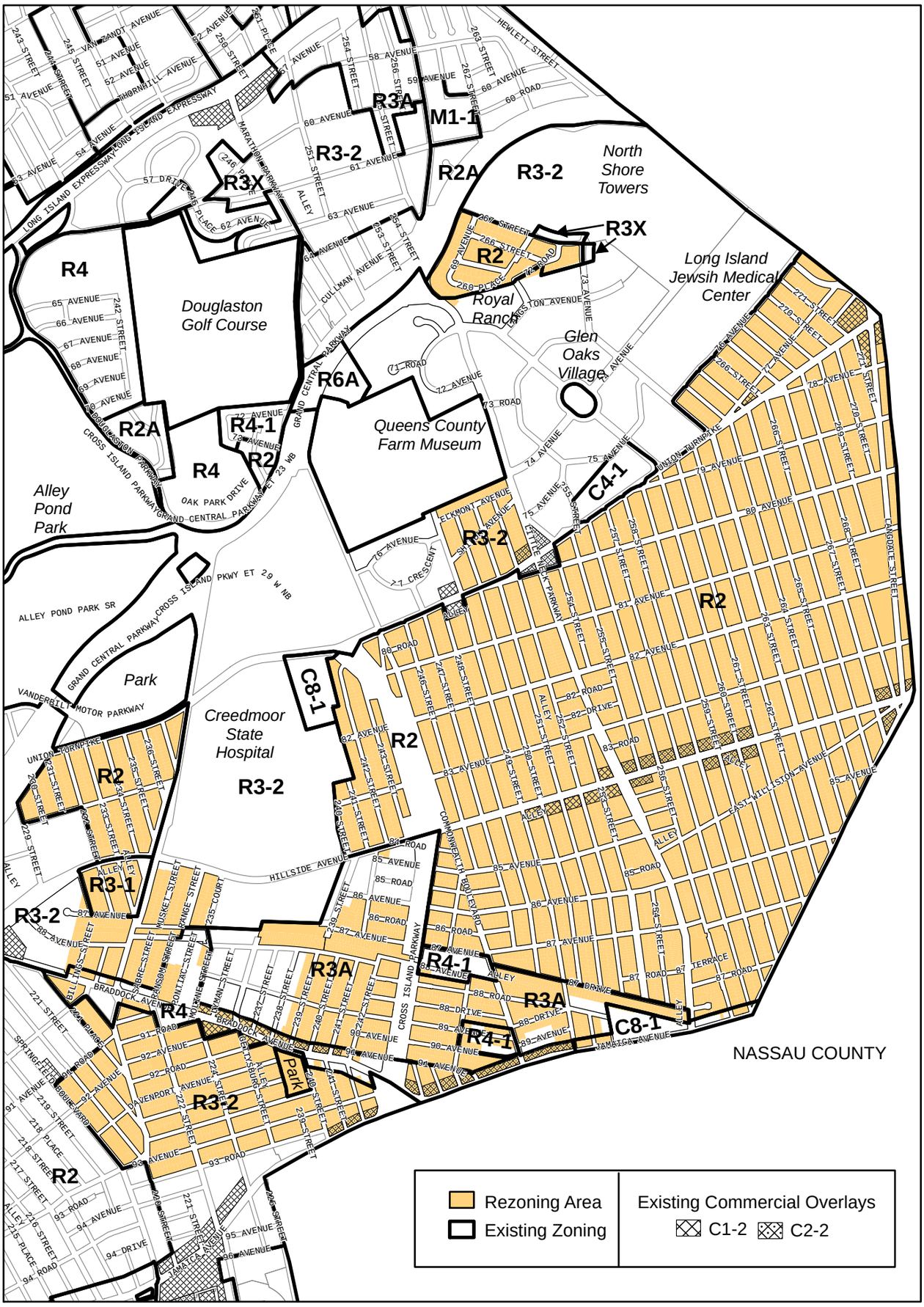


LAND USE LEGEND

- 1 Family Detached
- 2 Family Detached
- 1 & 2 Family Semi-detached
- 1 & 2 Family Attached
- Multifamily Walk-up
- Multi-family Elevator Building
- Mixed Commercial/Residential
- Commercial/Office
- Industrial/Manufacturing
- Transportation/Utility
- Public Facilities/Institution
- Open Space
- Parking Facility
- Vacant Land

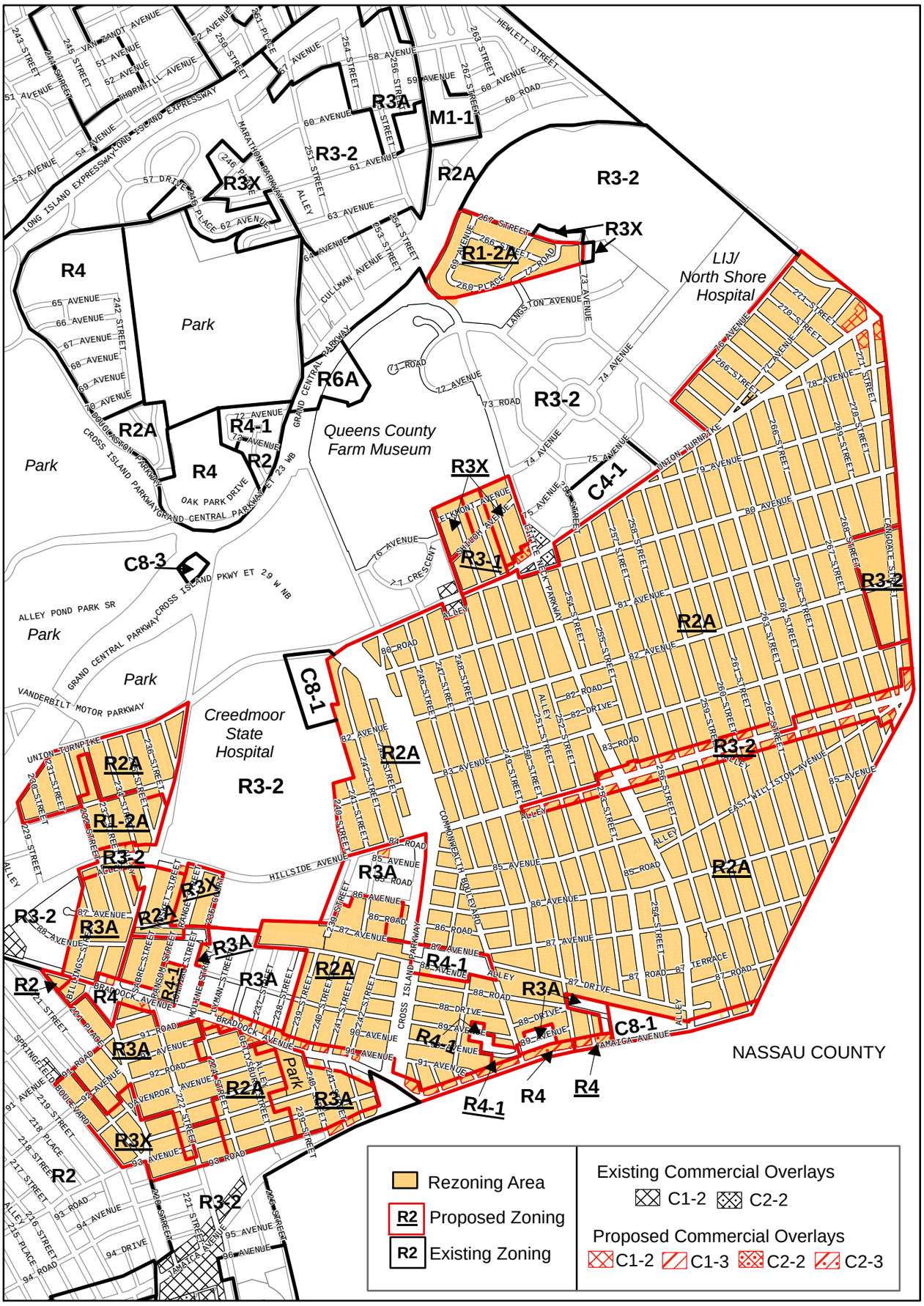
Bellerose-Floral Park-Glen Oaks Rezoning - NYC Department of City Planning/Queens Office

Figure 3B: Existing Zoning



Bellerose-Floral Park-Glen Oaks Rezoning - NYC Department of City Planning/Queens Office

Figure 3C: Proposed Zoning



Bellerose-Floral Park-Glen Oaks Rezoning - NYC Department of City Planning/Queens Office

Figure 3D: BELLEROSE-FLORAL PARK-GLEN OAKS REZONING - ZONING COMPARISON CHART

	EXISTING							PROPOSED								
Zoning District	R2	R3A	R3-1	R3-2	R4	R4-1	C8-1	R1-2A	R2	R2A	R3A	R3X	R3-1	R3-2	R4	R4-1
Residential Building Type	Detached 1 family	Detached 1 & 2 family	Detached & Semi detached 1&2 family	All Residence Types	All Residence Types	Detached & Semi detached 1&2 family	NA	Detached 1 family	Detached 1 family	Detached 1 family	Detached 1 & 2 family	Detached 1 & 2 family	Detached & Semi detached 1&2 family	All Residence Types	All Residence Types	Detached & Semi detached 1&2 family
Maximum Residential FAR	0.5	0.6*	0.6*	0.6*	0.9*	0.9*	NA	0.5	0.5	0.5	0.6*	0.6*	0.6*	0.6*	0.9*	0.9*
Maximum Community Facility FAR	0.5	1.0	1.0	1.0	2.0	2.0	2.4	0.5	0.5	0.5	1.0	1.0	1.0	1.0	2.0	2.0
Minimum Lot Area in s.f.	3,800	2,375	3,800 D 1,700 S	3,800 D 1,700 S,A	3,800 D 1,700 S,A	2,375 D 1,700 S	NA	5,700	3,800	3,800	2,375	3,325	3,800 D 1,700 S	3,800 D 1,700 S,A	3,800 D 1,700 S,A	2,375 D 1,700 S
Minimum Lot Width	40’	25’	40’ D 18’ S	40’ D 18’ S,A	40’ D 18’ S,A	25’ D; 18’ S	NA	60’	40’	40’	25’	35’	40’ D 18’ S	40’ D 18’ S,A	40’ D 18’ S,A	25’ D 18’ S
Maximum Streetwall Height	25’+	21’	21’	21’	25’	25’	30’ or 2 stories	25’	25’+	21’	21’	21’	21’	21’	25’	25’
Maximum Building Height	Determined by Sky exposure plane	35’	35’	35’	35’	35’	Determined by Sky exposure plane	35’	Determined by Sky exposure plane	35’	35’	35’	35’	35’	35’	35’
Minimum Front Yard	15’	10’, Line up with 1 adjacent yard 20’ max	15’	15’	10’ or 18’	10’,Line up with 1 adjacent yard 20’ max	NA	20’,Line up with 1 adjacent yard 20’ max	15’	15’, Line up with 1 adjacent yard 20’ max	10’, Line up with 1 adjacent yard 20’ max	10’, Line up with 1 adjacent yard 20’ max	15’	15’	10’ or 18’	10’,Line up with 1 adjacent yard 20’ max
Minimum Side Yard	2 required 13’ total 5’ minimum	8’ minimum between bldgs	2 with 13’ total, 5’ minimum D; 1 with 8’ min S	2 with 13’ total, 5’ minimum D; 1 with 8’ min S	2 with 13’ total, 5’ minimum D; 1 with 8’ min S	8’ minimum between bldgs	NA	2 required 20’ total 8’ minimum	2 required 13’ total 5’ minimum	2 required 13’ total 5’ minimum	8’ minimum between bldgs	2 required 10’ total 2’ minimum	2 with 13’ total, 5’ minimum D; 1 with 8’ min	2 with 13’ total, 5’ minimum D; 1 with 8’ min S	2 with 13’ total, 5’ minimum D; 1 with 8’ min S	8’ minimum between bldgs
Parking	0.5	1.0	1.0	1.0	2.0	2.0	2.4	0.5	0.5	0.5	1.0	1.0	1.0	1.0	2.0	2.0

*with 20% attic allowance D=Detached; S=Semi-detached; A=Attached

10/16/2012

Figure 3E: COMPARISON OF EXISTING AND PROPOSED COMMERCIAL OVERLAYS

	EXISTING OVERLAY		PROPOSED OVERLAY	
Commercial Overlay	**C1-2**	**C2-2**	**C1-3**	**C2-3**
Maximum Commercial FAR (R1-R5)	1.0	1.0	1.0	1.0
Uses Allowed	Use Groups 1 thru 6 (residential, community facility, local retail)	Use Groups 1 thru 9 & 14 (residential, community facility, local retail, regional retail)	Use Groups 1 thru 6 (residential, community facility, local retail)	Use Groups 1 thru 9 & 14 (residential, community facility, local retail, regional retail)
Parking Requirement (most retail uses)	1 space per 300 sq. ft. of floor area	1 space per 300 sq. ft. of floor area	1 space per 400 sq. ft. of floor area	1 space per 400 sq. ft. of floor area

ATTACHMENT 4 – OPEN SPACE

INTRODUCTION

Open space is defined as publicly or privately-owned land that is publicly accessible and operates, functions, or is available for leisure, play or sport, or set aside for the protection and/or enhancement of the natural environment. According to the *CEQR Technical Manual*, a public open space is accessible to the public on a constant and regular basis, including for designated daily periods. Public open spaces may be under public (government) or private ownership. Examples include resources such as parks managed by the City, State, or Federal governments; public plazas; outdoor schoolyards that are accessible to the public outside of school hours; landscaped medians with seating; public housing grounds; gardens; and nature preserves, if publicly accessible.

According to the *CEQR Technical Manual*, an analysis of open space is conducted to determine whether or not a proposed action would have a direct impact resulting from the elimination or alteration of open space and/or an indirect impact resulting from overtaxing available open space. According to the *2012 New York City Environmental Quality Review Technical Manual* (*CEQR Technical Manual*), a direct open space impact would "physically change, diminish, or eliminate an open space or reduce its utilization or aesthetic value." An indirect effect may occur when the population generated by a proposed project would be sufficient to noticeably diminish the ability of an area's open space to serve the existing or future population.

An open space analysis is, generally, conducted if a proposed project would generate more than 200 residents or 500 employees. However, the need for an analysis varies in certain areas of the city that have been identified as either underserved or well-served by open space. If a project is located in an underserved area, the threshold for an open space analysis is 50 residents or 125 workers. If a project is located in a well-served area, the threshold for an open space analysis is 350 residents or 750 workers.

Based on maps of underserved and well-served areas produced by the New York City Department of Parks and Recreation (DPR), the area affected by the proposed actions is situated partially within an underserved area, a well-served area and an undocumented area in Queens (See Figure 4A). Because a portion of the affected area is within an underserved area in Queens, a preliminary assessment was conducted using the most conservative threshold of 50 residents or 125 employees.

