ENVIRONMENTAL ASSESSMENT STATEMENT

OZONE PARK REZONING

September 6, 2013

CEQR No.: 14DCP027Q

ULURP No.: 140079ZMQ

Location: Queens, New York

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

Lead Agency Contact:
Robert Dobruskin, AICP, Director
Environmental Assessment and Review Division
New York City Department of City Planning
22 Reade Street, Room 4E
New York, NY 10007
(212) 720-3423

Prepared By:
New York City Department of City Planning

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

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

Part I: GENERAL INFORMATION

PROJECT NAME Ozone Park Rezoning

1. *Reference Numbers*

CEQR REFERENCE NUMBER (to be assigned by lead agency)	BSA REFERENCE NUMBER (if applicable)
14DCP027Q	
ULURP REFERENCE NUMBER (if applicable)	OTHER REFERENCE NUMBER(S) (if applicable) (*e.g.*, legislative intro, CAPA)
140079ZMQ	

2a. *Lead Agency Information*

NAME OF LEAD AGENCY: NYC 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 | EMAIL: RDOBRUS@Planning.nyc.gov

2b. *Applicant Information*

NAME OF APPLICANT: NYC 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: 718-286-3170 | EMAIL: 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*

A comprehensive, 530-block rezoning seeking to protect the lower density character of residential blocks, while directing moderate new mixed-use development to the area's major corridors that are well-served by transit.

Project Location

BOROUGH	COMMUNITY DISTRICT(S)	STREET ADDRESS
Queens	9 and 10	
TAX BLOCK(S) AND LOT(S)		ZIP CODE

DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS: Queens, Community Districts 9 and 10, Ozone Park

EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY: R3-1, R3-2, R4, R5, C4-2, C8-1, M1-1, M1-2

ZONING SECTIONAL MAP NUMBER: 18A, 18B, 18C, 18D

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

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

☐ CITY MAP AMENDMENT ☐ ZONING CERTIFICATION ☐ CONCESSION
☒ ZONING MAP AMENDMENT ☐ ZONING AUTHORIZATION ☐ UDAAP
☐ ZONING TEXT AMENDMENT ☐ ACQUISITION—REAL PROPERTY ☐ REVOCABLE CONSENT
☐ SITE SELECTION—PUBLIC FACILITY ☐ DISPOSITION—REAL PROPERTY ☐ FRANCHISE
☐ HOUSING PLAN & PROJECT ☐ OTHER, explain:
☐ SPECIAL PERMIT (if appropriate, specify type: ☐ modification; ☐ renewal; ☐ other); EXPIRATION DATE:
SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

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

☐ VARIANCE (use)
☐ VARIANCE (bulk)
☐ SPECIAL PERMIT (if appropriate, specify type: ☐ modification; ☐ renewal; ☐ other); EXPIRATION DATE:
SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

***Department of Environmental Protection*:** ☐ YES ☒ NO If "yes," specify:

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

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

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

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

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

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

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

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

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

Physical Setting (both developed and undeveloped areas)

Total directly affected area (sq. ft.): 64,307,262.77
Waterbody area (sq. ft.) and type:
Roads, buildings, and other paved surfaces (sq. ft.):
Other, describe (sq. ft.):

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

SIZE OF PROJECT TO BE DEVELOPED (gross square feet): See Attachment 2
NUMBER OF BUILDINGS: See Attachment 2
GROSS FLOOR AREA OF EACH BUILDING (sq. ft.): See Attachment 2
HEIGHT OF EACH BUILDING (ft.): See Attachment 2
NUMBER OF STORIES OF EACH BUILDING: See Attachment 2

Does the proposed project involve changes in zoning on one or more sites? ☒ YES ☐ NO
If "yes," specify: The total square feet owned or controlled by the applicant: 0
The total square feet not owned or controlled by the applicant: 0

Does the proposed project involve in-ground excavation or subsurface disturbance, including, but not limited to foundation work, pilings, utility lines, or grading? ☐ YES ☐ NO
If "yes," indicate the estimated area and volume dimensions of subsurface disturbance (if known):
AREA OF TEMPORARY DISTURBANCE: sq. ft. (width x length)
VOLUME OF DISTURBANCE: cubic ft. (width x length x depth)
AREA OF PERMANENT DISTURBANCE: sq. ft. (width x length)

8. *Analysis Year* CEQR Technical Manual Chapter 2

ANTICIPATED BUILD YEAR (date the project would be completed and operational): 2023
ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: NA
WOULD THE PROJECT BE IMPLEMENTED IN A SINGLE PHASE? ☐ YES ☒ NO IF MULTIPLE PHASES, HOW MANY? NA
BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE: NA

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

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

DESCRIPTION OF EXISTING AND PROPOSED CONDITIONS

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

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
LAND USE				
Residential	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
Describe type of residential structures	Low-rise	Low-rise	Low- and mid-rise	
No. of dwelling units	6	119	334	219
No. of low- to moderate-income units	0	0	0	0
Gross floor area (sq. ft.)	5,824	96,039	329,338	219,846
Commercial	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
Describe type (retail, office, other)	Retail and Auto Services	Retail and Auto Services	Retail and Personal Services	
Gross floor area (sq. ft.)	32,340	82,934	138,096	54,582
Manufacturing/Industrial	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," specify the following:				
Type of use				
Gross floor area (sq. ft.)				
Open storage area (sq. ft.)				
If any unenclosed activities, specify:				
Community Facility	☐ YES ☒ NO	☐ YES ☒ NO	☒ YES ☐ NO	
If "yes," specify the following:				
Type			Medical Offices and Senior Centers	
Gross floor area (sq. ft.)			19,558	19,559
Vacant Land	☐ YES ☐ NO	☐ YES ☐ NO	☐ YES ☐ NO	
If "yes," describe:				
Publicly Accessible Open Space	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," specify type (mapped City, State, or Federal parkland, wetland—mapped or otherwise known, other):				
Other Land Uses	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," describe:				
PARKING				
Garages	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," specify the following:				
No. of public spaces				
No. of accessory spaces				
Operating hours				
Attended or non-attended				
Lots	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☐ NO	
If "yes," specify the following:				
No. of public spaces				
No. of accessory spaces				
Operating hours				
Other (includes street parking)	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," describe:				
POPULATION				
Residents	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify number:	124,406	124,816	125,535	751

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
Briefly explain how the number of residents was calculated:	Derived from 2010 Census total population and average H.H. size for the cunsus tracts within the rezoning area.			
Businesses	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," 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:				
Other (students, visitors, concert-goers, *etc.*)	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If any, specify type and number:				
Briefly explain how the number was calculated:				
ZONING				
Zoning classification	Varies, See Attachment 3	Varies, See Attachment 3	Varies, See Attachment 3	Varies, See Attachment 3
Maximum amount of floor area that can be developed				
Predominant land use and zoning classifications within land use study area(s) or a 400 ft. radius of proposed project				
Attach any additional information that may be needed to describe the project. If your project involves changes that affect one or more sites not associated with a specific development, it is generally appropriate to include total development projections in the above table and attach separate tables outlining the reasonable development scenarios for each site.				

Part II: TECHNICAL ANALYSIS

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

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

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

	YES	NO
enhance, or otherwise protect it?		
iv. Indirect Business Displacement		
o Would the project potentially introduce trends that make it difficult for businesses to remain in the area?	☐	☒
o Would the project capture retail sales in a particular category of goods to the extent that the market for such goods would become saturated, potentially resulting in vacancies and disinvestment on neighborhood commercial streets?	☐	☒
v. Effects on Industry		
o Would the project significantly affect business conditions in any industry or any category of businesses within or outside the study area?	☐	☒
o Would the project indirectly substantially reduce employment or impair the economic viability in the industry or category of businesses?	☐	☒
3. *COMMUNITY FACILITIES*: CEQR Technical Manual Chapter 6		
(a) Direct Effects		
o Would the project directly eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, libraries, health care facilities, day care centers, police stations, or fire stations?	☐	☒
(b) Indirect Effects		
i. Child Care Centers		
o Would the project result in 20 or more eligible children under age 6, based on the number of low or low/moderate income residential units? (See Table 6-1 in Chapter 6)	☐	☒
o If "yes," 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?	☐	☐
o If "yes," would the project increase the collective utilization rate by 5 percent or more from the No-Action scenario?	☐	☐
ii. Libraries		
o Would the project result in a 5 percent or more increase in the ratio of residential units to library branches? (See Table 6-1 in Chapter 6)	☐	☒
o If "yes," would the project increase the study area population by 5 percent or more from the No-Action levels?	☐	☐
o If "yes," would the additional population impair the delivery of library services in the study area?	☐	☐
iii. Public Schools		
o Would the project result in 50 or more elementary or middle school students, or 150 or more high school students based on number of residential units? (See Table 6-1 in Chapter 6)	☒	☐
o If "yes," 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 100 percent?	☒	☐
o If "yes," would the project increase this collective utilization rate by 5 percent or more from the No-Action scenario?	☐	☒
iv. Health Care Facilities		
o Would the project result in the introduction of a sizeable new neighborhood?	☐	☒
o If "yes," would the project affect the operation of health care facilities in the area?	☐	☐
v. Fire and Police Protection		
o Would the project result in the introduction of a sizeable new neighborhood?	☐	☒
o If "yes," would the project affect the operation of fire or police protection in the area?	☐	☐
4. *OPEN SPACE*: CEQR Technical Manual Chapter 7		
(a) Would the project change or eliminate existing open space?	☐	☒
(b) Is the project located within an under-served area in the Bronx, Brooklyn, Manhattan, Queens, or Staten Island?	☒	☐
(c) If "yes," would the 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 located in an area that is neither under-served nor well-served, would it generate more than 200 additional residents or 500 additional employees?	☒	☐
(g) If "yes" to questions (c), (e), or (f) above, attach supporting information to answer the following:		
o If in an under-served area, would the project result in a decrease in the open space ratio by more than 1 percent?	☐	☒
o If in an area that is not under-served, would the project result in a decrease in the open space ratio by more than 5	☐	☒

	YES	NO
percent?		
o If "yes," are there qualitative considerations, such as the quality of open space, that need to be considered? Please specify:	☐	☒
5. *SHADOWS*: CEQR Technical Manual Chapter 8		
(a) Would the proposed project result in a net height increase of any structure of 50 feet or more?	☒	☐
(b) Would the proposed project result in any increase in structure height and be located adjacent to or across the street from a sunlight-sensitive resource?	☒	☐
(c) If "yes" to either of the above questions, attach supporting information explaining whether the project's shadow would reach any sunlight-sensitive resource at any time of the year.		
6. *HISTORIC AND CULTURAL RESOURCES*: CEQR Technical Manual Chapter 9		
(a) Does the proposed project site or an adjacent site contain any architectural and/or archaeological resource that is eligible for or has been designated (or is calendared for consideration) as a New York City Landmark, Interior Landmark or Scenic Landmark; that is listed or eligible for listing on the New York State or National Register of Historic Places; or that is within a designated or eligible New York City, New York State or National Register Historic District? (See the GIS System for Archaeology and National Register to confirm)	☐	☒
(b) Would the proposed project involve construction resulting in in-ground disturbance to an area not previously excavated?	☒	☐
(c) If "yes" to either of the above, list any identified architectural and/or archaeological resources and attach supporting information on whether the proposed project would potentially affect any architectural or archeological resources. See Appendix		
7. *URBAN DESIGN AND VISUAL RESOURCES*: CEQR Technical Manual Chapter 10		
(a) Would the proposed project introduce a new building, a new building height, or result in any substantial physical alteration to the streetscape or public space in the vicinity of the proposed project that is not currently allowed by existing zoning?	☒	☐
(b) Would the proposed project result in obstruction of publicly accessible views to visual resources not currently allowed by existing zoning?	☐	☒
(c) If "yes" to either of the above, please provide the information requested in Chapter 10.		
8. *NATURAL RESOURCES*: CEQR Technical Manual Chapter 11		
(a) Does the proposed project site or a site adjacent to the project contain natural resources as defined in Section 100 of Chapter 11?	☐	☒
o If "yes," list the resources and attach supporting information on whether the project would affect any of these resources.		
(b) Is any part of the directly affected area within the Jamaica Bay Watershed?	☒	☐
o If "yes," complete the Jamaica Bay Watershed Form and submit according to its instructions.		
9. *HAZARDOUS MATERIALS*: CEQR Technical Manual Chapter 12		
(a) Would the proposed project allow commercial or residential uses in an area that is currently, or was historically, a manufacturing area that involved hazardous materials?	☒	☐
(b) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to hazardous materials that preclude the potential for significant adverse impacts?	☐	☒
(c) Would the project require soil disturbance in a manufacturing area or any development on or near a manufacturing area or existing/historic facilities listed in Appendix 1 (including nonconforming uses)?	☒	☐
(d) Would the project result in the development of a site where there is reason to suspect the presence of hazardous materials, contamination, illegal dumping or fill, or fill material of unknown origin?	☒	☐
(e) Would the project result in development on or near a site that has or had underground and/or aboveground storage tanks (*e.g.*, gas stations, oil storage facilities, heating oil storage)?	☒	☐
(f) Would the project result in renovation of interior existing space on a site with the potential for compromised air quality; vapor intrusion from either on-site or off-site sources; or the presence of asbestos, PCBs, mercury or lead-based paint?	☒	☐
(g) Would the project result in development on or near a site with potential hazardous materials issues such as government-listed voluntary cleanup/brownfield site, current or former power generation/transmission facilities, coal gasification or gas storage sites, railroad tracks or rights-of-way, or municipal incinerators?	☐	☒
(h) Has a Phase I Environmental Site Assessment been performed for the site?	☒	☐
☐ If "yes," were Recognized Environmental Conditions (RECs) identified? Briefly identify: See Attachment 9	☒	☐
(i) Based on the Phase I Assessment, is a Phase II Investigation needed? See Attachment 9	☒	☐
10. *WATER AND SEWER INFRASTRUCTURE*: CEQR Technical Manual Chapter 13		
(a) Would the project result in water demand of more than one million gallons per day?	☐	☒
(b) If the proposed project located in a combined sewer area, would it result in at least 1,000 residential units or 250,000 square feet or more of commercial space in Manhattan, or at least 400 residential units or 150,000 square feet or more of commercial space in the Bronx, Brooklyn, Staten Island, or Queens?	☐	☒

	YES	NO
(c) If the proposed project located in a separately sewered area, would it result in the same or greater development than that listed in Table 13-1 in Chapter 13?	☐	☒
(d) Would the project involve development on a site that is 5 acres or larger where the amount of impervious surface would increase?	☐	☒
(e) If the project is located within the Jamaica Bay Watershed or in certain specific drainage areas, including Bronx River, Coney Island Creek, Flushing Bay and Creek, Gowanus Canal, Hutchinson River, Newtown Creek, or Westchester Creek, would it involve development on a site that is 1 acre or larger where the amount of impervious surface would increase?	☐	☒
(f) Would the proposed project be located in an area that is partially sewered or currently unsewered?	☐	☒
(g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a Wastewater Treatment Plant and/or contribute contaminated stormwater to a separate storm sewer system?	☐	☒
(h) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits?	☐	☒
(i) If "yes" to any of the above, conduct the appropriate preliminary analyses and attach supporting documentation.		
11. *SOLID WASTE AND SANITATION SERVICES*: CEQR Technical Manual Chapter 14		
(a) Using Table 14-1 in Chapter 14, the project's projected operational solid waste generation is estimated to be (pounds per week):		
o Would the proposed project have the potential to generate 100,000 pounds (50 tons) or more of solid waste per week?	☐	☒
(b) Would the proposed project involve a reduction in capacity at a solid waste management facility used for refuse or recyclables generated within the City?	☐	☒
o If "yes," would the proposed project comply with the City's Solid Waste Management Plan?	☐	☒
12. *ENERGY*: CEQR Technical Manual Chapter 15		
(a) Using energy modeling or Table 15-1 in Chapter 15, the project's projected energy use is estimated to be (annual BTUs):		
(b) Would the proposed project affect the transmission or generation of energy?	☐	☒
13. *TRANSPORTATION*: CEQR Technical Manual Chapter 16		
(a) Would the proposed project exceed any threshold identified in Table 16-1 in Chapter 16?	☒	☐
(b) If "yes," conduct the appropriate screening analyses, attach back up data as needed for each stage, and answer the following questions:		
o Would the proposed project result in 50 or more Passenger Car Equivalents (PCEs) per project peak hour?	☐	☒
If "yes," would the proposed project result in 50 or more vehicle trips per project peak hour at any given intersection? ***It should be noted that the lead agency may require further analysis of intersections of concern even when a project generates fewer than 50 vehicles in the peak hour. See Subsection 313 of Chapter 16 for more information.***	☐	☒
o Would the proposed project result in more than 200 subway/rail 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/rail trips per station or line?	☐	☒
o Would the proposed project result in more than 200 pedestrian trips per project peak hour?	☐	☒
If "yes," would the proposed project result in more than 200 pedestrian trips per project peak hour to any given pedestrian or transit element, crosswalk, subway stair, or bus stop?	☐	☒
14. *AIR QUALITY*: CEQR Technical Manual Chapter 17		
(a) *Mobile Sources*: Would the proposed project result in the conditions outlined in Section 210 in Chapter 17?	☐	☒
(b) *Stationary Sources*: Would the proposed project result in the conditions outlined in Section 220 in Chapter 17?	☒	☐
o If "yes," would the proposed project exceed the thresholds in Figure 17-3, Stationary Source Screen Graph in Chapter 17? (Attach graph as needed)	☒	☐
(c) Does the proposed project involve multiple buildings on the project site?	☒	☐
(d) Does the proposed project require federal approvals, support, licensing, or permits subject to conformity requirements?	☐	☒
(e) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts?	☐	☒
(f) If "yes" to any of the above, conduct the appropriate analyses and attach any supporting documentation. See Attachment 11		
15. *GREENHOUSE GAS EMISSIONS*: CEQR Technical Manual Chapter 18		
(a) Is the proposed project a city capital project or a power generation plant?	☐	☒
(b) Would the proposed project fundamentally change the City's solid waste management system?	☐	☒
(c) Would the proposed project result in the development of 350,000 square feet or more?	☐	☒
(d) If "yes" to any of the above, would the project require a GHG emissions assessment based on guidance in Chapter 18?	☐	☒

	YES	NO
○ If "yes," would the project result in inconsistencies with the City's GHG reduction goal? (See Local Law 22 of 2008; § 24-803 of the Administrative Code of the City of New York). Please attach supporting documentation.	☐	☐
16. *NOISE*: CEQR Technical Manual Chapter 19		
(a) Would the proposed project generate or reroute vehicular traffic?	☒	☐
(b) Would the proposed project introduce new or additional receptors (see Section 124 in Chapter 19) near heavily trafficked roadways, within one horizontal mile of an existing or proposed flight path, or within 1,500 feet of an existing or proposed rail line with a direct line of site to that rail line?	☒	☐
(c) Would the proposed project cause a stationary noise source to operate within 1,500 feet of a receptor with a direct line of sight to that receptor or introduce receptors into an area with high ambient stationary noise?	☐	☒
(d) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to noise that preclude the potential for significant adverse impacts?	☐	☒
(e) If "yes" to any of the above, conduct the appropriate analyses and attach any supporting documentation.		
17. *PUBLIC HEALTH*: CEQR Technical Manual Chapter 20		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Air Quality; Hazardous Materials; Noise?	☐	☒
(b) If "yes," explain why an assessment of public health is or is not warranted based on the guidance in Chapter 20, "Public Health." Attach a preliminary analysis, if necessary.		
18. *NEIGHBORHOOD CHARACTER*: CEQR Technical Manual Chapter 21		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Land Use, Zoning, and Public Policy; Socioeconomic Conditions; Open Space; Historic and Cultural Resources; Urban Design and Visual Resources; Shadows; Transportation; Noise?	☐	☒
(b) If "yes," explain why an assessment of neighborhood character is or is not warranted based on the guidance in Chapter 21, "Neighborhood Character." Attach a preliminary analysis, if necessary.		
19. *CONSTRUCTION*: CEQR Technical Manual Chapter 22		
(a) Would the project's construction activities involve:		
○ Construction activities lasting longer than two years?	☒	☐
○ Construction activities within a Central Business District or along an arterial highway or major thoroughfare?	☒	☐
○ Closing, narrowing, or otherwise impeding traffic, transit, or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, *etc.*)?	☒	☐
○ Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out?	☒	☐
○ The operation of several pieces of diesel equipment in a single location at peak construction?	☐	☒
○ Closure of a community facility or disruption in its services?	☐	☒
○ Activities within 400 feet of a historic or cultural resource?	☐	☒
○ Disturbance of a site containing or adjacent to a site containing natural resources?	☐	☒
○ Construction on multiple development sites in the same geographic area, such that there is the potential for several construction timelines to overlap or last for more than two years overall?	☐	☒

(b) If any boxes are checked "yes," explain why a preliminary construction assessment is or is not warranted based on the guidance in Chapter 22, "Construction." It should be noted that the nature and extent of any commitment to use the Best Available Technology for construction equipment or Best Management Practices for construction activities should be considered when making this determination.

While the project's construction would be located along major thoroughfares, the location is not likely to be sensitive to said construction or construction-related temporary closure, such as narrowing or impeding 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 NYC DOT at the time of the closure. This ensures that impacts are not expected to occur. Moreover, the consrtuciton is expected to occur over a 10-year period and is not expected to be constructed during any particular two-year time frame or any specific location, which would diffuse any possible construction impact from the project.

20. *APPLICANT'S CERTIFICATION*

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

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

APPLICANT/REPRESENTATIVE NAME	SIGNATURE	DATE

John Young, Director NYC DCP, Queens Office		9.6.13

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 or 1977, as amended), which contain the State and City criteria for determining significance.

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

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

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

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

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

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

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

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

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

TITLE	LEAD AGENCY
Deputy Director, Environmental Assessment and Review Division	New York City Department of City Planning
NAME	**DATE**
Celeste Evans	9/6/2013
SIGNATURE	Celeste Evans

ATTACHMENT 1 - PROJECT DESCRIPTION

Ozone Park Rezoning
Environmental Assessment Statement
CEQR No. 14DCP027Q

INTRODUCTION

The New York City Department of City Planning proposes to change the Zoning Map for all or portions of approximately 530 blocks in Ozone Park, encompassing portions of Queens Community Districts 9 and 10 (Figure 1A - Rezoning Area). The rezoning area is generally bounded by Rockaway Boulevard, Atlantic Avenue and 101st Avenue to the north; the Van Wyck Expressway and Lefferts Boulevard to the east; the Belt Parkway to the south; and the Brooklyn borough line to the west.

The Ozone Park rezoning was undertaken in response to concerns raised by Community Boards 9 and 10, local civic organizations, and local elected officials that existing zoning does not closely reflect established building patterns or guide new development to appropriate locations. The proposed actions seek to reinforce the area's predominant one- and two-family residential character while directing moderately-scaled new residential and mixed-use development to locations along the area's main commercial corridors and near mass transit resources.

The Ozone Park rezoning area primarily consists of three existing residential zones: R3-2, R4, and R5. R3-2 districts are found in two eastern sections of the rezoning area – one is generally located east of 123rd Street near Liberty Avenue, and the other one is generally located south of Linden Boulevard and east of 114th Street. An expansive R4 district extends eastward from the Brooklyn borough line to123rd Street and southward Liberty Avenue to the Belt Parkway. An R5 district is generally located north of Liberty Avenue to Atlantic Avenue and along the 101st Avenue corridor. These zoning districts have remained unchanged since 1961 when the current Zoning Resolution was adopted, and they do not closely reflect the prevailing contexts of built scale, density and housing types found within Ozone Park.

The rezoning area includes lengthy portions of three commercial corridors – Rockaway Boulevard, 101st Avenue, and Liberty Avenue – most of which are well-served by transit, including numerous bus lines and the elevated "A" train that runs along Liberty Avenue. Current zoning along these thoroughfares primarily consists of residential districts similar to adjacent side streets along with C1 or C2 commercial zoning overlay districts whose mapped depths can extend onto adjacent residential properties facing the side streets.

The Department of City Planning prepared this proposed rezoning through close consultation with Community Boards 9 and 10, local civic organizations, and local elected officials. The proposed rezoning seeks to achieve the following objectives:

- Reinforce neighborhood character and established building patterns by replacing existing zoning with new lower density and contextual zones
- Direct a modest amount of new residential and mixed-use development opportunities to major corridors and locations near mass transit resources
- Prevent commercial encroachment into residential areas by reducing the depth of commercial overlays and match land use patterns with commercial overlays.

In order to assess the environmental effects of the proposed action, a Reasonable Worst-Case Development Scenario was developed and detailed below. 29 projected development sites and 56 potential development sites were identified. The incremental difference between the future with-action and the future no-action development scenarios (build year 2023) for all projected development site is:

- An increase of 219 dwelling units;
- An increase of 54,582 square feet of commercial space;
- An increase of 19,558 square feet of community facility space.

An overview of the Ozone Park Rezoning, the need and purpose for the actions and the specific components are discussed below.

BACKGROUND

Ozone Park is an ethnically varied and mixed income community in southern Queens. A constantly evolving population has made the neighborhood one of the most diverse in New York City. Access to public transportation and varied housing stock has allowed the area to remain a destination for native New Yorkers and newcomers alike.

Ozone Park was originally settled by the Dutch and the English in the 1660's. The area was primarily farmland until the late 19th Century when the demand for more housing, coupled with new transit service, spurred development in south Queens. In the 1870s, developers Benjamin Hitchcock and Charles Denton carved farmsteads into small parcels of land to build homes on. One attraction to move into this part of Queens County was its proximity to Jamaica Bay and the Atlantic Ocean beyond. The name Ozone Park was given to the area in 1882 and expressed the vision of the developers to create a park-like community with ocean breezes and a serene escape from the noise and congestion of Manhattan.

The Long Island Rail Road began service to the neighborhood in the 1880s, and the local station at 99th Street and 101st Avenue remained in service until 1962. The elevated transit line above Liberty Avenue was built in 1915. Woodhaven Boulevard was expanded in 1925 and improved vehicular access to the neighborhood. With multiple means of access to the community, the area's population surged. In the 1920s the population increased 180 percent.

Neighborhoods in the Ozone Park region include South Ozone Park, Centreville, and Tudor Village. South Ozone Park was developed in the early 1900s with low-cost housing. Centreville was founded in the 1840s and developed around the street by the same name. Tudor Village is a quaint village spanning only five residential streets and two avenues consisting of Tudor revival one and two-family semi-detached homes and row houses.

Today, the Ozone Park rezoning area contains nearly 125,000 residents, and it is one of the most demographically diverse neighborhoods in New York City. Although the overall population in 2010 was little changed from the 2000 Census, the rate of foreign born residents increased by 7.5 percent, and today they make up 56 percent of the population. Ozone Park's foreign born population is primarily of Indo-Caribbean origin from Guyana and Trinidad and Tobago.

The Ozone Park rezoning area includes portions of the adjacent South Ozone Park neighborhood, as well as the enclaves of Centreville, and Tudor Village. Also, Aqueduct Racetrack is a major attraction in the neighborhood and lies just outside of the rezoning area. Built in 1894, Aqueduct was the only racetrack in New York City. From the beginning Aqueduct attracted business and commerce to the community. Aqueduct holds the annual Wood Memorial Stakes race, one of the major horse races leading up to the Kentucky Derby, and is now home to the Resorts World Racino.

The Ozone Park rezoning builds upon the Woodhaven-Richmond Hill rezoning that was adopted in July 2012. This 227-block rezoning covered portions of the two neighborhoods to the north of the Ozone Park rezoning area in Community District 9. The goals of the Woodhaven-Richmond Hill rezoning were very similar to that of the Ozone Park rezoning: reinforce neighborhood character and established building patterns, direct moderate amounts of new residential and mixed-use development opportunities to major corridors, and match land use patterns with commercial overlays.

EXISTING ZONING

The Ozone Park rezoning area consists of eight existing zoning districts: R3-1, R3-2, R4, R5, C8-1, C4-2, M1-1, and M1-2. C1-2 and C2-2 commercial overlay districts are mapped along certain primary street frontages throughout the rezoning area. These zoning districts have remained unchanged since 1961 when the current Zoning Resolution was adopted (Figure 1B - Existing Zoning).

R3-1

An existing R3-1 district extends northward from Atlantic Avenue and Rockaway Boulevard between the Brooklyn border and 96th Street. R3-1 zoning allows 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 depends 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 lot 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 a maximum FAR of 1.0. One parking space is required for each dwelling unit.

R3-2

R3-2 districts extend through the eastern and southeastern sections of the rezoning area. The R3-2 district is the lowest-density general residence district in which multi-family structures are permitted. A variety of housing types are allowed, 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 lot 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 generally located to the west of 123rd Street and to the south of Liberty Avenue. R4 districts allow a variety of housing types, including garden apartments, row houses, semi-detached and detached houses. The maximum FAR is 0.9, which includes a 0.15 attic allowance. On certain blocks, a maximum FAR of 1.35 is permitted through the R4 infill provision. Infill zoning permits multi-family housing on blocks entirely within R4 or R5 districts in predominantly built-up areas. Detached residences are limited to lots with a minimum of 3,800 square feet in area and a minimum lot width of 40 feet. Semi-detached and attached residences require lots with a minimum of 1,700 square feet in area and a minimum lot width of 18 feet. The required minimum front yard depth is 10 feet, which is increased to 18 feet if front yard parking is provided. The maximum building height is 35 feet, with a maximum perimeter wall height of 25 feet. Community facilities are permitted at an FAR of 2.0. One parking space is required for each dwelling unit.

R5

An R5 district is generally located north of Liberty Avenue and along 101st Avenue. R5 zoning permits all housing types, including multi-family residences. The maximum residential FAR is 1.25. On blocks that are predominately built up, a maximum FAR of 1.65 is permitted through R5 infill provisions. For detached houses, the minimum lot area is 3,800 square feet and the minimum lot width is 40 feet. All other housing types require lots with a minimum area of 1,700 square feet and a minimum lot width of 18 feet. The required minimum front yard depth is 10 feet, which is increased to 18 feet if front yard parking is provided. The maximum street wall height is 30 feet and the maximum building height is 40 feet. Off-street parking in a grouped facility is required for 85% of the dwelling units. Community facilities are permitted at an FAR of 2.0.

C4-2

A C4-2 district is located at the intersection of Liberty Avenue and Lefferts Boulevard. The district covers northern and southern block fronts along Liberty Avenue between 118th Street and 123rd Street. C4 districts are intended for regional commercial centers where uses serve a larger area than a neighborhood shopping area. C4-2 districts permit residential uses with a maximum FAR of 2.43 (R6 equivalent), commercial uses with a maximum FAR of 3.4 and community facility uses with a maximum FAR of 4.8. C4-2 districts have no fixed height limits and building envelopes are regulated by a sky exposure plane. Residential development under the optional Quality Housing Program has a maximum FAR of 2.2 on narrow streets (defined as less than 75 feet wide) with a 55-foot building height limit, and for developments along wide streets (defined as 75 feet wide or more) the maximum FAR is 3.0 and the building height limit is 70 feet. Off-street parking is required for 70 percent of the dwelling units. This requirement is lowered to 50 percent of the units if the lot area is less than 10,000 square feet or if Quality Housing provisions are used.

C8-1

Four C8-1 districts are located within the rezoning area. The first is located on Rockaway Boulevard between Atlantic Avenue and 84th Street. The second covers the northern block fronts of Liberty Avenue between 86th and 93rd Streets. The third is generally bounded by Redding Street, Cross Bay Boulevard, and Albert Road. The fourth is located on the western side 114th Street roughly between Rockaway Boulevard and 135th Avenue. C8-1 zoning permits commercial and community facility uses in Use Groups 4 through 14 and 16. Residential

uses are not permitted. C8 districts typically include automotive-related uses, such as auto repair, showrooms, warehouses, gas stations, and car washes. The maximum FAR for commercial uses is 1.0. Maximum building height is determined by a sky exposure plane beginning at a height of 30 feet above the street line. Off-street parking requirements vary with the use. Community facility uses are permitted a maximum FAR of 2.4.

M1-1 and M1-2

An M1-1 district covers the southern block front of Liberty Avenue between 98th Street and the LIRR right-of-way. An M1-2 District covers the southern block front of 101st Avenue between 100th Street and 101st Street. M1 zoning districts permit Use Groups 4 through 14, 16 and 17. M1 districts typically include light industrial uses that meet high performance standards and may include manufacturing establishments for a variety of food, metal and wood products. Residential uses are not permitted. The maximum commercial FAR in an M1-1 district is 1.0 and the maximum commercial FAR is 2.0 in M1-2 districts. Maximum building height is determined by a sky exposure plane beginning 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

Commercial overlay districts are located along portions of primary corridors within the rezoning area, including Rockaway Boulevard, 101st Avenue, and Liberty Avenue. C1 overlay districts permit commercial Use Groups 5 and 6, which allow the kinds of daily retail and service establishments frequently used by neighborhood residents. C2 districts permit a wider range of commercial uses including those in Use Groups 5 through 9 and 14. When C1 and C2 overlay districts are mapped within R1 through R5 districts the maximum commercial FAR is 1.0, with commercial uses limited to the first floor in mixed-use buildings. Off-street parking requirements vary with the use. In C1-2 and C2-2 districts, most retail uses require one accessory parking space per 300 square feet of commercial floor space, although the requirements can range between one space per 200 square feet and one space per 800 square feet.

PURPOSE AND NEED FOR THE PROPOSED ACTIONS

The Ozone Park rezoning seeks to provide a framework for orderly growth while protecting established residential character. Existing zoning does not adequately reflect the one-and two-family character typically found on residential blocks. Recent building trends have resulted in the demolition of detached one- and two-family houses and their replacement with semi-detached, attached, and multi-family buildings. Existing zoning also does not distinguish major commercial corridors from residential side streets. As a result most recent development has not been located along main commercial corridors where it could reinforce and strengthen established mixed-use areas.

This fine-grained rezoning proposal addresses concerns about recent development through the use of new lower-density and contextual districts (R3A, R3X, R4A, R4-1, R4B, and R5B) to more closely match the primarily one- and two-family residential development patterns that characterize neighborhood side street blocks.

The proposed rezoning also provides opportunities for strengthening the mixed-use character of the neighborhood's primary streets. The proposed R5D, R6B and R6A contextual districts on

portions of Cross Bay Boulevard, Rockaway Boulevard, 101st Avenue, and Liberty Avenue will support a modest amount of new mixed-use development along the rezoning area's major commercial corridors.

In addition, modifications to commercial overlay districts will prevent commercial uses from encroaching onto residential side streets and more closely reflect existing land use patterns. New commercial overlay districts will also be mapped to recognize existing commercial uses and provide new business location opportunities. Overall, the proposed contextual zoning strategy is intended to reinforce the character of Ozone Park's residential blocks and ensure future development will be more consistent with surrounding contexts.

PROPOSED ZONING

The proposed actions would encompass approximately 530 blocks. The proposed rezoning replaces all or portions of existing R3-1, R3-2, R4, R5, C4-2, C8-1, M1-1, and M1-2 districts with R3A, R3X, R4A, R4-1, R4B, R5B, R5D, R6B and R6A districts. The proposed rezoning also replaces existing C1-2 and C2-2 overlays with C1-3 and C2-3, overlays, eliminates portions of existing C1-2 and C2-2 overlays, and establishes new C1-3 and C2-3 overlays (Figure 1C- Proposed Zoning).

Proposed R3A (from R3-2, R4, C8-1)

R3A districts are proposed for three areas covering all or portions of 50 blocks in the rezoning area. These R3A districts will reinforce one- and two-family detached residential buildings on narrow lots typically found on these blocks.

The R3A district allows one- or two-family detached residences with a maximum FAR of 0.6, which includes a 0.1 attic allowance. The minimum required lot area is 2,375 square feet, and the minimum lot width is 25 feet. The maximum perimeter wall height is 21 feet, and the maximum building height is 35 feet. The front yard of a new residence 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. One off-street parking space is required for each dwelling unit. Community facilities are permitted an FAR of 1.0.

Proposed R3X (from R3-2 and R4)

R3X districts are proposed for two sections covering all or portions of 46 blocks in the rezoning area. These R3X districts will reinforce one- and two-family detached residences typically found on these blocks.

The R3X district allows one- or two-family detached residences with a maximum FAR of 0.6, which includes a 0.1 attic allowance. The maximum perimeter wall height is 21 feet and the maximum building height is 35 feet. The minimum required lot area is 3,325 square feet, and the minimum lot width is 35 feet. The front yard of a new residence 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. One off-street parking space is required for each dwelling unit. Community facilities are permitted an FAR of 1.0.

Proposed R4-1 (from R3-2, R4, R5, C4-2, C8-1,M1-1 and M1-2)
R4-1 districts are proposed for sixteen areas covering all or portions of 223 blocks. These R4-1 districts will reinforce the one- and two-family detached and semi-detached residential buildings predominantly found on these blocks.

R4-1 zoning allows one- and two-family detached and semi-detached residences with a maximum FAR of 0.9, which includes a 0.15 attic allowance. The maximum perimeter wall height is 25 feet and the maximum building height is 35 feet. For detached houses, the minimum required lot area is 2,375 square feet, and the minimum lot width is 25 feet. For semi-detached houses, the minimum required lot area is 1,700 square feet, and the minimum lot width is 18 feet. The front yard of a new residence 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. One parking space is required for each dwelling unit. Community facilities are permitted an FAR of 2.0.