METHODOLOGY

The *CEQR Technical Manual* presents standards by which the adequacy of open space in a community may be measured. According to the *CEQR Technical Manual*, an area with a ratio of 2.5 acres of open space per 1,000 residents is well-served by open spaces, and is consequently used as a benchmark for large-scale plans and proposals. Open space analyses involve estimating an area's open space ratio and projecting the effect of a proposed action on that ratio.

In addition to the benchmark noted above, an open space analysis also considers the City's median community district open space ratio of 1.5 acres per 1,000 residents when determining impact significance. The City also seeks to attain a planning goal of a balance of 20 percent passive open space and 80 percent active open space.

According to the CEQR Technical Manual, a significant adverse open space impact may occur if a proposed action would result in the direct displacement or alteration of existing open space, unless the proposed action would provide a comparable replacement within the study area and there is no net loss of publicly accessible open space. A significant adverse impact may also occur if a proposed action would reduce the open space ratio by more than 5 percent in areas that are currently below the City's median community district open space ratio of 1.5 acres per 1,000 residents. These reductions may result in overburdening existing facilities or further exacerbating a deficiency in open space.

A screening process was conducted for the Proposed Actions to determine whether or not there would be a direct impact resulting from the elimination or alteration of open space and/or an indirect impact resulting from overtaxing available open space.

DIRECT EFFECT

Direct effects may occur when the proposed project would encroach on, or cause a loss of, open space. They may also occur if the facilities within an open space would be so changed that the open space no longer serves the same user population. Limitation of public access and changes in the type and amount of public open space may also be considered direct effects. Other direct effects include the imposition of noise, air pollutant emissions, odors, or shadows on public open space that may alter its usability. It should be noted that direct effects may not always result in adverse effects to open space; rather, alterations and reprogramming of parks may be beneficial or may result in beneficial changes to some resources and may or may not have an adverse effect on others.

According to the CEQR Technical Manual, if a proposed project would have a direct effect on an open space, an assessment of the effects on open space and its users may be appropriate. Direct effects occur if the proposed project would:

- Result in a physical loss of public open space (by encroaching on an open space or displacing an open space);
- Change the use of an open space so that it no longer serves the same user population (e.g., elimination of playground equipment);
- Limit public access to an open space; or
- Cause increased noise or air pollutant emissions, odors, or shadows on public open space that would affect its usefulness, whether on a permanent or temporary basis.

The Proposed Action would not result in any direct effects on any open space resources, as the project would not result in a physical loss of any public open spaces, either by encroaching on open spaces, or displacing open spaces. The Proposed Action would not change the use of any open space so that it would no longer serve the same user population, nor would the Proposed

Actions limit public access to an open space or result in significant amounts of increased noise, air pollutant emissions, odors, or shadows on any public open spaces affecting their usefulness. Therefore, an assessment of direct effects is not warranted.

INDIRECT EFFECTS

Indirect effects may occur when the population generated by proposed actions overtaxes the capacity of existing open spaces so that their service to the future population of the affected area would be substantially or noticeably diminished.

As stated in the *CEQR Technical Manual*, for the majority of projects, an assessment is conducted if the proposed project would generate more than 200 residents or 500 employees, or a similar number of other users to an area (such as the visitor population that might be introduced by a large shopping area). However, the need for an open space assessment may vary in certain areas of the City that are considered either underserved or well-served by open space.

Underserved areas are areas of high population density in the City that are generally the greatest distance from parkland, where the amount of open space per 1,000 residents is less than 2.5 acres. If a project is located in an underserved area, an open space assessment should be conducted if the project would generate more than 50 residents or 125 workers.

The rezoning area is located within Queens Community District 13 (CD 13) and is in an area of the City considered underserved by open space. Thus, the analysis screening threshold used in the assessment of indirect open space impacts is if more than 50 residents or 125 employees are generated by the Proposed Action. The preliminary screening for the potential of new residential open space users generated by the Proposed Action to have a significant adverse effect on open space resources is presented below.

PRELIMINARY SCREENING OF POTENTIAL NON-RESIDENTIAL OPEN SPACE USERS

As discussed in Attachment 1, "Project Description," The proposed action would result in a net addition 13,999 square feet of retail space, 5,100 square feet of community facility space. According to the *CEQR Technical Manual*, preliminary analysis of the impacts of potential non-residential open space users should be done when there is a projected increase in non-residential open space users. Since the Proposed Action is expected to increase non-residential uses and thus non-residential users, further analysis to determine if significant indirect adverse impacts to open space resulting from non-residential users is warranted for this action.

To estimate the projected number of future employees the Proposed Action would create, employment generation numbers were based on the following rates:

- General Retail - an average of three employees per 1,000 square feet of floor area.
- Community Facility- an average of one employee per 300 square feet of floor area.
- Residential – 0.04 employees per dwelling unit.

Using these rates, the proposed actions would result in an additional 65 employees. Since this is below the 125-employee threshold, significant indirect adverse impacts to open space resulting from additional non-residential users are not expected and no further analysis is warranted.

PRELIMINARY SCREENING OF POTENTIAL RESIDENTIAL OPEN SPACE USERS

As discussed in Attachment 1, "Project Description," the Proposed Action is expected to result in a net addition of 23 dwelling units by the 2023 analysis year, when compared to the Future No-Action Condition. Based on the 2010 Census the average number of persons per household within the study area is 2.27. Therefore, the proposed action would result in a net addition of approximately 52 new residents. Since this exceeds the threshold identified in the CEQR Technical Manual, a preliminary assessment is warranted.

Existing Condition

As stated in the *CEQR Technical Manual*, the first step in an open space analysis is to define and map a study area. In accordance with the guidelines established in the CEQR Technical Manual, an open space study area is generally defined by a reasonable walking distance that users would travel to reach local open space and recreational resources. This distance is typically one-half mile for residential users. For this action, a half-mile radius was drawn around the projected and potential development sites within the rezoned area to determine the reasonable distance users are expected to walk to open space resources. Census tracts with 50% or more of their area located within the half-mile radius of a projected development site were included in the study area; those with less than 50% or more in the one-half mile residential open space study area were excluded as well as those separated from the bulk of the study area by obstacles such as major highways, which are difficult for area residents to cross. The open space study area is shown in Figure 4A.

The open space study area includes 3 census tracts (1579.01, 1579.02, and 1617) that have an area of 50% or more in the one-half mile residential open space study area. According to the 2010 Census, the total population of this study area is estimated to be 12,933. The 2000 Census estimated the total population of this study area to be 19,946, or 13 more residents than in 2010. The population growth rate between the 2000 and 2010 Census was a decrease of 0.10%. A similar drop in the next ten years would result in a decrease in population to 12,920 residents. However, for the purposes of providing a conservative Reasonable Worst Case analysis, this EAS assumes that population in the study area would generally stay constant and would not decrease further.

Table 4A lists the 2 open space resources that have been identified within the open space study area and indicates the size, in acres, of each resource. The numbers assigned to each resource in Table 4A correspond with the numeric labels in Figure 4A.

Table 6A

No.	Property Name	Address	Type	Size (Acres)	Condition
1	Hillside Park	82nd Avenue, between 256th and 257th Streets	Jointly Operated Playground	1.16	Acceptable
2	Playground Eighty Lxxx	80th Avenue, 261st and 262nd Streets	Jointly Operated Playground	1.35	Unacceptable
	TOTAL			**2.56**	Acceptable

Open space resources within the half mile radius of the study area include three playgrounds ranging in size from 1.16 acres to 1.35 acres. Open space resources within the identified study area are discussed in further detail below:

1. Hillside Park is located in the Glen Oaks neighborhood. The name reflects the nearby crest of hills that form the highest elevation on Long Island. Hillside Park (built in 1998) contains two handball courts, swings, play equipment, a spray shower, a comfort station and four full-size basket ball courts, two of which double as tennis courts. London planetrees (Platanus x acerifolia) line the perimeter of the park.
2. Playground Eighty has the largest acreage of the three playgrounds and contains a baseball field, 2 handball courts and a basketball court.

The open space calculations include all publicly accessible open spaces which meet the criteria set forth in the CEQR Technical Manual and lie within the study area. According to DPR, there are no new parks, playgrounds or other open space resources planned in the study area. Therefore, the 2.56 acres of existing open space resources are expected to remain in place for the forseeable future.

PRELIMINARY ASSESSMENT

In order to determine whether the increase in the population of open space users would significantly reduce the amount of available open space in the study area, open space ratios for the existing, future with-action, and future without-action conditions were calculated in accordance with the guidelines established in the CEQR Technical Manual. The results are summarized in Table 4B and described in detail below.

Table 4B – Open Space Ratio Calculations

	Existing Conditions	Future Without Action	Future With Action
Study Area Population	12,933	12,933	12,985
Open Space Acres	2.56	2.56	2.56
Open Space Ratio	0.198	0.198	0.197

Existing Conditions

According to the CEQR Technical Manual the median open space ratio at the Citywide Community District level is 1.5 acres of open space per 1,000 residents. A detailed assessment of open space would be warranted if the open space ratio would decrease by five percent or more in areas with open space ratios below that of the Citywide median.

Using the estimated population of the study area noted above, the current open space ratio for the study area is 0.198 acres per 1,000 residents.

Future Without the Proposed Action

In the future without the proposed action, as-of-right development would not be expected to occur on any site identified in the RWCDS (See Attachment 2). In the future without the proposed action, no new development is expected to occur. As discussed earlier, the population decreased .10% in the open space study area between 2000 and 2010. A similar drop in the next ten years would result in a decrease in population to 12,920 residents. However, for the purposes of providing a conservative analysis, this EAS assumes that population in the study area would generally stay constant and would not decrease further. Therefore, assuming that the population remains at 12,933, the total open space ratio in the future without-action condition is projected to be approximately 0.198 acres per 1,000 people. The open space ratio will therefore continue to be below the median Citywide Community District open space ratio of 1.5 acres per 1,000 residents.

Future With the Proposed Action

The proposed action is estimated to add 23 new dwelling units to the open space study area when compared to existing conditions. Assuming the average household size remains constant at 3.02, these additional dwelling units would contain 69 residents. Therefore, the estimated future with-action population of the study area is 17,036.

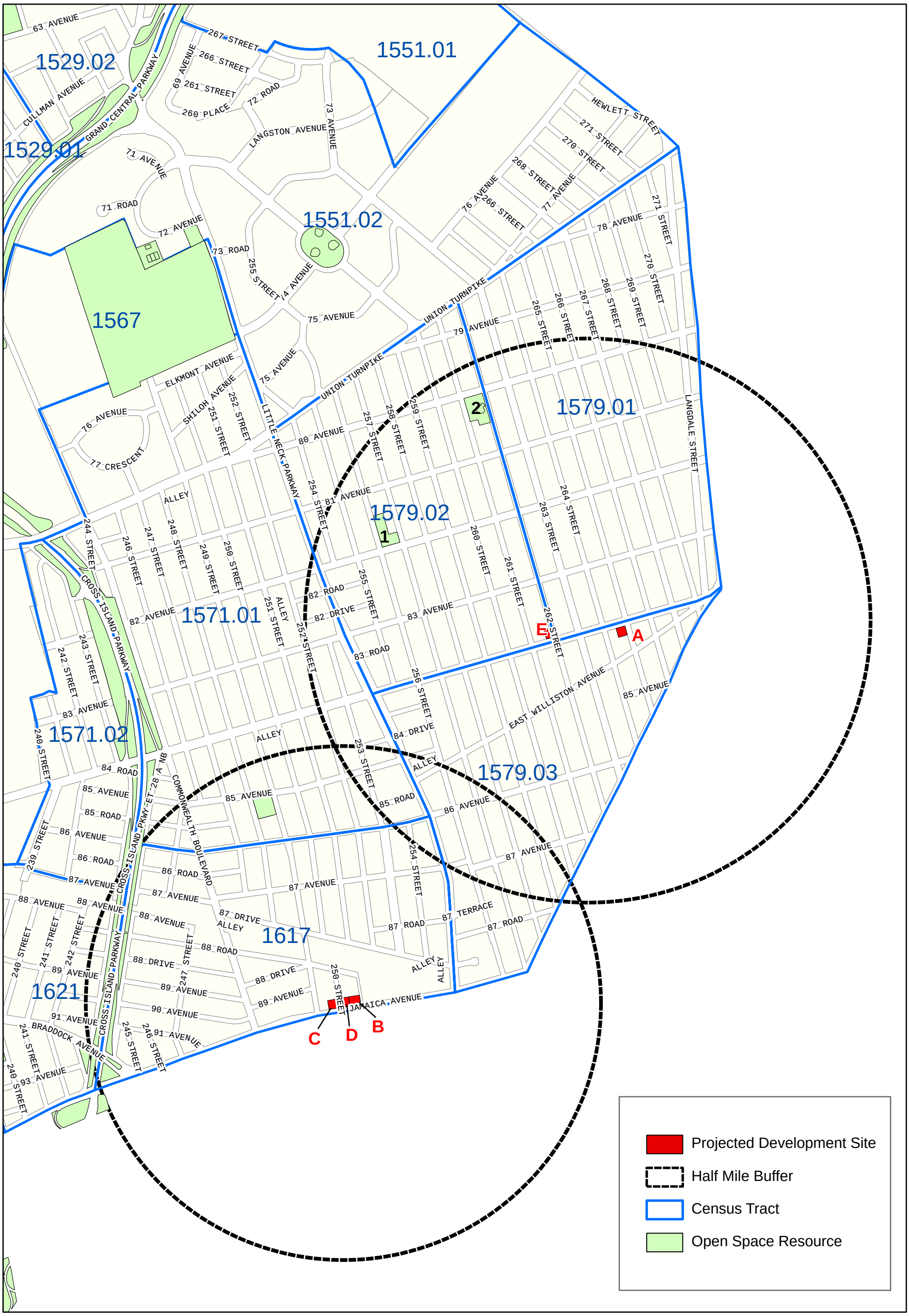
In the study area, the total open space ratio in the future with-action condition is projected to be approximately 0.197 acres per 1,000 people. As in the future without-action condition, the open space ratio will continue to be below the median Citywide Community District open space ratio of 1.5 acres per 1,000 residents. However, the change will be extremely small at a .53% decrease from the future without action scenario. The CEQR Technical Manual states that in underserved areas, a change of less than 1% from the existing condition does not warrant further review unless potentially significant impacts are expected. The open space ratio would remain substantially the same in the with-action condition as compared to the without-action condition.

Conclusion

The preliminary analysis that was conducted in accordance with CEQR Technical Manual concluded that a detailed analysis is not warranted. This analysis took into consideration the presence of 2.56 acres of open space within the study area which results in an existing open space ratio and projected no-action open space ratio of 0.198 and a projected future with-action

ratio of 0.197. Compared with the future no-action condition, the proposed action would decrease the open space ratio by approximately 0.001 acres per 1,000 residents, or a 0.53% percent reduction. According to the CEQR Technical Manual, a detailed analysis of open space effects on residents is generally unnecessary if the open space ratio decreases by less than 1 percent. When compared with the future without-action condition, the proposed actions would have little effect on the open space ratio which would remain nearly unchanged. Based on the findings of the preliminary analysis, and the fact that no direct, qualitative changes to an open space would occur as a result of the actions, no significant adverse impacts on open space are anticipated and no further analysis is needed.

FIGURE 4A:
Study Area 0.5 Mile Buffer from Projected Development Sites & Included Census Tracts



Bellerose-Floral Park-Glen Oaks Rezoning - NYC Department of City Planning/Queens Office

ATTACHMENT 5 – URBAN DESIGN AND VISUAL RESOURCES

INTRODUCTION

This section considers the potential of the Proposed Action to affect urban design and visual resources. As defined in the 2012 *City Environmental Quality Review (CEQR) Technical Manual*, urban design is the totality of components that may affect a pedestrian's experience of public space. A visual resource can include views of the waterfront, public parks, landmark structures or districts, otherwise distinct buildings, and natural resources. Since the Proposed Action could result in the potential for a pedestrian to observe, from the street level, a physical alteration beyond what is allowed by existing zoning, a preliminary assessment of urban design and visual resources is warranted. The purpose of the preliminary assessment is to determine whether physical changes proposed by the project may raise the potential to significantly and adversely affect elements of urban design.

Per the *2012 CEQR Technical Manual*, the following analysis focuses on where the Proposed Action would be most likely to influence land use patterns and the built environment. This analysis addresses the urban design and visual resources of the study area for existing conditions, the future without the Proposed Action (the No-Action condition) and the future with the Proposed Action (With-Action condition) in the 2023 analysis year when the full build-out pursuant to the Proposed Action is expected to be completed.

The proposed contextual zoning strategy is intended to reinforce the character of residential blocks and ensure future development is more consistent with the surrounding neighborhood's building patterns. The proposed rezoning would also target select areas where small increases to the allowable residential bulk would be introduced. These increases consist entirely of low-density zoning changes and would be limited to portions of Hillside Avenue and Jericho Turnpike. The study area for the preliminary assessment is therefore limited to these two corridors.

Existing zoning does not provide a greater scale or density for building along Hillside Avenue or Jericho Turnpike. The small increase in bulk that would be allowed by the proposed zoning will strengthen and reinforce these already established mixed-use corridors. Furthermore, the proposed zoning will impose firm building height limits.

No significant adverse impacts related to urban design and visual resources are anticipated as the proposed rezoning action would not result in buildings or structures that would be substantially different in height, bulk, form, setback, size, use, or arrangement than those that currently exist. The proposed action would promote new development that is consistent with existing uses, density, scale and bulk, and would not result in buildings or structures that would be substantially different in character or arrangement than those that currently exist in the neighborhood.

METHODOLOGY

As defined in the *CEQR Technical Manual*, urban design is the totality of components that may affect a pedestrian's experience of public space and this analysis considers the effects of the Proposed Action on the experience of a pedestrian in the rezoning and study areas. Urban Design assessments focus on those project elements that have the potential to alter the built environment, or urban design, of the rezoning area, which is collectively formed by the following components:

- Street Pattern and Streetscape—the arrangement and orientation of streets define location, flow of activity, street views, and create blocks on which buildings and open spaces are arranged. Other elements including sidewalks, plantings, street lights, curb cuts, and street furniture also contribute to an area's streetscape.
- Buildings—building size, shape, setbacks, pedestrian and vehicular entrances, lot coverage and orientation to the street are important urban design components that define the appearance of the built environment.
- Open Space—open space includes public and private areas that do not include structures, including parks and other landscaped areas, cemeteries, and parking lots.
- Natural Features—natural features include vegetation, and geologic and aquatic features that are natural to the area.
- View Corridors and Visual Resources—visual resources include significant natural or built features, including important views corridors, public parks, landmarks structures or districts, or otherwise distinct buildings.

However, the rezoning area does not have natural features, or built or natural visual resources, according to the definitions in the *CEQR Technical Manual*. Moreover, the proposed action would not affect the street hierarchy or reconfigure blocks. Therefore, this chapter will analyze the urban design characteristics of the study areas, which include the streetscape, buildings, open spaces.

Study Areas

In accordance with the *2012 CEQR Technical Manual*, the analysis begins with a preliminary assessment to determine whether the changes to the pedestrian environment are sufficiently significant to require greater explanation and further study in the form of a detailed analysis. Examples include projects that would potentially obstruct view corridors, compete with icons in the skyline, or make substantial alterations to the streetscape of an area by noticeably changing the scale of buildings.

The proposed action would permit moderate increases to the allowable community facility bulk and residential use and bulk would be introduced in certain locations. Since these increases consist primarily of lower-density residential districts with commercial overlays, which would be limited to a portion of the Hillside Avenue and Jericho Turnpike corridors, the focus for the preliminary assessment was therefore limited to two study areas. Two study areas, Hillside Avenue and Jericho Turnpike, were chosen in order to examine the effects the proposed action

would have on the urban design character of the area (see Figure 5A). Each study area was selected on the basis that the proposed action would allow an increase in density, which could have the potential for a pedestrian to observe, from the street level, a physical alteration beyond what is allowed by existing zoning.

Since the urban design and visual resources analysis is a site specific-based technical analysis, the anticipated development on projected development sites forms the basis for this preliminary assessment. As discussed in Attachment 2, a reasonable worst-case development scenario (RWCDS) has been developed to represent the potential development that could result from the proposed action. Development Site A was chosen to illustrate the effects of the proposed actions on the urban design characteristics of Hillside Avenue and Development Site C was chosen to illustrate the effects of the proposed actions on the urban design characteristics of Jericho Turnpike. Sites A and C were identified in Attachment 2 as projected development sites which mean they are more likely to be redeveloped under the proposed actions.

EXISTING CONDITIONS

Jericho Turnpike

Jericho Turnpike is a major east to west corridor which also serves as the study area's southernmost boundary, and the boundary between New York City and Nassau County. The roadway contains two lanes in each direction for vehicles and a curbside parking lane in each direction. Except for a recently built four-story hotel located at the northeast corner of 249th

Street and Jericho Turnpike, existing development patterns along Jericho Turnpike are characterized by one and two story commercial and mixed use buildings. The residential blocks to the north and south (in Nassau County) are primarily developed with one- and two-story, detached, single family residences.

This portion of Jericho Turnpike between 249th Street and the City Line is zoned C8-1. Properties west of 249th Street are zoned R4 with C2-2 commercial overlays. R4 zoning permits a maximum residential FAR of 0.9 (with attic allowance) and a maximum building height of 35 feet. Commercial uses are permitted a maximum FAR of 1. C8-1 zoning districts do not permit residential uses. Commercial uses are permitted at an FAR of 1.0. Building height is determined by a sky exposure plane, which begins at a height of 30 feet above the street line.

Hillside Avenue

Hillside Avenue runs east to west and provides local retail and services to the community. The roadway contains two travel lanes in each direction for vehicles and a curbside parking lane. Existing development patterns between 249th Street and the City Line is zoned R2 with C1-2 and C2-2 overlays. Properties along this portion of Hillside Avenue include one- to three- story commercial, mixed-use and residential buildings. The residential blocks to the north and south of Hillside Avenue are primarily developed with one- and two- story, detached, single family residences.

No commercial overlays are mapped along Hillside Avenue west of 249th Street. West of Commonwealth Boulevard, properties along the north side of Hillside Avenue, between 240th

Street and Commonwealth Boulevard and between Winchester Boulevard and 232nd Street are zoned R2 and primarily developed with one and two- story buildings containing residential, commercial and community facility uses. Along the south side of Hillside Avenue R3-1 is mapped between 251st Street and Winchester Boulevard and developed with one- and two-story residential, commercial and community facility buildings. An R3A district is mapped between 239th Street and Cross Island Parkway and contains one and a half story single family homes and one-story commercial uses. R3-2 is mapped along the north and south side of Hillside Avenue between Winchester Boulevard and 239th Street and is largely Creedmoor State Hospital property on the north side and park land to the south. Two-story, single family homes and a one-story commercial building are west of 235th Court along the south side of Hillside Avenue.

R2 districts restrict development to single family detached homes at a maximum allowable FAR of 0.5. The building height is determined by the sky exposure plane. At locations where a C1-2 or C2-2 commercial overlay are mapped a maximum commercial FAR of 1.0 is allowed. R3-1, R3A and R3-2 districts permit allow a maximum FAR of 0.6 and a maximum building height of 35 feet. However, R3A districts restrict development to one- or two- family detached homes. R3-1 districts restrict development to one- or two-family detached or semi-detached homes. And, R3-2 districts allow all types of residential buildings, including multifamily developments.

FUTURE WITHOUT ACTION

Jericho Turnpike

The existing zoning throughout the two study areas is predominantly C8-1. C8-1 is an auto-related zoning district with no street wall requirement and no fixed height limit. This can produce a range of building forms and heights including single-story retail establishments, three-story medical facilities and drive-through restaurants. It should be noted that the C8-1 zoning district has been in place since 1961 and auto-related uses have waned; recent developments have included a three-story hotel. This has produced an inconsistent streetscape which lacks a consistent street wall and a variety of street level activity. These conditions are generally not expected to change in the future without the proposed action.

The existing one- to two-story commercial and mixed-residential and commercial buildings within the Jericho Turnpike study area are generally not expected to change in the future without the proposed action. The without-action scenario for Site C projects that the existing single story commercial building on the site would remain unchanged. (Figure 5B)

Hillside Avenue

The existing zoning in the Hillside Avenue study area is R2 with C1-2 and C2-2 overlays, zoning that has been in place since 1961. R2 districts restrict development to residential uses and typically produce one- and two-story homes. Where C1-2 and C2-2 overlays are mapped the typical development is a single-story commercial building. R2 districts do not have fixed height

limits and building envelopes are regulated by a sky exposure plane and open space ratios. Development along Hillside Avenue includes a variety of building forms, ranging from row houses to one-story commercial buildings setback from the street.

The existing one- to three- story commercial, community facility, residential and commercial buildings within the Hillside study area are not expected to change in the future without the proposed action. It is expected that in the Future without the Proposed Action building forms would continue to be unpredictable, creating an inconsistent streetscape. The without-action scenario for Site A projects that the existing, single story commercial building on the site would remain unchanged. (Figure 5C)

FUTURE WITH ACTION

Jericho Turnpike

Properties proposed to be rezoned from C8-1 to R4 along Jericho Turnpike include two block fronts between 249th and 251st Streets. R4 districts permit a maximum residential FAR of 0.9 and allow a maximum height of 35 feet. The proposed C2-3 districts along these block fronts will allow a maximum commercial FAR of 1.0. The proposed R4 district will provide for new mixed-use, residential and commercial development at a height consistent with the adjacent R4 district to the west, and more predictable than the adjacent C8-1 district that exists to the east.

The reasonable worst case scenario for Development Site C projects a new building with a commercial use on the ground floor and residential units above (Figure 5B). In this scenario the projected building height would be 2 stories and 25 feet in height. The projected building would not be taller than the four-story hotel that abuts the site to the west. Over time it is expected that new development on Site C will trigger similar development east of the site within the proposed R4/C2-3 district and contribute to the corridor's enhancement from the perspective of a pedestrian.

Hillside Avenue

Properties proposed to be rezoned from R2 to R3-2 along portions of Hillside Avenue include the north side of Hillside Avenue between 253rd Street and 262nd Street, and between 263rd Street and the City Line, and along the south side between 249th Street and the City Line. C1-3 and C2-3 commercial overlays are proposed on properties containing commercial uses. R3-2 districts permit a maximum residential FAR of 0.6 and allow a maximum height of 35 feet. R3-2 districts within C1-3 or C2-3 commercial overlays permit a maximum commercial FAR of 1.0. The proposed R3-2 district is intended to reflect the existing low-density mix of residential building types along the Hillside corridor.

The reasonable worst case development scenario for Site A projects a new building with a commercial use on the ground floor and doctors offices above (Figure 5C). In this scenario a

two-story building would be developed at a height of 25 feet. The projected building height would be similar to the heights of other buildings along Hillside Avenue.

ANALYSIS

Development under the proposed R3-2 and R4 zoning districts would better reflect the existing mix of uses and building types currently found along Hillside Avenue and Jericho Turnpike, and would provide densities that would be consistent with the current contexts. The proposed changes would also upgrade these corridors by matching the zoning with existing land use patterns and thereby provide new opportunities for residential, commercial and community facility growth. Additionally, the proposed zoning would promote the pedestrian environment through street level commercial activity.

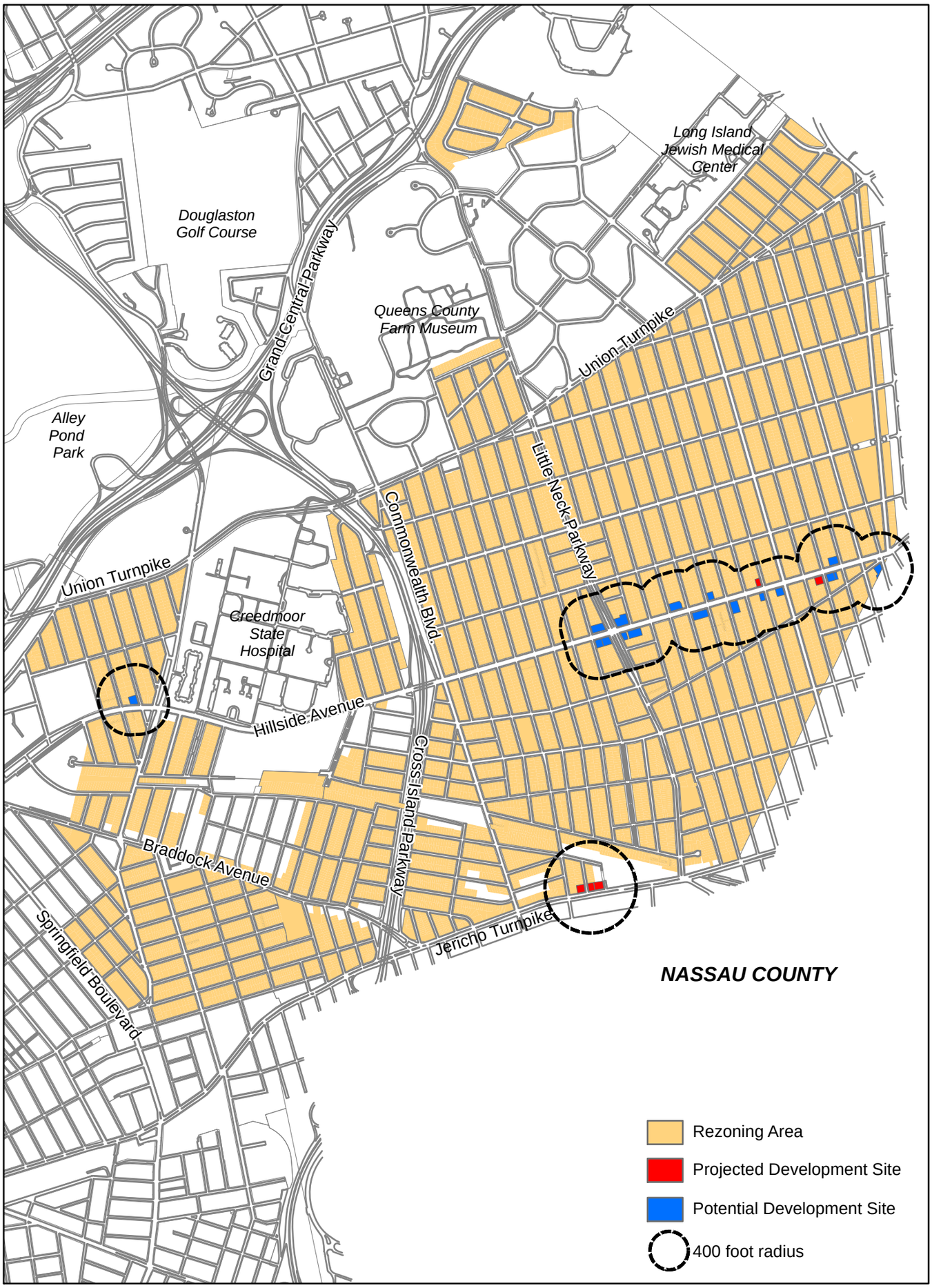
The proposed R4 district would introduce residential uses on portions of two blocks along Jericho Turnpike, however, the additional capacity would not produce buildings that are substantially out-of-context with what currently exists or what could be built under the current zoning. Future development on these sites would be similar in height and bulk to that of existing buildings in the study area.