Proposed R4A (from R3-2, R4, C4-2, and C8-1)
R4A districts are proposed for five sections covering all or portions of 130 blocks. These R4A districts will reinforce the one- and two-family detached residential buildings that predominate on these blocks.

R4A zoning allows one- and two-family detached residences with a maximum FAR of 0.9, which includes a 0.15 attic allowance. The maximum perimeter wall height is 21 feet and the maximum building height is 35 feet. The minimum required lot area is 2,850 square feet, and the minimum lot width is 30 feet. The front yard of a new residence 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. One off-street parking space is required for each dwelling unit. Community facilities are permitted an FAR on 2.0.

Proposed R4B (from R4 and R5)
R4B districts are proposed for five areas covering all or portions of 31 blocks. These R4B districts will reinforce one- and two-family rowhouses typically found on these blocks.

The R4B district allows one- and two-family detached, semi-detached and attached residences, but it is primarily characterized by low-rise rowhouses with required parking located in rear common driveways. The maximum FAR is 0.9,and the maximum building height is 24 feet. Detached residences require a minimum lot area of 2,375 square feet and a minimum lot width of 25 feet. All other housing types require a minimum area of 1,700 square feet and a minimum lot width of 18 feet. The front yard can be a minimum 5 feet deep, but it must be as deep as one adjacent front yard up to 20 feet. One parking space is required for each dwelling unit, and front yard parking is prohibited. Community facilities are permitted an FAR of 2.0.

Proposed R5B (from R5)
R5B districts are proposed for three areas covering all or portions of 11 blocks in the rezoning area. The areas proposed to be rezoned to R5B are predominantly developed with two- and three-story attached and semi-detached buildings.

The R5B district allows all housing types. The maximum residential FAR would be 1.35, and new buildings would be limited to 33 feet in height, with a 30 foot maximum perimeter wall. Detached residences require a minimum lot area of 2,375 square feet and a minimum lot width of 25 feet. Semi-detached and attached residences require a minimum of 1,700 square feet in area and a minimum lot width of 18 feet. The front yard can be a minimum 5 feet deep, but it must be as deep as one adjacent front yard up to 20 feet. Off-street group parking is required for 66 percent of the dwelling units, and front yard parking is prohibited in R5B districts. Community facilities are allowed at an FAR of 2.0.

Proposed R5D (from R4 and C8-1)

An R5D district is proposed for on all or portions of eight blocks along or near Cross Bay Boulevard. The proposed R5D district typically fosters development of two- to four-story buildings. Such buildings would reinforce an appropriate scale of development along the boulevard, which is a very wide street that is well-served by City bus service.

R5D districts allow all housing types at a maximum FAR of 2.0. The maximum allowed building height is 40 feet. Detached residences require a minimum lot area of 2,375 square feet and a minimum lot width of 25 feet. Semi-detached and attached residences require a minimum of 1,700 square feet in area and a minimum lot width of 18 feet. The front yard can be a minimum 5 feet deep, but it must be as deep as one adjacent front yard up to 20 feet. Off-street group parking is required for 66 percent of the dwelling units. Accessory residential parking can be waived if no more than one space is required. Community facilities are allowed at an FAR of 2.0.

Proposed R6B (from R3-1, R3-2, R4, R5, C8-1, M1-1, and M1-2)

R6B districts are proposed for three areas covering all or portions of 215 block fronts located primarily along the neighborhood's major thoroughfares: Rockaway Boulevard, 101st Avenue, and Liberty Avenue. R6B districts are typically developed with three- to five-story buildings and such buildings would reinforce the typical scale of development along these main streets.

The R6B district allows all housing types. The maximum FAR for all development is 2.0. New buildings would have a minimum base height of 30 feet and a maximum base height of 40 feet. Above this height any portion would be required to set back at least 10 feet from a wide street and 15 feet from a narrow street, and maximum building height is limited to 50 feet. Off-street parking would be required for 50 percent of dwelling units, but this requirement may be waived if five or fewer spaces are required.

Proposed R6A (from C4-2 and R5)

An R6A district is proposed along the northern and southern block fronts of Liberty Avenue between 118th and 123rd Streets. R6A districts are typically developed with four- to seven-story buildings and such buildings would reinforce the typical scale of development along this portion of Liberty Avenue at the end of the A-train elevated transit line.

R6A districts permit all housing types. The maximum FAR is 3.0 for residential or community facility developments. The minimum base height is 40 feet, and the maximum base height is 60 feet, above which the building must be set back to a depth of at least 10 feet on a wide street and 15 feet on a narrow street. The maximum building height is 70 feet. Off-street parking is

required for 50 percent of dwelling units, but this requirement may be waived if five or fewer spaces are required.

Proposed Commercial Overlays

Existing C1 and C2 commercial overlays are mapped along 101st Avenue, Liberty Avenue, and Rockaway Boulevard and serve the local shopping needs of the community. C1 districts permit commercial Use Groups 5 and 6 while C2 districts permit Use Groups 5 though 9 and 14.

The proposed updates to the commercial zoning districts would replace existing C1-2 and C2-2 districts with C2-3, districts and reduce the depth of commercial overlays from 150 to 100 feet to prevent commercial uses from encroaching onto residential streets. New C1-3 and C2-3 commercial overlays are also proposed in certain locations in order to recognize existing commercial uses and provide new business location opportunities. Changing the existing C1-2 and C2-2 commercial overlays to C1-3 and C2-3 commercial overlays would reduce the parking from generally one parking space per 300 square feet of commercial floor area to one space per 400 square feet of commercial floor area.

Figure 1A: Rezoning Area **Ozone Park Rezoning**

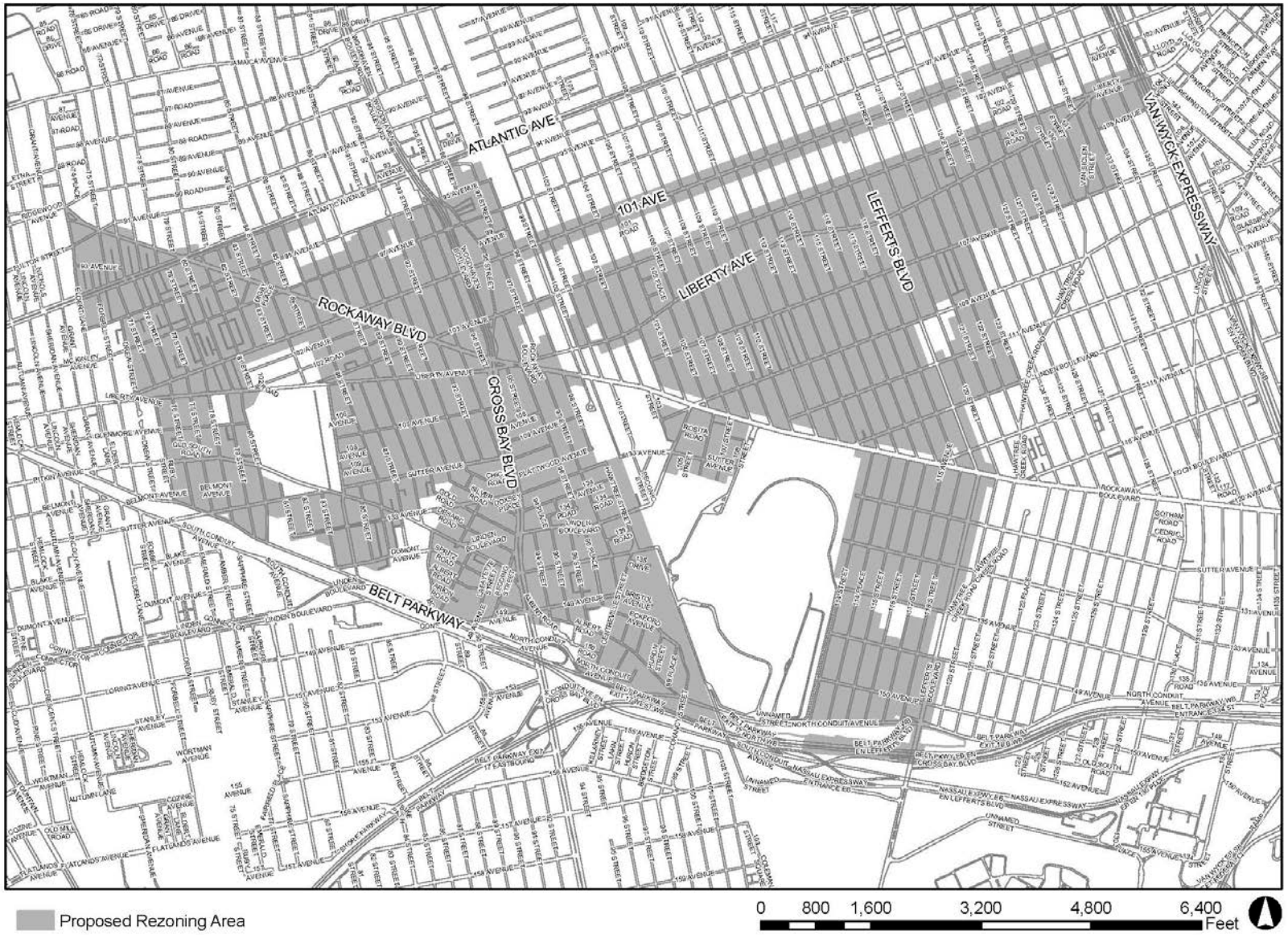
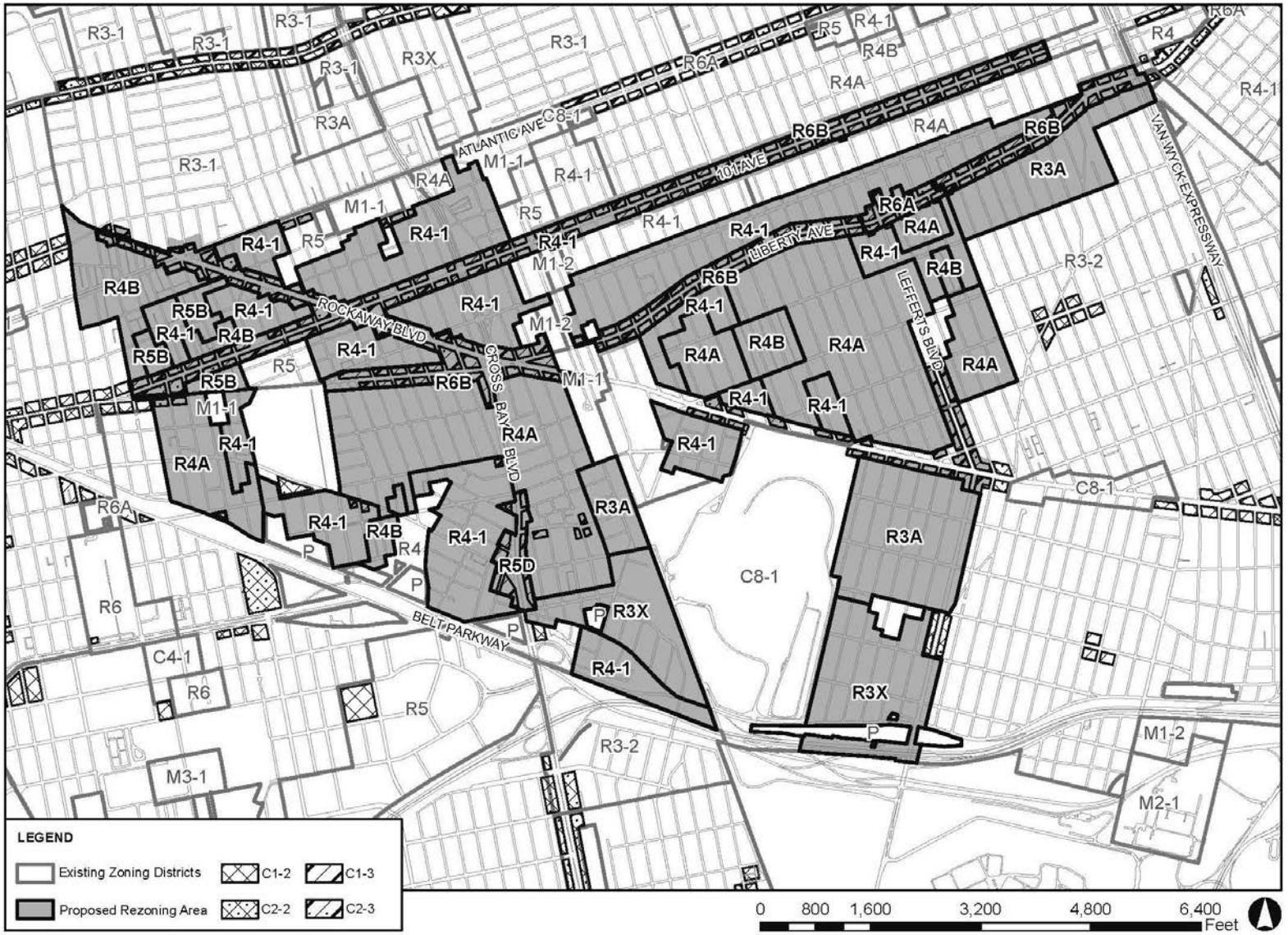


Figure 1B: Existing Zoning **Ozone Park Rezoning**

Figure 1C: Proposed Zoning **Ozone Park Rezoning**



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 (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 rezonings 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 development. 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 rezonings 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.

Development sites were identified based on the following criteria:

- Lots located in areas where an increase in permitted Floor Area Ratio (FAR) is proposed;

- Lots with a total size of 5,000 square feet or larger (may include potential assemblages totaling 5,000 square feet, respectively, if assemblage seems probable*)

- Underutilized lots—defined as vacant or lots constructed to less than or equal to half of the proposed FAR under the proposed zoning,
- Lots located in areas where changes in use would be permitted.

**__Assemblages__ are defined as a combination of adjacent lots, which satisfy one of the following conditions:*

- *the lots share common ownership and, when combined, meet the aforementioned soft site criteria*
- *or at least one of the lots, or combination of lots, meets the aforementioned soft site criteria, and ownership of the assemblage is shared by no more than two distinct owners*

Certain lots that meet these criteria have been excluded from the scenario based on the following conditions because they are very unlikely to be redeveloped as a result of the proposed rezoning:

- Lots where construction is actively occurring, or has recently been completed.
- The sites of schools (public and private), municipal libraries, government offices, large medical centers and houses of worship. These facilities may meet the development site criteria, because they are built to less than half of the permitted floor area under the current zoning and are on larger lots. However, these facilities have not been redeveloped or expanded despite the ability to do so, and it is extremely unlikely that the increment of additional FAR permitted under the proposed zoning would induce redevelopment or expansion of these structures.
- Multi-unit buildings (existing individual buildings with 6 or more residential units are unlikely to be redeveloped because of the required relocation of tenants in rent-stabilized units).
- Large commercial structures such as multi-story office buildings and hotels. Although these sites may meet the criteria for being built to less than half of the proposed permitted floor area, they are unlikely to be redeveloped due to their current or potential profitability and the cost of demolition and redevelopment.
- Lots whose highly irregular shape would completely preclude or greatly limit future as of right development. Generally development on highly irregular does not produce marketable floor space.
- Lots utilized for public transportation and/or public utilities

Certain lots within areas where the proposed zoning would result in an increase of permitted floor area of less than 50% were excluded based on additional criteria. Additional criteria have been applied to lots which are proposed to be rezoned from R5 which permits a maximum FAR of 1.25 to R6B which permits a maximum FAR of 2.0. Sites within these areas are less likely to be redeveloped because the small amount of new development opportunity allowed may not provide enough economic incentive for a property owner to dislodge established active uses. These criteria have been developed to reflect observed development patterns with the rezoning area. In recent years these areas have seen few entirely new developments constructed despite being neighborhood shopping streets that are well served by public transportation. Accordingly sites within these areas have been excluded if they meet one or more of the following criteria:

- Sites smaller than 6,000 sf. occupied by existing residential development.
- Sites with multiple commercial or residential tenants.
- Sites with buildings occupied by active uses and constructed to more than .75 FAR. These sites are unlikely to be redeveloped under these circumstances due to their current or potential profitability and the cost of demolition and redevelopment.
- Sites occupied by unique services or prominent and successful neighborhood businesses.

Projected and Potential Development Sites

To produce a reasonable, conservative estimate of future growth, the development sites have been divided into two categories: projected development sites 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 approximately ten-year analysis period. Potential development sites were indentified based on the following criteria:

- Slightly irregularly shaped lots or otherwise encumbered parcels that would make as-of-right development difficult.
- Lots with ten or more commercial tenants which may be difficult to dislodge do to long term leases.
- Active businesses which have undergone extensive investment, which provide unique services, or which are prominent and successful neighborhood businesses or organizations unlikely to move.
- Sites divided between disparate zoning districts.

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, twenty-nine (29) projected and fifty-six (56) potential sites have been identified (Figures 2A, 2B, 2C, and 2D). The incremental difference between the Future No-Action and Future With-Action for all **projected** development sites is:

- An increase of 219 dwelling units;
- An increase of 54,582 square feet of commercial space;
- An increase of 19,558 square feet of community facility space.

Further breakdown of these sites can be found in the RWCDS Table 2A.

Development Scenario Parameters

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.

FIGURE 2A: DEVELOPMENT SITES

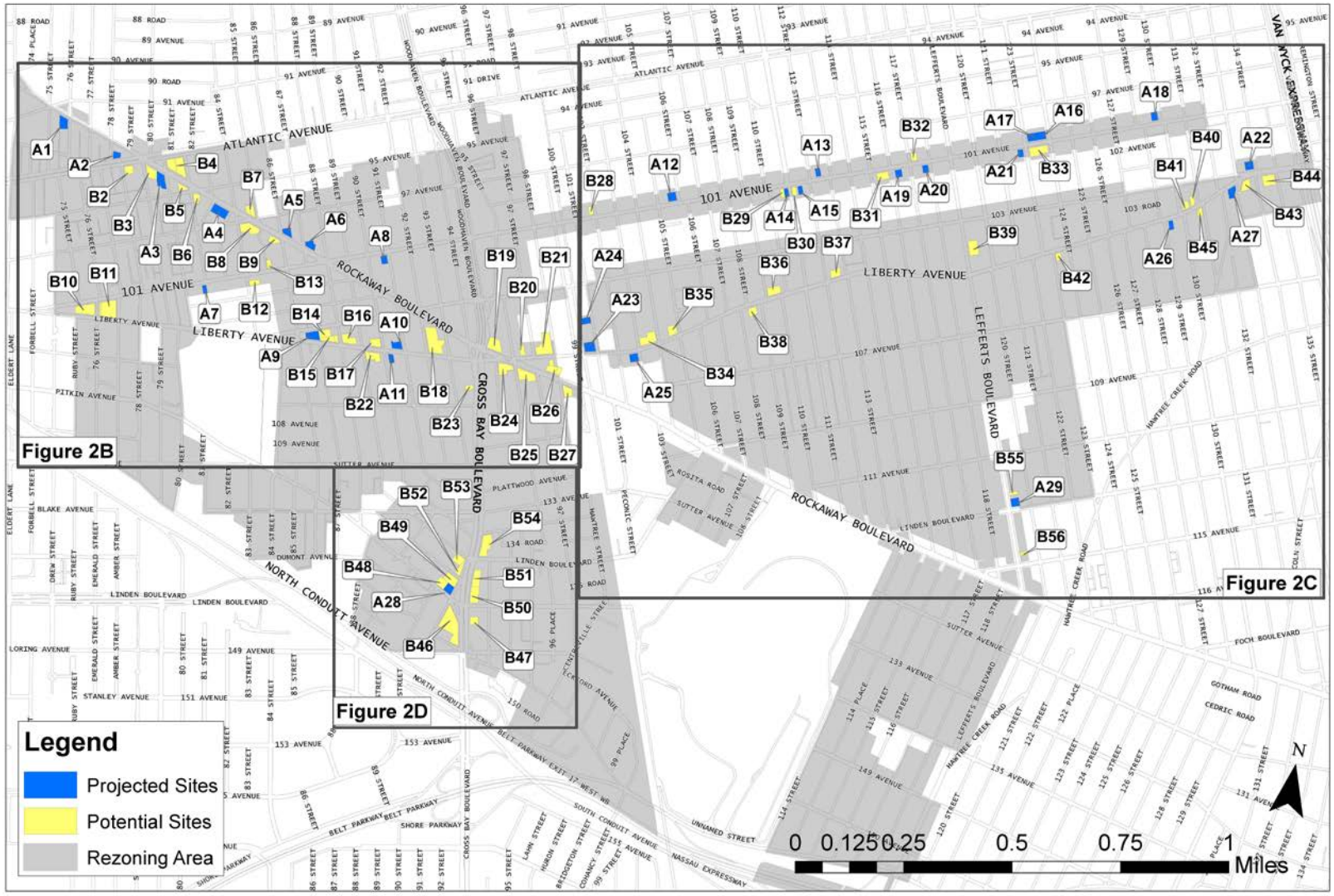


FIGURE 2B: DEVELOPMENT SITES

FIGURE 2C: DEVELOPMENT SITES

FIGURE 2D: DEVELOPMENT SITES

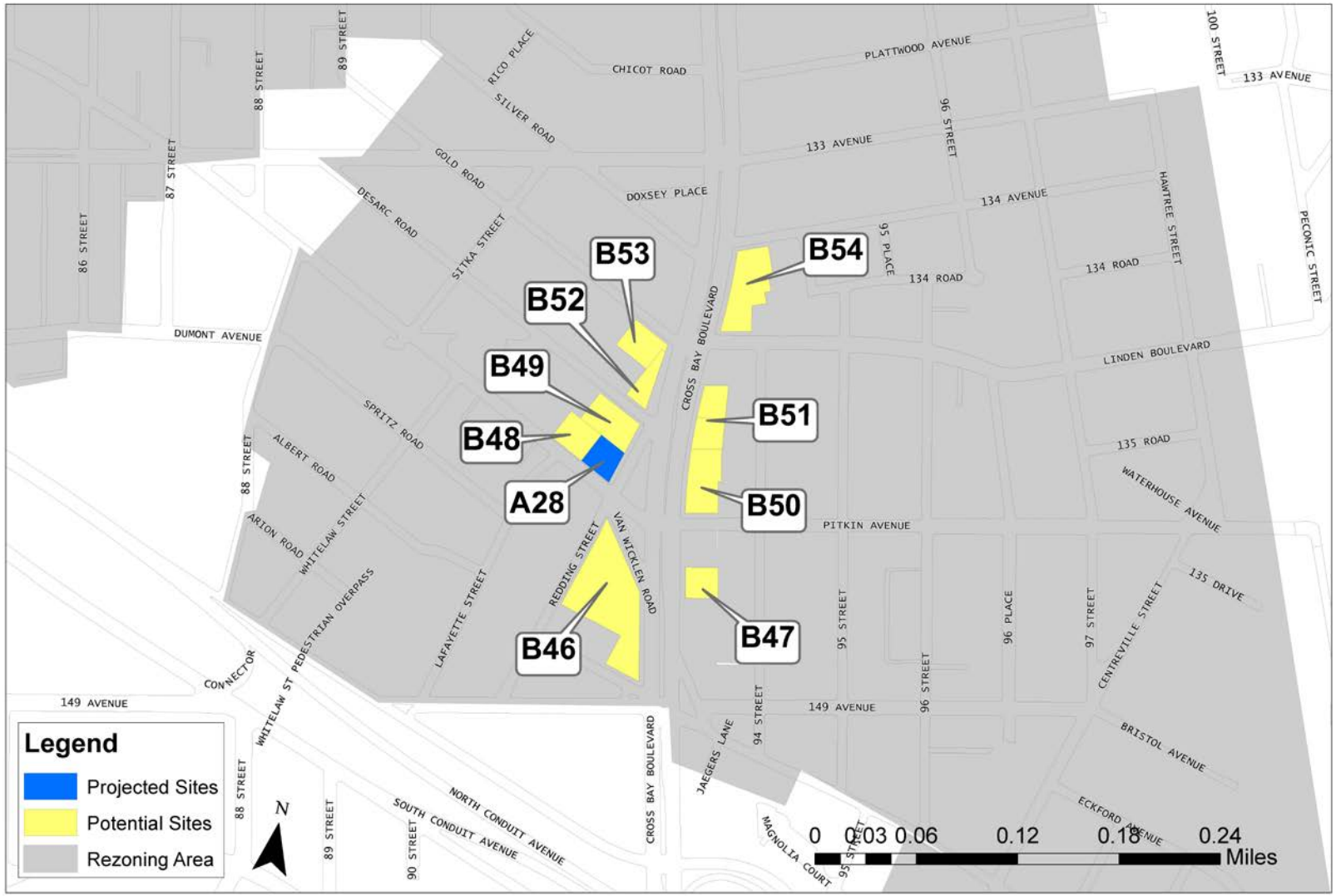


TABLE 2A: PROJECTED DEVELOPMENT SITE SUMMARY

Site Information					Existing Conditions								Future Without-Action Conditions					Future With-Action Conditions							Increment			
Site		*Tax Block*	*Tax Lot*	*Lot Area (SF)*	*Existing Zoning*	*Existing Overlay*	*Maximum FAR*	*Comml SF+*	*Auto Rel., Storage & Other SF++*	*Office (SF)*	*Total SF*	*Total DU's*	*Comml SF+*	*C Fac SF*	*Total SF*	*Total DU's*	*Bldg Height**	*Prop. Zoning*	*Prop. Overlay*	*Comml SF*	*C Fac SF*	*Total SF*	*Total DU's*	*Bldg Height*	*Comml SF+++*	*C Fac SF*	*Total SF*	*Total DU's*
A1	a	8946	7	13,988	R5	C2-2	1.25	13,880	-	-	13,880	-	4,125	-	10,556	6	30											
													1,939	-	7,255	5	30	R6B	C2-3	7,656	-	27,662	20	35	1,592	-	9,851	9
				13,988									6,064		17,811	11												
A2	a	8954	20	4,043	R5	C2-2	1.25	-	500	-	500	-	4,200	-	7,700	4	25	R6B	C2-3	4,058	-	13,512	9	45	(142)	-	5,812	5
	b	8954	5	2,173	R5	C2-2	1.25	-	-	-	1,232	1																
				6,216				-	500	-	1,732	1																
A3	a	9006	12	6,433	C8-1	-	1.00	-	280	-	280	-	280	-	280	-	15	R6B	C2-3	6,286	3,168	33,850	24	35	6,006	3,168	33,570	24
	b	9006	9	8,825	C8-1	-	1.00	-	-	-	-	-																
	c	9006	10	1,688	C8-1	-	1.00	-	-	-	-	-																
				16,946				-	280	-	280	-																
A4	a	9018	71	20,000	C8-1	-	1.00	-	4,000	5,068	9,068	-	9,068	-	9,068	-	15	**A**	R6B	C2-3	5,100	-	20,000	15	45	1,132	-	30,932	30
																		B	R6B	C2-3	5,100	-	20,000	15	45				
																					10,200		40,000	30				
A5	a	9058	24	8,857	R5	-	1.25	-	1,890	400	2,290	-	2,290	-	2,290	-	15	R6B	C2-3	7,528	2,071	9,599	-	25	5,238	2,071	7,309	
A6	a	9060	31	9,624	R5	C2-2	1.25	-	2,855	-	2,855	-	2,855	-	2,855	-	25	R6B	C2-3	8,180	1,419	9,599	-	25	8,180	1,419	9,599	
A7	a	9081	19	5,012	R5	C2-2	1.25	-	2,576	-	2,576	-	1,587	-	6,237	5	30	R6B	C2-3	3,910	-	9,910	6	35	2,323	-	3,673	1
A8	a	9096	7	7,500	R5	-	1.25	2,405	-	-	2,405	-		-	9,250	9	30	R6B	C2-3	3,825	-	15,000	11	45	3,825	-	5,750	2
A9	a	9107	5	14,926	C8-1	-	1.00	-	9,600	-	9,600	-	9,600	-	9,600	-	15	R6B	C2-3	7,111	-	29,927	23	45	(2,489)	-	20,327	23
A10	a	9110	22	5,836	C8-1	-	1.00	-	1,986	-	5,346	4	1,986	-	5,346	4	25											
	b	9110	26	4,963	C8-1	-	1.00		5,112		5,112	0	5,112		5,112	0	15	R6B	C2-3	5,212	-	20,158	15	45	(1,886)	-	9,700	11
													7,098	-	10,458	4												
A11	a	9157	2	6,180	R4	-	0.90	2,980	-	-	4,980	1	2,401	-	5,561	3	35	R6B	C2-3	2,401	-	12,360	10	45	-	-	6,799	7
A12	a	9407	29	10,000	R5	C2-2	1.25	-	6,363	432	6,795	-	2,550	-	6,250	4	30	R6B	C2-3	5,100	-	20,000	15	45	829	-	7,500	6
													1,721	-	6,250	5	30											
				10,000									4,271	-	12,500	9												
A13	a	9414	50	2,000	R5	C2-2	1.25	960	-	-	1,920	1	2,142	-	7,506	5	30	R6B	C2-3	2,142	-	12,010	10	45	-	-	4,504	5
	b	9414	48	4,005	R5	C2-2	1.25	-	-	-	-	-																
				6,005				960	-	-	1,920	1																
A14	a	9428	7	4,945	R5	C2-2	1.25	-	2,124	-	2,124	-	2,475	-	6,181	4	30	R6B	C2-3	2,475	-	9,890	7	45	-	-	3,709	3
A15	a	9429	4	5,000	R5	C2-2	1.25	-	5,000	-	5,000	-	5,000	-	0	0	15	R6B	C2-3	4,250	-	10,000	6	35	(750)	-	5,000	6
A16	a	9464	23	5,841	R5	C2-2	1.25	-	1,932	-	1,932	-	2,793	-	7,300	5	30	R6B	C2-3	2,793	-	11,365	9	45		-	4,065	4
A17	a	9464	30	7,942	R5	C2-2	1.25	-	558	3,762	4,320	-	3,829	-	9,829	6	30	R6B	C2-3	7,433	-	30,836	23	45	901	-	11,662	10
	b	9464	26	7,476	R5	C2-2	1.25	-	300	-	300	-	2,703	-	9,345	7	30											
				15,418				-	858	3,762	4,620		6,532	-	19,174	13												
A18	a	9473	23	7,744	R5	-	1.25	-	-	-	2,507	2		-	7,950	8	20	R6B	C2-3	3,825	-	15,488	12	45	3,825	-	7,538	4
A19	a	9484	2	7,213	R5	C2-2	1.25	-	1,650	500	2,150	-	2,635	-	9,186	7	30	R6B	C2-3	2,635	-	13,835	11	45	-	-	4,649	4
A20	a	9485	6	6,312	R5	C2-2	1.25	-	3,150	-	3,150	-	2,975	-	7,890	5	30	R6B	C2-3	2,975	-	12,175	9	45	-	-	4,285	4
A21	a	9489	10	3,743	R5	C2-2	1.25	1,266	-	-	1,266	-	2,677	-	7,078	4	30	R6B	C2-3	2,677	-	10,757	8	45	-	-	3,679	4
	b	9489	9	1,890	R5	C2-2	1.25	485	-	-	1,470	1																
				5,633				1,751	-	-	2,736	1																
A22	a	9501	30	5,000	R5	C1-2	1.25	-	-	-	1,856	2	2,550	-	6,250	4	30	R6B	C2-3	5,100	-	20,000	15	45	829	-	7,500	6
	b	9501	32	5,000	R5	C1-2	1.25	-	320	460	780	-	1,721	-	6,250	5	30											
				10,000				-	320	460	2,636	2	4,271	-	12,500	9												
A23	a	9504	32	8,750	M1-1	-	1.00	-	-	-	-	-																
	b	9504	37	2,700	M1-1	-	1.00	-	-	-	-	-	-	-	-	-	-	R6B	C2-3	7,973	-	26,843	19	45	7,973	-	26,843	19
	c	9504	36	2,209	M1-1	-	1.00	-	-	-	-	-																
				13,659				-	-	-	-	-																
A24	a	9504	20	3,000	M1-1	-	1.00	1,250	-	-	1,250	-	1,250	-	1,250	-	15	**A**	R4-1	-	-	-	2,025	2	35				
	b	9504	21	3,000	M1-1	-	1.00	-	750	-	750	-	750	-	750	-	15	**B**	R4-1	-	-	-	2,025	2	35				
	c	9504	22	3,038	M1-1	-	1.00	-	750	-	750	-	750	-	750	-	15	**C**	R4-1	-	-	-	2,025	2	35	(2,750)	-	5,384	8
				9,038				1,250	1,500	-	2,750	-	2,750	-	2,750	-		**D**	R4-1	-	-	-	2,059	2	35				
																					-	-	8,134	8				
A25	a	9523	5	9,721	R4	C2-2	0.90	-	-	-	-	-	4,127	-	8,627	5	35	R6B	C2-3	4,127	-	19,327	15	45	-	-	10,700	10
A26	a	9583	2	5,325	R3-2	C1-2	0.60	970	-	-	1,720	1	970	-	1,720	1	25	R6B	C2-3	4,526	-	10,526	6	35	3,556	-	8,806	5
A27	a	9592	108	5,500	R3-2	C1-2	0.60	-	-	-	2,128	4	-	-	2,128	4	25	R6B	C2-3	6,622	-	19,512	13	35	6,422	-	17,184	9
	b	9592	112	4,256	R3-2	C1-2	0.60	200	-	-	200	-	200	-	200	-	25											
				9,756				200	-	-	2,328	4	200	-	2,328	4												
A28	a	11372	39	10,075	C8-1	-	1.00	-	1,235	-	-	-	1,235		1,235	-	15	R5D	C2-3	7,203	12,900	20,103	-	35	5,968	12,900	18,868	-
A29	a	11624	33	10,000	R4	-	0.90	-	-	-	-	-	-	-	-	-	-	R4	C1-3	4,000	-	4,000	-	15	4,000	-	4,000	-
Totals:								2,405	24,467	5,468	38,164	6	85,384	0	172,723	115				142,223	19,558	496,378	334		**54,582**	**19,558**	**299,198**	**219**

Projected Site A1
Address: 75-16 ROCKAWAY BOULEVARD
B: 8946 **L:** 7
Lot Area: 13988 sf.
R5 / C2-2 **to** R6B/C2-3
Description: O.K. Billiard Hall
No Action:
A1A: 8,445 sf. lot, 4,125 sf. of retail, 6,431 sf. of residential space (6 units), 5 residential parking spaces, 30 ft. in height, built FAR 1.24. A2A: 5,805 sf. lot, 1,939 sf. of retail, 5,316 sf. of residential space (5 units), 4 residential parking spaces, 30 ft in height, built FAR 1.24.
With Action:
7, 565 sf. of retail, 20,006 sf. of residential space (20 units), 10 residential parking spaces, 35 ft. in height, built FAR 1.97.
Increment:
+ 9 residential units
+ 1,592 sf. of retail
+ 1 residential parking space

Projected Site A2
Address: 92-13 78th STREET
B: 8954 **L:** 5, 20
Lot Area: 6756 sf.
R5/C2-2 **to** R6B/C2-3
Description: Auto Sales
No Action:
4,200 sf. of retail, 3,500 sf. of residential space (4 units), 4 residential parking spaces, 25 ft. in height, built FAR 1.14.
With Action:
4,058 sf. of retail, 9,454 sf. of residential space (9 units), 5 residential parking spaces, 45 ft. in height, built FAR 2.00.
Increment:
+ 9 residential units
-142 sf. of retail
+ 1 residential parking space

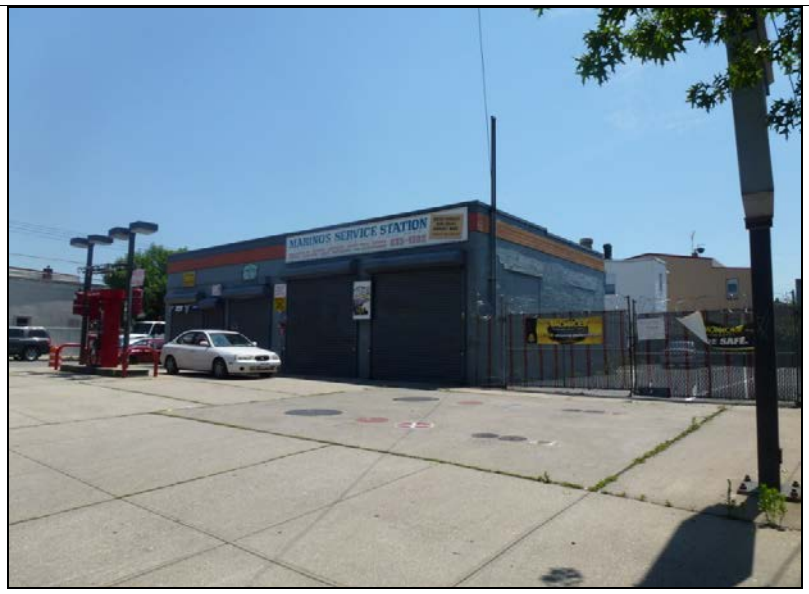
Projected Site A3
Address: 80-20 ROCKAWAY BOULEVARD
B: 9006 **L:** 9, 10, 12
Lot Area: 16946 sf.
C8-1 **to** R6B/C2-3
Description: Bling Bling Auto Sales
No Action:
280 sf. of retail space
With Action:
6, 286 sf. of retail, 3,168 sf. of community facility space, 24,396 sf. of residential space (24 units), 12 residential parking spaces, 35ft. in height, built FAR 1.99.
Increment:
+ 24 residential units.
+ 6,006 sf. of retail
+ 3,168 sf. of community facility space
+ 12 residential parking spaces