CONCLUSION

The current streetscapes, as described above, existing buildings and land uses within the study area are varied. There are surface parking lots, one-story drive-thru establishments, three-story residential walkups, a pre-1961, six- story apartment building, There is no one predominant urban form or context along the corridor and the existing built environment along Hillside Avenue and Jericho Turnpike are not unique in terms of Urban Design character.

No significant adverse impacts related to urban design and visual resources are anticipated since the proposed action would not alter an entrenched, consistent urban context, or obstruct a natural or built visual corridor. Moreover, the proposed action would not alter topography, natural features, street hierarchy, block shapes, or building arrangements. The potential new development would encourage greater continuity in the streetscapes by requiring a more consistent street wall and active uses than exists there today. These changes would enhance a pedestrian's experience of the area. The proposed action seeks to create a consistent, predictable and vibrant urban fabric with appropriate building heights and forms that would unify the otherwise haphazard built context and streetscapes. Therefore, the proposed action is not expected to have a significant adverse impact on urban design and no further analysis is necessary.

Figure 5A: Study Areas Along Hillside Avenue and Jericho Turnpike



Bellerose-Floral Park-Glen Oaks Rezoning - NYC Department of City Planning/Queens Office

Figure 5B: Jamaica Avenue, Projected Developments Relative to Nearby Buildings (Site C)

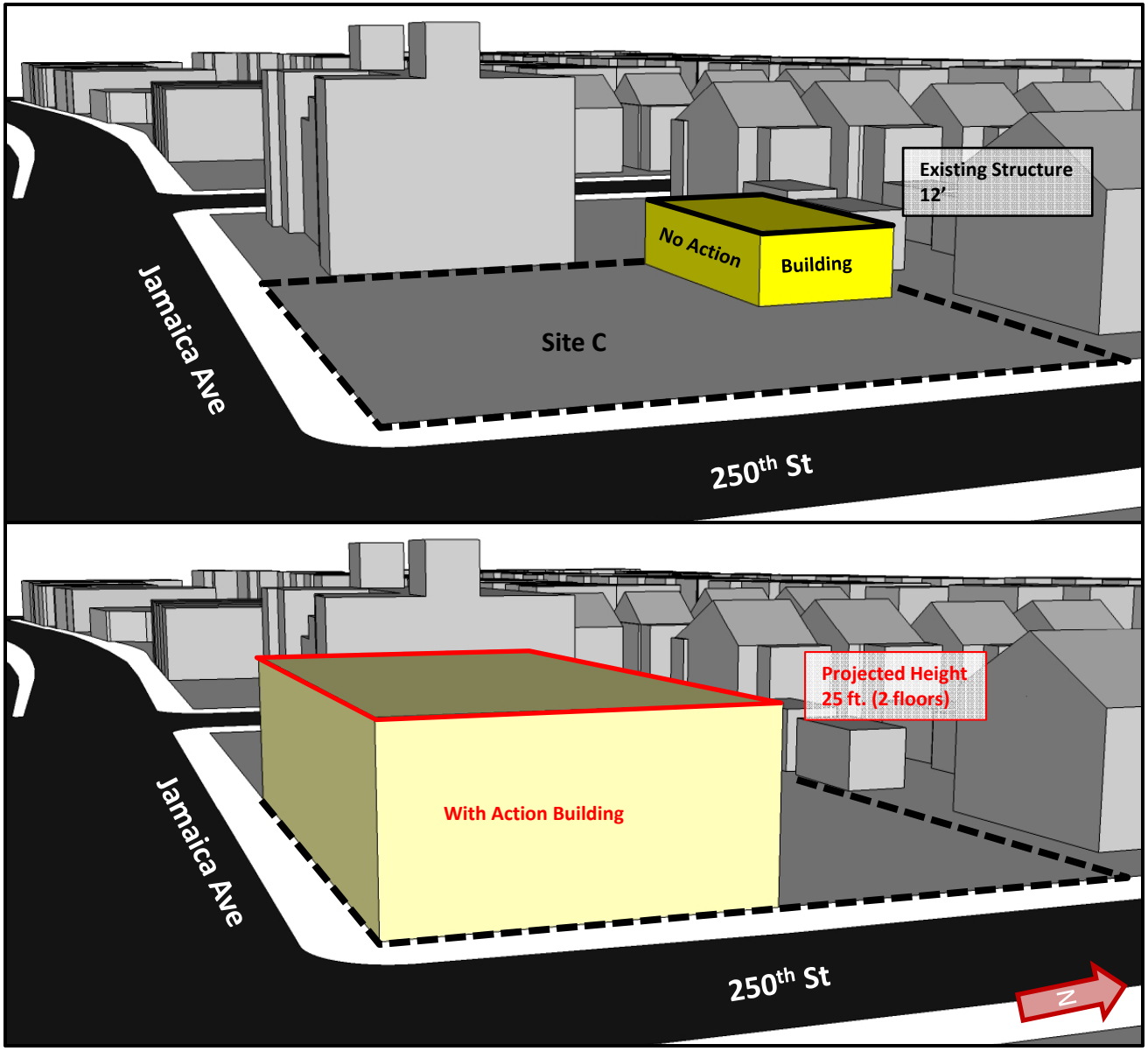
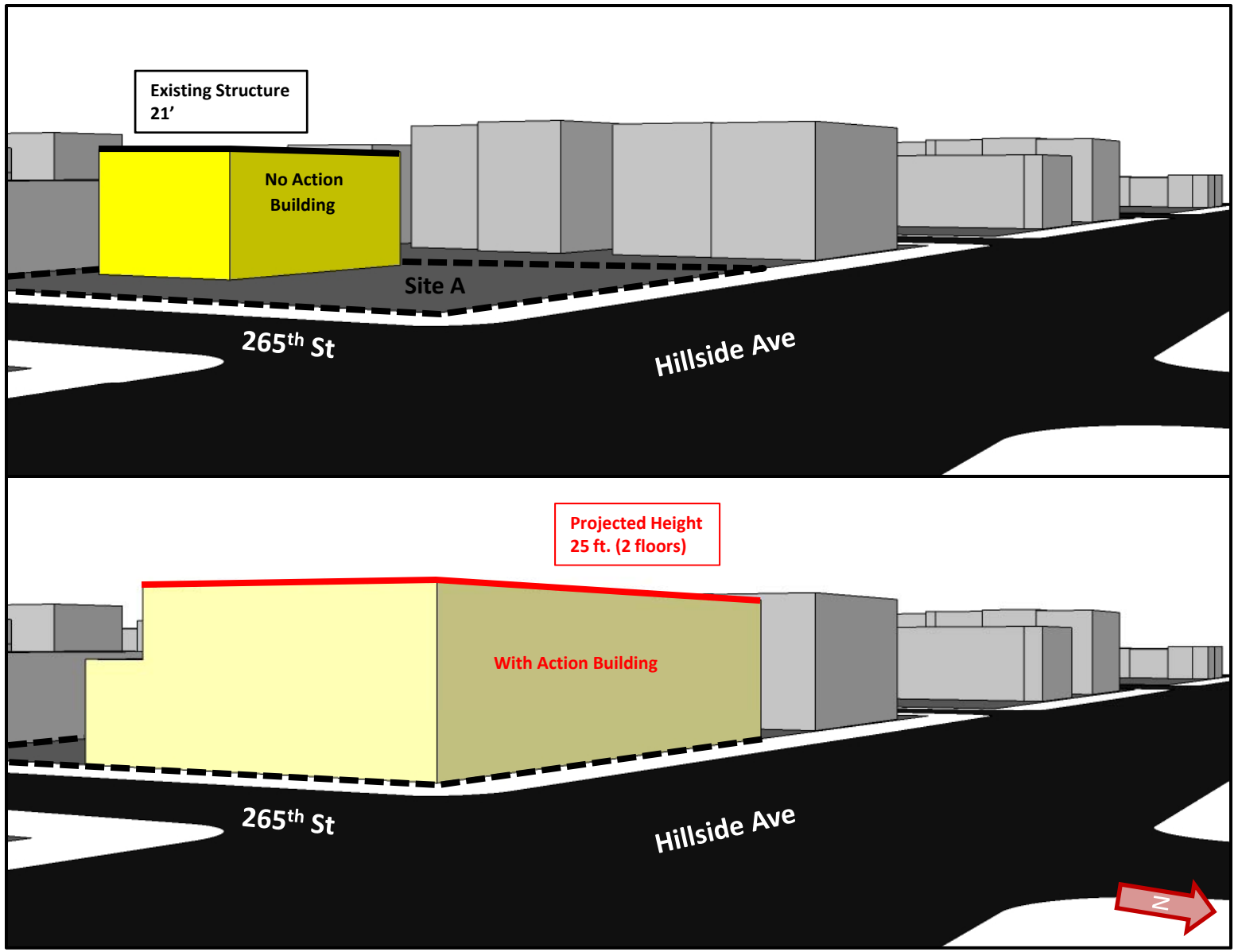


Figure 5C: Hillside Avenue, Projected Developments Relative to Nearby Buildings (Site A)



ATTACHMENT 6 - HAZARDOUS MATERIALS

This chapter assesses the potential for impacts from an increased exposure to hazardous materials and/or contaminants that could be encountered in the soil and/or groundwater during construction on the sites included within the rezoning area. Potential effects from hazardous materials could result when on-site contaminants at concentrations above regulatory standards or guidance values are disturbed during construction activities, or when a new use is introduced that would increase the risk of human exposure to hazardous materials or contaminants.

The term hazardous materials, as used within this section, refer to those substances that pose a threat to human health or the environment. Some of these would include heavy metals, volatile organic compounds (VOCs), semi-volatile organic compounds (SVOCs), methane, polychlorinated biphenyls (PCDs), pesticides, dioxins, and hazardous wastes (as defined under the Resource Conservation and Recovery Act (RCRA)).

The assessment screens the potential for the presence of hazardous and/or contaminated materials in soil and/or groundwater at both the projected and potential development sites identified in the Reasonable Worst Case Development Scenario (RWCDS) under the proposed action. A preliminary assessment is warranted because the proposed action would allow residential use to locate as-of-right within portions of the rezoning area where industrial uses have historically been located. The proposed action would also enable both conversion of existing non-residential floor area, the redevelopment of former industrial sites for residential use, and involves ground disturbance. However, the assessment found that the proposed action would not result in significant adverse impacts from hazardous materials.

The preliminary screening consists of the visual and/or historical identification of any past or current uses at the projected development sites, potential development sites, and surrounding properties. The 2012 *CEQR Technical Manual* identifies uses that have the potential to affect an area's hazardous materials conditions in the Hazardous Materials Appendix A. Notable operations in the rezoning area include: auto repair, auto service stations, and former gas service stations.

The conclusion of the preliminary screening analysis is that some (E) designations are warranted and that a Phase I Environmental Site Assessment pursuant to Section 24-05 would not be required. A table summarizing the results of the preliminary screening analysis is attached. The (E) designations would ensure that the action would not result in significant adverse hazardous materials impacts.

Lots in the study area were evaluated pursuant to the preliminary screening criteria contained in Title 15, rules of the City of New York, Chapter 24, Section 4, Appendix A, and the Hazardous Materials Appendix 1 of the CEQR Technical Manual. In accordance with these procedures, a land use survey and site history investigation were undertaken to determine past and current uses. A secondary analysis was completed to assess the conditions of the adjacent and surrounding properties within that tax block. The sites included below are those that were found to be located within 400 feet from sites which were thought to be of concern with regard to hazardous materials, or sites with certain industrial, manufacturing or related uses. This is

necessary because hazardous materials have the potential to migrate from off-site locations, through soils and/or groundwater, due to local groundwater flow.

FIELD SURVEY

The results of the land use survey and site history investigations indicate that portions of the study area were developed as residential and industrial uses, and that some of the sites within the study area continue to be used by manufacturing businesses in recent years. Based on the methodology from *CEQR Technical Manual*, of the 25 tax lots examined, 23 have or are adjacent to existing or past land uses that would qualify for (E) designations.

Table 6A, "Hazardous Materials Screening," presents the detailed list of 25 tax lots (4 projected development sites and 17 potential development sites) that would be developed under the proposed action and the reason(s) for the (E) designation recommendation.

FUTURE WITHOUT THE PROPOSED ACTION

Based on the RWCDS, 23 of the 25 lots that warrant an (E) designation are expected to incur new development in the future without the proposed action. Without the proposed action, development of these sites would occur without the restrictions of the (E) designation. Without the proposed action the risks for potential exposure to hazardous and/or contaminated materials at these sites may increase.

FUTURE WITH THE PROPOSED ACTION

In the RWCDS's future with the proposed action, all of the 25 lots that qualify for (E) designation have the potential to be redeveloped. The environmental impacts due to potential presence of hazardous material at the projected and potential sites relate to the potential for impacts to the health and safety of workers during demolition of existing structures and construction, transportation of contaminated soil, or impacts to future residents or employees of individual buildings on these sites. These adverse impacts are principally associated with the following uses and concerns:

- Former or current gasoline filling stations or automotive service centers on a development site or an adjacent site
- Auto-related or "transportation" uses on the development site or an adjacent site (e.g., garage, filling station, auto repair, service or painting)
- Records of underground storage tanks or leaking underground storage tanks on the development site or an adjacent site
- Records of aboveground storage tanks on the development site or an adjacent site
- Records of spills of petroleum or chemicals on the development site or an adjacent site
- Records of dry cleaners or industrial/ manufacturing activities on the development site or adjacent site

As stated above, the eligible sites recommended for (E) designations are based on whether the sites may have been adversely affected by existing or historical uses at, or adjacent to, these sites. By placing (E) designations on sites where there is a known or suspected environmental concern the potential for an adverse impact to human health and the environment resulting from the proposed action may be avoided. (E) designations provide the City with a mechanism to prevent significant adverse impacts from occurring on possible development sites.