Projected Site A4
Address: 83-10 ROCKAWAY BOULEVARD
B: 9018 **L:** 71
Lot Area: 20,000 sf.
C8-1 **to** R6B/C2-3
Description: Warehouse and parking lot
No Action:
9,068 sf. of commercial area
With Action:
A4A: 10,000 sf. lot, 5,100 sf. of retail space, 14,900 sf. of residential space (15 units), 8 residential parking spaces , 45 ft. in height, built FAR 2. A4B: 10,000 sf. lot, 5,100 sf. of retail space, 14,900 sf. of residential space (15 units), 8 residential parking spaces , 45 ft. in height, built FAR 2.
Increment:
+ 30 residential units
+ 1,132 sf. of retail
+ 16 residential parking spaces

Projected Site A5
Address: 86-01 ROCKAWAY BOULEVARD
B: 9058 **L:** 24
Lot Area: 8,857 sf.
R5 **to** R6B/C2-3
Description: Car Wash
No Action:
2,290 sf. of retail space
With Action:
7,528 sf. of retail space, 2,071 sf. of community facility, 25 ft. in height, built FAR 1.08.
Increment:
+ 5,238 sf. of retail
+ 2,071 sf. of community facility

Projected Site A6
Address: 87-13 ROCKAWAY BOULEVARD
B: 9060 **L:** 31
Lot Area: 9624 sf.
R5/ C2-2 **to** R6B/C2-3
Description: Gerco Brothers
No Action:
2,855 sf. of retail space
With Action:
8,180 sf. of retail space, 1,419 sf. of community facility,
Increment:
+ 5,325 sf. of retail
+ 1,419 sf. of community facility

Projected Site A7
Address: 81-18 101 AVENUE
B: 9081 **L:** 19
Lot Area: 5012 sf.
R5/C2-2 **to** R6B/C2-3
Description: CMB Floor Covering Inc.
No Action:
1,587 sf. of retail, 4,650 sf. of residential (5 units), 4 residential parking spaces, 30 ft. in height, built FAR 1.24.
With Action:
3,910 sf. of retail, 6000 sf. of residential space (6 units), 35 ft in height, built FAR of 1.98.
Increment:
+ 1 residential unit
+ 2,323 sf. of retail
- 4 residential parking spaces



Projected Site A8
Address: 90-14 101 AVENUE
B: 9096 **L:** 7
Lot Area: 7500 sf.
R5 **to** R6B/C2-3
Description: Auto Body Shop
No Action:
9,250 sf. of residential space (9 units), 8 residential parking spaces, 30 ft in height, built FAR 1.23.
With Action:
3,825 sf. of retail space, 11,175 sf. of residential space (11 units), 6 residential parking spaces, 45 ft. in height, built FAR 2.00.
Increment:
+ 2 residential units
+ 3, 825 sf. of retail space
- 2 residential parking spaces

Projected Site A9
Address: 86-11 LIBERTY AVENUE
B: 9107 **L:** 5
Lot Area: 14,926 sf.
C8-1 **to** R6B/ C2-3
Description: Ron's Auto Body
No Action:
9,600 sf. of retail
With Action:
7,111 sf. of retail, 22,816 sf. of residential space (23 units), 12 residential parking spaces, 45 ft. in height, built FAR 2.00.
Increment:
+ 23 residential units
- 2,489 sf. of retail
+ 12 residential parking spaces

Projected Site A10
Address: 90-09 - 90-19 LIBERTY AVENUE
B: 9110 **L:** 22, 26
Lot Area: 10,079 sf.
C8-1 **to** R6B/C2-3
Description: Mixed Use Building
No Action:
Continuation of existing use – 7,098 sf. of commercial, 3,360 sf. of residential space (4 units)
With Action:
5,212 sf. of retail space, 14,946 sf. of residential space (15 units), 8 residential parking spaces, 45 ft. in height, built FAR 2.00.
Increment:
+ 11 residential units
- 1,896 sf. of retail
+ 8 residential parking spaces

Projected Site A11
Address: 90-04 LIBERTY AVENUE
B: 9157 **L:** 2
Lot Area: 6180 sf.
R4/ C2-2 **to** R6B/C2-3
Description: Metropolitan Auto Service
No Action:
2,401 sf. of retail, 3,160 sf. of residential space (3 units), 3 residential parking spaces, 35 ft. in height, built FAR .9.
With Action:
2,401 sf. of retail, 9,959 sf. of residential space (10 units), 5 residential parking spaces, 45 ft. in height, built FAR 2.00.
Increment:
+ 7 residential units
+ 2 residential parking spaces

Projected Site A12
Address: 105-17 101 AVENUE
B: 9407 **L:** 29
Lot Area: 10,000 sf.
R5/C2-2 **to** R6B/C2-3
Description: Provisiero Bros Auto Collision
No Action:
A12A: 5,000 sf. lot, 2,550 sf. of retail, 3,700 sf. of residential space (4 units), 3 residential parking spaces, 30 ft. in height, built FAR 1.25. A12B: 5,000 sf. lot, 1,721 sf. of retail, 4,529 sf. of residential space (5 units), 4 residential parking spaces, 30 ft. in height, built FAR 1.25.
With Action:
5,100 sf. of retail, 14,900 sf. of residential space (15 units), 8 residential parking spaces, 45 ft in height, built FAR 2.00.
Increment:
+ 6 residential units
+ 829 sf. of retail
+ 1 residential parking space

Projected Site A13
Address: 112-13 101 AVENUE
B: 9414 **L:** 50, 48
Lot Area: 6005 sf.
R5/C2-2 **to** R6B/C2-3
Description: Owl Plumbing
No Action:
2,142 sf. of retail, 5,364 sf. of residential space (5 units), 4 residential parking spaces, 30 ft. in height, built FAR 1.25.
With Action:
2,142 sf. of retail space, 9,868 sf. of residential space (10 units), 5 residential parking spaces, 45 ft. in height, built FAR 2.00.
Increment:
+ 5 residential units
+ 1 residential parking space

Projected Site A14
Address: 110-26 101 AVENUE
B: 9428 **L:** 7
Lot Area: 4,945 sf.
R5/C2-2 **to** R6B/C2-3
Description: AR&R Auto Repair
No Action:
2,475 sf. of retail, 3,706 sf. of residential space (4 units), 3 residential parking spaces, 30 ft. in height, built FAR 1.25.
With Action:
2,475 sf. of retail, 7,415 sf. of residential space (7 units), 4 residential parking spaces, 45 ft. in height, built FAR 1.95.
Increment:
+ 3 residential units
+ 1 residential parking space

Projected Site A15
Address: 111-12 101 AVENUE
B: 9429 **L:** 4
Lot Area: 5,000 sf.
R5/C2-2 **to** R6B/C2-3
Description: K & E Auto Body Shop
No Action:
5,000 sf. of commercial space. 15 ft. in height, built FAR 1.0.
With Action:
4,250 sf. of retail, 5,750 sf. of residential space (6 units), 35 ft. in height, built FAR 2.00.
Increment:
+ 6 residential unit
- 750 sf. Of commercial space

Projected Site A16
Address: 123-17 101 AVENUE
B: 9464 **L:** 23
Lot Area: 5,841 sf.
R5/C2-2 **to** R6B/C2-3
Description: Parking lot next to Precision Auto Shop
No Action:
2,793 sf. of retail, 4,507 sf. of residential space (5 units), 4 residential parking spaces, 30 ft. in height, built FAR 1.25.
With Action:
2,793 sf. of retail, 8,572 sf. of residential space (9 units), 5 residential parking spaces, 45 ft. in height, built FAR 1.94.
Increment:
+ 4 residential unit
+ 1 residential parking space

Projected Site A17
Address: 101 AVENUE
B: 9464 **L:** 26, 30
Lot Area: 15,418 sf.
R5/C2-2 **to** R6B/C2-3
Description: Golden Touch Limousine
No Action:
A17A: 7,992 sf. lot, 3,829 sf. of retail, 6,000 sf. of residential space (6 units), 5 residential parking spaces, 30 ft. in height, built FAR 1.23. A17B: 7,476 sf. lot, 2,703 sf. of retail, 6,642 sf. of residential space (7 units), 6 residential parking spaces, 30 ft. in height, built FAR 1.25.
With Action:
7,433 sf. of retail, 23,403 sf. of residential space (23 units), 12 residential parking spaces, 45 ft. in height, built FAR 2.00.
Increment:
+ 10 residential unit
+ 901 sf. of retail
+ 1 residential parking space

Projected Site A18
Address: 129-19 101 AVENUE
B: 9473 **L:** 23
Lot Area: 7744 sf.
R5 **to** R6B/C2-3
Description: One-or-two family detached home, double lot
No Action:
7,950 sf. of residential space (8 units), 7 residential parking spaces, 20 ft. in height, built FAR 1.02.
With Action:
3,825 sf. of retail, 11,663 sf. of residential space (12 units), 6 residential parking spaces, 45 ft. in height, built FAR 2.
Increment:
+ 4 residential unit
+ 3,825 sf. retail
- 1 residential parking space

Projected Site A19
Address: 116-04 101 AVENUE
B: 9484 **L:** 2
Lot Area: 7213 sf.
R5/C2-2 **to** R6B/C2-3
Description: Contractor's yard
No Action:
2,635 sf. of retail, 6,551 sf. of residential space (7 units), 5 residential parking spaces, 30 ft. in height, built FAR 1.25.
With Action:
2,635 sf. of retail, 11,200 sf. of residential space (11 units), 6 residential parking spaces, 45 ft. in height, built FAR 1.92.
Increment:
+ 4 residential unit
+ 1 residential parking space

Projected Site A20
Address: 117-18 101 AVENUE
B: 9485 **L:** 6
Lot Area: 6312 sf.
R5/C2-2 **to** R6B/C2-3
Description: A&S Used Cars
No Action:
2,975 sf. of retail, 4,915 sf. of residential space (5 units), 4 residential parking spaces, 30 ft. in height, built FAR 1.25.
With Action:
2,975 sf. of retail, 9,200 sf. of residential space (9 units), 5 residential parking spaces, 45 ft. in height, built FAR 1.92.
Increment:
+ 4 residential unit
+ 1 residential parking space

Projected Site A21
Address: 121-18 101 AVENUE
B: 9489 **L:** 9, 10
Lot Area: 5633 sf.
R5/C2-2 **to** R6B/C2-3
Description: Used Car lot
No Action:
2,677 sf. of retail, 4,401 sf. of residential space (4 units), 3 residential parking spaces, 30 ft. in height, built FAR 1.25.
With Action:
2,677 sf. of retail, 8,080 sf. of residential space (8 units), 4 residential parking spaces, 45 ft. in height, built FAR 1.9.
Increment:
+ 4 residential unit
+ 1 residential parking space

Projected Site A22
Address: 102-38 134 STREET
B: 9501 **L:** 30, 32
Lot Area: 10000 sf.
C1-2/R5 **to** R6B/C2-3
Description: Six Star Auto Sales
No Action:
A37A: 5,000 sf. lot, 2,550 sf. of retail, 3,700 sf. of residential space (4 units), 3 residential parking spaces, 30 ft. in height, built FAR 1.25. A37B: 5,000 sf. lot, 1,721 sf. of retail, 4,529 sf. of residential space (5 units), 4 residential parking spaces, 30 ft. in height, built FAR 1.25.
With Action:
5,100 sf. of retail, 14,900 sf. of residential space (15 units), 8 residential parking spaces, 45 ft in height, built FAR 2.
Increment:
+ 6 residential units
+ 829 sf. of retail
+ 1 residential parking space

Projected Site A23
Address: LIBERTY AVENUE
B: 9504 **L:** 32,36,37
Lot Area: 13,659 sf.
M1-1 **to** R6B/C2-3
Description: Parking
No Action:
Continuation of existing use
With Action:
7,973 sf. of retail, 18,870 sf. of residential space (19 units), 45 ft. in height, 10 residential parking spaces, built FAR 1.97.
Increment:
+ 19 residential units
+ 7,973 sf. of retail
+ 10 residential parking spaces

Projected Site A24
Address: 103-40 101st Street
B: 9504 **L:** 20,21,22
Lot Area: 9038 sf.
M1-1 **to** R4-1
Description: Parking
No Action:
2,750 sf. of commercial space, 15 ft in height, built FAR 0.3.
With Action:
A:B:C: 2250 sf. lot, 2,025 sf. of residential space (2 units), 2 residential parking spaces, 35 ft. in height, built FAR 0.9. D: 2288 sf. lot, 2,025 sf. of residential space (2 units), 2 residential parking spaces, 35 ft. in height, built FAR 0.9.
Increment:
+ 8 residential units
- 2,750 sf. of commercial space
+ 4 residential parking spaces

Projected Site A25
Address: LIBERTY AVENUE
B: 9523 **L:** 5
Lot Area: 9721 sf.
C2-2/R4 **to** R6B/C2-3
Description: Parking lot
No Action:
4,127 sf. of retail, 4,500 sf. of residential space (5 units), 4 residential parking spaces, 35 ft. in height, built FAR 1.25.
With Action:
4,127 sf. of retail, 15,200 sf. of residential space (15 units), 8 residential parking spaces, 45 ft. in height, built FAR 2.
Increment:
+ 10 residential units
+ 4 residential parking spaces

Projected Site A26
Address: 129-04 LIBERTY AVENUE
B: 9583 **L:** 2
Lot Area: 5325 sf.
R3-2/C2-2 **to** R6B/C2-3
Description: mixed use building
No Action:
Continuation of existing use – 970 sf. of retail, 750 sf. of residential space, 1 residential unit.
With Action:
4,526 sf. of retail, 6,000 sf. of residential space (6 units), 35 ft. in height, built FAR 1.97.
Increment:
+ 5 residential units
+ 3556 sf. retail

Projected Site A27
Address: 132-10 LIBERTY AVENUE
B: 9592 **L:** 108, 112
Lot Area: 9756 sf.
R3-2/C2-2 **to** R6B/C2-3
Description: Parking and Apartment Building
No Action:
A27A: lot area 5500 sf., 2128 sf. of residential, 4 residential units, 4 residential parking spaces, 35 ft. in height, built FAR 0.39 A27B: lot area 4256 sf., 200 sf. of retail, 15 ft. in height, built FAR 0.05
With Action:
6622 sf. of retail, 12,890 sf. of residential space (13 units), 7 residential parking spaces, 35 ft. in height, built FAR 2.
Increment:
+ 9 residential units
+ 3 residential parking spaces
+ 6622 sf. of commercial space

Projected Site A28
Address: 135-50 Redding Street
B: 11372 **L:** 39
Lot Area: 10075 sf.
C8-1 **to** R5D/C2-3
Description: Power Auto Repair
No Action:
Continuation of existing use. 1,235 sf. of commercial space.
With Action:
7203 sf. of retail, 12,900 sf. community facility space, 50 attended underground spaces, 35 ft. in height, built FAR 2.
Increment:
+ 5,969 sf. of commercial space
+ 12,900 sf. of CF
+ 50 parking spaces

Projected Site A29
Address: LINDEN BOULEVARD
B: 11624 **L:** 33
Lot Area: 10000 sf.
R4 **to** R4/C1-3
Description: Parking Lot
No Action:
Continuation of existing use. 24 parking spaces
With Action:
4000 sf. of retail, 12 commercial parking spaces, height of 15 ft., built FAR 0.4
Increment:
+ 4000 sf. of retail
- 17 parking spaces

Potential Site B1
Address: 78-02 ATLANTIC AVENUE
B: 9005 **L:** 1
Lot Area: 10,076 sf.
C8-1 **to** R6B/ C2-3
Description: Allied Building Products
No Action:
10,000 sf. of retail, 15 ft. in height, built FAR 0.99
With Action:
5,138 sf. of retail, 14,900 sf. of residential space (15 units), 8 residential parking spaces, 45 ft. in height, built FAR 1.99
Increment:
+ 15 residential units
- 4,862 sq. of retail
+ 8 residential parking spaces

Potential Site B2
Address: 80-12 ROCKAWAY BOULEVARD
B: 9006 **L:** 1
Lot Area: 15,085 sf.
R5/ C8-1 **to** R6B/ C2-3
Description: Clean Rite Tire Center
No Action:
4,275 sf. of retail, 15 ft. in height, built FAR .28
With Action:
7,495 sf. of retail, 22,600sf. of residential spaces (23 units), 12 residential parking spaces, 45 ft. in height, built FAR 2.00
Increment:
+ 23 residential units
+ 3,220 sf. of retail
+ 12 residential parking spaces

Potential Site B3
Address: 81-02 ATLANTIC AVENUE
B: 9009 **L:** 1
Lot Area: 13,889 sf**.**
C8-1 **to** R6B/C2-3
Description: B.P. Gas Station
No Action:
4,590 sf. of retail, 15 ft. in height, built FAR .33
With Action:
6,324 sf. of retail, 20,233 sf. of residential spaces (20 units), 10 residential parking spaces, 45 ft. in height, built FAR 1.91
Increment:
+ 20 residential units
+ 1,734 sf. of retail
+ 10 residential parking spaces

Potential Site B4
Address: 81-12 ATLANTIC AVENUE
B: 9009 **L:** 6
Lot Area: 21,989 sf.
C8-1 **to** R6B/C2-3
Description: Golden Mango grocery
No Action:
13,700 sf. of retail, 15 ft. in height, built FAR .62
With Action:
B4A: 10,000 sf. lot, 5,100 sf. of retail, 14,900 sf. of residential spaces (15 units), 8 residential parking spaces, 45 ft. in height, built FAR 2.00 B4B: 11,989 sf. lot, 6,330 sf. of retail, 17,647 sf. of residential spaces (18 units), 9 residential parking spaces, 45 ft. in height, built FAR 2.00
Increment:
+ 33 residential units
- 2,270 sf. of retail
+ 17 residential parking spaces

Potential Site B5
Address: 81-20 ROCKAWAY BOULEVARD
B: 9010 **L:** 26
Lot Area: 6,292 sf.
C8-1 **to** R6B/ C2-3
Description: Colony Car Wash
No Action:
3,454 sf. of retail, 25 ft. in height, built FAR .55
With Action:
5,348 sf. of retail, 4,251 sf. of community facility, 25 ft. in height, built FAR 1.53
Increment:
+ 4,251 sf. of community facility
+ 1,894 sf. of retail

Potential Site B6
Address: 82-02 ROCKAWAY BOULEVARD
B: 9013 **L:** 26, 55
Lot Area: 7,601 sf.
R5/ C8-1 **to** R6B/ C2-3
Description: Oil Change and Tune-up Center
No Action:
3,925 sf. of retail, 25 ft. in height, built FAR .66
With Action:
6,460 sf. of retail, 3,139 sf. of community facility space, 25 ft. in height, built FAR 1.26
Increment:
+ 2,535 sf. of retail
+ 3,139 sf. of community facility space

Potential Site B7
Address: 84-15 ROCKAWAY BOULEVARD
B: 9017 **L:** 19, 22
Lot Area: 11,537 sf.
R5 **to** R6B/ C2-3
Description: Black Bull Auto Sales
No Action:
3,142 sf. of retail, 15 ft. in height, built FAR .27
With Action:
6,824 sf. of retail, 16,250 sf. of residential spaces (16 units), 8 residential parking spaces, 45 ft. in height, built FAR 2.00
Increment:
+ 16 residential units
+ 3,682 sf. of retail
+ 8 residential parking spaces

Potential Site B8
Address: 84-12 97 AVENUE
B: 9055 **L:** 1
Lot Area: 22,082 sf.
R5 **to** R6B/ C2-3
Description: Pioneer Supermarket
No Action:
10,940 sf. of retail, 15 ft. in height, built FAR .50
With Action:
B8A: 10,000 sf. lot, 5,100 sf. of retail, 14,900 sf. of residential spaces (15 units), 8 residential parking spaces, 45 ft. in height, built FAR 2.00 B8B: 12,083 sf. lot, 5,344 sf. of retail, 18,821 sf. of residential spaces (19 units), 10 residential parking spaces, 45 ft. in height, built FAR 2.00
Increment:
+ 34 residential units
- 496 sf. of retail
+ 18 residential parking spaces

Potential B9
Address 85-34 ROCKAWAY BOULEVARD
B: 9057 **L:** 27
Lot Area: 8,297 sf.
R5 **to** R6B/ C2-3
Description: Taxpayer
No Action:
4,796 sf. of retail, 15 ft. in height, built FAR .58
With Action:
8,297 sf. of retail, 1,303 sf. of community facility space, 25 ft. in height, built FAR 1.16
Increment:
+ 3,501 sf. of retail
+ 1,303 sf. of community facility space

Potential Site B10
Address: 75-15 LIBERTY AVENUE
B: 9076 **L:** 9
Lot Area: 25,759 sf.
R5/ C2-2 **to** R6B/ C2-3
Description: McDonald's
No Action:
5,800 sf. of retail, 15 ft. in height, built FAR .23
With Action:
9,520 sf. of retail, 41,998 sf. of residential space (42 units), 21 residential parking spaces, 55 ft. in height, built FAR 2.00
Increment:
+ 3,720 sf. of retail
+ 42 residential units
+ 21 residential parking spaces

Potential Site B11
Address: 101-16 77 STREET
B: 9077 **L:** 24, 25, 45
Lot Area: 37,043 sf.
R5/ C2-2 **to** R6B/ C2-3
Description: Associated Supermarket
No Action:
18,000 sf. of retail, 15 ft. in height, built FAR .49
With Action:
B11A: 17,526 sf. of lot, 9,520 sf. of retail, 25,500 sf. of residential space (26 units), 14 residential parking spaces, 55 ft. in height, built FAR 2.00 B11B: 19,517 sf. of lot, 9,520 sf. of retail, 29,450 sf. of residential space (29 units), 15 residential parking spaces, 55 ft. in height, built FAR 2.00
Increment:
+ 1,040 sf. of retail
+ 55 residential units
+ 29 residential parking spaces

Potential Site B12
Address: 101-07 84 STREET
B: 9084 **L:** 6
Lot Area: 7,500 sf.
R5/C2-2 **to** R6B/C2-3
Description: Two-family residential and Garage
No Action:
800 sf. of retail, 2,000 sf. of residential space (2 units), 20 ft. in height, built FAR 0.11
With Action:
5,807 sf. of retail, 6,843 sf. of residential space (7 units), 35 ft. in height, built FAR 1.69
Increment:
+ 5,007 sf. of retail
+ 7 residential units

Potential Site B13
Address: 97-53 85th STREET
B: 9057 **L:** 50
Lot Area: 5,000 sf.
R5/ C2-2 **to** R6B/ C2-3
Description: Single Family detached
No Action:
2,500 sf. of retail, 3,700 sf. of residential spaces (4 units), 3 residential parking spaces, 30 ft. in height, built FAR 1.25
With Action:
2,500 sf. of retail, 7,450 sf. of residential spaces (7 units), 4 residential parking spaces, 45 ft. in height, built FAR 2.00
Increment:
+ 3 residential units
+ 1 residential parking spaces

Potential Site B14

Address: 86-30 103 AVENUE

B: 9107 **L:** 13

Lot Area: 12,596 sf.

C8-1 **to** R4-1

Description: Laundromat/Benson Granite and Tile

No Action:

11,748 sf. of retail, 15 ft. in height, built FAR .93

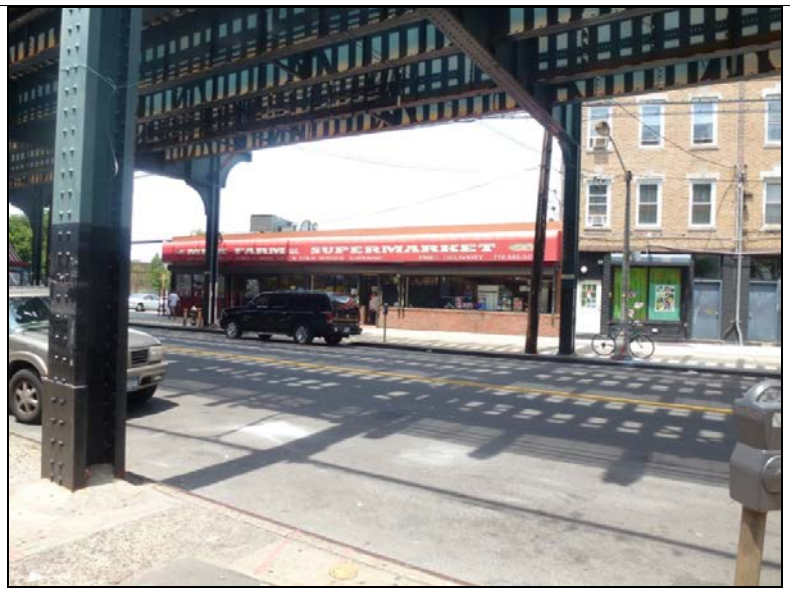
With Action:

B14A: 1,799 sf. of lot area, 1,626 sf. of residential space (2 units), 2 residential parking spaces, 35 ft. in height, built FAR .90
B14B: 1,799 sf. of lot area, 1,626 sf. of residential space (2 units), 2 residential parking spaces, 35 ft. in height, built FAR .90
B14C: 1,799 sf. of lot area, 1,626 sf. of residential space (2 units), 2 residential parking spaces, 35 ft. in height, built FAR .90
B14D: 1,799 sf. of lot area, 1,626 sf. of residential space (2 units), 2 residential parking spaces, 35 ft. in height, built FAR .90
B14E: 1,799 sf. of lot area, 1,626 sf. of residential space (2 units), 2 residential parking spaces, 35 ft. in height, built FAR .90
B14F: 1,799 sf. of lot area, 1,626 sf. of residential space (2 units), 2 residential parking spaces, 35 ft. in height, built FAR .90
B14G: 1,799 sf. of lot area, 1,626 sf. of residential space (2 units), 2 residential parking spaces, 35 ft. in height, built FAR .90

Increment:

- 11,748 sf. of commercial
+ 14 residential units
+ 14 residential parking spaces

Potential Site B15
Address: 86-25 LIBERTY AVENUE
B: 9107 **L:** 25, 27
Lot Area: 12,582 sf.
C8-1 **to** R6B/ C2-3
Description: Auto Body Shop
No Action:
11,740 sf. of retail, 15 ft. in height, built FAR .93
With Action:
8,404 sf. of retail, 16,000 sf. of residential space (16 units), 8 residential parking spaces, 35 ft. in height, built FAR 1.93
Increment:
- 3,336 sf. of retail
+ 16 residential units
+ 8 residential parking spaces



Potential Site B16
Address: 88-11 LIBERTY AVENUE
B: 9108 **L:** 19
Lot Area: 15,981 sf.
C8-1 **to** R6B/ C2-3
Description: Milk Farm Supermarket
No Action:
4,080 sf. of retail, 15 ft. in height, built FAR .26
With Action:
8,846 sf. of retail, 23,000 sf. of residential space (23 units), 12 residential parking spaces, 45 ft. in height, built FAR 2.00
Increment:
+ 4,766 sf. of retail
+ 23 residential units
+ 12 residential parking spaces

Potential Site B17
Address: 89-19 LIBERTY AVENUE
B: 9109 **L:** 18
Lot Area: 11,217 sf.
C8-1 **to** R6B/ C2-3
Description: Ferrara Bros. Building Materials
No Action:
4,180 sf. of retail, 30 ft. in height, built FAR .37
With Action:
5,476 sf. of retail, 16,957 sf. of residential space (17 units), 9 residential parking spaces, 45 ft. in height, built FAR 2.00
Increment:
+ 1,296 sf. of retail
+ 17 residential units
+ 9 residential parking spaces

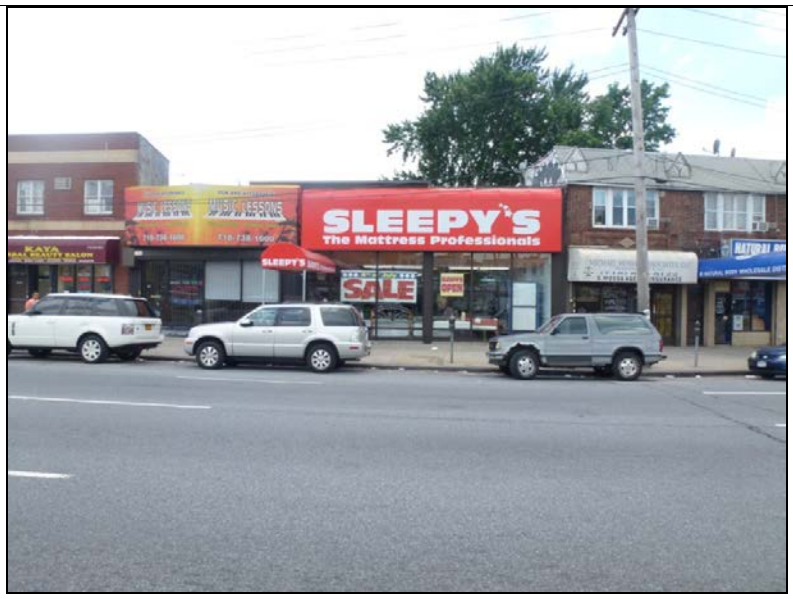
Potential Site B18
Address: 92-10 ROCKAWAY BOULEVARD
B: 9113 **L:** 29
Lot Area: 48,253 sf.
R5/ C2-2 and C8-1 **to** R6B/ C2-3
Description: Annie Sez / Marshall's
No Action:
38,857 sf. of retail, 15 ft. in height, built FAR .81
With Action:
16,259 sf. of retail, 76,000 sf. of residential space (76 units), 38 residential parking spaces, 41 commercial parking spaces, 55 ft. in height, built FAR 1.92
Increment:
- 22,598 sf. of retail
+ 76 residential units
+ 38 residential parking spaces
+ 41 commercial parking spaces

Potential Site B19
Address: 94-19 ROCKAWAY BOULEVARD
B: 9118 **L:** 107
Lot Area: 21,965 sf.
R4/ C1-2 **to** R6B/ C2-3
Description: Modell's
No Action:
18,040 sf. of retail, 30 ft. in height, built FAR .82
With Action:
9,520 sf. of retail, 34,410 sf. of residential space (34 units), 17 residential parking spaces, 55 ft. in height, built FAR 2.00
Increment:
- 8,520 sf. of retail
+ 34 residential units
+ 17 residential parking spaces

Potential Site B20
Address: 96-09 LIBERTY AVENUE
B: 9119 **L:** 37
Lot Area: 6,972 sf.
R4/ C1-2 **to** R6B/ C2-3
Description: Compare Foods Grocery
No Action:
6,802 sf. of retail, 15 ft. in height, built FAR .98
With Action:
5,926 sf. of retail, 3,673 sf. of community facility space, 25 ft. in height, built FAR 1.38
Increment:
- 876 sf. of retail
+ 3,673 sf. of community facility space

Potential Site B21
Address: 97-15 LIBERTY AVENUE
B: 9120 **L:** 40
Lot Area: 36,603 sf.
R4/ C1-2 and R5 **to R6B/ C2-3**
Description: CVS Pharmacy
No Action:
14,380 sf. of retail
With Action:
B21A: 12,500 sf. lot, 5,355 sf. of retail, 19,645 sf. of residential space (20 units), 13 residential parking spaces, 45 ft. in height, built FAR 2.0 B21B: 13,433 sf. lot, 8,023 sf. of retail, 18,842 sf. of residential space (19 units), 13 residential parking spaces, 45 ft. in height, built FAR 2.0 B21C: 10,670 sf. lot, 5,145 sf. of retail, 16,194 sf. of residential space (16 units), 11 residential parking spaces, 45 ft. in height, built FAR 2.0
Increment:
+ 4143 sf. of retail
+ 55 residential units
+ 37 residential parking spaces

Potential Site B22
Address: 89-10 LIBERTY AVENUE
B: 9154 **L:** 66,72
Lot Area: 16,762 sf.
R4/ C2-2 **to** R6B/ C2-3
Description: Garage
No Action:
11,680 sf. of retail, 15 ft. in height, built FAR .70
With Action:
9,520 sf. of retail, 24,004 sf. of residential space (24 units), 12 residential parking spaces, 55 ft. in height, built FAR 2.0
Increment:
- 2,160 sf. of retail
+ 24 residential units
+ 12 residential parking spaces



Potential Site B23
Address: 105-36 CROSS BAY BOULEVARD
B: 9162 **L:** 20
Lot Area: 5,249 sf.
R4/ C1-2 **to** R6B/ C2-3
Description: Sleepy's
No Action:
5,200 sf. of retail, 15 ft. in height, built FAR .99
With Action:
4,461 sf. of retail, 3,533 sf. of community facility space, 25 ft. in height, built FAR 1.51
Increment:
- 739 sf. of retail
+ 3,533 sf. of community facility space

Potential Site B24
Address: 95-04 LIBERTY AVENUE
B: 9164 **L:** 127
Lot Area: 19,700 sf.
R4/ C1-2 **to** R6B/ C2-3
Description: Auction Outlet
No Action:
7,200 sf. of retail, 15 ft. in height, built FAR .37
With Action:
9,169 sf. of retail, 30,230 sf. of residential space (30 units), 15 residential parking spaces, 45 ft. in height, built FAR 2.0
Increment:
+ 1969 sf. of retail
+ 30 residential units
+ 15 residential parking spaces

Potential Site B25
Address: 96 STREET
B: 9167 **L:** 1
Lot Area: 22,866 sf.
R4/ C1-2 **to** R6B/ C2-3
Description: Rite Aid
No Action:
9,700 sf. of retail, 15 ft. in height, built FAR .42
With Action:
9,520 sf. of retail, 36,212 sf. of residential space (36 units), 18 residential parking spaces, 55 ft. in height, built FAR 2.0
Increment:
- 180 sf. of retail
+ 36 residential units
+ 18 residential parking spaces

Potential Site B26

Address: 97-11 ROCKAWAY BOULEVARD

B: 9169 **L:** 16, 45, 47

Lot Area: 17,168 sf.