Placing an (E) designation on the 22 projected and potential tax lots would eliminate the potential for significant adverse impacts from hazardous materials due to development on these sites under the proposed action. The (E) designation places regulatory oversight on these sites so that any potential environmental impacts and/or exposures can be mitigated.

CONCLUSION

As referenced above, an E-designation would be placed on the privately-owned sites identified in Table 6A and are recommended as part of the proposed zoning. Recommendations for designations are based on whether the projected and potential development sites may have been adversely affected by current or historical uses at, adjacent to, or within 400 feet of these sites. In determining whether a site is recommended for an E-designation, current site conditions were given priority consideration, followed by the adjacent site use or history, and finally the conditions within a 400-foot radius of the development site. The E-designation would require that, prior to redevelopment, the property owner conduct a Phase I Environmental Site Assessment (ESA) in accordance with the American Society of Testing Materials (ASTM) E1527-05, a soil and groundwater testing protocol, and remediation where appropriate, to the satisfaction of the New York City Office of Environmental Remediation (OER) before issuance of construction-related New York City Department of Buildings (DOB) permits (pursuant to Section 11-15 of the *Zoning Resolution*—Environmental Requirements). The E-designation also requires mandatory construction-related health and safety plans, which must also be approved by OER.

Under the E-designation, the following tasks are undertaken:

- Task 1 – The applicant submits to OER, for review and approval, a Phase 1A 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 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 – 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. All demolition or rehabilitation would be conducted in accordance with applicable requirements for disturbance, handling and disposal of suspect lead-paint and asbestos-containing materials. Development of a site with an (E) designation would require that a Phase I Environmental Site Assessment be conducted, and if necessary, a sampling and remediation protocol be developed and implemented to the satisfaction of OER prior to issuance of a building permit. Such designation would eliminate the potential for significant

Regardless of the proposed action, the conditions in the future would be the same for the development of the sites qualifying for an (E) designation. Within the proposed rezoning area, 22 potential and projected development lots are potentially contaminated as a result of historical and/or current land use activity, the presence of fuel storage tanks, or some other condition identified in the *CEQR Technical Manual*. As such, these locations would receive an (E) designation pursuant to the proposed action.

With these provisions in place, no significant adverse impacts due to hazardous materials are expected as the result of the proposed action.

FIGURE 6A: BELLEROSE-FLORAL PARK-GLEN OAKS REZONING

LIST OF PROJECTED AND POTENTIAL SITES

PROJECTED SITES

SITE	BLOCK	LOT(s)	ADDRESS	Existing Land Use	Facilities, Activities or Conditions Requiring Assessment in Accordance with CEQR Appendix A	(E) Designation Warranted
A	8794	22	264-12 Hillside Avenue	Auto repair	Auto repair	Yes
B	8667	25	250-15 Jericho Turnpike	Auto repair	Auto repair	Yes
C	8666	42	249-20 Jericho Turnpike	Used Auto Sales	Auto repair	Yes
D	8667	1	250-01 Jericho Turnpike	Used Auto Sales	Auto repair	Yes
E	8773	1	261-19 Hillside Avenue	One-family detached residence	Gas station, Electric Power Substation	Yes

POTENTIAL SITES

SITE	BLOCK	LOT(s)	ADDRESS	Existing Land Use	Facilities, Activities or Conditions Requiring Assessment in Accordance with CEQR Appendix A	(E) Designation Warranted
1	8777	25	265-15 Hillside Avenue	Eating & Drinking Establishment	Auto repair	Yes
2	8771	8	259-05 Hillside Avenue	Eating & drinking establishments; Cleaners	Dry Cleaner	Yes
3	8769	3	257-03 Hillside Avenue	Bank building		No
4	8766	1	249-05 Hillside Avenue	Pharmacy	Spill# 8604684	Yes

4	8766	1	249-05 Hillside Avenue	Pharmacy	Spill# 8604684	Yes
5	8596	33	253-11 Hillside Avenue	Eating & drinking establishment	Spill# 8604684	Yes
6	8607	185	253-10 Hillside Avenue	Eating & drinking establishment; Pharmacy	Spill# 8604684	Yes
7	8607	180	253-06 Hillside Avenue	Food store	Spill# 8604684	Yes
8	8782	59	254-02 Hillside Avenue	Eating & drinking establishment	Spill# 8604684	Yes
9	8782	64, 71	254-20A Hillside Avenue, 254-20B Hillside Avenue,	Auto Repair, Eating & drinking establishments	Auto Repair, Spill# 8604684	Yes
10	8788	1	258-10 Hillside Avenue	Eating & drinking establishment	Dry Cleaner	Yes
11	8790	34, 31	260-04 Hillside Avenue, 260-10 Hillside Avenue	Eating & drinking establishment; food store	Electric Power Substation	Yes
12	8791	34	261-20 Hillside Avenue	Residence/Office	Gas station, Electric Power Substation	Yes
13	8792	31	262-10 Hillside Avenue	Gas station	Gas station	Yes
14	8795	14	265-08 Hillside Avenue	Discount beverages	Auto repair	Yes
15	8795	19	265-12 Hillside Avenue	Promotional Signs & Printing	Auto repair	Yes
16	8812	14, 15	East Williston Avenue, 267-20 East Williston Avenue	Vacant, Home Decorators	Spill# 8707621	Yes
17	7934	1	233-15 Hillside Avenue	Bank building		No

ATTACHMENT 7 -TRANSPORTATION

Introduction

According to the *CEQR Technical Manual*, interrelationships between the key technical areas of the transportation system – traffic, transit, pedestrians, and parking – should be taken into account in any assessment. Furthermore, the individual technical areas should be separately assessed to determine whether a project has the potential to adversely and significantly affect a specific area of the transportation system. The *CEQR Technical Manual* states that 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
- 50 or more bus trips in a single direction; or
- 200 peak hour pedestrian trips.

The *CEQR Technical Manual* also states that if the threshold for traffic is not surpassed, it is likely that further parking assessment is also not needed.

To determine the potential for the proposed action to result in significant adverse impacts to traffic and parking, a screening analysis was performed pursuant to the methodologies identified in the 2012 CEQR Technical Manual. The screening analysis was based on the Reasonable Worst Case Scenario, of a total net increase of 23 dwelling units, 13,999 square feet of local retail space, 5,100 square feet of community facility space (professional medical office) and a net decrease of 5,147 square feet of office space. The proposed action generates 13,999 square feet of local retail space which is more than the 10,000 square feet threshold in Table 16-1. Furthermore, as the proposed project involves a mix of land uses, it is appropriate to conduct a preliminary trip generation assessment for each land use. Therefore, a Level One screening trip generation analysis has been performed, as described below.

Level One Screening

Since the proposed rezoning area is spread-out over a relatively large number of acres and projected sites are dispersed throughout the areas receiving medium increases in allowable density, the projected sites were grouped into two area clusters based on their proximity to each other and major traffic corridors to better analyze the likely effects of the proposed action. The clusters are shown on Figures 7.1. Each cluster could only affect the immediately surrounding traffic networks and would have minimum effect, if any, on any other cluster analyzed as part of this proposed action. The proposed action would generate fewer than 50 net vehicle trip ends during the AM, Midday, PM and Saturday Midday peak hours for any of the clusters analyzed, and based upon the 2012 CEQR Technical Manual Guidelines, no further traffic or parking analysis is required. The resulting conclusions are summarized below.

Trip Generation Characteristics

The following assumptions were utilized in estimating likely future trips from each of the land uses resulting from the proposed action as summarized in Tables 7.T.1a and 7.T.1b.

Residential

A rate of 8.075 daily person trips per dwelling unit combined with the temporal distribution from the 2012 CEQR Technical Manual, Table 16-2 was assumed for the project's residential component. The mode of transportation (modal split) was estimated based on journey-to-work (JTW) data from the 2010 Census for the census tracts, 1579.01, 1579.02, 1579.03, and 1617 in Queens, directly affected by the proposed action. The modal splits and auto vehicle occupancy rates used for each of the two development clusters are summarized in Tables 7.T.1a and 7.T.1b.

Office

The proposed action generates a net decrease of 5,147 square feet of office space. To be conservative, no credit is taken for the removal of person trips to and from either of the development cluster sites.

Local Retail

A rate of 205 daily person trips per 1,000 square feet combined with the temporal distribution from the 2012 CEQR Technical Manual, Table 16-2 was assumed for the project's local retail component. It was assumed that 25% of the project’s generation of person trips produced by the local retail development would be considered linked trips. Person linked trips are trips that have multiple destinations, either within the proposed development site or between the development site and existing adjacent sites. The mode of transportation (modal split) was estimated based on the 2001 CEQR Technical Manual, Table 3O-3, as summarized in Table 7.T.1b for each local retail development.

Community Facility (Medical Office)

The medical office trip generation rates, peak hour temporal distribution and modal split information were based on the 400 East 61st Street FEIS (CEQR # 85-212M) and Forest Hills Special District (CEQR No. 09DCP013Q). The mode of transportation (modal split) was estimated based on Reverse Journey-To-Work (RJTW) data from the 2000 Census, as summarized in Table 7.T.1a for each medical office development.

Delivery Vehicles

The rates of 0.06 per dwelling unit, 0.35 per 1,000 square feet for retail, and 0.32 per 1,000 square feet for office space, as reported in the 2012 CEQR Technical Manual, were used to estimate daily delivery vehicles for the proposed action as summarized in Tables 7.T.1a and 7.T.1b.

Traffic and Parking Analysis

Hillside Cluster - Sites A and E

Projected Development Sites A and E in the Hillside Cluster would be located along Hillside Avenue between 261st and 265th Streets and would include a total net increase of 8 dwelling units and 5,100 square feet of community facility (professional medical office) space, and a total net decrease of 1,344 square feet of office space. Based on trip generation analysis, the Hillside Cluster would generate 29, 27, 28, and 17 person trips and 19, 15, 19, and 9 vehicle trip ends in the AM, Midday, PM, and Saturday Midday peak hours, respectively. The Hillside Cluster would generate fewer than 50 vehicle trip ends in any peak hour, and based upon the 2012 CEQR Technical Manual Guidelines, no further traffic or parking analysis is required as summarized in Tables 7.T.2a and 7.T.3a.

Jamaica Cluster - Sites B, C, and D

Projected Development Sites B, C, and D in the Jamaica Cluster would all be located along Jamaica Avenue between 249th and 251st Streets and would include a total net increase of 15 dwelling units and 13,999 square feet of local retail space, and a total net decrease of 3,830 square feet of office space. Based on trip generation analysis, the Jamaica Cluster would generate 77, 415, 229, and 264 person trips and 13, 22, 19, and 20 vehicle trip ends in the AM, Midday, PM, and Saturday Midday peak hours, respectively. The Jamaica Cluster would generate fewer than 50 vehicle trip ends in any peak hour, and based upon the 2012 CEQR Technical Manual Guidelines, no further traffic or parking analysis is required as summarized in Tables 7.T.2b and 7.T.3b.

Transit and Pedestrians Analysis

To determine the potential for the proposed action to result in significant adverse impacts to transit and pedestrians, screening analyses were performed pursuant to the methodologies identified in the 2012 CEQR Technical Manual. Based on the trip generation estimates, summarized in Table 7.T.1, and the results of person trip analysis for each cluster, shown in Tables 7.T.2a and 7.T.2b, it was determined that the proposed action would not result in significant adverse impacts as described below.

Subway

Hillside Cluster - Sites A and E

Based on the trip generation analysis, the Hillside Cluster One would generate no more than 2 subway trips in the AM, Midday, PM, or Saturday Midday peak hours. The Hillside Cluster would generate fewer than 200 subway trips in any peak hour, and based upon the 2012 CEQR Technical Manual Guidelines, no further subway analysis is required as summarized in Table 7.T.2a.

Jamaica Cluster – Sites B, C, and D

Based on the trip generation analysis, the Jamaica Cluster would generate 13, 82, 43, and 51 subway trips in the AM, Midday, PM, and Saturday Midday peak hours, respectively. The Jamaica Cluster would generate fewer than 200 subway trips in any peak hour, and based upon the 2012 CEQR Technical Manual Guidelines, no further subway analysis is required as

summarized in Table 7.T.2b.

Bus

Hillside Cluster - Sites A and E
Based on the trip generation analysis, the Hillside Cluster would generate no more than 5 bus trips (including subway transfers) in the AM, Midday, PM, or Saturday Midday peak hours. Within a half mile of the cluster, there are a total of four (4) buses that make local stops in the vicinity of the development sites including the Q36, Q43, N22, and N26. The Hillside Cluster would generate fewer than 200 total bus trips and fewer than 50 bus trips in any one direction for any one bus line along Hillside Avenue or Little Neck Parkway in any peak hour, and based upon the 2012 CEQR Technical Manual Guidelines, no further bus analysis is required as summarized in Table 7.T.2a.

Jamaica Cluster – Sites B, C, and D
Based on the trip generation analysis, the Jamaica Cluster would generate 17, 103, 55, and 64 bus trips (including subway transfers) in the AM, Midday, PM, and Midday peak hours, respectively. Within a half mile of the cluster, there are a total of two (2) buses that make local stops in the vicinity of the development sites including the Q36 and N24. The Jamaica Cluster would generate fewer than 200 total bus trips and fewer than 50 bus trips in any one direction for any one bus line along Jamaica Avenue in any peak hour, and based upon the 2012 CEQR Technical Manual Guidelines, no further bus analysis is required as summarized in Table 7.T.2b.

Pedestrian

Hillside Cluster - Sites A and E
Based on the trip generation analysis, the Hillside Cluster would generate no more than 7 pedestrian (subway, bus, walk, and other) trips in the AM, Midday, PM, and Saturday Midday peak hours. The Hillside Cluster would generate fewer than 200 pedestrian trips at any pedestrian element along Hillside Avenue in any peak hour, and based upon the 2012 CEQR Technical Manual Guidelines, no further pedestrian analysis is required as summarized in Table 7.T.2a.

Jamaica Cluster – Sites B, C, and D
Based on the trip generation analysis, the Jamaica Cluster would generate 63, 390, 207, and 241 pedestrian (subway, bus, walk, and other) trips in the AM, Midday, PM, and Saturday Midday peak hours, respectively. Therefore, a Level Two screening trip generation analysis has been performed, as described below.