R4/ C1-2 and M1-1 **to** R6B/C2-3

Description: Getty

No Action:

2,000 sf. of retail, 15 ft. in height, built FAR .12

With Action:

8,047 sf. of retail, 17,641 sf. of residential space (18 units), 9 residential parking spaces, 45 ft. in height, built FAR 1.50

Increment:

+ 6,047 sf. of retail

+ 18 residential units

+ 9 residential parking spaces

Potential Site B27
Address: 98-08 ROCKAWAY BOULEVARD
B: 9172 **L:** 60
Lot Area: 11,844 sf.
M1-1 **to** R6B/ C2-3
Description: White Castle
No Action:
1,710 sf. of retail, 15 ft. in height, built FAR .14
With Action:
6,232 sf. of retail, 17,445 sf. of residential space (17 units), 9 residential parking spaces, 45 ft. in height, built FAR 2.00
Increment:
+ 4,522 sf. of retail
+ 17 residential units
+ 9 residential parking spaces

Potential Site B28
Address: 101-17 101 AVENUE
B: 9403 **L:** 25
Lot Area: 5,005 sf.
R5/ C2-2 **to** R6B/ C2-3
Description: ABS Driving School
No Action:
2,085 sf. of retail, 1,125 sf. of residential space (1 unit), 25 ft. in height, built FAR .64
With Action:
2,550 sf. of retail, 7,460 sf. of residential space (7 units), 4 residential parking spaces, 45 ft. in height, built FAR 2.00
Increment:
+ 465 sf. of retail
+ 6 residential units
+ 4 residential parking spaces

Potential Site B29
Address: 110-16 101 AVENUE
B: 9428 **L:** 5
Lot Area: 5,000 sf.
R5/C2-2 **to** R6B/C2-3
Description: Parking lot
No Action:
1,503 sf. of retail, 4,720 sf. of residential space (5 units), 4 residential parking spaces, 30 ft. in height, built FAR 1.24
With Action:
3,910 sf. of retail, 6,000 sf. of residential space (6 units), 35 ft. in height, built FAR 1.98
Increment:
+ 2,407 sf. of retail
+ 1 residential unit
- 4 residential parking spaces

Potential Site B30
Address: 111-02 101 AVENUE
B: 9429 **L:** 1
Lot Area: 5,000 sf.
R5/C2-2 **to** R6B/C2-3
Description: Auto Body Shop
No Action:
2,550 sf. of retail, 3,700 sf. of residential space (4 units), 3 residential parking spaces, 30 ft. in height, built FAR 1.25.
With Action:
2,550 sf. of retail, 7,450 sf. of residential space (7 units), 4 residential parking spaces, 45 ft. in height, built FAR 2.00.
Increment:
+ 3 residential unit
+ 1 residential parking space

Potential Site B31
Address: 115-16 101 AVENUE
B: 9433 **L:** 5
Lot Area: 12,532 sf.
R5/ C2-2 **to** R6B/ C2-3
Description: Taxpayer
No Action:
8,074 sf. of retail, 15 ft. in height, built FAR .64
With Action:
5,672 sf. of retail, 18,232 sf. of residential space (18 units), 9 residential parking spaces, 45 ft. in height, built FAR 1.91
Increment:
- 2,402 sf. of retail
+ 18 residential units
+ 9 residential parking spaces

Potential Site B32
Address: 117-05 101 AVENUE
B: 9453 **L:** 27
Lot Area: 6,309 sf.
R5/ C2-2 **to** R6B/ C2-3
Description: Singh Farm Grocery
No Action:
2,730 sf. of retail, 15 ft. in height, built FAR .43
With Action:
2,991 sf. of retail, 9626 sf. of residential space (10 units), 5 residential parking spaces, 45 ft. in height, built FAR 2.00
Increment:
+ 621 sf. of retail
+ 10 residential units
+ 0 residential parking spaces

Potential Site B33
Address: 123-10 101 AVENUE
B: 9490 **L:** 1
Lot Area: 22,792 sf.
R5/ C2-2 **to** R6B/ C2-3
Description: Key Food Supermarket
No Action:
10,024 sf. of retail, 15 ft. in height, built FAR 0.44
With Action:
B32A: 12,510 sf. of lot, 6,723 sf. of retail, 18,296 sf. of residential space (18 units), 9 residential parking spaces, 45 ft. in height, built FAR 2.00 B32B: 10,282 sf. of lot, 4,845 sf. of retail, 15,367 sf. of residential space (15 units), 8 residential parking spaces, 45 ft. in height, built FAR 1.97
Increment:
+ 1,544 sf. of retail
+ 33 residential units
+ 17 residential parking spaces

Potential Site B34
Address: 103-09 LIBERTY AVENUE
B: 9507 **L:** 39
Lot Area: 22,395 sf.
R4/ C2-2 and R5 **to** R6B/ C2-3
Description: Duane Reade
No Action:
9,032 sf. of retail, 15 ft. in height, built FAR 0.40
With Action:
B33A: 13,272 sf. of lot, 7,897 sf. of retail, 17,930 sf. of residential space (18 units), 9 residential parking spaces, 45 ft. in height, built FAR 1.95 B33B: 19,123 sf. of lot, 4,697 sf. of retail, 13,548 sf. of residential space (14 units), 7 residential parking spaces, 45 ft. in height, built FAR 2.00
Increment:
+ 3,562 sf. of retail
+ 32 residential units
+ 16 residential parking spaces

Potential Site B35
Address: 104-21 LIBERTY AVENUE
B: 9508 **L:** 40
Lot Area: 11,549 sf.
R4/ C2-2 and R5 **to** R6B/ C2-3
Description: Deals & Discounts (DII)
No Action:
9, 540 sf. of retail, 15ft. in height, built FAR 0.83
With Action:
6,606 sf. of retail, 16,491 sf. of residential space (16 units), 8 residential parking spaces, 45 ft. in height, built FAR 2.00
Increment:
- 2,934 sf. of retail
+ 16 residential units
+ 8 residential parking spaces

Potential Site B36
Address: 109-03 LIBERTY AVENUE
B: 9514 **L:** 28
Lot Area: 15,235 sf.
R4/ C2-2 and R5 **to** R6B/ C2-3
Description: Sal's Fashion
No Action:
12,360 sf. of retail, 15 ft. in height, built FAR 0.81
With Action:
7,396 sf. of retail, 23,073 sf. of residential space (23 units), 12 residential parking spaces, 45 ft. in height, built FAR 2.00
Increment:
- 4,964 sf. of retail
+ 23 residential units
+ 12 residential parking spaces

Potential Site B37
Address: 112-11 LIBERTY AVENUE
B: 9517 **L:** 25
Lot Area: 11,255 sf.
R4/ C1-2 **to** R6B/ C2-3
Description: 7/11 and Rent-a-center
No Action:
7,800 sf. of retail, 15 ft. in height, built FAR 0.69
With Action:
4,569 sf. of retail, 17,940 sf. of residential space (18 units), 9 residential parking spaces, 45 ft. in height, built FAR 2.00
Increment:
- 3,231 sf. of retail
+ 18 residential units
+ 9 residential parking spaces

Potential Site B38
Address: 108-08 LIBERTY AVENUE
B: 9531 **L:** 4
Lot Area: 9,400 sf.
R4/ C2-2 **to** R6B/ C2-3
Description: Key Food
No Action:
8,330 sf. of retail, 15 ft. in height, built FAR 0.89
With Action:
3,755 sf. of retail, 15,044 sf. of residential space (15 units), 8 residential parking spaces, 45 ft. in height, built FAR 2.00
Increment:
- 4,575 sf. of retail
+ 15 residential units
+ 8 residential parking spaces

Potential Site B39
Address: 103-31 LEFFERTS BOULEVARD
B: 9557 **L:** 50
Lot Area: 20,291 sf.
C4-2 / R5 **to** R6B/ C2-3
Description: Funeral Home
No Action:
9,350 sf. of retail, 15 ft. in height, built FAR 0.46
With Action:
B38A: 10,145.71 sf. of lot, 7,860 sf. of retail, 22,023 sf. of residential space (22 units), 11 residential parking spaces, 65 ft. in height, built FAR 2.95 B38B: 10,145.71 sf. of lot, 8,623 sf. of retail, 21,814 sf. of residential space (22 units), 11 residential parking spaces, 55 ft. in height, built FAR 3.00
Increment:
+ 7133 sf. of retail
+ 44 residential units
+ 22 residential parking spaces

Potential Site B40
Address: 130-11 LIBERTY AVENUE
B: 9567 **L:** 44
Lot Area: 5416 sf.
R3-2 / C2-2 and R5 **to** R6B / C2-3
Description: Best Kwality
No Action:
2704 sf. of retail, 15 ft. in height, built FAR 0.5
With Action:
4,263 sf. of retail, 6,000 sf. of residential space (6 units), 0 residential parking spaces, 35 ft. in height, built FAR 1.89
Increment:
+ 1559 sf. of retail
+ 6 residential units

Potential Site B41
Address: 130-05 LIBERTY AVENUE
B: 9567 **L:** 48
Lot Area: 6451 sf.
R3-2 / C2-2 **to** R6B/C2-3
Description: Emperor Azteca
No Action:
6050 sf. of retail, 15 ft. in height, built FAR 0.94
With Action:
2520 sf. of retail, 10,381 sf. of residential space (10 units), 5 residential parking spaces, 45 ft. in height, built FAR 2.00
Increment:
- 3530 sf. of retail
+ 10 residential unit
+ 5 residential parking spaces

Potential Site B42
Address: 123-02 LIBERTY AVENUE
B: 9577 **L:** 1
Lot Area: 5785 sf.
R3-2/ C1-2 **to** R6B/C2-3
Description: Guyana W.I. Grocery
No Action:
4560 sf. of retail, 15 ft. in height, built FAR 0.79
With Action:
2753 sf. of retail, 8513 sf. of residential space (9 units), 5 residential parking spaces, 45 ft. in height, built FAR 1.95
Increment:
- 1,807 sf. of retail
+ 9 residential units
+ 5 residential parking spaces

Potential Site B43
Address: 133-10 LIBERTY AVENUE
B: 9587 **L:** 1
Lot Area: 12,800 sf.
R3-2/C2-2 **to** R6B/C2-3
Description: Laundromat (recent investment)
No Action:
5700 sf. of retail, 15 ft. in height, built FAR 0.58
With Action:
6713 sf. of retail, 18,519 sf. of residential space (19 units), 10 residential parking spaces, 45 ft. in height, built FAR 1.97
Increment:
+ 1013 sf. of retail
+ 19 residential units
+ 10 residential parking spaces

Potential Site B44
Address: 134-16 LIBERTY AVENUE
B: 9588 **L:** 3
Lot Area: 18990 sf.
R3-2/C1-2 **to** R6B/C2-3
Description: C-Town Supermarket
No Action:
8520 sf. of retail, 15 ft. in height, built FAR 0.45
With Action:
9,520 sf. of retail, 28,460 sf. of residential space (28 units), 14 residential parking spaces, 45 ft. in height, built FAR 2.00
Increment:
+ 1,000 sf. of retail
+ 28 residential units
+ 14 residential parking spaces

Potential Site B45
Address: 130-20 LIBERTY AVENUE
B: 9590 **L:** 6, 7, 8
Lot Area: 5,998 sf.
R3-2 /C2-2 **to** R6B/C2-3
Description: Raly Plumbing
No Action:
4,640 sf. of retail, 1,260 sf. of residential space (2 units), 25 ft. in height, built FAR 0.98
With Action:
3,013 sf. of retail, 8,928 sf. of residential space (9 units), 5 residential parking spaces, 45 ft. in height, built FAR 1.99
Increment:
- 1,627 sf. of retail
+ 7 residential units
+ 5 residential parking spaces

Potential Site B46
Address: 137-20 CROSS BAY BOULEVARD
B: 11409 **L:** 10
Lot Area: 58306 sf.
C8-1/R4 **to** R5D/C1-3
Description: Sleepy's, Craft Center, Scoops, Laundromat, Animal Pantry
No Action:
31,000 sf. of retail, 15 ft. in height, built FAR 0.53
With Action:
B45A: 10,000 sf. of lot, 4420 sf. of community facility, 12,000 sf. of residential space (12 units), 6 residential parking spaces, 35 ft. in height, built FAR 1.64 B45B: 5,000 sf. of lot, 1530 sf. of community facility, 6,000 sf. of residential space (6 units), 3 residential parking spaces, 35 ft. in height, built FAR 1.51 B45C: 23,456 sf. of lot, 19,927 sf. of retail, 26,974 sf. of community facility, 35 ft. in height, built FAR 2.00 B45D: 19,850 sf. of lot, 16,872 sf. of retail, 22,872 sf. of community facility, 35 ft. in height, built FAR 2.00
Increment:
+ 5799 sf. of retail
+ 55796 sf. of community facilities
+ 18 residential units
+ 9 residential parking spaces
+ 206 commercial and community facility parking spaces

Potential Site B47
Address: 137-19 CROSS BAY BOULEVARD
B: 11529 **L:** 46
Lot Area: 9700 sf.
C8-1 **to** R5D/C1-3
Description: Warehouse and Parking
No Action:
3,850 sf. of retail, 15 ft. in height, built FAR 0.40
With Action:
8,245 sf. of retail, 1,115 sf. of community facility, 49 commercial and community facility parking spaces, 35 ft. in height, built FAR 0.96
Increment:
+ 4,395 sf. of retail
+ 1115 sf. of community facilities
+ 49 commercial and community facility parking spaces

Potential Site B48
Address: 90-59 PITKIN AVENUE
B: 11372 **L:** 46
Lot Area: 12,000 sf.
C8-1/R4 **to** R5D/C2-3 and R4-1
Description: Bill's Auto Equipment
No Action:
3,924 sf. of retail, 15 ft. in height, built FAR 0.33
With Action:
B47A: 3,600 sf. of lot, 3,240 sf. of residential space (2 units), 2 residential parking spaces, 35 ft. in height, built FAR 0.95 B47B: 6,100 sf. of lot, 3,264 sf. of retail, 8,936 sf. of community facilities, 30 commercial and community facility parking spaces, 35 ft. in height, built FAR 2.00
Increment:
- 660 sf. of retail
+ 2 residential units
+ 8936 sf. of community facilities
+ 2 residential parking spaces
+ 30 commercial and community facility parking spaces

Potential Site B49
Address: 135-26 DESARC ROAD
B: 11372 **L:** 31
Lot Area: 16750 sf.
C8-1 **to** R5D/C2-3
Description: Tutto Casa Tile
No Action:
14730 sf. of retail, 15 ft. in height, built FAR 0.88
With Action:
14,237 sf. of retail, 19,262 sf. of community facilities, 83 commercial and community facility parking spaces, 35 ft. in height, built FAR 2.00
Increment:
- 493 sf. of retail
+ 19262 sf. of community facilities
+ 83 commercial and community facility parking spaces

Potential Site B50
Address: 135-45 CROSS BAY BOULEVARD
B: 11512 **L:** 27
Lot Area: 19200 sf.
C8-1 **to** R5D/C2-3
Description: Sunoco
No Action:
4,554 sf. of retail, 15 ft. in height, built FAR 0.24
With Action:
16,320 sf. of retail, 22,080 sf. of community facilities, 96 commercial and community facility parking spaces, 35 ft. in height, built FAR 1.91
Increment:
+ 11,766 sf. of retail
+22,080 sf. of community facilities
+ 96 commercial and community facility parking spaces

Potential Site B51
Address: 135-21 CROSS BAY BOULEVARD
B: 11512 **L:** 37, 42
Lot Area: 17243 sf.
C8-1 and R4/C1-2 **to** R5D/C2-3
Description: Liquor Town & Fine Wines
No Action:
B50A: 8,366 sf. of lot, 3,744 sf. of retail, 15 ft. in height, built FAR 0.45 B50B: 8,877 sf. of lot, 8,512 sf. of retail, 15 ft. in height, built FAR 0.96
With Action:
14,656 sf. of retail, 19,829 of community facilities, 86 commercial and community facility parking spaces, 35 ft. in height, built FAR 2.00
Increment:
+ 2,400 sf. of retail
+ 19,829 sf. of community facilities
+ 86 commercial and community facility parking spaces

Potential Site B52
Address: 135-18 CROSS BAY BOULEVARD
B: 11373 **L:** 75
Lot Area: 7721 sf.
C8-1 **to** R5D/C2-3
Description: Carwash
No Action:
6,371 sf. of retail, 15 ft. in height, built FAR 0.83
With Action:
6,562 sf. of retail, 3,037 sf. of community facilities, 24 commercial and community facility parking spaces, 25 ft. in height, built FAR 1.24
Increment:
+191 sf. of retail
+ 3037 sf. of community facilities
+ 24 commercial and community facility parking spaces

Potential Site B53
Address: 134-34 CROSS BAY BOULEVARD
B: 11373 **L:** 38
Lot Area: 12,200 sf.
C8-1/R4 **to** R5D/C2-3 and R4-1
Description: Parking Lot
No Action:
Continuation of existing use.
With Action:
B52A: 9,700 sf. of lot, 7,565 sf. of retail, 11,875 sf. of community facilities, 49 commercial parking spaces, 35 ft. in height, built FAR 2.00 B52B: 2,500 sf. of lot, 2,250 sf. of residential (2 units), 2 residential parking spaces, 35 ft. in height, built FAR 0.9
Increment:
+7565 sf. of retail
+11875 sf. of community facilities
+ 49 commercial and community facility parking spaces
+ 2 residential units
+ 2 residential parking spaces

Potential Site B54
Address: 134-15 CROSS BAY BOULEVARD
B: 11493 **L:** 79
Lot Area: 24,085 sf.
R4/C1-2 **to** R5D/C1-3
Description: Hess
No Action:
2,680 sf. of retail, 15 ft. in height, built FAR 0.11
With Action:
21,084 sf. of retail, 28,525 sf. of community facilities, + 124 commercial and community facility parking spaces, 35 ft. in height, built FAR 2.00
Increment:
+18,404 sf. of retail
+28,525 sf. of community facilities
+ 124 commercial and community facility parking spaces

Potential Site B55
Address: 111-45 LEFFERTS BOULEVARD
B: 11624 **L:** 40
Lot Area: 4000 sf.
R4 **to** R4/C1-3
Description: 2 family detached home
No Action:
1,482 sf. of residential (2 units), 25 ft. in height, built FAR 0.37
With Action:
3,680 sf. of retail, 15 ft. in height, built FAR 0.92
Increment:
+3680 sf. of retail
- 1482 of residential
- 2 residential parking spaces

Potential Site B56
Address: 114-51 LEFFERTS BOULEVARD
B: 11646 **L:** 37, 38
Lot Area: 4,000 sf.
R3-2 **to** R3-2/C1-3
Description: Parking
No Action:
1,300 sf. of retail, 15 ft. in height, built FAR 0.32
With Action:
3,680 sf. of retail, 15 ft. in height, built FAR 0.92
Increment:
+2380 sf. of retail

ATTACHMENT 3 – LAND USE, ZONING, & 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 Attachment 1 - Project Description, the Ozone Park rezoning seeks to reinforce the area's predominant one- and two-family residential character while directing new residential and mixed-use development to locations along the area's main commercial corridors and near mass transit resources.

Pursuant to the *CEQR Technical Manual*, the land use study area includes the area within 400 feet of the area affected by the proposed zoning map changes. This land use study area is depicted in Figure 3A: Ozone Park Land Use.

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 current land use trends, zoning, and public policies.

LAND USE

Existing Conditions

The assessment of existing conditions focuses on the land uses occupying the rezoning area (Figure 3A – Land Use). Tables 3A and 3B show the proportion of tax lots and the proportion of land devoted to various uses within the land use study area. A broad mix of uses is represented including residential, institutional, commercial, auto-related, recreation, and transportation.

Table 3A: Land Use Within 400 Feet of Rezoning Area

Use	Lots	% of Total Lots	Area(acres)	% of Land Area
One-and Two-Family Detached	10,467	50.7	683.76	39.98%
One-and Two -Family Semi-detached	4,171	20.2	217.83	12.74%
One-and Two-Family Attached	1,963	9.5	88.12	5.15%
Multi-Family Building	1,520	7.4	118.31	6.92%
Mixed Residential and Commercial	1,010	4.9	51.52	3.01%
Commercial and Office	401	1.9	247.34	14.46%
Industrial and Manufacturing	120	0.6	28.84	1.69%
Transportation and Utility	181	0.9	26.57	1.55%
Public Facilities and Institutions	113	0.5	62.45	3.65%
Open Space and Recreation	51	0.2	73.17	4.28%
Parking/Open Auto Use	221	1.1	47.1	2.75%
Vacant	429	2.1	65.31	3.82%
Total	20,647	100.00%	1,710.32	100.00%

*For the purpose of a more accurate assessment, only the portions of Block 14260, Lot 1 with the 400 ft. boundary has been included in the analysis. This lot is occupied by John F. Kennedy International Airport and has a total area of approximately 4,930 acres.

Table 3B: Building Type within Rezoning Area (Residential Buildings Only)

Building Type	Lots	% of Residential Lots
Detached One-and Two-Family	10,467	57.8%
Semi-detached One- and Two-Family	4,171	23.0%
Attached One- and Two-Family	1,963	10.8%
Multi-Family	1,520	8.4%
Total	18,121	100.00%

The land use study area consists of 20,647 tax lots covering approximately 6,640 acres. Approximately 88 percent of these tax lots contain residential buildings. Of the lots developed with residential uses approximately 51% are detached, 20% are semi-detached, 10% are attached, and 7% are classified as multi-family buildings.

Among non-residential uses, mixed residential and commercial uses constitute approximately five percent of the study area's lots. These uses, as well as commercial and office uses, are concentrated along Rockaway Boulevard, Liberty Avenue, and 101st Avenue and Cross Bay

Boulevard. Industrial and manufacturing uses consist of less than one percent of the study area's tax lots. These uses are concentrated in Ozone Park along 100th Street.

Transportation and Utility uses account for less than one percent of the study area's tax lots, but cover approximately 75% percent of the study area's total land area. The Belt Parkway, located to the south of Ozone Park rezoning study area accounts for a majority of the land area categorized as transportation.

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 Table 2A.

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 to the changes expected on the projected development sites absent the proposed actions, 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 replacement of one- and two-family detached buildings with semi-detached, attached, and multi-family buildings.

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 328 dwelling units and 138,096 square feet of commercial space. Therefore, the increments relative to the Future Without-Action conditions are: an increase of 209 dwelling units, 58,017 square feet of commercial space and 19,558 square feet of community facility space.

On the projected development sites, the With-Action scenario is expected to produce an increase in dwelling units relative to the No-Action scenario. Ozone Park is 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 (see Socioeconomic Conditions, for a more detailed discussion).

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. In appropriate areas, fewer of the detached one- and two-family homes would be replaced with semi-detached, attached, and multi-family apartment buildings.

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 Ozone Park rezoning area consists of eight existing zoning districts: R3-1, R3-2, R4, R5, C8-1, C4-2, M1-1, and M1-2. C1-2 and C2-2 commercial overlay districts are mapped along certain primary street frontages throughout the rezoning area. These zoning districts have remained unchanged since 1961 when the current Zoning Resolution was adopted. Figure 2B depicts the existing zoning.

R3-1

An existing R3-1 district extends northward from Atlantic Avenue and Rockaway Boulevard between the Brooklyn border and 96th Street. R3-1 districts permit 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 depends 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 lot 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 a maximum FAR of 1.0. One parking space is required for each dwelling unit.

R3-2

R3-2 districts extend through the eastern and southeastern sections of the rezoning area. The R3-2 district is the lowest-density general residence district in which multi-family structures are permitted. A variety of housing types are allowed, 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 lot 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 generally located to the west of 123rd Street and to the south of Liberty Avenue. R4 districts allow a variety of housing types, including garden apartments, row houses, semi-detached and

detached houses. The maximum FAR is 0.9, which includes a 0.15 attic allowance. On certain blocks, a maximum FAR of 1.35 is permitted through the R4 infill provision. Infill zoning permits multi-family housing on blocks entirely within R4 or R5 districts in predominantly built-up areas. Detached residences are limited to lots with a minimum of 3,800 square feet in area and a minimum lot width of 40 feet. Semi-detached and attached residences require lots with a minimum of 1,700 square feet in area and a minimum lot width of 18 feet. The required minimum front yard depth is 10 feet, which is increased to 18 feet if front yard parking is provided. The maximum building height is 35 feet, with a maximum perimeter wall height of 25 feet. Community facilities are permitted at an FAR of 2.0. One parking space is required for each dwelling unit.

R5

An R5 district is generally located north of Liberty Avenue and along 101st Avenue. R5 zoning permits all housing types, including multi-family residences. The maximum residential FAR is 1.25. On blocks that are predominately built up, a maximum FAR of 1.65 is permitted through R5 infill provisions. For detached houses, the minimum lot area is 3,800 square feet and the minimum lot width is 40 feet. All other housing types require lots with a minimum area of 1,700 square feet and a minimum lot width of 18 feet. The required minimum front yard depth is 10 feet, which is increased to 18 feet if front yard parking is provided. The maximum street wall height is 30 feet and the maximum building height is 40 feet. Off-street parking in a grouped facility is required for 85% of the dwelling units. Community facilities are permitted at an FAR of 2.0.

C4-2

A C4-2 district is located at the intersection of Liberty Avenue and Lefferts Boulevard. The district covers northern and southern block fronts along Liberty Avenue between 118th Street and 123rd Street. C4 districts are intended for regional commercial centers where uses serve a larger area than a neighborhood shopping area. C4-2 districts permit residential uses with a maximum FAR of 2.43 (R6 equivalent), commercial uses with a maximum FAR of 3.4 and community facility uses with a maximum FAR of 4.8. C4-2 districts have no fixed height limits and building envelopes are regulated by a sky exposure plane. Residential development under the optional Quality Housing Program has a maximum FAR of 2.2 on narrow streets (defined as less than 75 feet wide) with a 55-foot building height limit, and for developments along wide streets (defined as 75 feet wide or more) the maximum FAR is 3.0 and the building height limit is 70 feet. Off-street parking is required for 70 percent of the dwelling units. This requirement is lowered to 50 percent of the units if the lot area is less than 10,000 square feet or if Quality Housing provisions are used.

C8-1

Four C8-1 districts are located within the rezoning area. The first is located on Rockaway Boulevard between Atlantic Avenue and 84th Street. The second covers the northern block fronts of Liberty Avenue between 86th Street and 93rd Street. The third is generally bounded by Redding Street, Cross Bay Boulevard, and Albert Road. The fourth is located on the western side 114th Street roughly between Rockaway Boulevard and 135th Avenue. C8-1 zoning permits commercial and community facility uses in Use Groups 4 through 14 and 16. Residential uses are not permitted. C8 districts typically include automotive-related uses, such as auto repair, showrooms, warehouses, gas stations, and

car washes. The maximum FAR for commercial uses is 1.0. Maximum building height is determined by a sky exposure plane beginning at a height of 30 feet above the street line. Off-street parking requirements vary with the use. Community facility uses are permitted a maximum FAR of 2.4.

M1-1 and M1-2

An M1-1 district covers the southern block front of Liberty Avenue between 98th Street and the LIRR right-of-way. An M1-2 District covers the southern block front of 101st Avenue between 100th Street and 101st Street. M1 zoning districts permit Use Groups 4 through 14, 16 and 17. M1 districts typically include light industrial uses that meet high performance standards and may include manufacturing establishments for a variety of food, metal and wood products. Residential uses are not permitted. The maximum commercial FAR in an M1-1 district is 1.0 and the maximum commercial FAR is 2.0 in M1-2 districts. Maximum building height is determined by a sky exposure plane beginning 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

Commercial overlay districts are located along portions of primary corridors within the rezoning area, including Rockaway Boulevard, 101st Avenue, and Liberty Avenue. C1 overlay districts permit commercial Use Groups 5 and 6, which allow the kinds of daily retail and service establishments frequently used by neighborhood residents. C2 districts permit a wider range of commercial uses including those in Use Groups 5 through 9 and 14. When C1 and C2 overlay districts are mapped within R1 through R5 districts the maximum commercial FAR is 1.0, with commercial uses limited to the first floor in mixed-use buildings. Off-street parking requirements vary with the use. In C1-2 and C2-2 districts, most retail uses require one accessory parking space per 300 square feet of commercial floor space, although the requirements can range between one space per 200 square feet and one space per 800 square feet.

Future With-Action

The proposed actions would affect more than 15,375 lots on approximately 530 blocks. The rezoning area covers portions of Zoning Map sections 18a, 18b, 18c, 18d. The proposed rezoning replaces all or portions of existing R3-1, R3-2, R4, R5, C4-2, C8-1, M1-1, and M1-2 districts with R3A, R3X, R4A, R4-1, R4B, R5B, R5D, R6B and R6A districts. The proposed rezoning also replaces existing C1-2 and C2-2 overlays with C2-3, overlays, eliminates portions of existing C1-2 and C2-2 overlays, and establishes new C1-3 and C2-3 overlays. Proposed zoning districts are described in detail below (Figures 2C).

The proposed contextual zoning strategy is intended to reinforce the character of Ozone Park's residential blocks and ensure future residential development is more consistent with the

surrounding neighborhood's building patterns. The proposed rezoning also provides opportunities for moderate growth in already established mixed-use areas.

Proposed R3A

Existing R3-2, R4, C8-1

R3A districts are proposed for three areas covering all or portions of 50 blocks in the rezoning area. These R3A districts will reinforce one- and two-family detached residential buildings on narrow lots typically found on these blocks.

The R3A district allows one- or two-family detached residences with a maximum FAR of 0.6, which includes a 0.1 attic allowance. The minimum required lot area is 2,375 square feet, and the minimum lot width is 25 feet. The maximum perimeter wall height is 21 feet, and the maximum building height is 35 feet. The front yard of a new residence 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. One off-street parking space is required for each dwelling unit. Community facilities are permitted an FAR of 1.0.

Proposed R3X

Existing R3-2 and R4

R3X districts are proposed for two sections covering all or portions of 46 blocks in the rezoning area. These R3X districts will reinforce one- and two-family detached residences typically found on these blocks.

The R3X district allows one- or two-family detached residences with a maximum FAR of 0.6, which includes a 0.1 attic allowance. The maximum perimeter wall height is 21 feet and the maximum building height is 35 feet. The minimum required lot area is 3,325 square feet, and the minimum lot width is 35 feet. The front yard of a new residence 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. One off-street parking space is required for each dwelling unit. Community facilities are permitted an FAR of 1.0.

Proposed R4-1

Existing, R4-1, R4, R5, C4-2, C8-1, M1-1 and M1-2

R4-1 districts are proposed for sixteen areas covering all or portions of 223 blocks. These R4-1 districts will reinforce the one- and two-family detached and semi-detached residential buildings predominantly found on these blocks.

R4-1 zoning allows one- and two-family detached and semi-detached residences with a maximum FAR of 0.9, which includes a 0.15 attic allowance. The maximum perimeter wall height is 25 feet and the maximum building height is 35 feet. For detached houses, the minimum required lot area is 2,375 square feet, and the minimum lot width is 25 feet. For semi-detached houses, the minimum required lot area is 1,700 square feet, and the minimum lot width is 18 feet. The front yard of a new residence 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. One parking space is required for each dwelling unit. Community facilities are permitted an FAR of 2.0.

Proposed R4A

Existing R3-2, R4, C4-2, and C8-1

R4A districts are proposed for five sections covering all or portions of 130 blocks. These R4A districts will reinforce the one- and two-family detached residential buildings that predominate on these blocks.

R4A zoning allows one- and two-family detached residences with a maximum FAR of 0.9, which includes a 0.15 attic allowance. The maximum perimeter wall height is 21 feet and the maximum building height is 35 feet. The minimum required lot area is 2,850 square feet, and the minimum lot width is 30 feet. The front yard of a new residence 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. One off-street parking space is required for each dwelling unit. Community facilities are permitted an FAR on 2.0.

Proposed R4B

Existing R4 and R5

R4B districts are proposed for five areas covering all or portions of 31 blocks. These R4B districts will reinforce one- and two-family rowhouses typically found on these blocks.

The R4B district allows one- and two-family detached, semi-detached and attached residences, but it is primarily characterized by low-rise rowhouses with required parking located in rear common driveways. The maximum FAR is 0.9,and the maximum building height is 24 feet. Detached residences require a minimum lot area of 2,375 square feet and a minimum lot width of 25 feet. All other housing types require a minimum area of 1,700 square feet and a minimum lot width of 18 feet. The front yard can be a minimum 5 feet deep, but it must be as deep as one adjacent front yard up to 20 feet. One parking space is required for each dwelling unit, and front yard parking is prohibited. Community facilities are permitted an FAR of 2.0.

Proposed R5B

Existing R5

R5B districts are proposed for three areas covering all or portions of 11 blocks in the rezoning area. The areas proposed to be rezoned to R5B are predominantly developed with two- and three-story attached and semi-detached buildings.

The R5B district allows all housing types. The maximum residential FAR would be 1.35, and buildings would be limited to 33 feet in height, with a 30 foot maximum perimeter wall. Detached residences require a minimum lot area of 2,375 square feet and a minimum lot width of 25 feet. Semi-detached and attached residences require a minimum of 1,700 square feet in area and a minimum lot width of 18 feet. The front yard can be a minimum 5 feet deep, but it must be as deep as one adjacent front yard up to 20 feet. Off-street group parking is required for 66 percent of the dwelling units, and front yard parking is prohibited in R5B districts. Community facilities are allowed at an FAR of 2.0.

Proposed R5D

Existing R4 and C8-1

An R5D district is proposed for on all or portions of eight blocks along or near Cross Bay Boulevard. The proposed R5D district typically fosters development of two- to four-story buildings. Such buildings would reinforce an appropriate scale of development along the boulevard, which is very wide street that is well-served by City bus service.

R5D districts allow all housing types at a maximum FAR of 2.0. The maximum allowed building height is 40 feet. Detached residences require a minimum lot area of 2,375 square feet and a minimum lot width of 25 feet. Semi-detached and attached residences require a minimum of 1,700 square feet in area and a minimum lot width of 18 feet. The front yard can be a minimum 5 feet deep, but it must be as deep as one adjacent front yard up to 20 feet. Off-street group parking is required for 66 percent of the dwelling units. Accessory residential parking can be waived if no more than one space is required. Community facilities are allowed at an FAR of 2.0.

Proposed R6B

Existing R3-1, R3-2, R4, R5, C8-1, M1-1, and M1-2

R6B districts are proposed for three areas covering all or portions of 215 block fronts located primarily along the neighborhood's major thoroughfares: Rockaway Boulevard, 101st Avenue, and Liberty Avenue. R6B districts are typically developed with three- to five-story buildings and such buildings would reinforce the typical scale of development along these main streets.

The R6B district allows all housing types. The maximum FAR for all development is 2.0. New buildings would have a minimum base height of 30 feet and a maximum base height of 40 feet. Above this height any portion would be required to set back at least 10 feet from a wide street and 15 feet from a narrow street, and maximum building height is limited to 50 feet. Off-street parking would be required for 50 percent of dwelling units, but this requirement may be waived if five or fewer spaces are required.

Proposed R6A

Existing C4-2 and C8-1

An R6A district is proposed along the northern and southern block fronts of Liberty Avenue between 118th Street and 123rd Street. R6A districts are typically developed with four- to seven-story buildings and such buildings would reinforce the typical scale of development along this portion of Liberty Avenue at the end of the A-train elevated transit line.

R6A districts permit all housing types. The maximum FAR is 3.0 for residential or community facility developments. The minimum base height is 40 feet, and the maximum base height is 60 feet, above which the building must be set back to a depth of at least 10 feet on a wide street and 15 feet on a narrow street. The maximum building height is 70 feet. Off-street parking is required for 50 percent of dwelling units, but this requirement may be waived if five or fewer spaces are required.

Proposed Commercial Overlays

Existing C1 and C2 commercial overlays are mapped along 101st Avenue, Liberty Avenue, and Rockaway Boulevard and serve the local shopping needs of the community. C1 districts permit commercial Use Groups 5 and 6 while C2 districts permit Use Groups 5 though 9 and 14.

The proposed updates to the commercial zoning districts would replace existing C1-2 and C2-2 districts with C2-3, districts and reduce the depth of commercial overlays from 150 to 100 feet to prevent commercial uses from encroaching onto residential streets. New C1-3 and C2-3 commercial overlays are also proposed in certain locations in order to recognize existing commercial uses and provide new business location opportunities. Changing the existing C1-2 and C2-2 commercial overlays to C1-3 and C2-3 commercial overlays would reduce the parking from generally one parking space per 300 square feet of commercial floor area to one space per 400 square feet of commercial floor area.

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 the neighborhood rezonings that Department of City Planning's Queens Office has led since 2001. The proposed rezoning recognizes and reinforces the existing built character of Ozone Park on a block-by-block basis. In addition, the proposed updates to the commercial zoning districts would prevent commercial uses from encroaching onto residential streets while maintaining and providing new business location opportunities. These changes are consistent with the city-wide policy of promoting growth and density on wide streets and near mass transit resources.

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

SUSTAINABILITY AND PLANYC

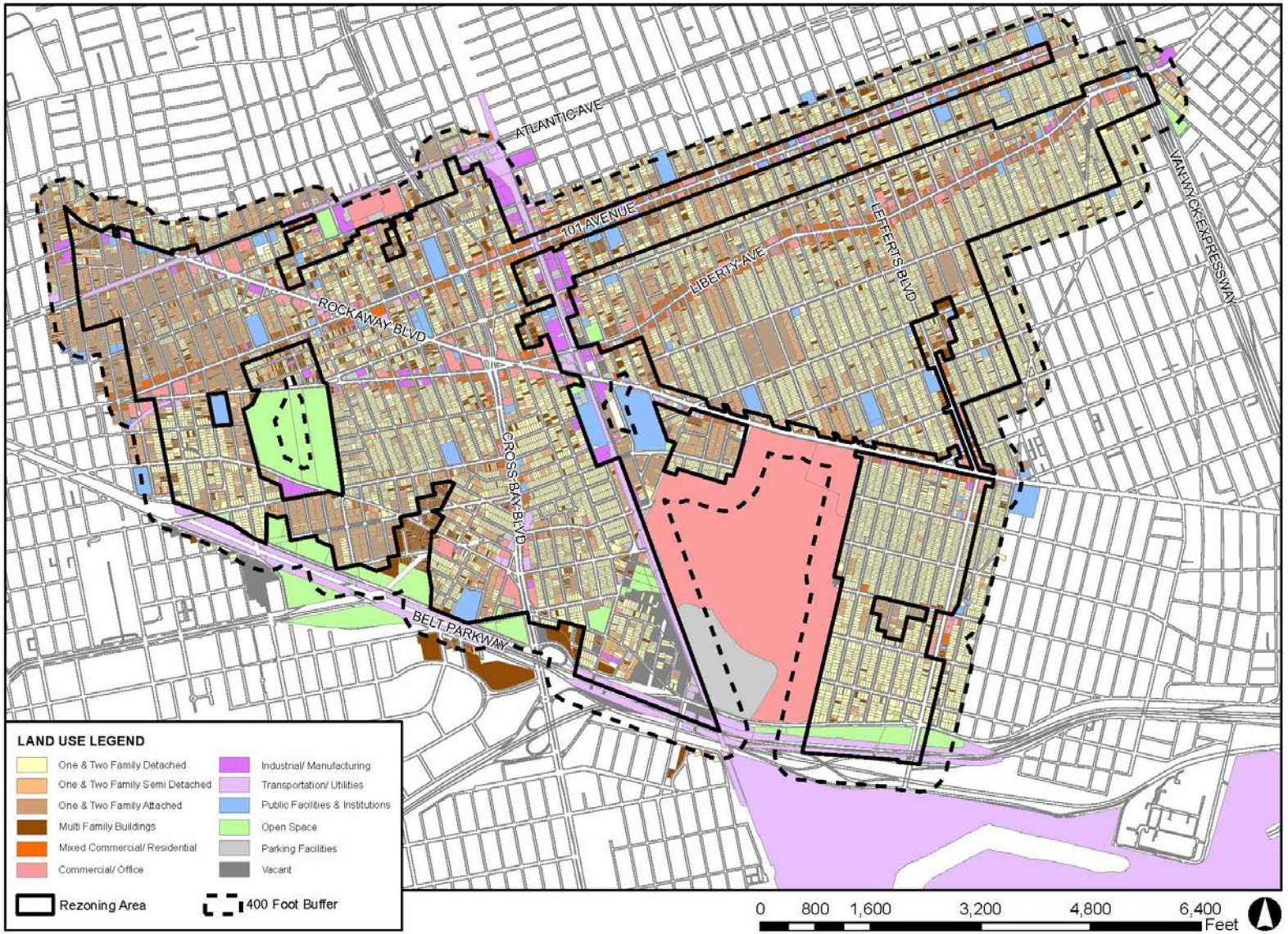
PlaNYC, the City's long-term sustainability plan, was adopted in 2007 and updated in April 2011. It contains policy initiatives that relate to the city's land use, open space, brownfields, energy use and infrastructure, transportation systems, water quality and infrastructure, and air quality, and aim to prepare the city for projected climate change impacts. Its structure sets broadbased targets to be reached by 2030. To execute the strategic vision, PlaNYC adopts 10 goals to be achieved through 132 separate initiatives and a number of subsidiary plans. Many of these goals are to be realized through public sector projects, local laws or the City's regulatory frameworks governing both private and public actions. The 2012 CEQR Technical Manual requires the evaluation of large publicly sponsored zonings to ensure the proposed action(s) align with the broad priorities espoused by the PlaNYC initiatives.