Level Two Screening

Jamaica Cluster – Sites B, C, and D
The sites in the Jamaica Cluster are located along a major thoroughfare providing ample pedestrian access. In each case, project-generated inbound/outbound pedestrian trips would be well distributed among the project entrances/exits and/or pedestrian routes. As such, the Jamaica Cluster would generate fewer than 200 pedestrian trips at any pedestrian element along Jamaica Avenue in any peak hour, and based upon the 2012 CEQR Technical Manual Guidelines, no

further pedestrian analysis is required as summarized in Table 7.T.2b.

Conclusion

Based on the foregoing assessment of traffic, parking, pedestrian, and transit elements, the proposed Bellerose-Floral Park-Glen Oaks Rezoning is not projected to have any significant transportation-related impacts and no further assessment is warranted.

Table 3.T.1a

Trip Generation Assumptions - Hillside Avenue Cluster

Bellerose, Floral-Park, Glenn-Oaks Rezoning-Queens, NY

Project Components:	Residential Units	Medical Office	
		Staff	Visitors
Trip Generation Rates:			
(Person-trip/d.u. or 1,000 gsf)	***(1)***	***(3)***	***(3)***
Weekday	8.075	10	33.6
Saturday	9.6	4.3	14.5
Peak Hours Trips:	***(1)***	***(3)***	***(3)***
(8-9) AM	10.00%	24.00%	6.00%
(12-1) PM	5.00%	17.00%	9.00%
(5-6) PM	11.00%	24.00%	5.00%
(1-2) Saturday MD	8.00%	17.00%	9.00%
Peak Hours	***(2)***	***(4)***	***(4)***
Modal Split (%):			
Auto	67.02%	72.70%	72.70%
Taxi	11.07%	2.32%	2.32%
Bus	10.41%	9.67%	9.67%
Subway	2.54%	6.96%	6.96%
Walk	0.63%	0.00%	0.00%
Other	8.34%	8.35%	8.35%
Total	100.00%	100.00%	100.00%
Vehicle Occupancy:	***(2)***	***(3)***	***(3)***
Auto	1.11	1	1.65
Taxi	1.4	1.4	1.2
Linked Trips:			
	n/a	n/a	n/a
Truck Trip Generation:	***(1)***	***(3)***	
(Per / d.u. or 1,000 gsf)	0.06	0.32	
AM	12.00%	10.00%	
Midday	9.00%	11.00%	
PM	2.00%	2.00%	
Directional Splits	***(1)***	***(1)***	
(Truck Trips)	In% Out %	In% Out %	
AM/MD/PM	50 50	50 50	

Sources:

(1) *- 2012 CEQR Techincal Table 16-2*

(2) *- 2010 US Census, Journey-to-Work, Census tracts numbers 1579.02, 1579.01, 1579.03 Queens, New York.*

(3) *- 400 East 61st Street FEIS (CEQR # 85-212M) and Forest Hills Special District CEQR No. 09DCP013Q*

(4) *- 2000 US Census, Reverse Journey-to-work (RJTW), Census tracts numbers 1579.02, 1579.01, 1579.03 Queens, New York.*

Table 3.T.1b

Trip Generation Assumptions - Jamaica Avenue Cluster

Bellerose, Floral-Park, Glenn-Oaks Rezoning-Queens, NY

Project Components:	Residential Units		Local Retail	
			Retail	
Trip Generation Rates:				
(Person-trip/d.u. or 1,000 gsf)		***(1)***		***(1)***
Weekday		8.075		205
Saturday		9.6		240
Peak Hours Trips:		***(1)***		***(3)***
(8-9) AM		10.00%		3.00%
(12-1) PM		5.00%		19%
(5-6) PM		11.00%		10.00%
(1-2) Saturday MD		8.00%		10.00%
Peak Hours		***(2)***		***(3)***
Modal Split (%):				
Auto		72.84%		2%
Taxi		9.60%		3%
Bus		8.87%		5%
Subway		1.18%		20%
Walk		0.86%		70%
Other		6.65%		0%
Total		100.00%		100.00%
Vehicle Occupancy:		***(2)***		***(3)***
Auto		1.08		2
Taxi		1.4		2
Linked Trips:				***(4)***
		n/a		25%
Truck Trip Generation:		***(1)***		***(1)***
(Per / d.u. or 1,000 gsf)		0.06		0.35
AM		12.00%		8.00%
Midday		9.00%		11.00%
PM		2.00%		2.00%
Directional Splits		***(1)***		***(1)***
(Truck Trips)	In% Out %		In% Out %	
AM/MD/PM	50 50		50 50	

Sources:

(1) *- 2012 CEQR Techincal Manual, Table 16-2*

(2) *- 2010 US Census, Journey-to-Work, Census tracts number 1617 Queens, New York*

(3) *- 2001 CEQR Technical Manual, Table 3O-3*

(4) *- Assumed 25% Linked Person Trips for Retail Land Use*

Table 3.T.2a

Project Person Trips by Mode of Transportation
Hillside Avenue Cluster

Project	Auto	Taxi	Bus	Subway	Walk	Other	Total
Residential Developments							
AM Peak Hour	4	1	1	0	0	1	6
Midday Peak Hour	2	0	0	0	0	0	3
PM Peak Hour	5	1	1	0	0	1	7
Saturday	4	1	1	0	0	1	6
Medical Office (Staff)							
AM Peak Hour	9	0	1	1	0	1	12
Midday Peak Hour	6	0	1	1	0	1	9
PM Peak Hour	9	0	1	1	0	1	12
Saturday	3	0	0	0	0	0	4
Medical Office (Visitor)							
AM Peak Hour	7	0	1	1	0	1	10
Midday Peak Hour	11	0	1	1	0	1	15
PM Peak Hour	6	0	1	1	0	1	9
Saturday	5	0	1	0	0	1	7
Total							
AM Peak Hour	**21**	**1**	**3**	**2**	**0**	**2**	**29**
Midday Peak Hour	**20**	**1**	**3**	**2**	**0**	**2**	**27**
PM Peak Hour	**20**	**1**	**3**	**2**	**0**	**2**	**28**
Saturday	**12**	**1**	**2**	**1**	**0**	**1**	**17**

Table 3.T.3a

Project Vehicle Trips by Type
Hillside Avenue Cluster

Project	Auto	Taxi	Truck	Total
Residential Developments				
AM Peak Hour	4	2	0	6
Midday Peak Hour	2	0	0	2
PM Peak Hour	4	2	0	6
Saturday	4	0	0	4
Medical Office (Staff)				
AM Peak Hour	9	0	0	9
Midday Peak Hour	6	0	0	6
PM Peak Hour	9	0	0	9
Saturday	3	0	0	3
Medical Office (Visitors)				
AM Peak Hour	5	0	0	5
Midday Peak Hour	7	0	0	7
PM Peak Hour	4	0	0	4
Saturday	3	0	0	3
Total				
AM Peak Hour	**17**	**2**	**0**	**19**
Midday Peak Hour	**15**	**0**	**0**	**15**
PM Peak Hour	**17**	**2**	**0**	**19**
Saturday	**9**	**0**	**0**	**9**

Table 3.T.2b

Project Person Trips by Mode of Transportation
Jamaica Avenue Cluster

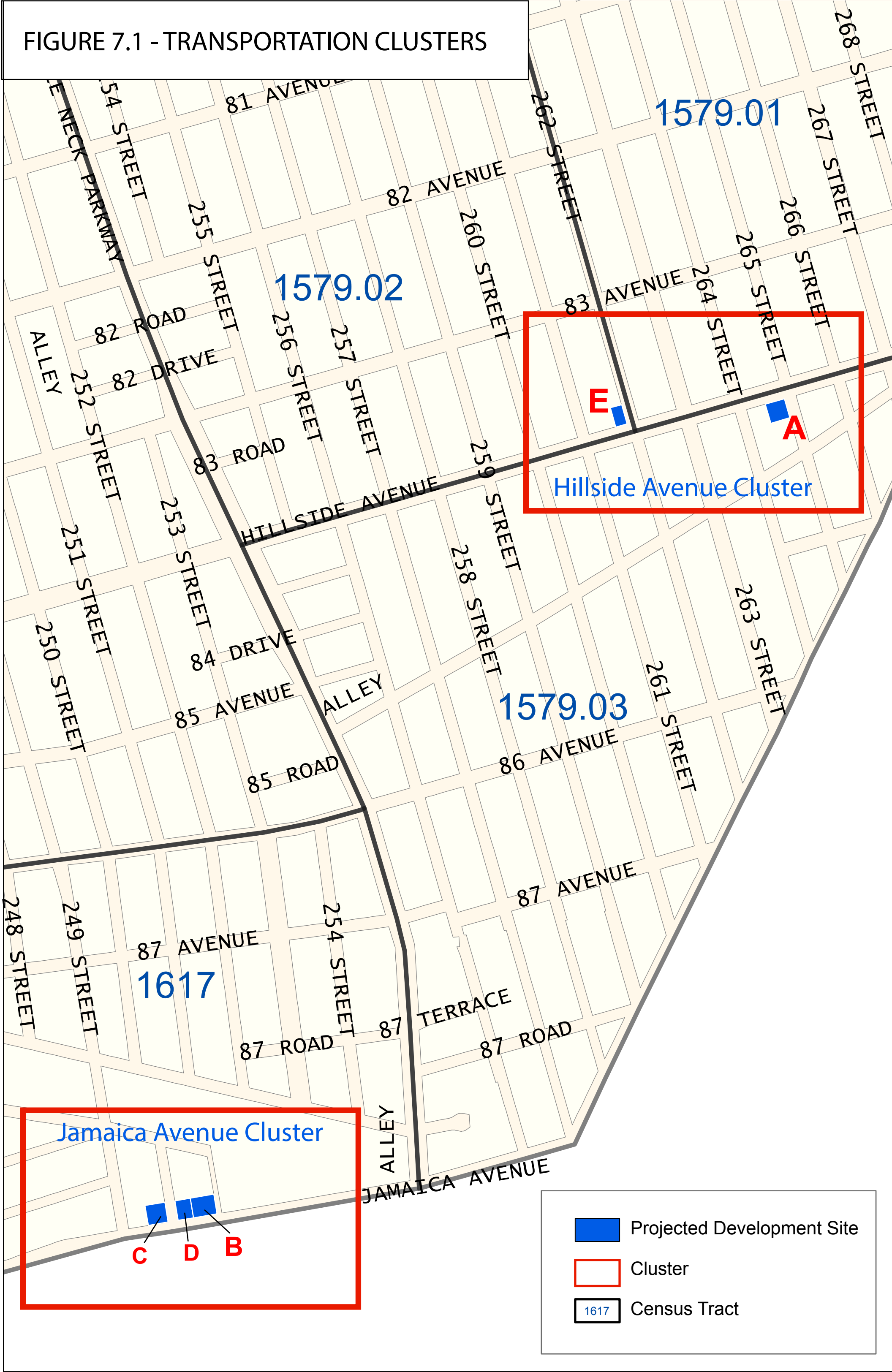
Project	Auto	Taxi	Bus	Subway	Walk	Other	Total
Residential Developments							
AM Peak Hour	9	1	1	0	0	1	12
Midday Peak Hour	4	1	1	0	0	0	6
PM Peak Hour	10	1	1	0	0	1	13
Saturday	8	1	1	0	0	1	12
Local Retail							
AM Peak Hour	1	2	3	13	45	0	65
Midday Peak Hour	8	12	20	82	286	0	409
PM Peak Hour	4	6	11	43	151	0	215
Saturday	5	8	13	50	176	0	252
Total							
AM Peak Hour	**10**	**3**	**4**	**13**	**45**	**1**	**77**
Midday Peak Hour	**13**	**13**	**21**	**82**	**286**	**0**	**415**
PM Peak Hour	**14**	**8**	**12**	**43**	**151**	**1**	**229**
Saturday	**13**	**9**	**14**	**51**	**176**	**1**	**264**

Table 3.T.3a

Project Vehicle Trips by Type
Jamaica Avenue Cluster

Project	Auto	Taxi	Truck	Total
Residential Developments				
AM Peak Hour	8	2	0	10
Midday Peak Hour	4	0	0	4
PM Peak Hour	9	2	0	11
Saturday	8	2	0	10
Local Retail				
AM Peak Hour	1	2	0	3
Midday Peak Hour	4	12	2	18
PM Peak Hour	2	6	0	8
Saturday	3	8	0	11
Total				
AM Peak Hour	**9**	**4**	**0**	**13**
Midday Peak Hour	**8**	**12**	**2**	**22**
PM Peak Hour	**11**	**8**	**0**	**19**
Saturday	**10**	**10**	**0**	**20**

FIGURE 7.1 - TRANSPORTATION CLUSTERS



ATTACHMENT 9 - AIR QUALITY

Introduction

An air quality analysis was conducted to evaluate the potential air quality impacts of the Proposed Action. Screening analyses for both mobile and stationary source air quality impacts were performed in accordance with the procedures of the *2012 CEQR Technical Manual.* Based on the results presented below, the proposed action would not result in significant adverse air quality impacts from either mobile or stationary sources.

Mobile Sources

To determine the potential for the proposed action to result in significant adverse air quality impacts related to mobile sources, screening analyses were performed pursuant to the methodologies identified in the *2012 CEQR Technical Manual.*

Based on the projected development scenario of a total net increase of 23 dwelling units, a total net increase of 13,999 square feet of local retail space, 5,100 square feet of community facility space (professional medical office) and a net decrease of 5,147 square feet of office space was projected as part of the proposed action in the Bellerose-Floral Park-Glen Oaks neighborhoods of Queens, Community District 13. It was determined that the number of vehicular trips projected to be generated by the proposed action is below the air quality threshold of 170 peak hour trips in this area of Queens. Therefore, the potential for significant adverse air quality impacts related to mobile sources would not be anticipated to occur, and a detailed assessment is not warranted.

Stationary Sources

To determine the potential for the proposed action to result in significant, adverse air quality impacts related to stationary sources, analyses were performed pursuant to the methodologies identified in the *2012 CEQR Technical Manual.*

Heat and Hot Water Systems

An analysis of HVAC source emissions was conducted. Analysis for individual and cumulative sites were conducted to ensure that there were no potential for significant impacts from projected or potential development sites.

Methodology

The air quality analysis for HVAC source emissions determines the potential impact of pollutants emitted from HVAC stacks on sensitive receptors. Accordingly, DCP conducted a study to identify sensitive land uses within 400 feet of the boundaries of the rezoning area including projected and potential development sites.

Per the 2012 *CEQR Technical Manual*, the potential impact of the projected emissions from projected and potential development sites were analyzed using a two-step approach: impacts were initially analyzed using the HVAC Source Screening nomographs in the 2012 *CEQR Technical Manual*

Appendix (Figures 17-5 and 17-7) followed by detailed dispersion analyses for those development sites that failed the screening analysis. The detailed analysis used both the EPA's AERSCREEN and AERMOD. The EPA's AERSCREEN was used to predict the short and long-term impacts for each pollutant from the identified sources. In order to assess the potential for cumulative impacts from adjacent projected and potential buildings of equal height, an analysis of short and long-term impacts for each pollutant from a combined projected source can be performed using either EPA's AERSCREEN or AERMOD. For this analysis, EPA's AERMOD was used to determine the potential for cumulative impacts.

The pollutants analyzed include Sulfur Dioxide (SO_2), Nitrogen Dioxide (NO_2) and Particulate Matter (PM_{10}) generated by the HVAC usage from the projected and potential sites. The analysis used fuel oil No. 2 and natural gas as fuel type for the HVAC systems.

The EPA recently promulgated a new 1-hour standards for SO_2 and NO_2 and revoked 24-hour and annual standards for SO_2. However, according to page 17-7 of the 2012 *CEQR Technical Manual*, at this time and for the purposes of CEQR, it is premature to conduct a quantitative assessment of a project's potential SO_2 and NO_2 emissions' effect on the new 1-hour standards. Therefore, a quantitative discussion/analysis of a project's SO_2 and NO_2 emissions in terms of the new 1-hr standard is not appropriate.

HVAC Source Analysis

A screening analysis was initially performed to determine whether emissions from development sites could potentially impact other development sites or existing buildings. The analysis was performed assuming No. 2 fuel oil and natural gas as the HVAC systems' fuel type. A total of five (5) projected development sites and seventeen (17) potential development sites were analyzed using the HVAC Source Analysis. Table 1 below illustrates the results of the screening test.

Table 1 – Screening Result for Projected and Potential Sites

SITE #	BLOCK	LOT	Proposed Zoning	Proposed Land Use	Total Floor Area (ft^2)	Building Height (ft)	Distance to Nearest Building (ft)	Impacted Block	Impacted Lot	SO_2 Screening Result	NO_2 Screening Result
A	8794	22	C1-3/ R3-2	Drs offices/ Res	10000	25	29	8794	20	Pass	Pass
B	8667	25	C1-3/ R3-2	Retail/ Residential	12000	25	0	8667	1	Fail	Fail
C	8666	42	C1-3/ R3-2	Retail/ Residential	10000	25	7	8666	37	Fail	Fail
D	8667	1	C2-3/ R3-2	Retail/ Residential	8000	25	0	8667	25	Fail	Fail
E	8773	1	C1-3/ R3-2	Residential	3600	35	341	8772	50	Pass	Pass
1	8777	25	C1-3/ R3-2	Retail/ Residential	12000	25	0	8777	31	Fail	Fail
2	8771	8	C1-3/ R3-2	Retail/ Residential	8000	25	53	8771	13	Pass	Pass
3	8769	3	C2-3/ R3-2	Retail/ Residential	15700	25	5	8769	65	Fail	Fail
4	8766	1	C2-3/ R3-2	Retail/ Residential	19200	25	96	8767	114	Pass	Pass
5	8596	33	C1-3/ R3-2	Retail/ Residential	16750	25	98	8607	180	Pass	Pass

Table 1 – Screening Result for Projected and Potential Sites

SITE #	BLOCK	LOT	Proposed Zoning	Proposed Land Use	Total Floor Area (ft^2)	Building Height (ft)	Distance to Nearest Building (ft)	Impacted Block	Impacted Lot	SO_2 Screening Result	NO_2 Screening Result
6	8607	185	C1-3/ R3-2	Retail/ Residential	10900	25	0	8607	180	Fail	Fail
7	8607	180	C1-3/ R3-2	Retail/ Residential	9100	25	0	8607	185	Fail	Fail
8	8782	59	C1-3/ R3-2	Retail/ Residential	6564	25	19	8782	64	Fail	Pass
9	8782	64, 71	C1-3/ R3-2	Retail/ Residential	17500	25	19	8782	59	Fail	Fail
10	8788	1	C1-3/ R3-2	Retail/ Residential	20000	25	90	8788	15	Pass	Pass
11	8790	34, 31	C1-3/ R3-2	Retail/ Residential	16000	25	4	8790	30	Fail	Fail
12	8791	34	C1-3/ R3-2	Retail/ Residential	6000	25	8	8791	37	Fail	Fail
13	8792	31	C1-3/ R3-2	Retail/ Residential	10000	25	39	8792	21	Pass	Pass
14	8795	14	C1-3/ R3-2	Retail/ Residential	10000	25	0	8795	19	Fail	Fail
15	8795	19	C1-3/ R3-2	Retail/ Residential	4000	25	0	8795	14	Fail	Fail
16	8812	14, 15	C2-3/ R3-2	Residential	6262	35	400	8773	1	Pass	Pass
17	7934	1	C1-3/ R3-2	Retail/ Residential	12648	25	21	7934	67	Fail	Fail

The result of the screening analysis found that three (3) projected development sites and ten (10) potential development sites failed the HVAC boiler screening analysis for No. 2 fuel oil and/or natural gas.

Therefore, using the EPA's AERSCREEN, an analysis was performed for the projected and potential development sites that failed the screening analysis. The analysis was performed utilizing a unitary emission factor (1 gram/second). Multiple receptors were analyzed with an impact distance from five (5) feet to four hundred (400) feet from the emission source and elevations from twenty-five (25) to thirty-five (35) feet. Because the source elevation is projected to be three (3) feet higher than the projected roof, the emission source or the HVAC stack in was placed at an elevation of twenty-eight (28) feet. The results are compared to the National Ambient Air Quality Standard (NAAQS) in order to determine any violation. The results of the AERSCREEN analysis are detailed in Table 2 and 3 below.

Table 2 – EPA's AERSCREEN Predicted Concentrations for Fuel Oil #2 in $\mu g/m^3$

SITE #	SO_2 3-Hour concentration	NAAQS SO_2 3-Hour Standard	SO_2 24-Hour concentration	NAAQS SO_2 24-Hour Standard	SO_2 Annual concentration	NAAQS SO_2 Annual Standard	PM_{10} 24-Hour concentration	NAAQS PM_{10} 24-Hour Standard	EPA AERSCREEN Result for Fuel Oil #2 Boiler
B	712	1300	**416**	365	32	80	76	150	Fail
C	615	1300	358	365	29	80	72	150	Pass
D	518	1300	299	365	26	80	67	150	Pass
1	712	1300	**416**	365	32	80	76	150	Fail

3	893	1300	**524**	365	37	80	83	150	Fail
6	659	1300	**384**	365	30	80	73	150	Fail
7	571	1300	331	365	28	80	70	150	Pass
8	448	1300	257	365	24	80	65	150	Pass
9	980	1300	**577**	365	39	80	87	150	Fail
11	907	1300	**533**	365	37	80	84	150	Fail
12	420	1300	241	365	24	80	63	150	Pass
14	615	1300	358	365	29	80	72	150	Pass
15	323	1300	182	365	21	80	59	150	Pass
17	744	1300	**435**	365	33	80	77	150	Fail

Table 3 – EPA's AERSCREEN Predicted Concentrations for Natural Gas in µg/m^3

SITE #	NO_2 Annual Concentration	NAAQS NO_2 Annual Standard	EPA AERSCREEN Result for Natural Gas Boiler
B	55	100	Pass
C	54	100	Pass
D	52	100	Pass
1	55	100	Pass
3	57	100	Pass
6	54	100	Pass
7	53	100	Pass
8	51	100	Pass
9	58	100	Pass
11	57	100	Pass
12	51	100	Pass
14	54	100	Pass
15	50	100	Pass
17	55	100	Pass

Finally, an assessment of the potential for buildings in close proximity and equal height to cause a cumulative impact on nearby land uses was performed using EPA's AERMOD. Projected Development Sites B and D were selected as the combined source because they have the biggest combined building footprint. All sensitive land uses within the four hundred (400) feet radius in block 8664, 8665, 8666, 8667 and 8668 were selected as receptor. The Sulfur Dioxide (SO_2), Nitrogen Dioxide (NO_2) and Particulate Matter (PM_{10}) emission rates were assessed based on the combined area

of the Projected Development Sites B and D. The AERMOD results indicated that there will not be any impacts from the combined source.

The results of the AERSCREEN analysis found that to preclude the potential for significant adverse air quality impacts related to HVAC emissions, an (E) designation would need to be incorporated into the rezoning proposal for one (1) projected development site and six (6) potential development sites as follows:

Projected Development Site
Block 8667 Lot 25 *(Site B)*

Potential Development Sites
Block 8777 Lot 25 *(Site 1)*
Block 8769 Lot 3 *(Site 3)*
Block 8607 Lot 185 *(Site 6)*
Block 8782 Lots 64, 71 *(Site 9)*
Block 8790 Lots 34, 31 *(Site 11)*
Block 7934 Lot 1 *(Site 17)*

The text for the (E) designations is as follows:

Block 8667, Lot 25 (Projected Site B)
Any new residential and/or commercial development on the above-referenced property must ensure that the heating, ventilating and air conditioning stack(s) use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 8777, Lot 25 (Potential Site 1)
Any new residential and/or commercial development on the above-referenced property must ensure that the heating, ventilating and air conditioning stack(s) use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 8769, Lot 3 (Potential Site 3)
Any new residential and/or commercial development on the above-referenced property must ensure that the heating, ventilating and air conditioning stack(s) use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 8607, Lot 185 (Potential Site 6)
Any new residential and/or commercial development on the above-referenced property must ensure that the heating, ventilating and air conditioning stack(s) use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 8782, Lots 64 and 71 (Potential Site 9)

Any new residential and/or commercial development on the above-referenced property must ensure that the heating, ventilating and air conditioning stack(s) use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 8790, Lots 34 and 31 (Potential Site 11)
Any new residential and/or commercial development on the above-referenced property must ensure that the heating, ventilating and air conditioning stack(s) use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 7934, Lot 1 (Potential Site 17)
Any new residential and/or commercial development on the above-referenced property must ensure that the heating, ventilating and air conditioning stack(s) use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

With the placement of the (E) designations on the above blocks and lots, no significant impacts related to stationary source air quality would be expected as the result of the proposed action.

Industrial Sources

The air quality analysis for industrial processes determines the potential impact of pollutants emitted from manufacturing and industrial facilities on sensitive receptors. The analysis followed the Industrial Source Screen procedure in Page 17-34 of 2012 *CEQR Technical Manual*. DCP conducted a study to identify manufacturing, industrial and commercial uses within 400 feet of the boundaries of the rezoning area including projected and potential development sites. NYCDEP Bureau of Environmental Compliance (Air, Noise, Asbestos and Hazardous Materials), NYSDEC, and EPA permit records were used to identify existing sources of emissions.

The screening procedure used to estimate the emissions from these businesses is based on information contained in the operation permits from NYCDEP-BEC and NY**S**DEC. The permits issued describe potential contaminants emitted by the permitted processes, hours per day and days per year for which emissions occur (which is related to the hours of business operation), and the characteristics of the emission exhaust systems (stack height, inside diameter, exit temperature, and exit velocity.)

The screening analysis identified three (3) permitted facilities .

PA006297J – A & A French Cleaner.

CA209690K – Hyde Park Laundromat

GA004498J – Getty Petroleum Marketing, Inc

A screening analysis was conducted for permit number PA006297J for Tetrachloroethylene (PERC) as contaminant. The screening analysis showed the maximum SGC (short term guideline concentration) was 17.4 $\mu g/m^3$ and AGC (annual guideline concentration) was 0.02 $\mu g/m^3$. Because

the SGC was below 1000 µg/m^3 and AGC was below 10 µg/m^3, it was concluded that no significant impacts to projected or potential development sites from the industrial source. The other two facilities didn't require further assessment.

Conclusion

The HVAC systems for the projected and potential development sites were screened against the nearest building of similar or greater height to determine if emissions from #2 fuel oil and/or natural gas would pose a significant adverse impact. According to the preliminary CEQR HVAC nomograph screens, three (3) projected development sites and ten (10) potential development sites failed using No. 2 fuel oil and/or natural gas. A detailed analysis using AERSCREEN was performed, which showed that one projected development site and six potential sites require an (E) designation for Natural Gas in order to avoid significant adverse air quality impacts. An AERMOD analysis of potential cumulative impacts for adjacent development sites of equal heights determined that there will not be any impacts from a combined source.

An Air Toxics Survey was carried out to ascertain if industrial or manufacturing facilities near the Proposed Action could cause an air quality impact on the proposed development. The screening analysis identified three permitted facilities. The screening analysis of these three facilities concluded that no significant impacts to projected or potential development sites from the industrial source are anticipated.

Therefore, with the placement of the (E) designations on the aforementioned properties, no significant impacts related to air quality are expected as the result of the proposed action, and no further analysis is warranted.

ATTACHMENT 10 - NOISE

Introduction

A noise analysis was conducted to evaluate the potential noise impacts of the Proposed Action. Screening analyses for both mobile and stationary source noise impacts were performed in accordance with the procedures of the 2012 *CEQR Technical Manual*. Based on the results presented below, the proposed action would not result in significant adverse noise impacts from either mobile or stationary sources.

According to the 2012 *CEQR Technical Manual*, detailed noise analysis may be warranted if a sensitive receptor screening determines that a proposed action would introduce a new noise-sensitive location, known as a receptor, in an area with high ambient noise levels, which typically include those sites near highly-trafficked thoroughfares, airports, rail, or other loud activities. Receptors are defined as an area where human activity may be adversely affected when noise levels exceed predefined thresholds of acceptability or when noise levels increase by an amount exceeding a predefined threshold of change.

Mobile Sources

To determine the potential for the proposed action to result in significant noise impacts related to mobile sources, screening analyses were performed pursuant to the methodologies identified in the 2012 *CEQR Technical Manual.*

Based on the Reasonable Worst Case Development Scenario of a total net increase of 23 dwelling units, total net increase of 13,999 square feet of local retail space, 5,100 square feet of community facility space (professional medical office) and a net decrease of 5,147 square feet of office space, it was determined that the number of vehicular trips projected to be generated by the proposed action is below the 2012 *CEQR Technical Manual* traffic threshold of 50 peak hour vehicle trip ends for this area of the city. This increase does not double the PCE (Passenger Car Equivalent) between the no action and with action scenarios (3 dBA threshold). Therefore, the proposed action would not be expected to cause a significant noise impact on any sensitive receptor.

The existing ambient noise levels within the project area were measured at three locations during the morning (7:00-8:30 AM), midday (12:00-1:30 PM) and evening (4:00-6:30 PM) peak hours in the following locations:

1) In the southeast corner of Little Neck Pkwy and Hillside Avenue (front of Site 8),
2) In the Southwest corner of Hillside Avenue and 265th Street (front of Site A),
3) In the northeast corner of Jamaica Avenue (Jericho Turnpike) and 251th Street (front of Site D).

These locations are representative of the noise levels that projected and potential residential/commercial development sites would be exposed to under build conditions.