While the proposed action is not directly implementing a PlaNYC initiative, such as replacing aging infrastructure, the rezoning, as aforementioned, is intended to promote medium density mixed-use development along major corridors in the Queens and around mass-transit while protecting the existing neighborhood character of targeted residential areas. Shifting population growth to mass-transit nodes and providing new development opportunities are in line with the purpose of PlaNYC's many initiatives' and the goal to provide adequate housing for New Yorkers around sustainable forms of transportation. Moreover, as discussed below and elsewhere in the EAS, the proposed action will not adversely affect Open Space, Natural Resources, Infrastructure, Energy, Construction, Transportation, Greenhouse Gas Emissions, and Air Quality, which are areas that relate to PlaNYC initiatives. Therefore, the proposed action is consistent with the overall strategy of PlaNYC's initiatives.

CONCLUSION

The proposed rezoning would establish contextual zoning districts in Ozone Park to reinforce the prevailing built fabric and character of these neighborhoods. The proposal would provide modest contextual growth opportunities. 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 and near mass transit resources. Consequently, no significant adverse impacts related to land use, zoning or public policy are anticipated.

Figure 3A: Land Use **Ozone Park Rezoning**



ATTACHMENT 4 - SOCIOECONOMIC CONDITIONS

INTRODUCTION

Socioeconomic impacts may occur when an action directly or indirectly changes population, housing stock, or economic activity in an area. According to the *CEQR Technical Manual,* an analysis of socioeconomic conditions should be conducted if a proposed action is reasonably expected to cause substantial socioeconomic changes with the affected area. A socioeconomic assessment is typically required if an action is expected to cause the following:

- Direct residential displacement;
- Direct business and institutional displacement;
- Indirect residential displacement;
- Indirect business and institutional displacement; and
- Effects on specific industries.

The proposed action does not meet any of the criteria described above prompting an analysis of socioeconomic impacts. The proposed action would not directly displace substantial residential population so that the socioeconomic profile of the neighborhood would be significantly altered. It would not directly displace substantial numbers of businesses or employees or a business or institution that is unusually important to the community. Furthermore, the action would not result in indirect displacement by inducing substantial new development that is markedly different from existing uses, development, and activities within the neighborhoods of Woodhaven and Richmond Hill.

According to the *CEQR Technical Manual,* residential development of 200 units or less or commercial development of 200,000 square feet or less would typically not result in significant socioeconomic impacts. The proposed action is expected to result in a net increase of 219 new residential dwelling units. However, this development represents less than a 1% net increase in dwelling units over the entire study area and less than a 1% increase in new population. This residential development is of a size and scale that will not result in an impact on socioeconomic conditions in Ozone Park. Therefore, the proposed action would not result in indirect displacement. There would be no impact on socioeconomic conditions, and no analysis beyond the preliminary is required.

The initial screening identifies whether an action may be reasonably expected to create substantial socioeconomic changes. The *CEQR Technical Manual* identifies the following circumstances that would typically require a socioeconomic assessment.

- The proposed action would directly displace residential population to the extent that the socioeconomic character of the neighborhood would be substantially altered (typically, 500 or more residents).

- The proposed action would directly displace more than 100 employees.

- The proposed actions would directly displace a business that is unusually important because its products or services are uniquely dependent on its location.

- The proposed action would result in a substantial new development that is markedly different from existing uses, development, and activities in the neighborhood, which could lead to

indirect displacement. Typically projects that are small to moderate in size would not have significant socioeconomic effects unless they are likely to generate socioeconomic conditions that are very different from existing conditions in an area. Residential development of 200 units or less or commercial development of 200,000 sq. ft. or less would typically not result in significant socioeconomic impacts.

- The proposed action would add to, or create, a retail concentration that may draw a substantial amount of sales from existing businesses within the study area to the extent that certain categories of business close and vacancies in the area increase, thus resulting in a potential for disinvestment on local streets. Projects resulting in less than 200,000 sq. ft. of regional-serving retail in the study area would not typically result in socioeconomic impacts.

- The proposed action may adversely affect economic conditions in a specific industry.

The *CEQR Technical Manual* suggests that preliminary analyses may be conducted to determine whether detailed analyses are necessary. The purpose of the preliminary analysis is to learn enough about the effects of the action to rule out the possibility of significant impacts or to determine that more detailed analyses are required to resolve the question. The preliminary analysis concluded that no significant adverse impacts would occur as a result of the proposed action, and that the proposed action would result in beneficial socioeconomic conditions.

Data Source
The following analysis is based on data from the 2010 U. S. Census.

Study Area
As per the guidelines of the *CEQR Technical Manual*, a socioeconomic study area was identified for the purpose of conducting preliminary analyses of socioeconomic conditions. As described in Attachment 1, "Project Description," the Ozone Park rezoning area is generally bounded The rezoning area is generally bounded by: Rockaway Boulevard, Atlantic Avenue, and 101st Avenue to the north; the Van Wyck Expressway and Lefferts Boulevard to the east; the Belt Parkway to the south; and the Brooklyn borough line to the west. The socioeconomic study area is defined as the extent of the 57 census tracts that are more than 50% contained within a quarter mile buffer of the rezoning area (Figure #A).

PRELIMINARY ANALYSES

Direct Residential Displacement
No direct residential displacement would occur as a result of the proposed action in the With-Action scenario that would not also occur in the No-Action scenario. Therefore, no additional analysis of direct residential displacement is warranted for the proposed action.

Indirect Residential Displacement
Indirect residential displacement occurs when an action introduces a trend or accelerates a trend of changing socioeconomic conditions that may potentially displace a vulnerable population to the extent that the socioeconomic character of the neighborhood would change. The *CEQR Technical Manual* outlines a step-by-step analysis to be used in the preliminary analysis in order to determine if a detailed analysis is warranted.

1. Would the proposed action add new population with higher average incomes compared to the average incomes of the expected population that would reside in the study area without the action? If the expected average incomes of the new population would exceed the average incomes of the study area population, step 2 of the analysis should be conducted.

2. Will the proposed action introduce a new population that represents greater than 5% of the expected population that would reside in the study area without the action? If so, an effect on the real estate conditions of the study area are expected, and step 3 of the analysis would be required.

3. Are more than 10% of all housing units in the study area renter-occupied and unprotected by rent control, rent stabilization or other government regulations restricting rents? If so, this population would be considered at risk for indirect displacement and a detailed analysis would be necessary.

For the sake of simplicity, the first condition, whether the proposed action would add new population with higher average incomes to the study area was not ruled out. In addressing step two of the analysis, Census data from the 2010 Census was used to determine the current population, number of dwelling units, and average household size aggregated for the 57 tracts within the study area (see table #A). The 2010 Census estimates the area has a total population of 171,779 people, 50,563 occupied housing units, and a housing occupancy rate of 3.40 individuals per household.

According to the Reasonable Worse-Case Redevelopment Scenario, a total of 119 dwelling units were projected to be built in the No Action Scenario, whereas the With Action Scenario projected a total of 209 dwelling units to be built within the study area. The average household size was assumed to be constant for any new development in the study area, and the associated increase in population was calculated for each scenario based on projected new dwelling units. Comparing the With Action to the No Action population counts, the With Action Scenario would add 405 new residents to the study area that would not be there without the proposed action, which represents an increase of 0.41% from the No Action scenario population.

Table #A Projected Population and Dwelling Units for the Study Area

	Population	Dwelling Units
2010 Census	171,779	50,563
Projected No Action net increase	391	115
Projected With Action net increase	1135	334
Increment	744	219
% Change	0.43	0.43

Since the proposed action would introduce a new population that represents far less than 5% of the expected population that would reside in the study area without the action, step two of the preliminary analysis indicates that this is not a sufficient enough increase in population to effect real estate market conditions of the study area. With the real estate market remaining unchanged, it is assumed that the proposed action will neither introduce nor accelerate a trend of socioeconomic conditions that may

potentially displace a vulnerable population to the extent that the socioeconomic character of the neighborhood would change, thereby making a detailed analysis unwarranted.

Direct Business Displacement

For business displacement, the preliminary analysis begins with a description of the type and extent of businesses and workers to be directly displaced by an action, independent of whether there would be a significant displacement. To determine the potential for significant displacement the following questions/circumstances should be considered:

- If the business or institution to be displaced provides products or services essential to the local economy that would no longer be available in its trade area to local residents or businesses due to the difficulty of either relocating the business or establishing new, comparable businesses.

- If a category of business or institution is the subject of other regulations or publicly adopted plans to preserve, enhance, or otherwise protect it.

As with residential uses, the No-Action Scenario is the baseline for assessing the potential for direct displacement of businesses and institutions. The *CEQR* process attempts to project the future actions of private property owners within the study area. However, since it is not possible to determine with certainty the future actions of any private property owner, sites are analyzed to illustrate a potential and conservative assessment of the effects of the proposed action on sites considered likely to be redeveloped based on known information, as described in the description of the *Reasonable Worst Case Development Scenario* in Attachment 1, "Project Description".

The projected sites that have been identified as likely locations for redevelopment under the proposed actions are analyzed under *CEQR* for potential business displacement and are the assumed locations of potential private market development. It is not known, however, if these sites will be developed. If these sites are redeveloped in the future with the action, it is possible that existing businesses could be displaced. However, such displacement would be subject to private contracts and lease terms between tenants and landlords existing at the time of redevelopment.

Additionally, while *CEQR* analysis is primarily concerned with long term development trends, it nevertheless identifies the firms subject to potential direct displacement based on existing conditions and the businesses located on development sites today.

The proposed action is expected to generate a net gain of 58,017 square feet of commercial space. Out of the 29 projected development sites, six sites are currently used as parking lots. Seventeen sites, which contain a total of 16 businesses, are expected to be redeveloped in both the No Action Scenario and the With Action Scenario, and would therefore be displaced regardless of the proposed rezoning. There are 12 sites, with a total of seven businesses that are predicted to remain unchanged in the No Action Scenario but are predicted to be redeveloped in the With Action Scenario. Five of these sites are currently occupied by parking lots while four others are developed with auto service establishments. Of the remaining three sites one is developed with a warehouse and two with mixed-use buildings. These uses would be expected to relocate to other locations in the neighborhood.

Indirect Business Displacement

Like the analysis of indirect residential displacement, the preliminary assessment of indirect business and institutional displacement focuses on whether the proposed actions may introduce trends that make it difficult for existing businesses to remain in the area. These trends include increasing commercial property values and rents, retail market saturation, or displacing a supporting business within the trade area. The *CEQR Technical Manual* provides a guideline for commercial development of 200,000 sq. ft. or less that would typically not result in socioeconomic impacts.

As stated in the previous section, the proposed action would be expected to generate a net gain of 54,582 square feet of commercial space throughout the entire study area. Because this number is well below the threshold of the amount of new development that would be expected to introduce trends that may cause indirect business displacement, no further analysis is considered warranted for the proposed action.

Adverse Effects on Specific Industries

The *CEQR Technical Manual* requires the assessment of adverse effects on a specific industry. The screening considers the following questions:

- Would the proposed action significantly affect businesses in any industry or category of businesses within or outside the study area?

- Would the proposed action indirectly substantially reduce employment or impair the economic viability in the industry or category of businesses?

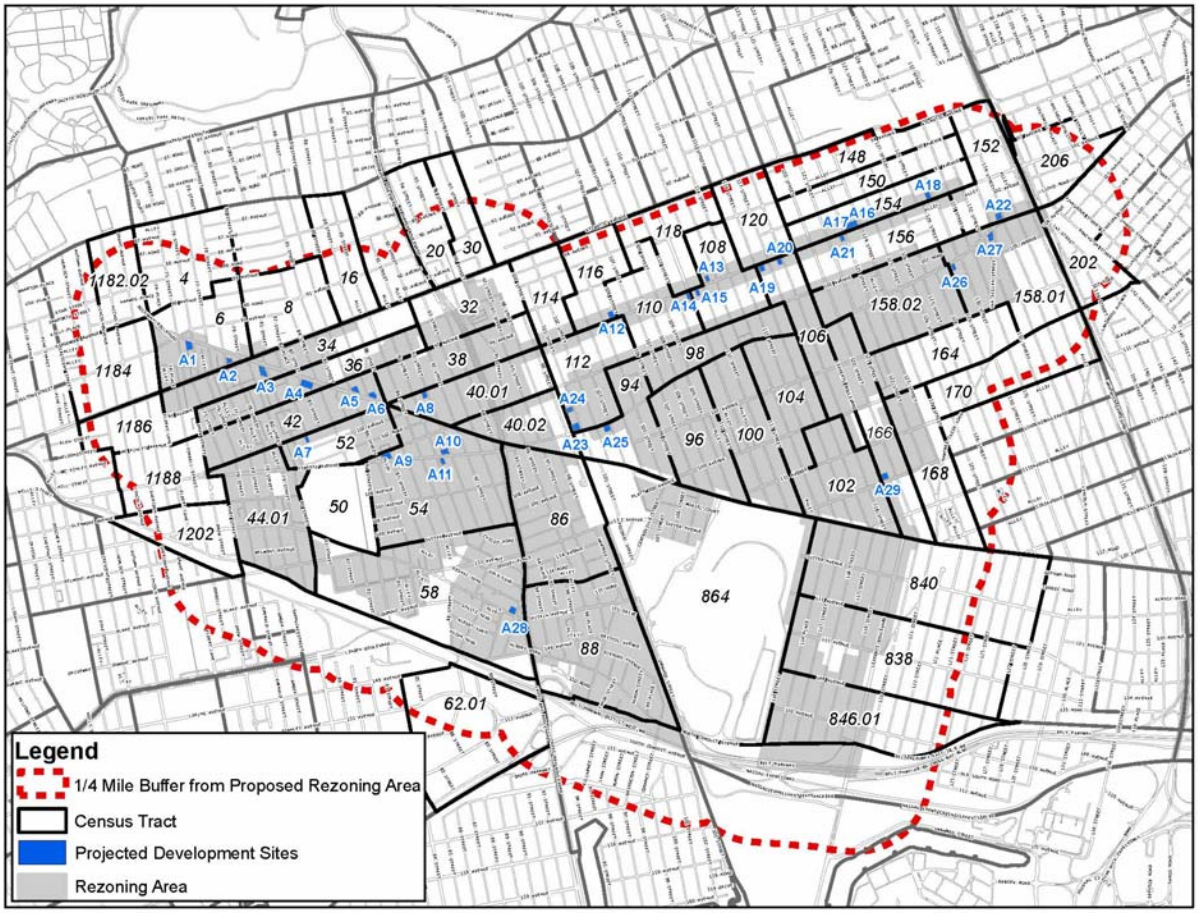
The potential for impacts on any other specific industry does not exist to any significant degree in the study area. The study area is not home to a concentration of any single industry. The proposed action would not significantly benefit or harm any particular industry, either within or outside the study area. The proposed action would not likely result in an impairment of economic viability of any industry or category of business. Therefore, significant adverse impacts on specific industries are not expected and a detailed investigation is not warranted.

CONCLUSION

The proposed rezoning would provide opportunities for new residential and commercial development without changing the socioeconomic character of the study area. The proposed rezoning addresses the community's concerns regarding out-of-character development and strengthens the area's main commercial corridors. The proposed action is expected to ensure contextual development in the future and bring socioeconomic benefits to commercial areas.

Detailed socioeconomic analysis is not warranted based on the above preliminary analyses. The proposed action would not displace substantial numbers of existing residents or businesses. The proposed action would also not affect real estate market conditions in a way that would result in indirect displacement of residents or businesses. As the proposed action does not have the potential to result in direct or indirect residential or business impacts or impacts on specific industries, no significant impacts are anticipated and further analysis is not warranted.

FIGURE #A: Socioeconomic Conditions Study Area



ATTACHMENT 5 – COMMUNITY FACILITIES AND SERVICES

Introduction

The proposed rezoning seeks to reinforce Ozone Park's predominant one- and two-family residential character while directing new residential and mixed-use development to locations along the area's main commercial corridors and near mass transit resources. The Department of City Planning has identified 25 development sites suitable for residential and commercial development in the Future-With Action condition. Under existing zoning (Future with No-Action), the Department of City Planning projects that these development sites will yield 115 dwelling units by 2023. Under proposed zoning (Future-With Action), an additional 219 market-rate dwelling units are projected to be developed by 2023.

Need for Further Analysis

The *CEQR Technical Manual* defines community facilities and services as public or publicly funded schools, hospitals, libraries, day care centers and police and fire services. A community facilities analysis examines a proposed action's potential effect on the provision of services by those community facilities. Direct effects occur when a particular action physically alters or displaces a community facility; indirect effects result from increases in population which creates additional demand on service delivery. The proposed action would not result in physical alteration or displacement of any community facilities, therefore no direct effect to existing community facilities are expected as a result of the proposed action.

The *CEQR Technical Manual's* Table 6-1: *Community Facility Thresholds for Detailed Analysis* provides thresholds for analyses of indirect effects. Based on these thresholds, the addition of 209 dwelling units does not require detailed analyses of hospitals, libraries, publicly funded day care centers or police and fire services. However, the *CEQR Technical Manual* directs that if a proposed action could generate more than 50 public elementary and intermediate school students or 150 high school students, further analysis of the impact of the proposed action on the neighborhood public schools is warranted. The Ozone Park rezoning is expected to generate 86 public elementary and intermediate school students and 29 public high school students. Further analysis of the impacts of the proposed rezoning on public elementary and intermediate schools in this area is therefore warranted.

Existing Conditions

Elementary and intermediate schools are located in geographically defined school districts, each divided into Sub-districts for capital planning purposes. The Ozone Park rezoning area falls within Community School District (CSD) 27 Sub-district 3, CSD 27 Sub-district 4, CSD 27 Sub-district 5, and CSD 28 Sub-district 1 (Figure 5.1). There are no projected development sites with a residential component in the with-action scenario located within CSD 27 Sub-district 3. Therefore the proposed zoning would not result in an increase in the population of that sub-district. Accordingly, CSD 27 Sub-district 3 has not been included in this analysis.

As shown in Tables 5A and 5B, the collective utilization rates for both public elementary and intermediate schools within CSDs 27-4 and 27-5 are operating over capacity, and at or below capacity in CSD 28-1.

Figure 5A

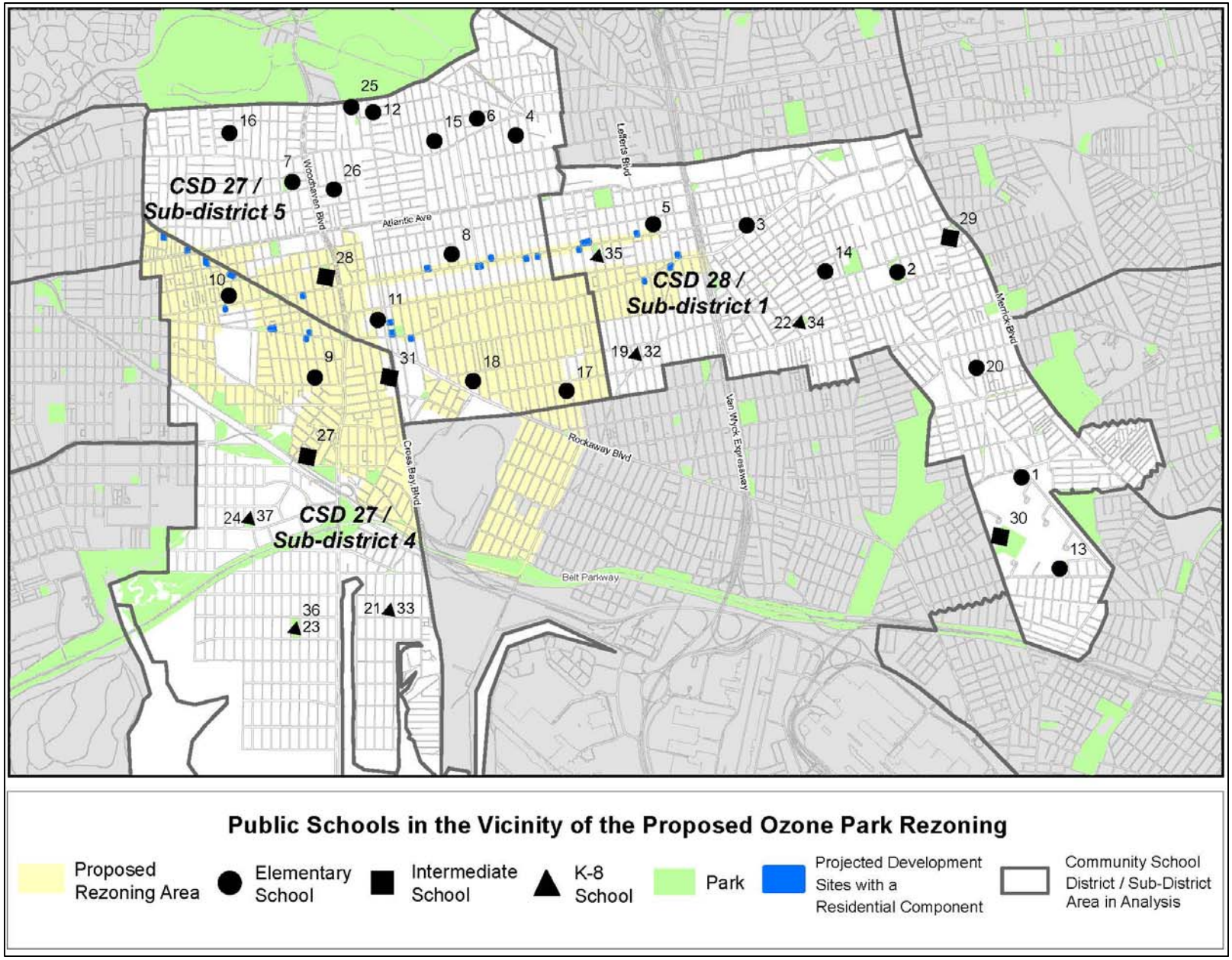

CSD 27 / Sub-district 5
CSD 28 / Sub-district 1
CSD 27 / Sub-district 4
Atlantic Ave
Woodhaven Blvd
Lefferts Blvd
Rockaway Blvd
Cross Bay Blvd
Van Wyck Expressway
Belt Parkway
Merrick Blvd
Public Schools in the Vicinity of the Proposed Ozone Park Rezoning
Proposed Rezoning Area
Elementary School
Intermediate School
K-8 School
Park
Projected Development Sites with a Residential Component
Community School District / Sub-District Area in Analysis

Table 5A
Public Elementary Schools within the Study Areas
Enrollment, Capacity, and Utilization

Key	Facility Name	Facility Address	CSD / Sub-district	Enrollment	Target Capacity	Available Seats	Utilization (Percent)
1	P.S. 30	126-10 BEDELL STREET	28 / 1	288	508	220	57%
	P.S. 30			288	424	136	68%
	P.S. 30 Transportable			0	84	84	0%
2	P.S. 40	109-20 UNION HALL STREET	28 / 1	551	942	391	58%
	P.S. 40			551	886	335	62%
	P.S. 40 Transportable			0	56	56	0%
3	P.S. 50	143-26 101 AVENUE	28 / 1	783	726	-57	108%
	P.S. 50			563	583	20	97%
	P.S. 50 Minischool			220	143	-77	154%
4	P.S. 51	87-45 117 STREET	27 / 5	285	155	-130	184%
5	P.S. 55	131-10 97 AVENUE	28 / 1	603	604	1	100%
	P.S. 55			380	314	-66	121%
	P.S. 55 Minischool			207	166	-41	125%
	P.S. 55 Transportable			16	124	108	13%
6	P.S. 56	86-10 114 STREET	27 / 5	438	465	27	94%
	P.S. 56			438	409	-29	107%
	P.S. 56 Transportable			0	56	56	0%
7	P.S. 60	91-02 88 AVENUE	27 / 5	1242	962	-280	129%
	P.S. 60			1006	814	-192	124%
	P.S. 60 Minischool			236	148	-88	159%
8	P.S. 62	97-25 108 STREET	27 / 5	947	869	-78	109%
9	P.S. 63	90-15 SUTTER AVE	27 / 4	1341	1085	-256	124%
10	P.S. 64	82-01 101 AVENUE	27 / 4	661	430	-231	154%
11	P.S. 65	103-22 99 STREET	27 / 5	489	430	-59	114%
12	P.S. 66	85-11 102 STREET	27 / 5	523	346	-177	151%
	P.S. 66			487	320	-167	152%
	P.S. 66 Transportable			36	26	-10	138%
13	P.S. 80	171-05 137 AVENUE	28 / 1	606	679	73	89%
14	P.S. 82	88-02 144 STREET	28 / 1	138	88	-50	157%
15	P.S. 90	86-50 109 STREET	27 / 5	878	784	-94	112%
16	P.S. 97	85-52 85 STREET	27 / 5	721	555	-166	130%
17	P.S. 100	111-11 118 STREET	27 / 5	989	1036	47	95%
18	P.S. 108	108-10 109 AVENUE	27 / 5	1406	1236	-170	114%
19	P.S. 121*	126-10 109 AVENUE	28 / 1	864	904	40	96%
	P.S. 121			698	822	125	85%
	P.S. 121 Transportable			166	81	-85	205%
20	P.S. 140*	166-01 116 AVENUE	28 / 1	640	1017	377	63%
	P.S. 140			640	793	153	81%
	P.S. 140 Transportable			0	224	224	0%
21	P.S. 146*	98-01 159 AVENUE	27 / 4	508	425	-83	120%
	P.S. 146			475	391	-84	122%
	P.S. 146 Transportable			33	34	1	96%
22	P.S. 160*	109-59 INWOOD STREET	28 / 1	703	779	76	90%
	P.S. 160			568	666	98	85%
	P.S. 160 Transportable			135	113	-22	119%

Table 5A: Continued

Key	Facility Name	Facility Address	CSD / Sub-district	Enrollment	Target Capacity	Available Seats	Utilization (Percent)
23	P.S. 207*	159-15 88 STREET	27 / 4	577	611	34	94%
24	P.S. 232*	153-23 83 STREET	27 / 4	792	578	-214	137%
	P.S. 232			717	528	-189	136%
	P.S. 232 Transportable			75	50	-25	149%
25	P.S. 254	84-40 101 STREET	27 / 5	650	518	-132	125%
26	P.S. 262	500 MACON STREET	27 / 5	358	256	-102	140%
		Total for Study Area		**18681**	**17583**	**-1098**	**106%**
		Total for CSD 27 Sub-district 4		**3879**	**3129**	**-750**	**124%**
		Total for CSD 27 Sub-district 5		**8926**	**7612**	**-1314**	**117%**
		Total for CSD 28 Sub-district 1		**5876**	**6842**	**966**	**86%**

Source:

NYC Department of Education, *Enrollment/Capacity/Utilization Report 2011-12 School Year*
* P.S Component of P.S./I.S. schools

Table 5B
Public Intermediate Schools within the Study Areas
Enrollment, Capacity, and Utilization

Key	Facility Name	Facility Address	CSD / Sub-district	Enrollment	Target Capacity	Available Seats	Utilization (Percent)
27	I.S. 202	138-30 LAFAYETTE STREET	27 / 4	1111	935	-176	119%
28	I.S. 210	93-11 101 AVENUE	27 / 5	2071	1904	-167	109%
29	J.H.S. 8	108-35 167 STREET	28 / 1	752	1189	437	63%
30	J.H.S. 72	133-25 GUY R BREWER BOULEVARD	28 / 1	851	1520	669	56%
31	M.S. 137	109-15 98 STREET	27 / 5	1998	1594	-404	125%
32	P.S. 121*	126-10 109 AVENUE	28 / 1	50	52	2	96%
	P.S. 121			40	48	7	85%
	P.S. 121 Transportable			10	5	-5	205%
33	P.S. 146*	98-01 159 AVENUE	27 / 4	221	185	-36	120%
	P.S. 146			207	170	-37	122%
	P.S. 146 Transportable			14	15	1	96%
34	P.S. 160*	109-59 INWOOD STREET	28 / 1	37	41	4	90%
	P.S. 160			30	35	5	85%
	P.S. 160 Transportable			7	6	-1	119%
35	P.S. 161*	101-33 124 STREET	28 / 1	64	54	-10	118%
36	P.S. 207*	159-15 88 STREET	27 / 4	224	237	13	94%
37	P.S. 232*	153-23 83 STREET	27 / 4	271	198	-73	137%
	P.S. 232			246	181	-65	136%
	P.S. 232 Transportable			25	17	-8	149%
		Total for Study Area		**7650**	**7910**	**260**	**97%**
		Total for CSD 27 Sub-district 4		**1827**	**1555**	**-272**	**117%**
		Total for CSD 27 Sub-district 5		**4069**	**3498**	**-571**	**116%**
		Total for CSD 28 Sub-district 1		**1754**	**2857**	**1103**	**61%**

Source:

NYC Department of Education, *Enrollment/Capacity/Utilization Report 2011-12 School Year*
* I.S Component of P.S./I.S. schools

Future-No Action Condition

In the future without the proposed action, the projected development sites could yield 119 dwelling units, and all are located in CSDs 27-4, 27-5, and 28-1. These sites are projected to be developed in the Rezoning Area by 2023 (Build Year), and are expected to generate 54 elementary students and 25 intermediate students (Table 5C). In addition, the School Construction Authority (SCA) has planned for additional students based on their Housing Pipeline analysis for each sub-district.

Table 5C
Future with No-Action: Number of Public School Students Generated without the Proposed Rezoning (Based on SCA's Housing Pipeline and Projected Development Sites)

	SCA Housing Pipeline		Future With No-Action			Grand Total	
	PS Students	IS Students	# of Dus	PS Students	IS Students	PS Students	IS Students
CSD 27 Sub-district 4	0	0	27	8	4	8	4
CSD 27 Sub-district 5	1	1	44	13	6	14	7
CSD 28 Sub-district 1	18	8	44	13	6	31	14
Source: CEQR Technical Manual 2012, Table 6-1a School Construction Authority Planning Division, 2013							

According to DOE's latest available enrollment projections, elementary and intermediate enrollment in CSDs 27-4, 27-5, and 28-1 are expected to increase (Tables 5D and 5E).

Table 5D
Projected Public Elementary School Enrollment, Capacity and Utilization in 2023 without the Proposed Action

	DOE Projected Enrollment 2023[1]	Students Generated by New Development[2]	Total Projected Enrollment 2023	Capacity[3,4,5,6]	Seats Available	Utilization
CSD 27 Sub-district 4	3879	8	3887	3045	-842	127.65%
CSD 27 Sub-district 5	8926	14	8940	7798	-1142	114.64%
CSD 28 Sub-district 1	5876	31	5907	5851	-56	100.96%

[1] DOE Enrollment Projections 2011-2021. The last year for which projections were calculated (2021) has been used to project elementary school enrollments to the 2023 analysis year. Enrollment projections sub-district study areas were calculated based on *CEQR TM methodology*.
[2] Calculations based on DUs identified in the RWCDS that could be constructed in each Sub-district absent the Proposed Action, and SCA's Housing Pipeline.
[3] Capacity numbers: NYC Department of Education, *Enrollment/Capacity/Utilization Report 2011-12 School Year.* Capacity per *CEQR TM methodology*. Projected capacity per DOE Building Utilization Plans.
[4] CSD 27 Sub-district 4- 84 seats have been excluded from Existing Conditions capacity because they are temporary,
[5] CSD 27 Sub-district 5- 230 seats have been excluded from Existing Conditions capacity because they are temporary, and 416seats added for P.S 316 (90-07 101st Avenue) according to DOE's *FY 2010-2014 Proposed 2013 Amendment* (February 2013).
[6] CSD 28 Sub-district 1-991 seats have been excluded from Existing Conditions capacitybecause they are temporary.

Table 5E
Projected Public Intermediate School Enrollment, Capacity and Utilization in 2023 without the Proposed Action

	DOE Projected Enrollment 2023[1]	Students Generated by New Development[2]	Total Projected Enrollment 2023	Capacity[3,4,5]	Seats Available	Utilization
CSD 27 Sub-district 4	1827	4	1831	1523	-308	120.23%
CSD 27 Sub-district 5	4069	7	4076	3498	-578	116.52%
CSD 28 Sub-district 1	1754	14	1768	2332	564	75.81%

[1] DOE Enrollment Projections 2011-2021. The last year for which projections were calculated (2021) has been used to project elementary school enrollments to the 2023 analysis year. Enrollment projections sub-district study areas were calculated based on *CEQR TM methodology*.
[2] Calculations based on DUs identified in the RWCDS that could be constructed in each Sub-district absent the Proposed Action, and SCA's Housing Pipeline.
[3] Capacity numbers: NYC Department of Education, *Enrollment/Capacity/Utilization Report 2011-12 School Year.* Capacity per *CEQR TM methodology*. Capacity per *CEQR TM methodology*. Projected capacity per DOE Building Utilization Plans.
[4] CSD 27 Sub-district 4- 40seats have been excluded from Existing Conditions capacity because they are temporary.
[5] CSD 28 Sub-district 1-17 seats have been excluded from Existing Conditions capacity because they are temporary, 164 seats have been removed according to DOE's *Educational Impact Statement for Proposed Grade Truncation of P.S. 121* (October 3, 2011),and 350 seats have been excluded from Existing Conditions capacityaccording to DOE's *Educational Impact Statement for the proposed Co-location of New District Middle School 28Q28& with Existing J.H.S 008 and York Early College Academy* (January 22, 2012).

Future-With Action Condition

In the future with the proposed action, an additional 219 dwelling units, located in CSDs 27-4, 27-5, and 28-1, could be created on the projected development sites by 2023. This would generate 59 elementary and 27 intermediate school students by 2023 (Table 5F and 5G).

Table 5F

Future With-Action: Number of Public School Students Generated with the Proposed Rezoning

	# of Dus Increment	PS Students	IS Students	Total PS/IS Students
CSD 27 Sub-district 4	110	31	14	45
CSD 27 Sub-district 5	67	19	9	28
CSD 28 Sub-district 1	42	12	6	18

Source: CEQR Technical Manual 2012, Table 6-1a

As shown in Table 5G and Table 5H, the addition of 59 elementary and 27 intermediate school students generated under the Future-With Action scenario by 2023 will only slightly increase school enrollment over the DOE's projected enrollment within the Sub-district study areas over the Future-No Action by 2023.

Table 5G
Projected Public Elementary School Enrollment, Capacity, and Utilization in 2023 with the Proposed Action

	Future No-Action Projected Enrollment[1]	Students Generated by Proposed Action	Total Projected Enrollment	Capacity[2]	Available Seats	Utilization
CSD 27 Sub-district 4	3887	31	3,918.00	3045	- 872.97	128.67%
CSD 27 Sub-district 5	8941	19	8,960.00	7798	-1,162.00	114.90%
CSD 28 Sub-district 1	5907	12	5,919.00	5851	-68.09	101.16%

[1] See Table 5F
[2] Capacity numbers: NYC Department of Education, *Enrollment/Capacity/Utilization Report 2011-12 School Year.*

Table 5H
Projected Public Intermediate School Enrollment, Capacity, and Utilization in 2023 with the Proposed Action

	Future No-Action Projected Enrollment[1]	Students Generated by Proposed Action	Total Projected Enrollment	Capacity[2]	Available Seats	Utilization
CSD 27 Sub-district 4	1831	14	1845	1523	-322	121.15%
CSD 27 Sub-district 5	4076	9	4085	3498	-587	116.78%
CSD 28 Sub-district 1	1768	6	1774	2332	558	76.07%

[1] See Table 5F
[2] Capacity numbers: NYC Department of Education, *Enrollment/Capacity/Utilization Report 2011-12 School Year.*

Conclusion

Based on this analysis, utilization rates for the Study Area and for each of the Sub-districts are expected to stay approximately the same or increase by only 1.02 percent between the Future-No Action and Future-With Action conditions, less than the *CEQR TM* threshold of a five percent increase for a determination of a significant adverse impact. Therefore, the proposed rezoning is not expected to have a significant adverse impact on public schools in the Study Area or in the affected Sub-districts.

ATTACHMENT 6 - SHADOWS

INTRODUCTION

No significant adverse shadow impacts on open spaces or light-sensitive architectural resources are anticipated as of the result of the proposed action.

The *CEQR Technical Manual* defines a shadow as the circumstance in which a building or other built structure blocks the sun from the land. Shadows can have impacts on publicly accessible open spaces or natural features by adversely affecting their use and important landscaping and vegetation. In general, increases in shadow coverage make parks feel darker and colder, affecting the experience of park patrons. Shadows can also have impacts on historic resources whose features are sunlight-sensitive, such as stained-glass windows, by obscuring the features or details which make the resources significant.

In general, shadows on city streets and sidewalks or on other buildings are not considered significant. Some open spaces contain facilities that are not sensitive to sunlight. These are usually paved such as handball or basketball courts, contain no seating areas and no vegetation, no unusual or historic plantings, or contain only unusual or historic plantings that are shade tolerant. These types of facilities do not need to be analyzed for shadow impacts. Additionally, it is generally not necessary to assess resources located to the south of development sites as shadows cast by the action-generated development would not be cast in the direction of these resources. Furthermore, shadows occurring within one and one-half hour of sunrise or sunset generally are not considered significant in accordance with the *CEQR Technical Manual*.

To determine whether new shadows could adversely affect open spaces, screening analyses are necessary. The first step is to calculate the heights of structures or additions resulting from the proposed action and compare them to the heights of the structures or additions in the future without the proposed action. Pursuant to guidelines in the *CEQR Technical Manual*, a shadow assessment is generally necessary if the proposed actions would result in new structures of greater than 50 feet in height, or if any of the development sites is adjacent to, or across the street from, a sunlight-sensitive park, historic resource, or other important natural feature.

Tier 1 Screening Assessment

Height increments were calculated between future no-action and future with-action conditions for each of the projected and potential development sites. Following the procedure from the *CEQR Technical Manual*, the longest shadow study area was determined by drawing a radius equal to 4.3 times the maximum with-action height of a building for each development site. This distance represents the longest shadow that could be cast by the building on the shortest day of the year, December 21. Sunlight-sensitive resources that are located outside the longest shadow study area are therefore exempt from further analysis. At this step in the analysis, it was determined that Projected Sites A6, A7, A16, A17, A23, and A25 and Potential Sites B33 and B46 could cast shadows on a sunlight sensitive receptor (Figure 6A, 6B, 6C). Five sunlight-sensitive resources were identified

that could possibly be reached by shadows from these Projected and Potential Sites: Ampere Playground, Ruoff Triangle, Locasio Park, Demutiis Park, and the P.S. 161 playground.

Tier 2 Screening Assessment

A further screen was then applied to these sites to determine whether the buildings in the with-action condition were capable of casting a shadow on the nearby sun-sensitive open spaces. According to the *CEQR Technical Manual*, buildings in New York City are not capable of casting a shadow in the triangle between -108 degrees and +108 degrees relative to true north. At this step in the analysis it was shown that shadows from Projected Site A6 and Potential Site 46 could not reach the Ruoff Triangle and Locasio Park respectively (Figures 6D and 6E). Further assessment is needed for Projected Sites A7, A16, A17, A23, and A25 and Potential Site B33.

Tier 3 Screening Assessment

In order to determine the extent of shadows from potential and projected development sites, three-dimensional models of the area was created pursuant to guidelines in the *CEQR Technical Manual*. The "worst-case" envelopes of potential and projected developments were constructed so as to approximate the scenarios in the project's RWCDS.

In order to predict the extent of potential shadows, assessments of the shadows cast during four representative dates were then made in accordance with the *CEQR Technical Manual* to encompass the growing season (April through October) and December, representing a cold-weather month (and the longest shadow of the year). Three dates represent the growing season (March 21st, May 6th, and June 21st) and one date represents the winter months (December 21st). The timeframe window of analysis was set to consider shadows occurring between 1.5 hours after sunrise and 1.5 hours before sunset on each of the representative dates.

The assessment showed that the shadow cast by the worst-case building on Projected Site A7 (Figures 6F-1 – 6F-4) would only reach the sidewalk surrounding Ampere Playground during the analysis period on December 21st and would not actually reach any of the parks amenities. Shadows from Projected Site A7 would not reach the square on the other three representative dates. However, the assessment further demonstrated that shadows from the remaining development sites require further assessment.

Detailed Assessment

Because shadows from four projected sites and one potential site could potentially reach the sunlight-sensitive resources identified above, further assessment is warranted. The purpose of the detailed assessment is to determine the degree to which the sun-sensitive features of these open spaces would be affected by the incremental shadows beyond those that would be cast in the existing or future no-action condition. In order to measure the incremental shadows, buildings representing the future without-action conditions were added to the three-dimensional model created for the Tier 3 screening assessment (Table 6A, Figures 6F-1 – 6G- 5).

Table 6A. Shadow Analysis Chart

Shadow Analysis Summary				
Analysis Day	December 21	March 21 / September 21	May 6 / August 6	21 June
Timeframe Window	8:51 a.m. - 2:53 p.m.	7:36 a.m. - 4:29 p.m.	6:27 a.m. - 5:18 p.m.	5:57 a.m. - 6:01 p.m.
P.S. 161				
Shadow Enter-Exit Times	Site B33: 2:29 p.m. - 2:53 p.m. Site A16: --- Site A17: ---	Site B33: --- Site A16: --- Site A17: ---	Site B33: --- Site A16: --- Site A17: ---	Site B33: --- Site A16: --- Site A17: ---
Incremental Shadow Duration	Site B32: 24 mins. Site A16: --- Site A17: ---	Site B33: --- Site A16: --- Site A17: ---	Site B33: --- Site A16: --- Site A17: ---	Site B33: --- Site A16: --- Site A17: ---
Demutiis Park				
Shadow Enter-Exit Times	Site A23: 1:02 p.m. - 2:53 p.m. Site A25: ---	Site A23: 3:47 p.m. – 4:29 p.m. Site A25: 7:36 a.m. – 8:17 a.m.	Site A23: 4:41 p.m. – 5:18 p.m. Site A25: ---	Site A23: 5:16 p.m. – 6:01 p.m. Site A25: ---
Incremental Shadow Duration	Site A23: 55 mins. Site A25: ---	Site A23: 42 mins. Site A25: 41 mins.	Site A23: 37 mins. Site A25: ---	Site A23: 45 mins. Site A25: ---

(---) *Incremental shadow does not reach sunlight-sensitive receptors.*

P.S. 161 Playground

P.S. 161 Playground

The P.S. 161 playground is a 0.67 acre playground in South Richmond Hill bounded by 101st Avenue and 124th and 125th Streets. It is affiliated with P.S. 161 Arthur Ashe School and was converted into a public playground as part of PlaNYC's Schoolyards to Playgrounds initiative in 2007. The playground is comprised of two sections: one adjacent to 124th Street on the north-west side of the school, and the other adjacent to 125th Street on the north-east side. The western section of the playground contains a large asphalt play-space and a smaller area with a slide and climbing frame. The eastern section of the playground contains a small patch of grass and two slide/climbing frame structures. Entrances to the playground are located on 124th and 125th Streets.

Incremental shadows from Potential Site B33 would reach P.S. 161 Playground only on the December 21 analysis day. Incremental shadows cast by Site B32 enter the park at 2:29 pm and remain until 2:53 pm, a duration of 24 minutes. Figure 6G-1 depicts the largest shadow on this analysis day, at the end of the analysis period (2:53 pm). Incremental shadows from projected Sites A16 and A17 do not reach the playground on any of the analysis days.

On this analysis day, the shadow would cover only a small fraction of the P.S. 161 playground and would not disturb the sustenance of the vegetation or the ability for users to enjoy and fully utilize the playground equipment. During these periods the majority of the playground would continue to receive direct sunlight. The incremental shadow which touches the playground in early afternoon happens only around the winter solstice when temperatures would be colder, and the use of the equipment would not be in as high of a demand as in warmer months. Additionally, winter shadows do not affect the growing season of outdoor trees and plants. According to the *CEQR Technical Manual,* trees, many plants, and many activities can require a minimum of four to six hours of sunlight, particularly between April and October. The affected vegetation would receive at least four hours of sunlight during the growing season. The affected seating areas and play equipment would also receive sunlight for most of the day.

PS 161 is an urban playground and it is not unusual for playgrounds located throughout the five boroughs of New York City to be cast in partial shadows from adjacent buildings during certain seasons and at certain times. Given the marginal extent of the incremental shadow on only one of the analysis days, the incremental shadow is not considered significant.

Police Officer Nicholas Demutiis Park and Playground

Demutiis Park

This playground is named in honor of Nicholas DeMutiis (1962-1994), a dedicated police officer who worked in this neighborhood and died in the line of duty. On January 25, 1994, at about 11 pm, Officer DeMutiis was making his way to the 106th Precinct in Ozone Park, Queens, where he was scheduled to work the midnight to 8 am shift. On the way, DeMutiis spotted a group of police cars involved in a high-speed pursuit of a stolen car, and following procedure, joined the chase. DeMutiis placed his 1977 Plymouth at the corner of Liberty Avenue and 102nd Street to block the suspect, who rammed DeMutiis' car broadside, pinning the car to a pillar. The officer was taken to Jamaica Hospital and died a few hours later. Friends and fellow officers remembered DeMutiis, a 10-year veteran cop, as a devoted family man who was involved in charities, including the precinct's Christmas party for neighborhood children. The City Council enacted a local law to dedicate this playground in DeMutiis' honor a few months after he died. Police Officer Nicholas DeMutiis Playground lies near the spot of the crash that ended the officer's life, at the north side of Liberty Avenue, bounded by 101st and 102nd Streets.

Parks acquired this property by condemnation in August 1936. At its opening, the park was called Ozone Playground. The playground includes a bocce ball court, two paddleball courts, a basketball court, benches, checker-tables, a park house and a spray shower. Linden Grove, a small thicket of Linden trees (Tilia americana), enriches the playground's landscape. These trees have heart-shaped leaves and highly perfumed yellowish-white flowers that bloom in late May. Parks installed new modular play equipment and safety surfacing in 1998.

Police Officer Nicholas DeMutiis Playground is host to a division of the Police Athletic League (PAL). This league is a non-profit organization run by volunteer police officers and dedicated to the educational, cultural, and recreational enrichment of the city's children. The parkland serves as a fitting memorial to one of New York's finest who gave his life for the community.

Incremental shadows from projected sites A23 and A25 would reach Demutiis Park on the March 21/September 21, May 6/August 6, June 21, and December 21 analysis days. Figures 6G-1 through 6G-5 depict the largest shadows on each analysis day.

On the March 21/September 21 analysis day, incremental shadows cast by projected site A25 onto the park are at their largest extent at the beginning of the analysis period (7:36 am). The incremental shadows cast by site A25 move across the park and exit at 8:17 am, a duration of 41 minutes. Incremental shadows cast by projected site A23 would enter the park at 3:47 pm. The incremental shadows cast by site A23 move across the park and are at their greatest extent at the end of the analysis period (4:29 pm); incremental shadows from site A23 thus affect the park for a total of 42 minutes.

On the December 21 analysis day, incremental shadows from projected site A23 enter the park at 1:02 pm, move across the park during the course of the afternoon and are still present at the end of the analysis period (2:53 pm) at which point they reach their greatest extent, covering a fifth of the park. This is a total duration of 55 minutes. Site A25 casts no incremental shadow on the park during this analysis day.

On the May 6/August 6 analysis day, incremental shadows from projected site A23 enter the park at 4:41 pm, move through the park during the course of the afternoon and are still present at the end of the analysis period (5:18 pm) at which point they reach their greatest extent. This is a total duration of 37 minutes. Site A25 casts no incremental shadow on the park during this analysis day.

On the June 21 analysis day, incremental shadows from projected site A23 enter the park at 5:16 pm, move through the park during the course of the afternoon and are still present at the end of the analysis period (6:01 pm) at which point it reaches its greatest extent. This is a total duration of 45 minutes. Site A25 casts no incremental shadow on the park during this analysis day.

On each of the analysis days, the incremental shadows would cover only small portions of the Demutiis Park for periods of less than an hour either in the early morning or late afternoon. During these periods a considerable amount of Park would continue to receive direct sunlight. The area with incremental shadows is primarily along the western portion of the park that consists mainly of asphalt and a small playground. While the majority of the vegetation and trees would not receive incremental shadows and are located in the south eastern part of the park, the affected vegetation would still receive at least four hours of sunlight during the growing season. The affected seating areas and recreational equipment would also receive sunlight for most of the day, and are not so heavily utilized during the winter months that the incremental shadows described here would significantly affect their use. Additionally, The incremental shadow which touches the park in late afternoon happens only around the summer solstice when temperatures would be warmer, and not being able to receive direct sunlight would not significantly affect the usability of such areas. Given

the marginal extent of the incremental shadow on each of the analysis days, the incremental shadow is not considered significant.

Figure 6A. Tier 1 Assessment: Development Sites and Sunlight Sensitive Resources

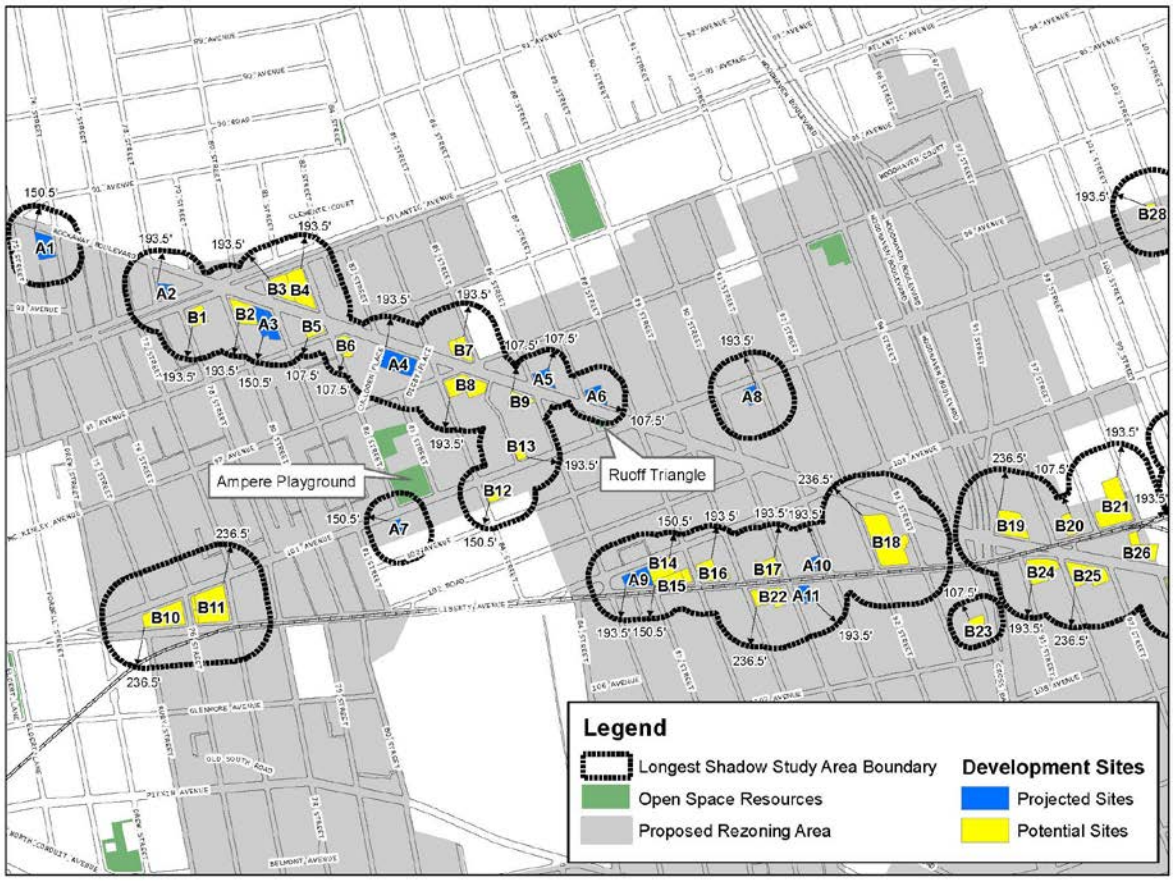


Figure 6B. Tier 1 Assessment: Development Sites and Sunlight Sensitive Resources

Figure 6C. Tier 1 Assessment: Development Sites and Sunlight Sensitive Resources

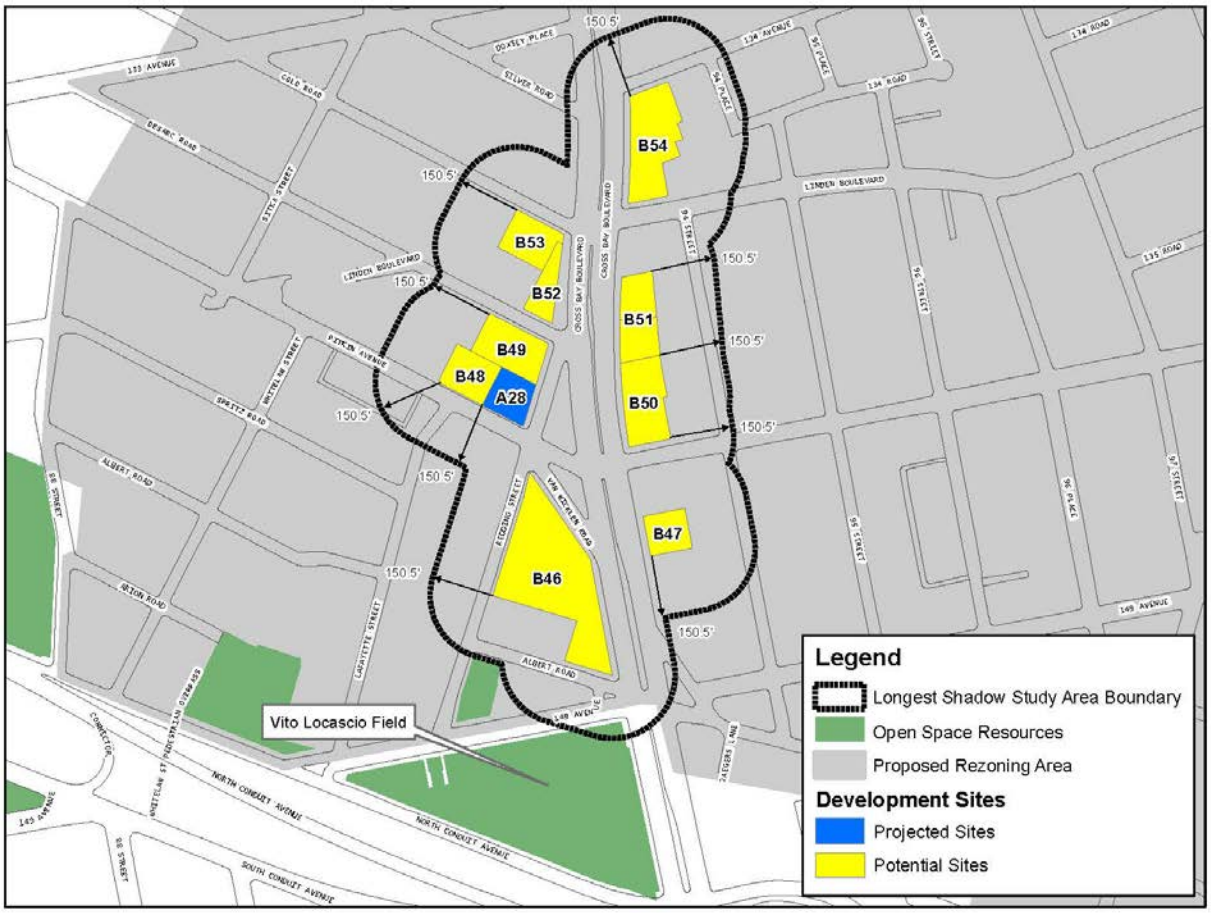


Figure 6D. Tier II Assessment: Site A6

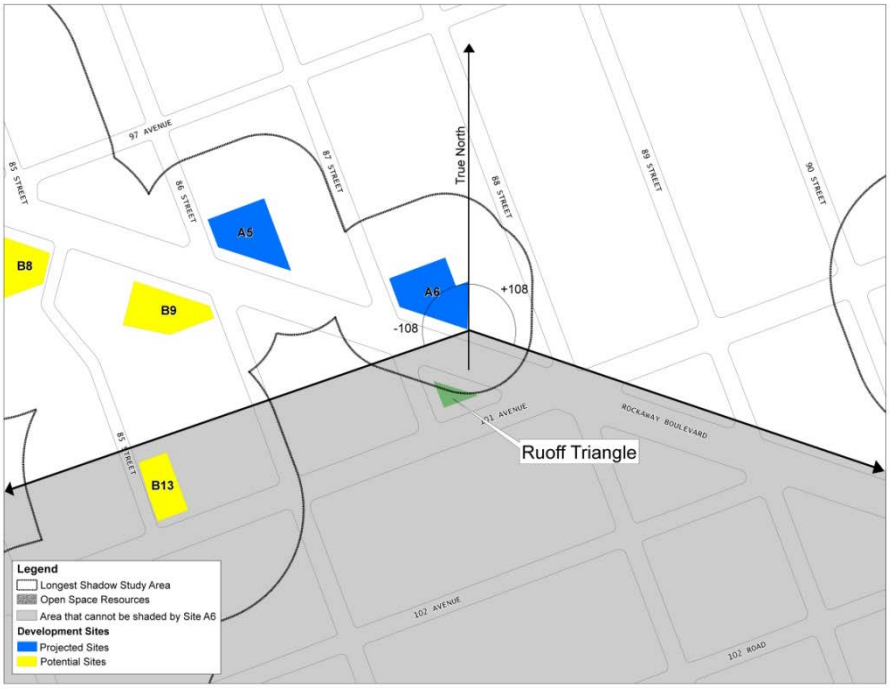


Figure 6E. Tier II Assessment: Site B45

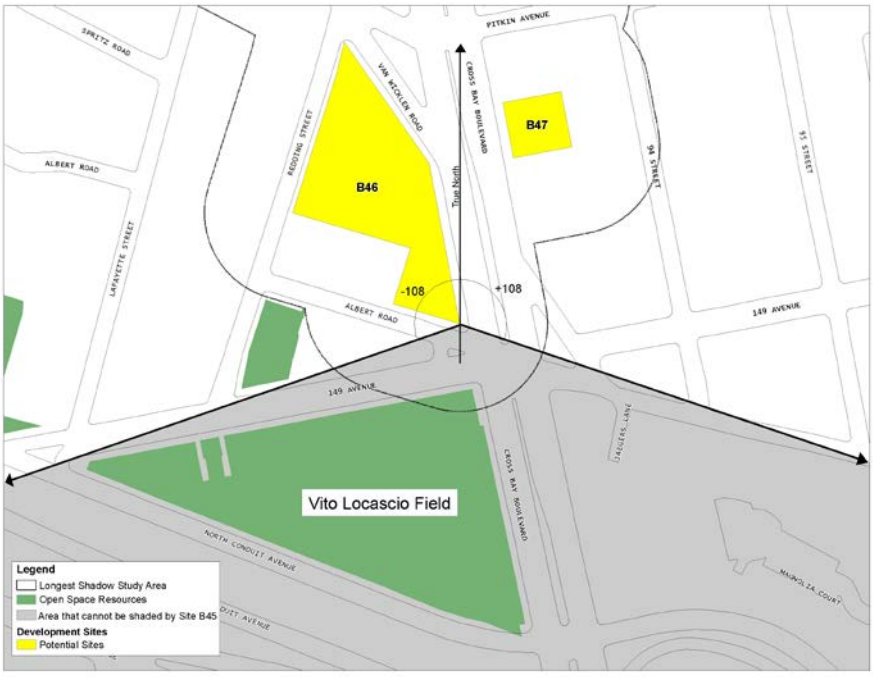
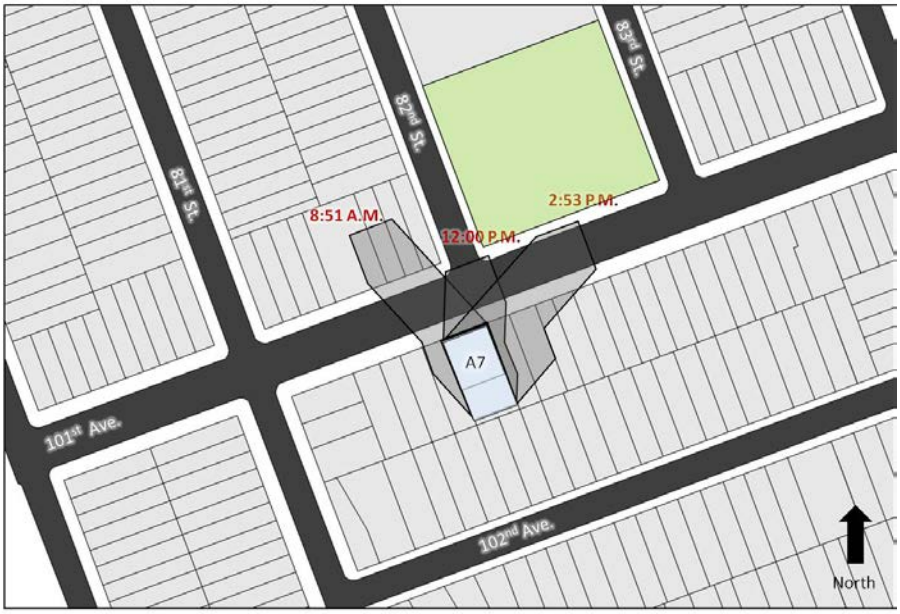


Figure 6F-1

Tier 3 Analysis for Site A7: December 21



Development Sites
Projected
Ampere Playground
Incremental shadow cast on sunlight-sensitive resource
From potential development sites

Figure 6F-2

Tier 3 Analysis for Site A7: March 21

Development Sites
Projected
Ampere Playground
Incremental shadow cast on sunlight-sensitive resource
From potential development sites

Figure 6F-3

Tier 3 Analysis for Site A7: May 6

Figure 6F-4

Tier 3 Analysis for Site A7: June 21

Figure 6G-1

December 21 – 2:53 P.M.

Figure 6G -2

March 21 – 4:29 P.M.

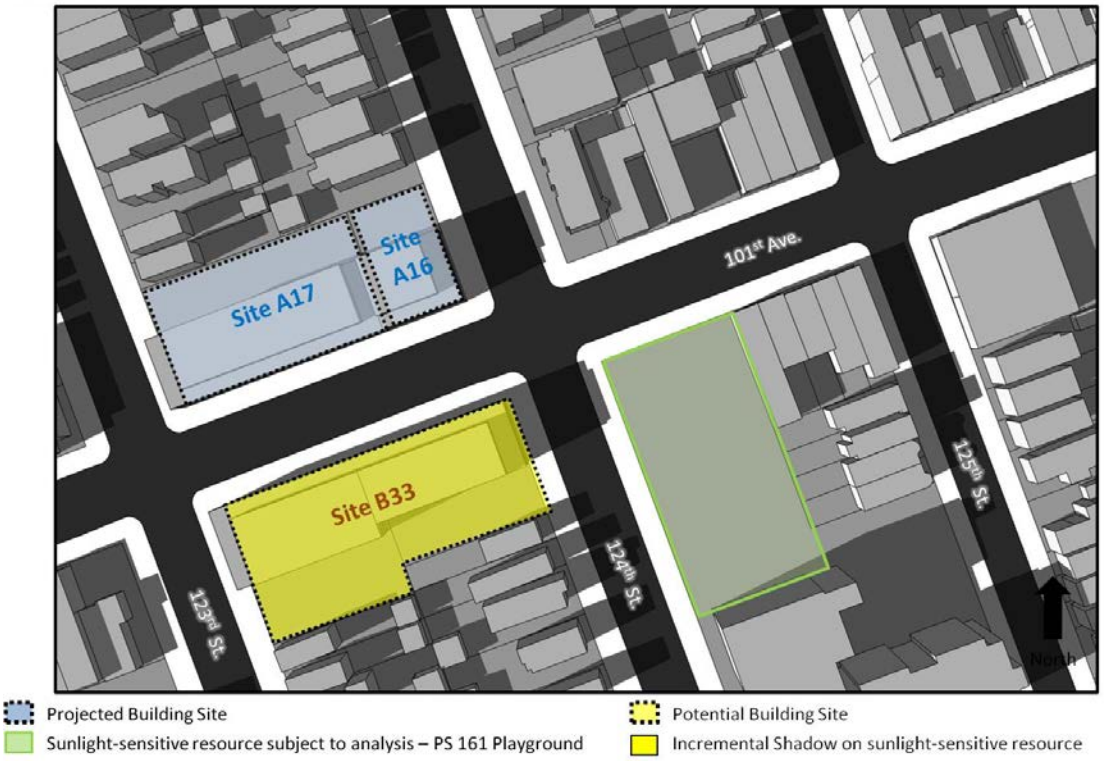


Figure 6G -3

Figure 6G -4

Figure 7H-1

December 21 – 2:53 P.M.

Projected Building Site
Sunlight-sensitive resource subject to analysis – Demutiis Park
Incremental Shadow on sunlight-sensitive resource

Figure 7H -2

March 21 – 7:36 A.M.

Projected Building Site
Sunlight-sensitive resource subject to analysis – Demutiis Park
Incremental Shadow on sunlight-sensitive resource

Figure 7H -3

March 21 – 4:29 P.M.

Projected Building Site
Sunlight-sensitive resource subject to analysis – Demutiis Park
Incremental Shadow on sunlight-sensitive resource

Figure 7H -4

May 6 – 5:18 P.M.

Projected Building Site
Sunlight-sensitive resource subject to analysis – Demutiis Park
Incremental Shadow on sunlight-sensitive resource

Figure 7H -5

CONCLUSION

As discussed in previous sections, incremental shadows created by the projected and potential full build-out of the proposed action would not result in any significant adverse shadow impacts on open space and historic resources. No natural resource including a water body and a wild habitat was identified within the study area.

Open Spaces

Within and around the study area, there are numerous publicly accessible open spaces including public parks, community gardens and school playgrounds that will be publicly accessible during weekends and after school hours. The shadow analysis identified that the P.S. 161 and Police Officer Nicholas DeMutiis Playground as the only open spaces that could potentially be affected by the increased shadow from the proposed action. Our detailed analysis concluded that the increased shadow from Projected Sites A23 and A27 would reach DeMutiis Playground in all four analysis periods. Additionally, the detailed analysis concluded that the increased shadows from Potential Site B33 would reach P.S. 161 during the December analysis period. These incremental shadows would fall on vegetation, seating, play equipment, and pavement. However, these incremental shadows are small and would not disturb the sustenance of the vegetation or the ability for users to enjoy the open space resources and fully utilize the benches and seats. Therefore, the incremental shadows that could result from this action would not adversely impact the usability of P.S. 161 or DeMutiis Playground.

ATTACHMENT 7 - 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 *New York City Environmental Quality Review Technical Manual (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 *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. Maps in the Open Space Appendix of the *CEQR Technical Manual* show that the area affected by the proposed actions is situated primarily in an area not defined as underserved or well-served (undefined area), but also partly within an underserved area (Figure 7A). Because the affected area is within an undefined area and partially within an underserved area in Queens and the rezoning area is projected to increase the population by 751 residents and 216 workers a preliminary analysis was performed. This chapter assesses existing conditions (both users and resources) and compares conditions in the Future with and without the Proposed Actions to determine potential impacts. As discussed below, the proposed action does not require further analysis and would not result in significant adverse impacts to open space resources.

METHODOLOGY

The open space analysis has been conducted in accordance with the methodology presented in the CEQR Technical Manual and in consultation with the New York City Department of Parks and Recreation.

Direct Effects Analysis

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 Action 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 Analysis

An indirect impact occurs if the Proposed Actions would overtax available open space.

As described in Attachment 1, "Project Description," the Proposed Actions would result in an incremental increase of 219 dwelling units, 54,582 square feet (sf) of retail/commercial space, and 19,558 square feet of community facility space. Since these projected increments are above the thresholds discussed above, a screening process was conducted for the Proposed Action to determine whether or not there would be an indirect impact resulting from overtaxing available open space.

The methodology for assessing the potential for open space impacts in the study area is described below.

STUDY AREA
Establishing open space study areas that encompass the likely open space resources that new populations added by the Proposed Action would use is the first step in assessing potential open space impacts. 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.

Residential (½-Mile) Study Area
Residents typically walk up to ½-mile to access recreational spaces. While they may also visit certain regional parks (like Central Park), such open spaces were not included in the quantitative analysis but are described qualitatively. Therefore, census tracts with 50 percent 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 percent of their area in the half-mile radius 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 7A. The open space study area includes 59 census tracts that have an area of 50 percent or more in the one-half-mile residential open space study area. The residential study area includes Census Tracts 1182.01, 1182.02, 1184, 1186, 1188, and 1202 in Brooklyn as well as 4, 6, 8, 10,16, 18, 32, 34, 36, 38, 40.01, 40.02, 42, 44.01, 50, 52, 54, 58, 62.01, 86, 88, 94, 96, 98, 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 124, 126.01, 126.02, 142.02, 148, 150, 152, 154, 156, 158.01, 158.02, 164, 166, 168, 170, 202, 206, and 840 in Queens

OPEN SPACE USER POPULATIONS

Demographic data were used to identify potential residential open space users within the residential study area. To determine the number of residents, 2010 U.S. Census Bureau population data were compiled for the tracts in each study area. Based on the study area's population difference between the 2000 and 2010 Census an annual background growth rate of .47 percent per year was applied to the existing population of the study area for the ten years.

INVENTORY OF OPEN SPACE RESOURCES

All publicly accessible open spaces and recreational facilities within Study Areas were inventoried to determine their size, character, and condition. Tables 7A and 7B lists the 36 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 Tables 7A and 7B correspond with the numeric labels in Figure 7A. The information used for this analysis was gathered through field studies conducted in the Spring and Summer of 2013 and from the New York City Department of Parks and Recreation (DPR).

ANALYSIS YEARS

As described in Attachment 1, "Project Description," the analysis of the Proposed Action is performed for 2023.

ADEQUACY OF OPEN SPACE RESOURCES

Criteria for Quantified Analysis and Impact Assessment

The *CEQR Technical Manual* presents standards by which the adequacy of open space in a community may be measured. Open space analyses involve estimating an area's open space ratio and projecting the effect of a proposed action on that ratio. 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. 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.

A significant adverse impact may 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.

Impact Assessment

The impact assessment is based on how the Proposed Action would change the open space ratios in the open space study areas combined with a qualitative assessment of such factors as the availability of

nearby destination resources and the comparison of projected open space ratios with established City guidelines. A significant impact on open space may result if the action would substantially reduce the open space ratio and consequently result in overburdening existing facilities or further exacerbate a deficiency in open space.

PRELIMINARY SCREENING ANALYSIS

According to the *CEQR Technical Manual*, this initial assessment calculates an open space ratio by relating the existing residential and nonresidential populations to the total open space in the study area. It then compares that ratio with the open space ratio in the future with the proposed action. If there is a decrease in the open space ratio that would approach or exceed 5 percent, or if the study area exhibits an extremely low open space ratio from the onset (indicating a shortfall of open spaces), a detailed analysis is warranted.

The Proposed Actions would result in an incremental increase of 219 dwelling units, 54,582 sf of retail/commercial space, and 19,558 sf of community facility space.

Based on the most recent ACS the average number of persons per household within the study area is 3.43.[1] It is projected that the proposed action would introduce 219 additional residential dwelling units when compared to the future without the proposed action. Therefore, the proposed action would result in a net addition of approximately 751 new residents.

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.
- Medical Office - an average of one employee per 450 square feet of floor area.
- Residential - an average of 0.04 employees per dwelling unit of residential use.

Using these rates, the proposed actions would result in an additional 216 employees over the Future No-Action Scenario. Nine of the 29 projected development sites accounting are located within the area that has been defined as the "Ozone Park" underserved area. These nine sites would generate approximately 213 additional residents and 21 workers. Since the Rezoning Area covers a vast area of Ozone Park and the Projected Development Sites are dispersed throughout, only the Projected Sites within the Underserved Area were used for non-residential preliminary screening. Therefore, it is not necessary to conduct preliminary assessment for non-resident population since the number of additional employees is well below threshold set for underserved area. Similarly the total additional worker population is well below the threshold for assessment in areas that are undefined. However since these additional residential population is above the thresholds set for both underserved and undefined area indentified in the *CEQR Technical Manual*, a preliminary assessment is warranted.

RESIDENTIAL DEMOGRAPHICS UNDER THE EXISTING CONDITION

To determine the existing residential population served in the open space study area, census data were compiled for the census tracts discussed above and illustrated in Figure 7A. According to the 2010 census data, the open space study area had an overall population of 178,427 persons, as shown in Table 7C. The census tracts that comprise the open space study area and the proposed rezoning area are

[1] U.S. Census Bureau; Census 2000, Summary File 1; generated by Thomas Smith; using American FactFinder; <http://factfinder2.census.gov>; (9 August, 2013)

located within Queens CD 9 and 10, which contain a population of 265,716 according to 2010 census data.

OPEN SPACE RESOURCES/INVENTORY UNDER THE EXISTING CONDITION

Tables 7A and 7B lists the 36 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 Tables 7A and 7B correspond with the numeric labels in Figure 7A.

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. The calculations include the school yards at P.s. 63, M.S. 137, and Talfourd Lawn Elementary School, which while not administered by DPR, are accessible to the public on weekends and when the school is not in session during the summer months.

According to DPR, there are no new parks, playgrounds or other open space resources planned in the study area. Therefore, the 57.13 acres of existing open space resources are expected to remain in place for the foreseeable future.