The measured noise levels at these sites are tabulated in Table 1 below:

Table 1: Measured Noise Levels at Mobile Source Analysis Sites

Site ID	Location	Time	L_{eq}	L_{10}	L_{50}	L_{90}	L_{min}	L_{max}
S1	SE corner of Little Neck Pkwy and Hillside Avenue	AM	71.1	74.1	70.5	62.5	56.3	81.2
		MD	71.7	74.9	69.5	64	56.6	85.1
		PM	72.8	**76.2**	70.4	64	55.3	86.5
S2	SW corner of Hillside Avenue and 265th Street	AM*	71.1	74.1	70.5	62.5	56.3	81.2
		MD	71.3	75	68.5	53.3	47.7	85
		PM	71.8	**75.2**	70.4	57.1	47.6	84.6
S3	NE corner of Jamaica Avenue and 251th Street	AM	76.2	**80.3**	75.5	64.8	52.9	89.3
		MD	75.6	78.8	73.1	64.7	43.7	90.3
		PM	75.8	78.9	74.6	64.4	56.2	89.7

Source: *S2AM *Measurement based on AM measurement of S1*

Proportional analysis was used to determine locations with the potential for having significant noise impacts. Proportional modeling is one of the techniques recommended in the *CEQR Technical Manual* for mobile source analysis for attenuation purposes for no action and with action scenarios. Based on the *CEQR Technical Manual*, all vehicular traffic volumes are converted into Passenger Car Equivalence (PCE) values. PCE values are derived using the following guideline:

1 Passenger Car = 1 PCE
1 Medium Truck = 13 PCE
1 Heavy Truck = 47 PCE

Based on the *CEQR Technical Manual*, the following equation was used in determining the no action and with action L_{10}.

$$\text{Future Noise Level} = 10 \times \log_{10}\frac{\text{Future PCE}}{\text{Existing PCE}} + \text{Existing Noise Level}$$

Depicted on Table 2 is the result of the PCE calculation and the CEQR impact criteria for the Existing condition, No Action and With Action Scenario.

Table 2: Proportional Analysis for Mobile Noise Impact

Site	Location	Time	Existing L_{10}	Existing Category	No Action L_{10}	No Action Category	With Action L_{10}	With Action Category
S1	SE corner of Little Neck Pkwy and Hillside Avenue	AM	74.1	MARGINALLY UNACCEPTABLE II	74.2	MARGINALLY UNACCEPTABLE II	74.3	MARGINALLY UNACCEPTABLE II
		MD	74.9	MARGINALLY UNACCEPTABLE II	75.0	MARGINALLY UNACCEPTABLE II	75.0	MARGINALLY UNACCEPTABLE II

		PM	76.2	MARGINALLY UNACCEPTABLE III	76.3	MARGINALLY UNACCEPTABLE III	**76.3**	MARGINALLY UNACCEPTABLE III
S2	SW corner of Hillside Avenue and 265th Street	AM*	74.1	MARGINALLY UNACCEPTABLE II	74.2	MARGINALLY UNACCEPTABLE II	74.3	MARGINALLY UNACCEPTABLE II
		MD	75	MARGINALLY UNACCEPTABLE II	75.1	MARGINALLY UNACCEPTABLE II	75.1	MARGINALLY UNACCEPTABLE II
		PM	75.2	MARGINALLY UNACCEPTABLE II	75.3	MARGINALLY UNACCEPTABLE II	**75.3**	MARGINALLY UNACCEPTABLE II
S3	SW corner of Jamaica Avenue and 251th Street	AM	80.3	CLEARLY UNACCEPTABLE	80.4	CLEARLY UNACCEPTABLE	**80.5**	CLEARLY UNACCEPTABLE
		MD	78.8	MARGINALLY UNACCEPTABLE IV	78.9	MARGINALLY UNACCEPTABLE IV	79.0	MARGINALLY UNACCEPTABLE IV
		PM	78.9	MARGINALLY UNACCEPTABLE IV	79.0	MARGINALLY UNACCEPTABLE IV	79.0	MARGINALLY UNACCEPTABLE IV

Note: **S2AM predictions are based on AM predictions of N1*

The measured ambient noise levels are within the **Marginally Unacceptable levels II, III, IV) and Clearly Unacceptable** categories as per 2012 *CEQR Technical Manual,* Table 19-3 Required Attenuation Values to Achieve Acceptable Interior Noise Levels.

Therefore, as a result of the proposed action, five (5) Projected Development sites and seventeen (17) Potential Development sites would be mapped with an (E) designation for noise to preclude the potential of significant impacts.

There are three levels of required noise attenuation based on the With Action Category of Table 2 above. Depending on the ambient noise levels they would require 31, 33 dBA and 37 dBA of window/wall attenuation.

The following sites require 31 dBA of noise attenuation in order to avoid the potential for significant adverse impacts related to noise. The proposed action includes (E) designations on the following properties which include two (2) projected and eleven (11) potential development sites:

Projected Development Sites
Block 8794, Lot 22 *(Site A)*
Block 8773, Lot 1*(Site E)*

Potential Development Sites
Block 8777, Lot 25 *(Site 1)*
Block 8771, Lot 8 *(Site 2)*
Block 8769, Lot 3 *(Site 3)*
Block 8788, Lot 1 *(Site 10)*
Block 8790, Lots 31 and 34 *(Site 11)*
Block 8791, Lot 34 *(Site 12)*
Block 8792, Lot 31 *(Site 13)*
Block 8795, Lot 14 *(Site 14)*
Block 8795, Lot 19 *(Site 15)*

Block 8812, Lot 14 and 15 *(Site 16)*
Block 7934, Lot 1 *(Site 17)*

The text of the (E) designation for noise for the above properties is as follows:

In order to ensure an acceptable interior noise environment, future residential/commercial uses must provide a closed window condition with a minimum of 31 dB(A) window/wall attenuation in all façades in order to maintain an interior noise level of 45 dB(A). In order to maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation include, but are not limited to, central air conditioning.

The following sites require 33 dBA of noise attenuation in order to avoid the potential for significant adverse impacts related to noise. The proposed action includes (E) designations on the following properties which include six (6) potential development sites:

Potential Development Sites
Block 8766, Lot 1 *(Site 4)*
Block 8596, Lot 33 *(Site 5)*
Block 8607, Lot 185 *(Site 6)*
Block 8607, Lot 180 *(Site 7)*
Block 8782, Lot 59 *(Site 8)*
Block 8782, Lot 64 and 71 *(Site 9)*

The text of the (E) designation for noise for the above properties is as follows:

In order to ensure an acceptable interior noise environment, future residential/commercial uses must provide a closed window condition with a minimum of 33 dB(A) window/wall attenuation in all façades in order to maintain an interior noise level of 45 dB(A). In order to maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation include, but are not limited to, central air conditioning.

The following sites require 37 dBA of noise attenuation in order to avoid the potential for significant adverse impacts related to noise. The proposed action includes (E) designations on the following properties which include three (3) projected development sites:

Projected Development Sites
Block 8667, Lot 25 *(Site B)*
Block 8666, Lot 42 *(Site C)*
Block 8667, Lot 1 *(Site D)*

The text of the (E) designation for noise for the above properties is as follows:

In order to ensure an acceptable interior noise environment, future residential/commercial uses must provide a closed window condition with a minimum of

37 dB(A) window/wall attenuation in all façades in order to maintain an interior noise level of 45 dB(A). In order to maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation include, but are not limited to, central air conditioning.

With the attenuation measure specified above, the proposed rezoning would not result in any significant adverse noise impacts as the result of the proposed action, and would meet CEQR guidelines.

Table 3: Required Attenuation Values for Projected and Potential Development Sites

Site #	Block	Lot	Projected Use	Governing Noise Monitoring Site	Maximum L10 at Governing Monitoring Site	CEQR Categories	Recommended Window Attenuation
A	8794	22	Drs offices/Res	S2	75.3	MARGINALLY UNACCEPTABLE II	31
B	8667	25	Retail/Residential	S3	80.5	CLEARLY UNACCEPTABLE	37
C	8666	42	Retail/Residential	S3	80.5	CLEARLY ACCEPTABLE	37
D	8667	1	Retail/Residential	S3	80.5	CLEARLY UNACCEPTABLE	37
E	8773	1	Residential	S2	75.3	MARGINALLY UNACCEPTABLE II	31
1	8777	25	Retail/Residential	S2	75.3	MARGINALLY UNACCEPTABLE II	31
2	8771	8	Retail/Residential	S2	75.3	MARGINALLY UNACCEPTABLE II	31
3	8769	3	Retail/Residential	S2	75.3	MARGINALLY UNACCEPTABLE II	31
4	8766	1	Retail/Residential	S1	76.3	MARGINALLY UNACCEPTABLE III	33
5	8596	33	Retail/Residential	S1	76.3	MARGINALLY UNACCEPTABLE III	33
6	8607	185	Retail/Residential	S1	76.3	MARGINALLY UNACCEPTABLE III	33
7	8607	180	Retail/Residential	S1	76.3	MARGINALLY UNACCEPTABLE III	33

Table 3: Required Attenuation Values for Projected and Potential Development Sites

Site #	Block	Lot	Projected Use	Governing Noise Monitoring Site	Maximum L10 at Governing Monitoring Site	CEQR Categories	Recommended Window Attenuation
8	8782	59	Retail/Residential	S1	76.3	MARGINALLY UNACCEPTABLE III	33
9	8782	64	Retail/Residential	S1	76.3	MARGINALLY UNACCEPTABLE III	33
	8782	71		S1	76.3	MARGINALLY UNACCEPTABLE III	33
10	8788	1	Retail/Residential	S2	75.3	MARGINALLY UNACCEPTABLE II	31
11	8790	34	Retail/Residential	S2	75.3	MARGINALLY UNACCEPTABLE II	31
	8790	31		S2	75.3	MARGINALLY UNACCEPTABLE II	31
12	8791	34	Retail/Residential	S2	75.3	MARGINALLY UNACCEPTABLE II	31
13	8792	31	Retail/Residential	S2	75.3	MARGINALLY UNACCEPTABLE II	31
14	8795	14	Retail/Residential	S2	75.3	MARGINALLY UNACCEPTABLE II	31
15	8795	19	Retail/Residential	S2	75.3	MARGINALLY UNACCEPTABLE II	31
16	8812	14	Residential	S2	75.3	MARGINALLY UNACCEPTABLE II	31
	8812	15		S2	75.3	MARGINALLY UNACCEPTABLE II	31
17	7934	1	Retail/Residential	S2	75.3	MARGINALLY UNACCEPTABLE II	31

Stationary Sources

It is assumed that the building mechanical system (i.e., HVAC systems) would be designed to meet all applicable noise regulations (i.e., Subchapters 5, § 24-227 of the New York City Noise Control Code, the New York City Department of Buildings Code) and to avoid producing levels that would result in any significant increase in ambient noise levels. Therefore, the proposed action is not expected to

result in any significant, adverse noise impacts related to stationary sources, and a detailed assessment is not warranted.

Conclusion

Analysis of future noise levels shows that the Proposed Action would not cause significant adverse impacts to the surrounding community. Along Hillside Avenue the maximum projected future L10 noise levels would be 76.3 dBA. Along Jamaica Avenue (Jericho Turnpike) the maximum projected L10 noise levels would be a maximum of 80.5 dBA. The development sites along Hillside and Jamaica Avenues would fall into the Marginally Unacceptable II, III, IV VI category or the Clearly Unacceptable category of the CEQR Noise Exposure Guidelines, which would require a minimum window/wall attenuation of 31, 33, or 37 dBA. In areas with an exterior L10 of 70 dBA or more, the building must provide alternate means of ventilation so that residents may keep their windows closed in warm weather. A noise (E) Designation would be placed on the aforementioned properties to ensure that no noise impacts would occur to future residents. The (E) Designation includes specifications such as the provision of a closed-window condition with a minimum window/wall attenuation to maintain an interior noise level of 45 dBA. To maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation include, but are not limited to, air conditioning. With the (E) Designation specified on the above properties, the proposed action would not result in any significant adverse noise impacts, and no further analysis is warranted.

APPENDIX

ENVIRONMENTAL REVIEW

Project number: DEPARTMENT OF CITY PLANNING / 77DCP071Q
Project: BELLEROSE FLORAL PARK GLEN OAKS REZONING
Date received: 1/4/2013

Properties with no Archaeological or Architectural significance:

1) ADDRESS: 249-20 JAMAICA AVENUE, BBL: 4086660042
2) ADDRESS: 250-15 JAMAICA AVENUE, BBL: 4086670025
3) ADDRESS: 250-01 JAMAICA AVENUE, BBL: 4086670001
4) ADDRESS: 261-19 HILLSIDE AVENUE, BBL: 4087730001
5) ADDRESS: 264-12 HILLSIDE AVENUE, BBL: 4087940022
6) ADDRESS: 254-05 HILLSIDE AVENUE, BBL: 4087660001
7) **ADDRESS: 257-03 HILLSIDE AVENUE, BBL: 4087690003, archaeology only, see below regarding architectural status.**
8) ADDRESS: 259-05 HILLSIDE AVENUE, BBL: 4087710008
9) ADDRESS: 265-15 HILLSIDE AVENUE, BBL: 4087770025
10) ADDRESS: 254-02 HILLSIDE AVENUE, BBL: 4087820059
11) ADDRESS: 254-20A HILLSIDE AVENUE, BBL: 4087820064
12) ADDRESS: 254-20B HILLSIDE AVENUE, BBL: 4087820071
13) ADDRESS: 258-10 HILLSIDE AVENUE, BBL: 4087880001
14) ADDRESS: 84-05 260 STREET, BBL: 4087900034
15) ADDRESS: 260-10 HILLSIDE AVENUE, BBL: 4087900031
16) ADDRESS: 261-20 HILLSIDE AVENUE, BBL: 4087910034
17) ADDRESS: 262-10 HILLSIDE AVENUE, BBL: 4087920031
18) ADDRESS: 233-15 HILLSIDE AVENUE, BBL: 4079340001
19) ADDRESS: 253-11 HILLSIDE AVENUE, BBL: 4085960033
20) ADDRESS: 253-10 HILLSIDE AVENUE, BBL: 4086070185
21) ADDRESS: 253-06 HILLSIDE AVENUE, BBL: 4086070180
22) ADDRESS: 265-08 HILLSIDE AVENUE, BBL: 4087950014
23) ADDRESS: 265-12 HILLSIDE AVENUE, BBL: 4087950019
24) ADDRESS: EAST WILLISTON AVE, BBL: 4088120014
25) ADDRESS: 84-18 EAST WILLISTON AVE, BBL: 4088120015

Properties with potential Architectural significance:

ADDRESS: 257-03 HILLSIDE AVENUE, BBL: 4087690003. In order to complete the review, please provide the architect, date, and name of client.

Gina Santucci 1/14/2013

SIGNATURE DATE
Gina Santucci, Environmental Review Coordinator

File Name: 28244_FSO_DNP_01142013.doc

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 / 77DCP071Q
Project: BELLEROSE FLORAL PARK GLEN OAKS REZONING
Date received: 1/31/2013

Comments:

The LPC is in receipt of additional information concerning 257-03 Hillside Ave., 8769/3. There are no concerns.

Gina Santucci 2/6/2013

SIGNATURE DATE
Gina Santucci, Environmental Review Coordinator

File Name: 28244_FSO_GS_02062013.doc