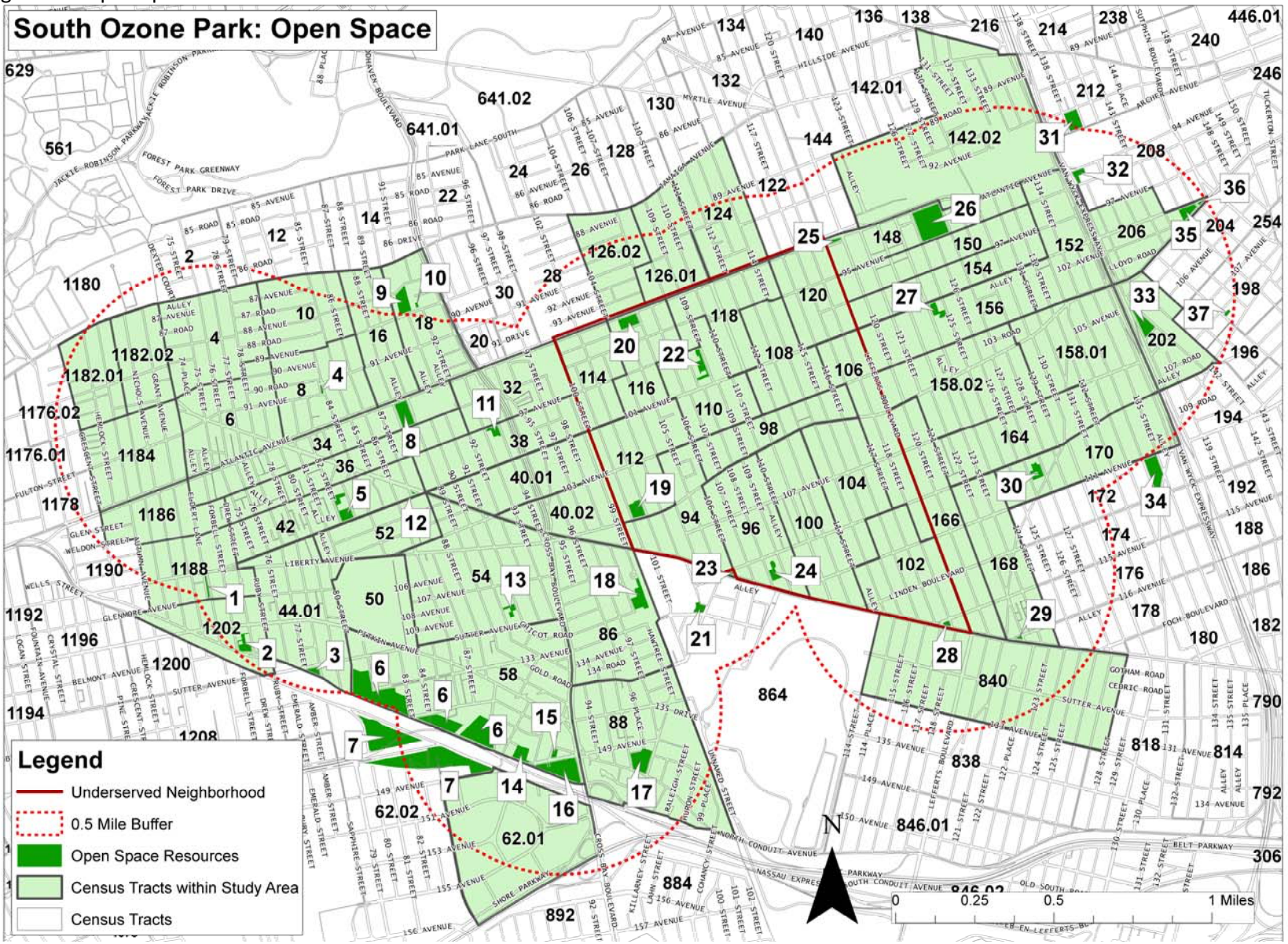
Table 7A: Open Space Resouces

No.	Property Name	Address	Type	Size (Acres)
1	Elbert Lane Green Space	Elbert Lane bet. Liberty Ave. and Glenmore Ave.	Triangle/Plaza	0.3
2	Belmont Playground	2944 Pitkin Avenue	Jointly Operated Playground	1.18
3	Judge Angelo Graci Triangle (aka Sutter Green)	N. Conduit Ave., Sutter Ave. bet. 77 St. and 78 St.	Triangle/Plaza	0.25
4	Lt. Clinton L .Whiting Square	84 St. bet. 91 Ave. and 91 Ave.	Triangle/Plaza	0.05
5	Ampere Playground	101 Ave bet. 82 St. and 83 St.	Jointly Operated Playground	1.5
6	Tudor Park	N. Conduit Ave., 133 Ave. bet. 80 St and 88 St.	Park	13.54
7	Gemini Fields	S. Conduit Ave., Linden Blvd., 149 Ave., Bet. 79 St. and 85 St.	Recreation Field/ Courts	10.76
8	London Planetree Playground	101 Ave. and 82 St.	Park	1.84
9	Equity Park	88 Ave. to 89 Ave. at 90 St.	Park	1.66
10	P.S. 60 (next to Equity Park)	Between 88th Ave and 89th Ave.	Playground	0.1
11	Junior High School 210 Elizabeth Blackwell	93-11 101st Avenue	Public School	0.48
12	Ruoff Triangle	Intersection of Rockaway Blvd. and 101 Ave.	Triangle/Plaza	0.05
13	Public School 63	9015 Sutter Avenue	Public School	0.25
14	Rocket Park	N. Conduit Ave., Arion Rd., 149 Ave.	Jointly Operated Playground	1.33
15	Southside Burial Ground	Redding St, Albert Rd. and 149 Ave.	Cemetery	0.23
16	Vito Locascio Field	N. Conduit Ave., 149 Ave., Cross Bay Blvd.	Recreation Field/ Courts	3.26
17	Centreville Playground	Albert Rd. bet. 96 St. and Centerville St.	Park	2.09
18	MS 137 America's School of Heroes	10915 98th Street	Public School	1.54
19	Police Officer Nicholas Demutiis Park	Liberty Ave. bet 101 St. and 102 St.	Park	1.15
20	Maurice A Fitzgerald Playground	106 St. bet. Atlantic Ave. and 94 Ave.	Playground	1.2
21	John Adams Playground	Centreville St. bet. 133 Ave. and 103 St.	Jointly Operated Playground	0.49

Table 7B: Open Space
Resources Continued

No.	Property Name	Address	Type	Size (Acres)
22	P.S. 62 Chester Park School	97-25 108th St	Public School	0.71
23	Wellbrook Triangle	Intersection of Rockaway Blvd and 109th Ave.	Triangle/Plaza	0.01
24	PS 108Q The Captain Vincent G. Fowler School	108-10 109th Avenue	Public School	0.69
25	Lt. Frank McConnell Park	94 Ave., Atlantic Ave. bet. Leffers Blvd. and 120 St.	Triangle/Plaza	0.21
26	Phil "Scooter" Rizzuto Park	Atlantic Ave., 95 Ave. bet. 127 St. and 125 St.	Community Park	4.35
27	P.S. 161 Arthur Ashe School	101-33 124th Street	Public School	0.67
28	David J. O'Connell Square	Intersection of Rockaway Blvd and 115th Ave.	Triangle/Plaza	0.06
29	Catholic War Veterans Square	Intersection of Rockaway Blvd and 116th Ave.	Triangle/Plaza	0.01
30	Jamaica Public School 121	12610 109th Avenue	Public School	0.72
31	Howard Von Dohlen Playground	91 Ave., Archer Ave. bet. 138 Pl. and 138 St.	Neighborhood Park	1.38
32	Jamaica Gateway Park	Intersection of 94th Ave and Van Wyck Expressway	Empty lot	0.5
33	Norelli-Hargreaves Playground	Van Wyck Exwy. Sr. Rd. E., 142 St., 106 Ave.	Playground	1.43
34	Frederick B. Judge Playground	134 St., 135 St., bet. 111 Ave. and Lincoln St., Linden Blvd	Neighborhood Park	2.22
35	Talfourd Lawn Elementary School	14326 101st Avenue	Elementary School	0.76
36	Norelli-Hargreaves Memorial Triangle	Liberty Ave., 101 Ave. bet. Waltham St. and 146 St.	Triangle/Plaza	0.04
37	Block Association #81	Intersection of Inwood St and Shore Ave.	Garden	0.12
			Total	57.13

Figure 7A: Open Space Resources



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 #C and described in detail below.

Table 7C - Open Space Ratio Calculations

	Existing Conditions	Future Without-Action	Future With-Action
Study Area Population	178,427	179,660	180,411
Open Space Acres	57.13	57.13	57.13
Open Space Ratio	0.320	0.318	0.317

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 .320 acres per 1,000 residents.

Future Without Action

In the future without the proposed action, as-of-right development would be expected to occur on 10 of the 29 projected development sites identified in the RWCDS (see Attachment 2). In the future without the proposed action, it is expected that there would be 115 additional dwelling units when compared to existing conditions. Assuming the average household size remains constant at 3.43, these additional dwelling units would contain 394 residents. Therefore, the estimated future without-action population of the study area is 179,660.

In the study area, the total open space ratio in the future without-action condition is projected to be approximately 0.318 acres per 1,000 residents or a decrease of 0.69% from the Existing Condition.

Future With Action

The proposed action is estimated to add 334 new dwelling units to the open space study area when compared to the existing conditions. Assuming the average household size remains constant at 3.43, these additional dwelling units would contain 1146 residents. Therefore, the estimated future with-action population of the study area is 180,411.

In the study area, the total open space ratio in the future with-action condition is projected to be approximately 0.317 acres per 1,000 people. As with the Future With No Action scenario, the open space ratio will continue to be well below the median Citywide Community District open space ratio of 1.5 acres per 1,000 residents. The percent change from the No Action scenario will be a decrease of 0.416%. The CEQR Technical Manual states that in underserved areas, a change of less than 1% between the Future With No Action and Future With Action open space ratios is not seen as significant and does not warrant further analysis.

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 57.13 acres of open space within the study area which results in an existing open space ratio within the study area of 0.320, a projected Future No-Action ratio of 0.318 and a projected Future With-Action ratio of 0.317. 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 0.416 percent reduction. While a portion of the affected area is within in an underserved area, the majority is within an undefined area. As per the *CEQR Technical Manual,* in areas extremely lacking in open space, a decrease of less than 1 percent between the Future With No Action and Future With Action open space ratios is not seen as significant and does not warrant further analysis.

Based on these findings, and that no direct or 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.

ATTACHMENT 8 – 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 moderate increases to the allowable residential bulk would be introduced. These increases consist entirely of lower-medium-density zoning changes and would be limited to sections of the area's major corridors Rockaway Boulevard, 10ast Avenue, Liberty Avenue, and Cross Bay Boulevard. Existing zoning provides a limited opportunity for new mixed-use development along the neighborhood's main commercial corridors. The moderate increase in floor area ratio (FAR) that would be generated by the proposed zoning is expected to support the development of mixed-use buildings that have retail storefronts on the ground floor and residential units above, while imposing firm building height limits. The proposed action would also introduce new C1-3 overlays along Lefferts Boulevard between 111th Avenue and Rockaway Boulevard to reflect current land uses. Additionally a portion of an existing M1-1 district on the east side of 101st Street between would be rezoned to R4-1 to bring existing residential uses into conformance. The study areas for the preliminary assessment have been chosen based upon these changes and are described below (Figure 8A).

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 significantly different in height, bulk, form, setback, size, use, or arrangement than possible under existing zoning. The proposed action would promote new development that is consistent with existing uses, density, scale and bulk.

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 certain representative sites described below, which include the streetscape, built form, and relationship to open spaces.

STUDY AREAS

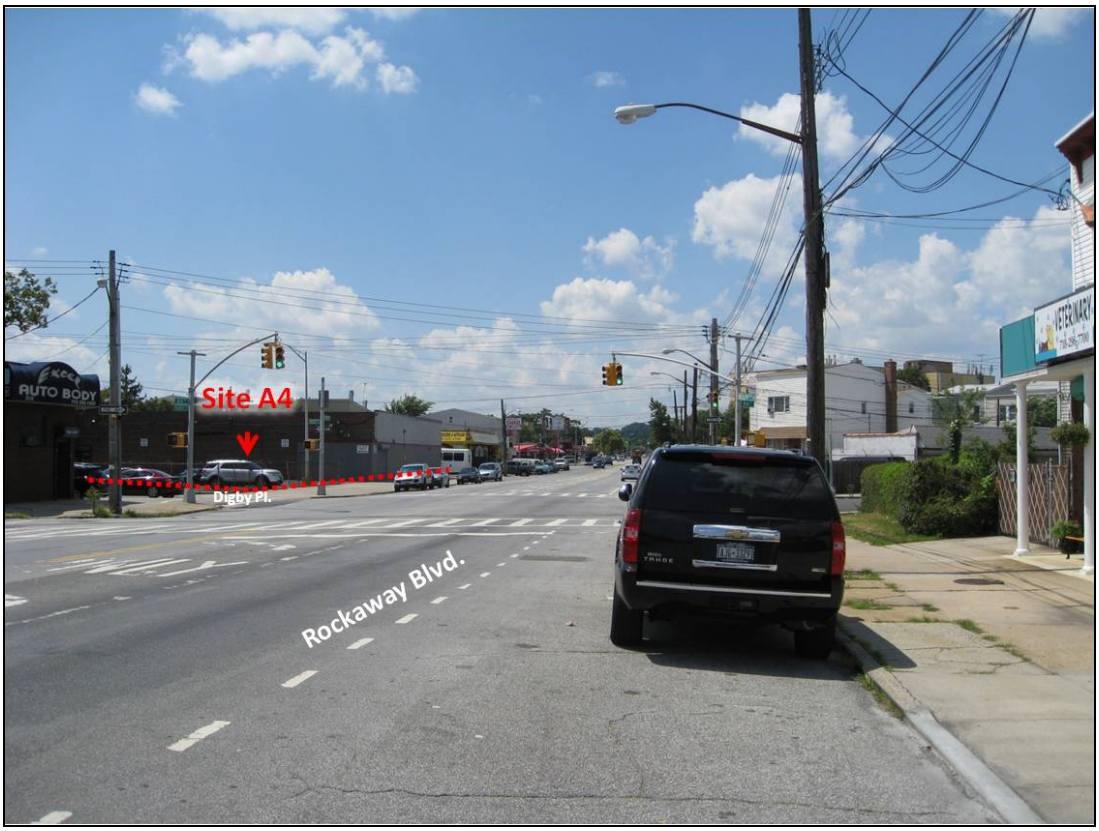
In accordance with the *2012 CEQR Technical Manual*, the analysis begins with a preliminary assessment to determine whether the changes to the pedestrian environment are sufficiently significant to require greater explanation and further study in the form of a detailed analysis. Examples include projects 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.

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. The study areas for the assessment have been devised to include certain representative projected development sites and their surroundings. Projected Development sites A4, A12, A23, A24, A25, A27, A28, and A29 (Figure 8A) were chosen to illustrate the effects of the proposed action on urban design characteristics. Each of the eight sites chosen represents a change from a separate existing zoning district to a new zoning district that allows for previously prohibited uses and/or increase in bulk and density.

FIGURE 8A: URBAN DESIGN STUDY AREAS

PROJECTED DEVELOPMENT SITE A4



Site A4 – 83-10 Rockaway Boulevard.

EXISTING CONDITIONS AND FUTURE WITHOUT-ACTION

Site A4 is located at 83-10 Rockaway Boulevard within an existing C8-1 (Figure 1B- Existing Zoning Map) district that extends from Atlantic Avenue to 84th Street. Rockaway Boulevard is a major east-west corridor with a width of 100ft. This section of Rockaway Boulevard is served by the Q24 bus running along Atlantic Avenue and is a short walk from the Q8 bus and A subway line running along 101st Avenue and Liberty Avenue respectively. C8-1 zoning permits commercial and community facility uses in Use Groups 4 through 14 and 16. Residential uses are not permitted. C8 districts typically include automotive-related uses, such as auto repair, showrooms, warehouses, gas stations, 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. Although there is one three-story office building one block west of Site A4 within the C8-1 district the current zoning has generally limited development along this section of Rockaway Boulevard to single story auto related commercial uses and warehouses such as the one that occupies Site A4. The limitation on what uses are allowed in this area have resulted in a lack of reinvestment and development along this major commercial corridor running through Ozone Park.

The future without action scenario (Figure 8B) for the site takes into account the limitations on permitted uses with the existing C8-1 district. It is likely that the existing use would continue on the site if the zoning was to remain unchanged, because there are few other more profitable options. For the same reasons it is likely that other properties in the C8-1 district would see a continuation of their current uses if the zoning was to remain unchanged

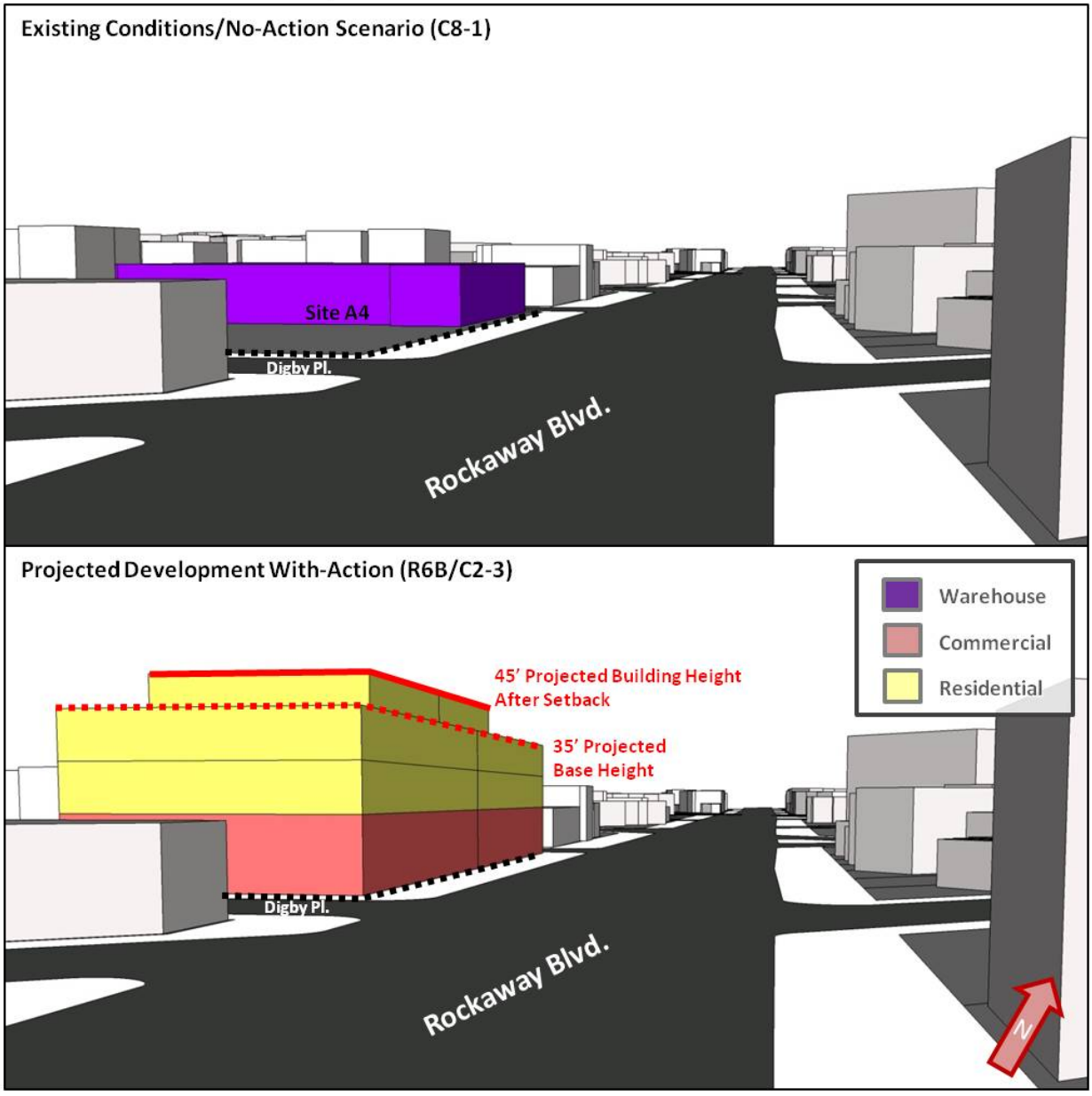
FUTURE WITH-ACTION AND ANALYSIS

The C8-1 district would be replaced with and R6B district with C2-3 commercial overlays. The proposed R6B district with C2-3 overlays would extend from 75th Street to 98th Street along Rockaway Boulevard, along 101st Avenue between Drew Street and 132nd Street, as well as Liberty Avenue between 84 Street and 98th Street. R6B districts allow all housing types. The maximum FAR for all development is 2.0 and buildings are limited to 50 feet in height, with a base height ranging from 30-40 feet above which a front setback is required. Front wall lineup is also required. Parking must be provided for 50% of dwelling units, but this requirement is waived if 5 or fewer spaces are required. C2-3 commercial overlays permit commercial Use Groups 5 though 9 and 14. The proposed R6B district with C2-3 overlays provides property owners with a wider range of development and is intended to encourage reinvestment and a modest amount of new development along the neighborhood's major corridors.

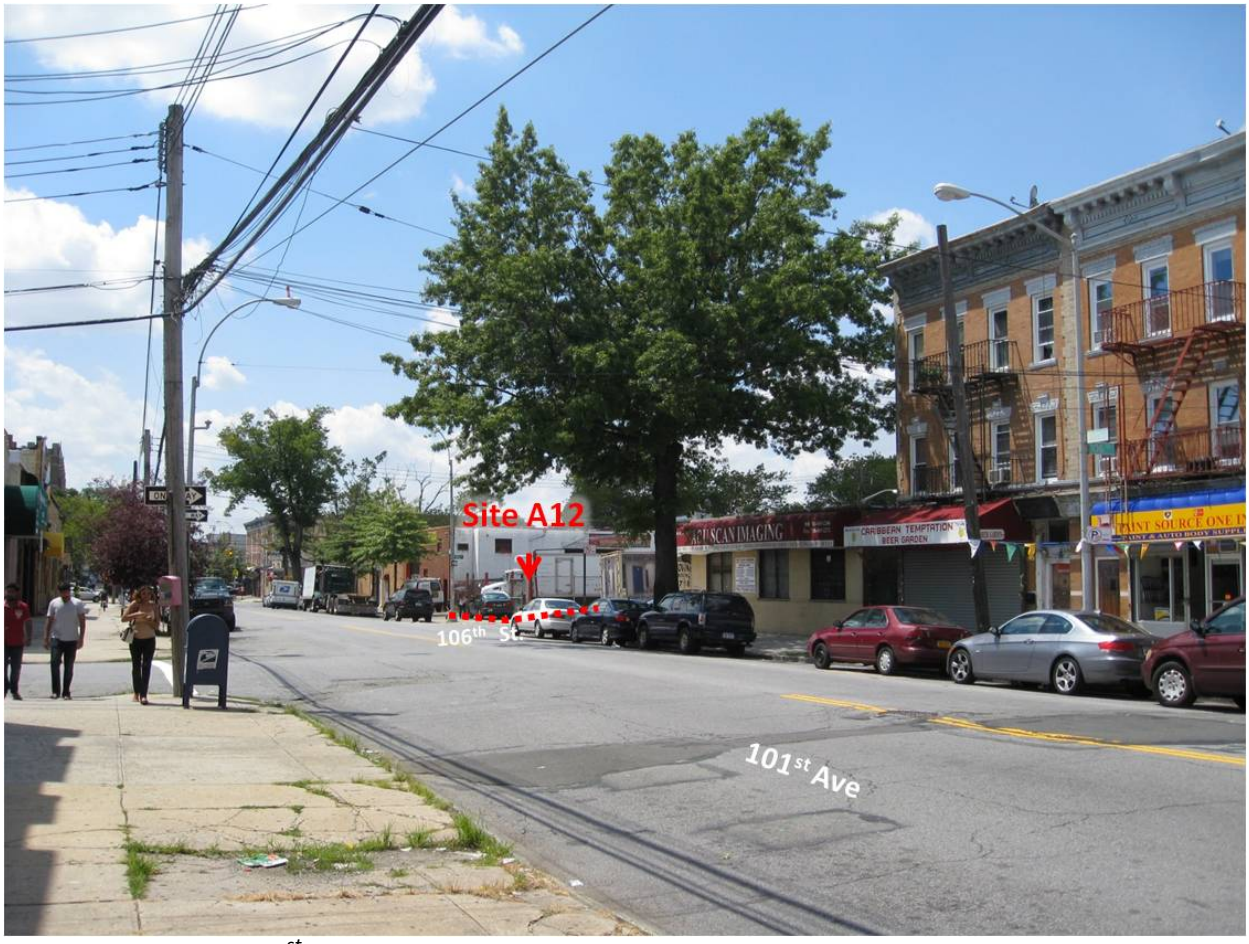
The with-action scenario for site A4 (Figure 8B) entails two attached mixed-use buildings each containing 5,100 sf. of ground floor retail space and 14,900 sf. of residential space on the upper floors accounting for approximately 15 residential units. The building would rise to a height of 35 ft. (three floors) before setting back from the street and reaching a maximum height of 45 ft. Although the building produced in the with-action scenario is taller than many of the single story buildings within the existing C8-1 district, the building's base would be similar in height to the existing office building in the C8-1 district and numerous three-story mixed use buildings that were constructed along 101st and Liberty Avenues around the turn of the 20th Century. The R6B district would encourage continuity in street wall height and mixed-use character along the neighborhoods major corridors. This continuity in permitted use and built form would act as a bridge between the more established shopping areas along portions of 101st Avenue and Liberty Avenue to the east and West of Rockaway Boulevard and create a more vibrant and enticing streetscape for pedestrians.

FIGURE 8B

Site A4 – 83-10 Rockaway Boulevard.



PROJECTED DEVELOPMENT SITE A12



Site A12 – 105-17 101st Avenue.

EXISTING CONDITIONS AND FUTURE WITHOUT-ACTION

Site A12 is located at 105-17 101st Avenue within an existing R5 district with C2-2 commercial overlays (Figure 1B) and is occupied by Provisiero Auto Collision. This R5 district extends along 101st Avenue from Drew Street to the Van Wyck Expressway. 101st Avenue is a major east-west corridor and neighborhood shopping street with a width of 80ft. This section 101st Avenue is served by the Q8 bus and is a short walk from the A subway line running Liberty Avenue. R5 zoning permits all housing types, including multi-family residences. The maximum residential FAR is 1.25. For detached development the minimum lot area is 3,800 square feet and the minimum lot width is 40 feet. All other housing types require lots with a minimum area of 1,700 square feet and a minimum lot width of 18 feet. The maximum street wall height is 30 feet and the maximum building height is 40 feet. Off-street parking in a grouped facility is required for 85% of the dwelling units. Community facilities are permitted an FAR of 2.0. Typical development along 101st Avenue ranges from two- and three-story mixed use buildings that were constructed in the first half of the 20th century

and single story and one- and two-story commercial buildings that were developed in later years. Recently a small number of mixed-use buildings have been developed along 101st Avenue but much of new development has come in the form of single story commercial buildings such as banks and small strip malls.

The future without action scenario (Figure 8C) for the site takes into account recent development patterns in along 101st Avenue with the same zoning including a recently constructed mixed use building located across the street from Site A12 at the corner of 101st Avenue and 105th Street. The with-out-action scenario for site A12 entails two separate three-story mixed-use buildings. The first building would be located on the corner of the site and would contain 2,550 sf. of ground floor retail space with 3,700 sf. of residential space, approximately four residential units, on the two upper floors. Parking would be provided in the rear of the building and would be accessible via 106th Street. The second building would be located on the interior side of the site and would contain 1,721 sf. of ground floor retail space with 4,529 sf. of residential space, approximately residential units, on the two upper floors. Parking for this building would only be accessible via a curb cut on 101st Avenue leading to a passage way to the rear of the property. Both buildings would reach a height of 30ft.

FUTURE WITH-ACTION AND ANALYSIS

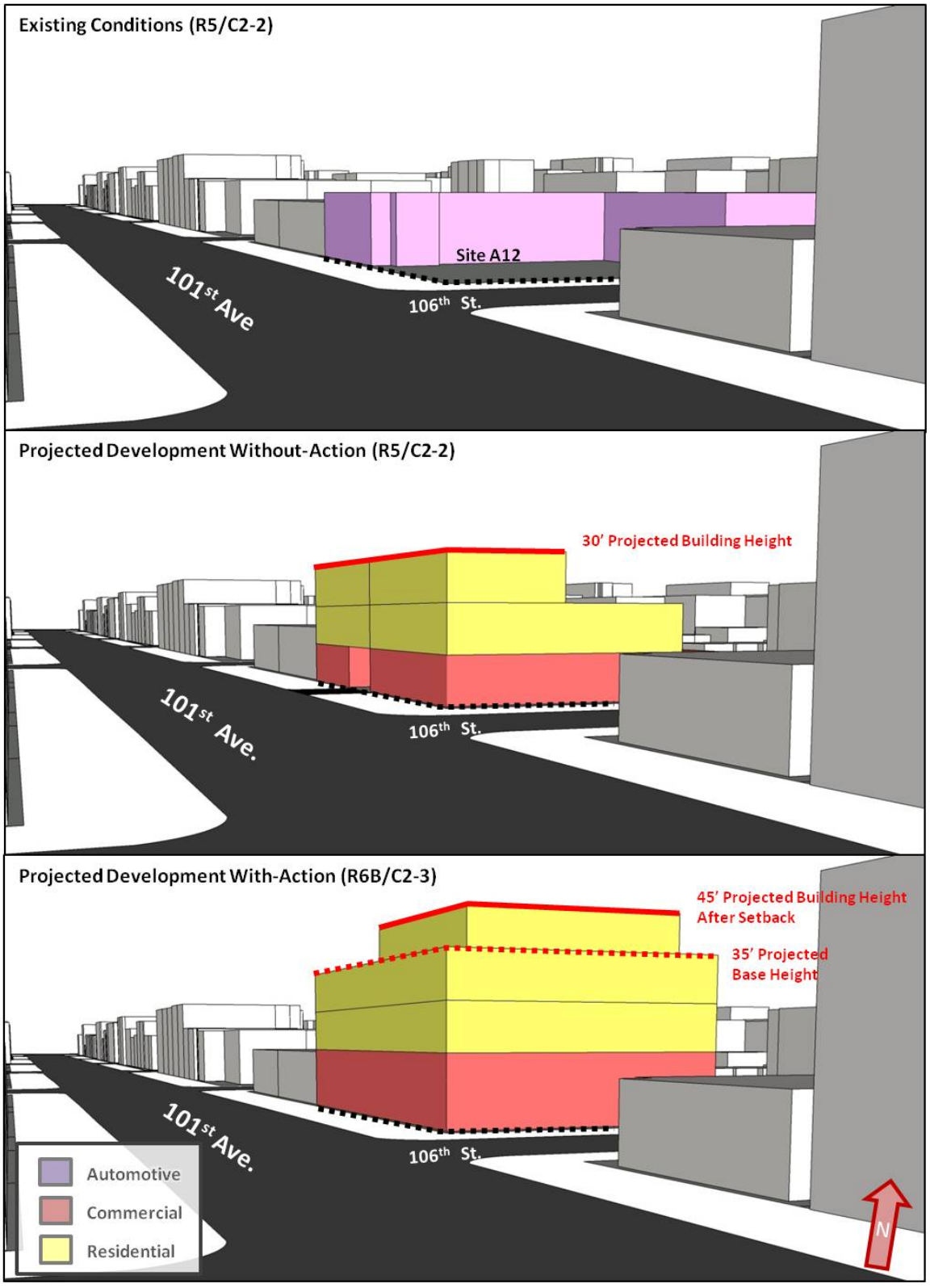
The existing R5 district would be replaced with a R6B district with C2-3 commercial overlays. The proposed R6B district with C2-3 overlays would extend from Drew Street to 132nd Street along 101st Avenue. The proposed R6B district with C2-3 overlays provides property owners with an increase in developable floor area and is intended to encourage reinvestment and a modest amount of new development.

The with-action scenario for site A12 (Figure 8C) entails a mixed-use building containing 5,100 sf. of ground floor retail space and 14,900 sf. of residential space, approximately 15 residential units, on the upper floors. The building would rise to a height of 35 ft. (three floors) before setting back from the street and reaching a maximum height of 45 ft.

The building produced in the with-action scenario has a street wall height similar to the existing three-story mixed use buildings that have constructed along 101st Avenue. The R6B district would encourage continuity in street wall height and mixed-use character along the 101st Avenue corridor. The reduction in the required amount of parking in the proposed R6B district and C2-3 commercial overlays would discourage driveways leading off of 101st Avenue and reinforce the continuous retail street frontage of the blocks along the street.

FIGURE 8C

Site A12 – 105-17 101st Avenue



PROJECTED DEVELOPMENT SITE A23

Site A23 – Liberty Avenue.

EXISTING CONDITIONS AND FUTURE WITHOUT-ACTION

Site A23 covers the northern block front of Liberty Avenue between 100th Street and 101st Street and is occupied by a parking lot used for vehicle and equipment storage. While the majority of blocks fronts along Liberty Avenue within the rezoning area are zoned for residential and commercial use this particular section is within an existing M1-1(Figure 1B). This M1-1 extends to the north and south of the site covering the block to the east of 100th Street. Liberty Avenue is a major east-west corridor and neighborhood shopping street with a width of 80ft. This section Liberty Avenue is served by the A elevated subway line, the Q112 bus and is walking distance from the Q7 and Q41 on Rockaway Boulevard as well as the BM5, Q11, QM15,

QM16, QM17, Q21, Q53 and Q54 on Woodhaven Boulevard. The height of the elevated tracks for the A transit line is approximately 30 feet. Across 101st street from the site is Demutiis Park. M1 zoning districts permit Use Groups 4 through 14, 16 and 17 which include light industrial uses which conform to high performance standards. Residential uses are not permitted. M1 districts typically include light industrial uses, such as manufacturing establishments for food, metal and wood products. The maximum FAR for commercial uses in a M1-1 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 a maximum FAR of 2.4. Located one block to the west of the site is M1-2 district that differs from the M1-1 in that it allows a maximum FAR of 2.0 for manufacturing and commercial uses. Typical development along Liberty Avenue ranges from two- and three-story mixed use buildings that were constructed in the first half of the 20th century and one- and two-story commercial buildings that were developed in later years. Recent development along the sections of Liberty Avenue have come in the form of single story commercial buildings such as the strip mall located a much larger site one block to the west in the existing M1-2 district.

The future without action scenario (Figure 8D) for the site takes into account the limitations on permitted uses with the existing M1-1 district. It is likely that the existing use would continue on the site if the zoning was to remain unchanged, because there in the years since 1961 when the M1-1 district was mapped in the area no more profitable use has been developed on the site.

FUTURE WITH-ACTION AND ANALYSIS

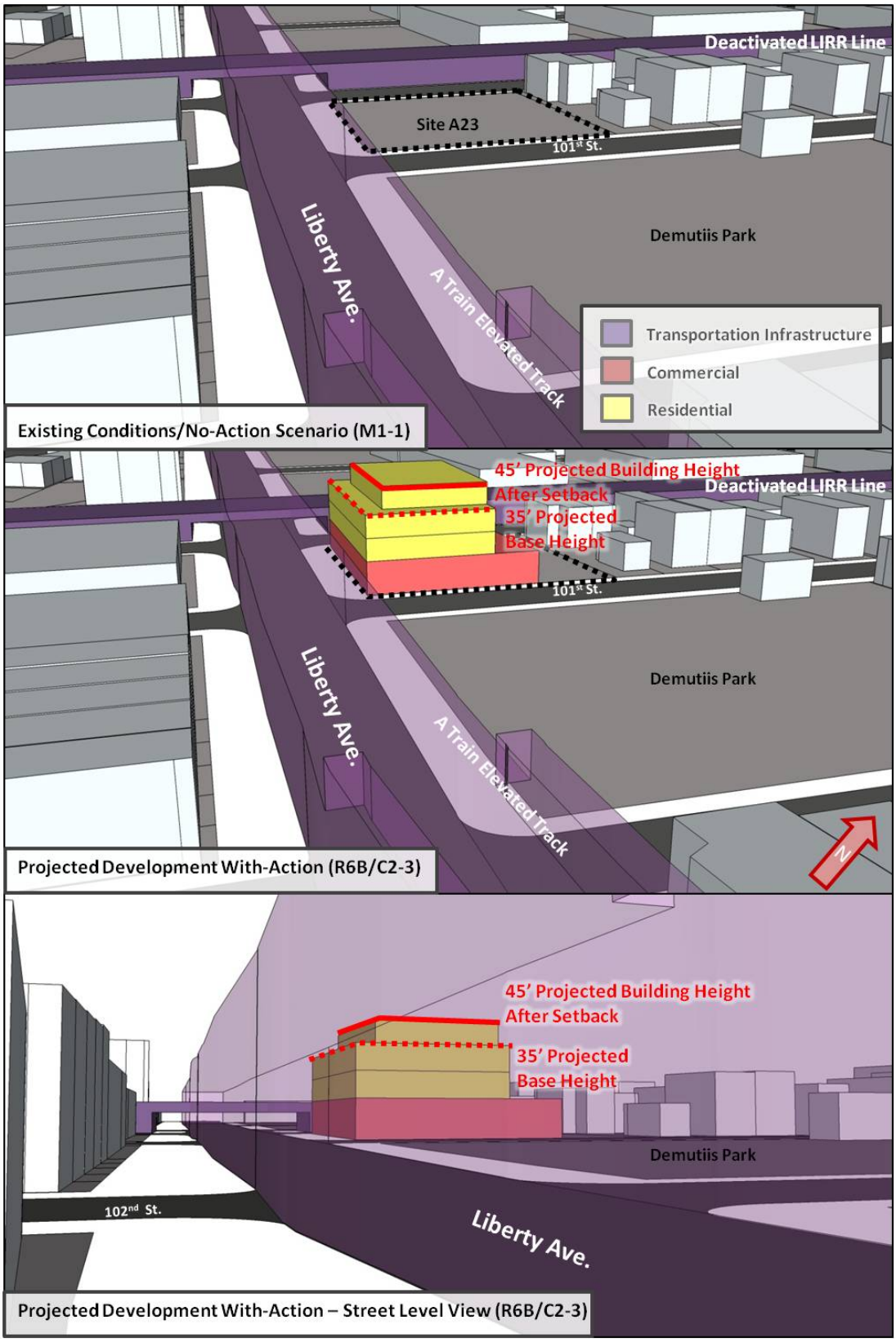
The existing M1-1 district covering this site and the entirety of the block front would be replaced with and R6B district with C2-3 commercial overlays. This proposed R6B district with C2-3 overlays would extend from 101st Street to 118th Street along Liberty Avenue. The proposed R6B district with C2-3 overlays provides property owners with a wider range of development and is intended to encourage reinvestment and a modest amount of new development Liberty Avenue.

The with-action scenario for site A23 (Figure 8D) entails a mixed-use building containing 7,973 sf. of ground floor retail space and 18,870 sf. of residential space, approximately 19 residential units, on the upper floors. The building would rise to a height of 35 ft. (three floors) before setting back from the street and reaching a maximum height of 45 ft.

The building produced in the with-action scenario has a street wall height similar to the existing three-story mixed use buildings that have constructed along Liberty Avenue to the east. The R6B district would encourage continuity in street wall height and mixed-use character along the Liberty Avenue corridor.

FIGURE 8D

Site A23 – Liberty Avenue and 101st Street



PROJECTED DEVELOPMENT SITE A24

Site A24 – 103-40 101st Avenue.

EXISTING CONDITIONS AND FUTURE WITHOUT-ACTION

Site A24 is located at 103-40 101st Street and is occupied by a parking lot used for vehicle storage. The site is located within an existing M1-1 district. This M1-1 extends to the north and south of the site covering the blocks to the east of 100th Street (Figure 1B). 101st Street is a residential side street with a width of 50 feet. Site A24 is served by the A elevated subway line, the Q112 bus and is walking distance from the Q7 and Q41 on Rockaway Boulevard as well as the BM5, Q11, QM15, QM16, QM17, Q21, Q53 and Q54 on Woodhaven Boulevard. Although this area is zoned for manufacturing uses the dominant existing use is residential. Across the street from the site is an existing R5 district that is dominated by one- and two- family detached and semidetached residential buildings.

The future without action scenario (Figure 8E) for the site takes into account the limitations on permitted uses within the existing M1-1 district. It is likely that the existing use would continue on the site if the zoning was to remain unchanged, because in the years since the M1-1 district was mapped in the area no more profitable use has been developed on the property.

FUTURE WITH-ACTION AND ANALYSIS

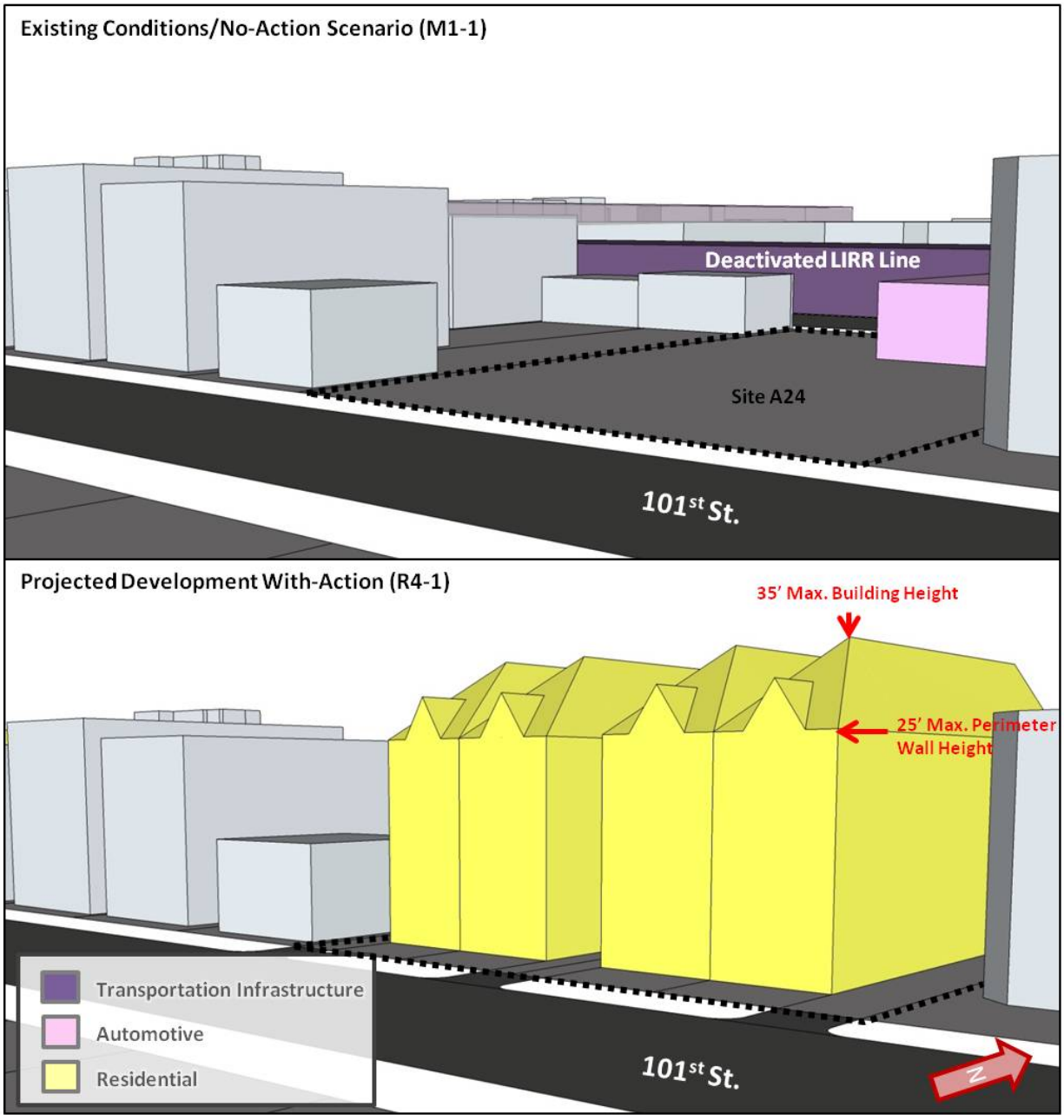
The existing M1-1 district covering this site and a section of the block to the south would be replaced with and R4-1 district. R4-1 zoning permits one- and two-family detached and semi-detached residential buildings with a maximum FAR of 0.9, which includes a 0.15 attic allowance. For detached development the minimum lot area is 2,375 square feet and the minimum lot width is 25 feet. For semi-detached development the minimum lot area is 1,700 square feet and the minimum lot width is 18 feet. In addition to the 10-foot minimum required front yard depth, a deeper front yard would be required to match the yard depth of an adjacent building up to 20 feet. The maximum perimeter wall height is 25 feet and the maximum building height is 35 feet. One parking space is required for each dwelling unit. Community facilities are permitted an FAR of 2.0. This R4-1 district is also proposed to replace the existing M1-1 district across the street. The R4-1 district is proposed in order to preserve the one- and two- family detached and semidetached residential character that is dominant in the area.

The with-action scenario for site A23 (Figure 8E) entails four semi-detached two-family residential buildings with a height of 35ft.

The buildings produced in the with-action scenario are similar in use and scale to exiting developments to the south in the M1-1 district and the R5 district across the street. The impact on the urban design characteristics of the area since the proposed R4-1 is intended to reflect and reinforce existing residential uses and built character.

FIGURE 8D

Site A24 – 103-40 101st Street



PPROJECTED DEVELOPMENT SITE A25

Site A25 –Liberty Avenue and 103rd Street.

EXISTING CONDITIONS AND FUTURE WITHOUT-ACTION

Site A25 is located at the intersection of Liberty Avenue and 103rd Street within an existing R4 (Figure 1B) district with C2-2 commercial overlays and is occupied by a parking lot. Liberty Avenue is a major east-west corridor and neighborhood shopping street with a width of 80ft. This section Liberty Avenue is served by the A elevated subway line, the Q112 bus and is walking distance from the Q7 and Q41 on Rockaway Boulevard as well as the BM5, Q11, QM15, QM16, QM17, Q21, Q53 and Q54 on Woodhaven Boulevard. The height of the elevated tracks for the A transit line is approximately 30 feet. R4 districts allow a variety of housing types, including garden apartments, row houses, semi-detached and detached houses. The maximum floor area ratio (FAR) is 0.9, which includes a 0.15 attic allowance. On certain blocks, a maximum FAR of 1.35 is permitted through the R4 infill provision. Infill zoning permits multifamily housing on blocks entirely within R4 or R5 districts in predominantly built-up areas. Detached residences are limited to lots with a minimum of 3,800 square feet in area and a minimum lot width of 40 feet. Semi-detached and attached residences require lots with a minimum of 1,700 square feet in area and a minimum lot width of 18

feet. R4 districts require a minimum front yard depth of 10 feet, which is increased to 18 feet if front yard parking is provided. The maximum building height is 35 feet, with a maximum perimeter wall height of 25 feet. Community facilities are permitted at an FAR of 2.0. One parking space is required for each dwelling unit. Typical development along Liberty Avenue ranges from two- and three-story mixed use buildings that were constructed in the first half of the 20th century and single story and one- and two-story commercial buildings that were developed in later years. Recently a small number of mixed-use buildings have been developed on similarly sized site along 101st Avenue but much of new development has come in the form of single story commercial buildings.

The future without action scenario (Figure 8F) for the site takes into account recent development patterns in along the neighborhoods major shopping streets with the same or similar zoning. The with-out-action scenario for site A12 entails a mixed-use building using the infill provision that would contain 4,127 sf. of ground floor retail space with 4,500 sf. of residential space, approximately 5 residential units, on the two upper floors and would reach a height of 35ft.

FUTURE WITH-ACTION AND ANALYSIS

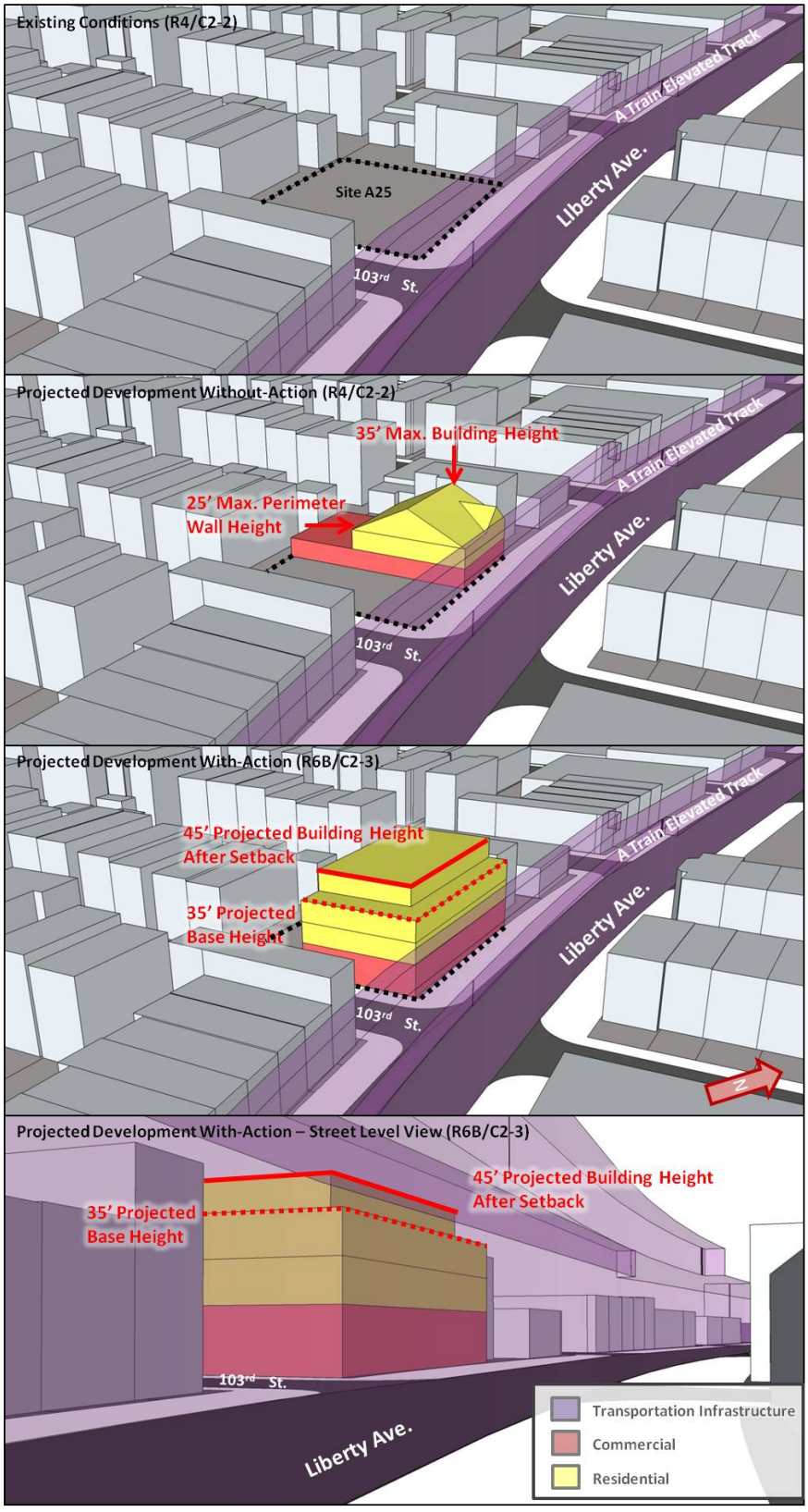
The existing R4 district with C2-2 commercial overlays would be replaced with and R6B district with C2-3 commercial overlays. The proposed R6B district with C2-3 overlays would extend from 101st Street to 118th Street along Liberty Avenue. The proposed R6B district with C2-3 overlays provides property owners with an increase if developable floor area and is intended to encourage reinvestment and a modest amount of new development.

The with-action scenario for site A25 (Figure 8F) entails a mixed-use building containing 4,127 sf. of ground floor retail space and 15,200 sf. of residential space, approximately 15 residential units, on the upper floors. The building would rise to a height of 35 ft. (three floors) before setting back from the street and reaching a maximum height of 45 ft.

The building produced in the with-action scenario has a street wall height similar to the existing three-story mixed use buildings that have constructed along Liberty Avenue. The R6B district would encourage continuity in street wall height and mixed-use character along the Liberty Avenue corridor.

FIGURE 8F

Site A25 – Liberty Avenue and 103rd Street.



A27

Site A27 – 132-10 Liberty Avenue.

EXISTING CONDITIONS AND FUTURE WITHOUT-ACTION

Site A27 is located at 132-10 Liberty Avenue within an existing R3-2 (Figure 1B) district with C2-2 commercial overlays and is occupied by a used car lot and four unit residential building. Liberty Avenue is a major east-west corridor and neighborhood shopping street with a width of 80ft. This section Liberty Avenue is served the Q112 bus. 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. Typical development along this section of Liberty Avenue ranges from two-story mixed use buildings that were constructed in the first half of the 20th century and

single story commercial buildings that were developed in later years. Recent development in the area includes a two-story mixed use building two blocks to the west and a single story commercial building across 133rd Street which has its parking lot located between the street line and the structure itself.

The future without action scenario (Figure 8G) for the site takes into account recent development patterns along this section of Liberty Avenue with the same zoning. The with-out-action scenario for site A27 entails a continuation of the existing uses on the site. The 200sf of commercial space and 2,128 sf. of residential space, 4 residential units, are unlikely to be replaced in a without-action scenario because these active uses occupy a site with a slightly irregular shape in a zoning district allows only a limited amount of additional development potential.

FUTURE WITH-ACTION AND ANALYSIS

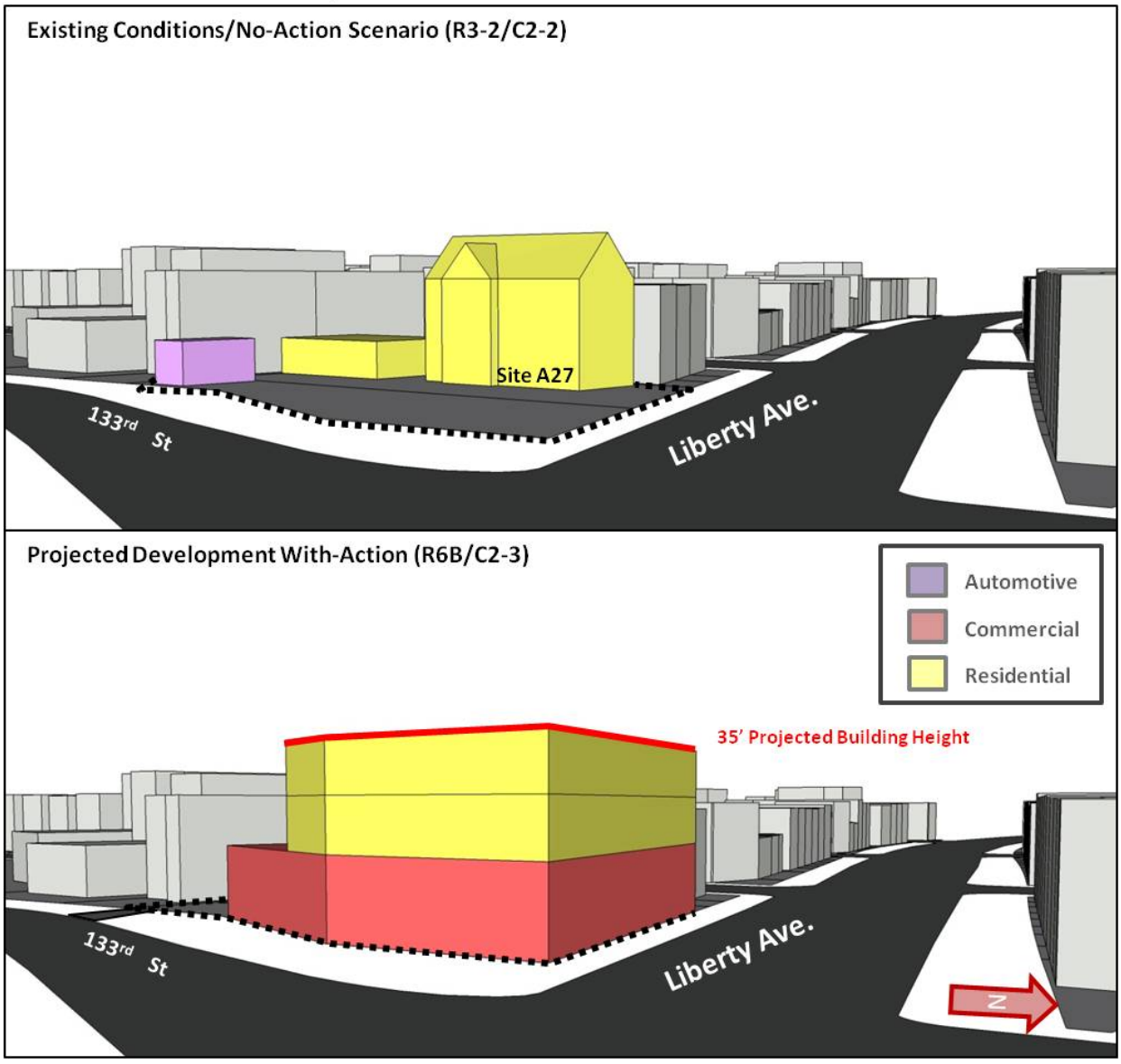
The existing R3-2 district with C2-2 commercial overlays would be replaced with and R6B district with C2-3 commercial overlays. The proposed R6B district with C2-3 overlays would extend from 123rd Street to the Van Wyck Expressway along Liberty Avenue. The proposed R6B district with C2-3 overlays provides property owners with an increase if developable floor area and is intended to encourage reinvestment and a modest amount of new development.

The with-action scenario for site A27 (Figure 8G) entails a mixed-use building containing 6,622 sf. of ground floor retail space and 12,890 sf. of residential space, approximately 13 residential units, on the upper floors. The building would rise to a maximum height of 35 ft.

Although the building produced in the with-action scenario is one story taller than the neighboring two-story mixed use buildings, this difference in height would not result in a radically different pedestrian experience along the avenue. The proposed R6B district would in fact encourage a more pedestrian friendly shopping street character along this section of liberty Avenue. The proposed R6B district would prohibit future developments form locating their parking between the street line and the building. This prohibition would serve to reinforce the existing consistent street wall and the continuity of the ground level retail uses.

FIGURE 8G

Site A27 – 132-17 Liberty Avenue



PROJECTED DEVELOPMENT SITE A28

Site A28 – 135-50 Redding Street.

EXISTING CONDITIONS AND FUTURE WITHOUT-ACTION

Site A28 is located at 135-50 Redding Street (60 ft. in width) at the intersection of Pitkin Avenue (50 ft. in width). The site is within an existing C8-1 district (Figure 1B) and is occupied Power Auto Repair. The site is separated from Cross Bay Boulevard by small triangular property immediately across Redding Street that is occupied by an 832 sf. single story convenience store. This condition results in the impression from a pedestrian point of view that site A28 is actually on Cross Bay Boulevard. Cross Bay Boulevard is a heavily trafficked 8-lane north-south corridor with a width of 160ft. This section of Cross Bay Boulevard is served by the BM5, Q11, QM15, QM16, QM17, Q21, Q53 and Q54 busses. Much of the development within the existing C8-1 district consists of single story commercial and auto related uses. A two-storey motel, the Cross Bay Motor Inn has operated at the corner of Cross Bay Boulevard and 149th Avenue since the mid 1980's. In the past 5 years two new hotels have been opened on the block immediately to the south of Site A28 on Redding Avenue. Although, hotels have recently been developed within the existing C8-1 district few other new developments have occurred. The majority of the patrons of the businesses in the district arrive by car and there is little pedestrian traffic along Cross Bay Boulevard.

The future without action scenario (Figure 8H) for the site takes into account the limitations on permitted uses with the existing C81-1 district. It is likely that the existing use would continue on the site if the zoning was to remain unchanged, because there is an active use located on the site.

FUTURE WITH-ACTION AND ANALYSIS

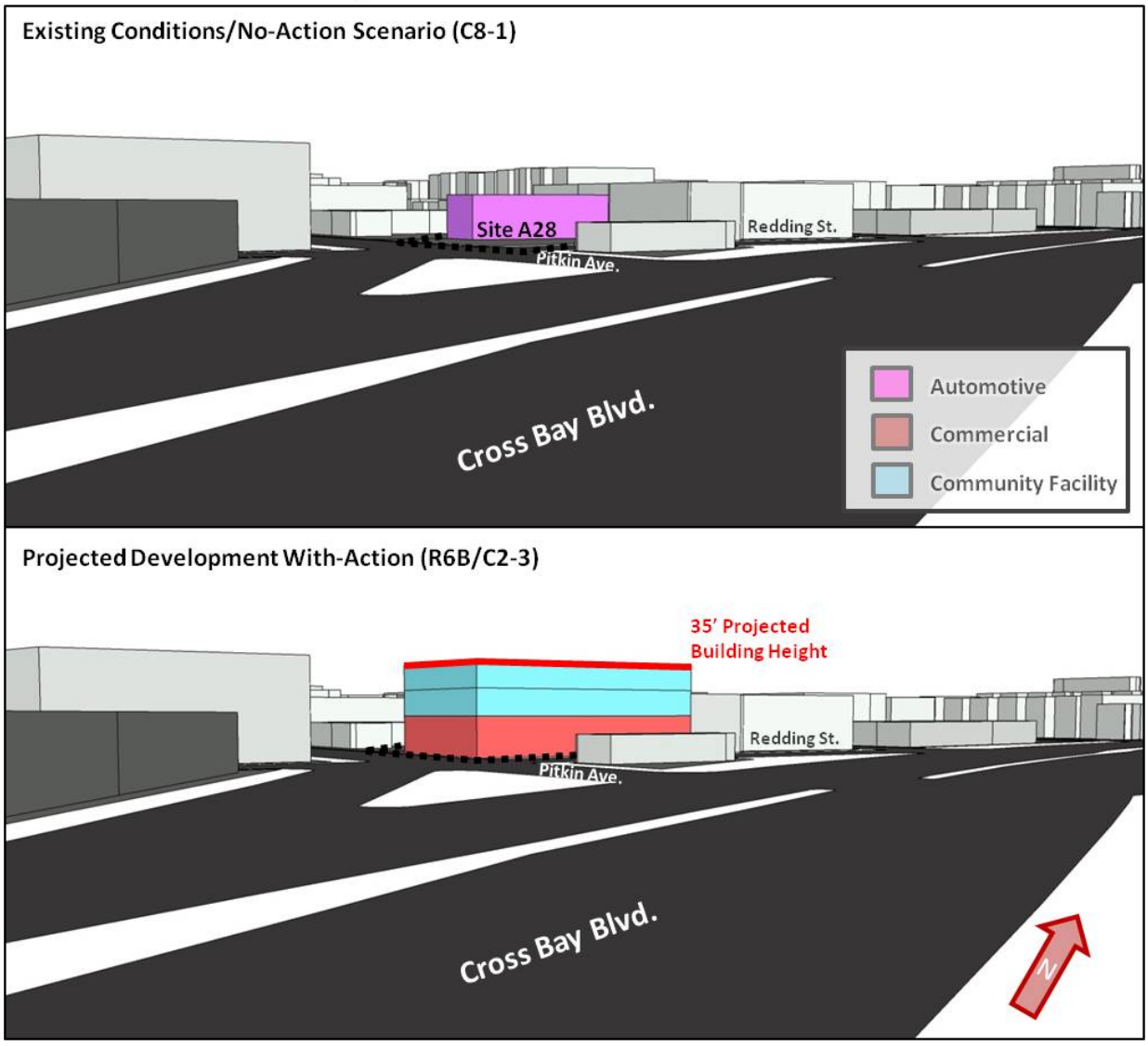
The C8-1 district is proposed to be replaced with and R5D district with C2-3 commercial overlays. R5D districts allow all housing types at a maximum FAR of 2.0. R5D regulations would limit building height to 40 feet. Off-street group parking is required for 66 percent of the dwelling units. Accessory residential parking can be waived if no more than one space is required. Community facilities are allowed at an FAR of 2.0. Although residential uses are permitted in R5D districts the location of the district on such a heavily trafficked thoroughfare would tend to discourage the development of new residential buildings. It is more likely that that site's within the district would be developed with buildings containing retail uses at ground level and commercial uses above. The proposed R5D district with C2-3 commercial overlays is intended to produce this type of development as it has recently in other areas of Queens with the same zoning.

The with-action scenario for site A28 (Figure 8H) entails a mixed-use building containing 7,203 sf. of ground floor retail space and 12,900 sf. community facility space on two upper floors. The building would rise to a height of 35 ft.

Although the building produced in the with-action scenario is taller than many of the single story buildings within the existing C8-1 district, the new development would be similar in height to the existing hotels immediately to the south. Because of the presence of existing three-story buildings, the significant width of Cross Bay Boulevard, and the lack of foot traffic the affects of the zoning change on the areas urban design characteristics would be minimal.

FIGURE 8H

Site A28 – 135-50 Redding Street.



A29

Site A29 – Lefferts Boulevard and Linden Boulevard.

EXISTING CONDITIONS AND FUTURE WITHOUT-ACTION

Site A29 is located on the northeast corner of Lefferts Boulevard and Linden Boulevard; both boulevards are 80 feet in width. Lefferts Boulevard serves as a north-south corridor while Linden Boulevard functions more as a residential side street. The site is within an existing R4 district (Figure 1B) and is occupied a parking lot leased by the Key Foods supermarket that operates on the southeast corner of the intersection. However the Key Foods has a large parking lot immediately adjacent to its building so the parking lot that occupies Site A29 is rarely used. This section of Lefferts Boulevard is served by the Q10 and QM18 busses. Much of the development Along Lefferts Boulevard consists of two-story one- and two-family detached and semidetached homes with some multifamily residential buildings. Between 111th Avenue and 115th Avenue there are also a number of legal non-conforming two-story mixed-use and one-story commercial buildings such as the Key Foods. Because of the presence of these commercial uses this particular section of Lefferts Boulevard takes on the character of a neighborhood shopping street. The lack of commercial overlays along this portion of Lefferts Boulevard has prohibited the expansion or the existing as well as the development of any new commercial uses

The future without action scenario (Figure 8I) for the site takes into account the limitations on permitted uses with the existing R4 district. It is likely that the existing use would continue on

the site if the zoning was to remain unchanged, because in the years since R4 district was established in the area no residential use has been developed on the site.

FUTURE WITH-ACTION AND ANALYSIS

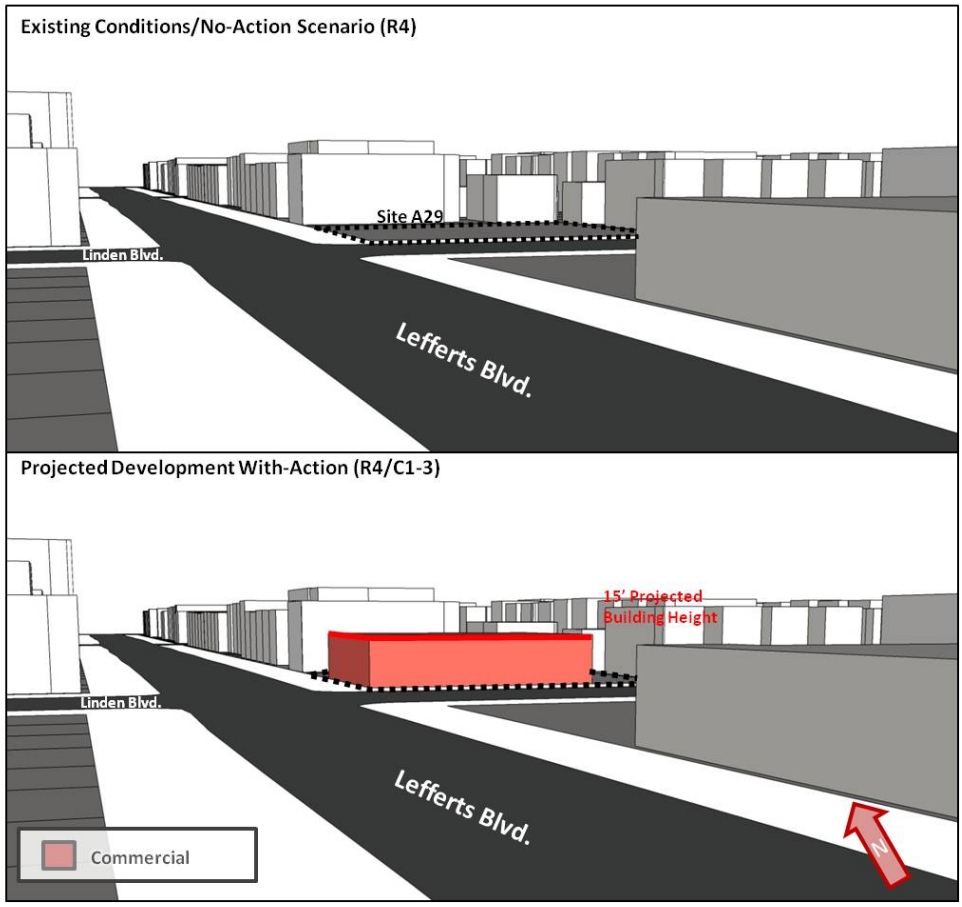
A C1-3 commercial overlay is proposed to be established over the existing R4 district. C1 districts permit commercial Use Groups 5 and 6. Requirements vary by use, however most retail uses C1-3 districts require one parking space per 400 square feet of commercial floor area. In order to recognize existing commercial uses and provide new business location opportunities.

The with-action scenario for site A28 (Figure 8I) reflects the property owners desire to redevelop the site as building to be leased to a local bank and entails a entails a single story building containing 4,000 sf of commercial space that reaches a height of 15ft. This development scenario was based upon other recently constructed bank branches in the area.

The new development would be similar in height to the existing commercial uses along this section of Lefferts Boulevard and its commercial use would be consistent with the areas neighborhood shopping street character.

FIGURE 8I

Site A29 – Linden Boulevard and Lefferts Boulevard



ANALYSIS

Currently, the existing C8-1, M1-1, R5, R4, and R3-2 districts do not require new development to blend with the existing urban built environment. New developments typically setback from the street and are surrounded by parking lots and/or negative open space (the private space in and between buildings) creating an unwelcoming pedestrian environment. In C8-1 and M1-1 districts there are no height limits and development is regulated in part by the sky exposure plane and open space ratio, new development and uses have been incongruous with the surrounding built context.

The proposed action would map new R6B, R5D, and R4-1 districts as well as C1-3 and C2-3 commercial overlays to match existing development and to encourage moderate development along the rezoning area's major commercial corridors. The proposed zoning districts would provide property owners with a wider range of development and is intended to encourage reinvestment and a modest amount of new development along the neighborhood's major corridors. The specific zoning districts were tailored to the surrounding areas context in order to promote a vibrant pedestrian environment by allowing active uses along the corridors and requiring new development to create and frame a safe and welcoming public realm through contextual zoning requirements.

While the allowable residential FAR would be increased to promote mixed-use development along the major corridors, it is not expected that the proposed action would adversely impact the general urban design and visual resources within the area due to restricted building height and urban design requirements that ensure the creation of a pedestrian friendly street environment.

CONCLUSION

As described above, the current streetscapes, existing buildings and land uses within the study area are varied. There are one-story low lot coverage establishments surrounded by parking, two- to four-story residential walkups, multifamily apartment buildings, manufacturing uses and other various commercial and community facility structures. There is no one predominant urban form or context in the study areas and current zoning promotes ever more divergent urban forms.

As described, existing buildings and land uses in the study area are not unique in terms of Urban Design character. Potential new development would be consistent in character with the building forms and massing of many existing buildings, would not alter block forms, and would encourage a greater continuity in the street wall. 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. Enhanced urban design regulations with proposed contextual zoning districts would improve the areas urban design character and would promote pedestrian friendly street environment. Therefore such changes would not negatively affect a pedestrian's experience of the area.

The proposed rezoning action aims to support, rather than change, existing urban design patterns. It is not expected that the proposed actions and projected development pursuant to the proposed action would have significant adverse impacts on the urban design and visual resources of the project area. There will be no changes to the topography, natural features, street hierarchy, block shapes, or building arrangements. Consequently, the Proposed Action is not expected to have a significant adverse impact on urban design.

ATTACHMENT 9 - HAZARDOUS MATERIALS

Introduction

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 2012 CEQR manual defines a hazardous material as any substance that poses a threat to human health or the environment. Potential hazardous materials include: heavy metals; volatile organic compounds (VOCs); semi-volatile organic compounds (SVOCs); polychlorinated biphenyls (PCBS); pesticides; and hazardous wastes as defined under the Federal Resource Conservation and Recovery Act. Substances used in building materials and fixtures, such as asbestos-containing materials (ACM), lead-based paint, and mercury are also considered hazardous materials.

The presence of hazardous materials on site does not necessarily indicate a threat to human health or the environment. Rather, a means of exposure, presence of a receptor, and an unacceptable dose amount must be present to cause a threat. During construction on a development site, hazardous materials could be distributed through the excavation of soil and bedrock, extraction of groundwater, or the demolition and renovation of existing structures. Likely routes of human exposure to hazardous materials are the inhalation of VOCs, the ingestion of particulate matter containing SVOCs or metals, or skin contact with hazardous materials released during soil-disturbing activities.

The purpose of the CEQR regulations for hazardous materials is to determine whether proposed actions would cause the increased exposure of people or the environment to hazardous materials, and, if so, whether that increased exposure would result in significant environmental or public health impacts. According to the 2012 CEQR Technical Manual guidance, significant impacts related to hazardous materials may occur when:

- Elevated levels of hazardous materials exist on a site and the project would increase human or environmental exposure;
- A project would introduce new activities or processes using hazardous materials and increase the risk of human or environmental exposure;

- The project would introduce a population to potential human or environmental exposure from off-site sources.

A preliminary assessment of potential hazardous material impacts is warranted for the proposed actions. This is due to the expected redevelopment of a number of sites where elevated levels of hazardous materials could be currently present and will be disturbed due to:

- Development within an area close to a manufacturing zone and/or existing facilities;
- Rezoning to a residential or mixed-use district, in an area that has historically stored, used, disposed of or generated hazardous materials, such as an area in a C8 zoning district;
- Development on a vacant or underutilized site where there is a reason to suspect contamination.

This chapter assesses the potential presence of subsurface contamination (soil, soil gas, groundwater, and bedrock) and the possible presence of hazardous materials in surface structures for all projected and potential development sites identified by the reasonable worst-case development scenario (RWCDS).

Hazardous Materials Screening Methodology

Hazardous material screening seeks to evaluate the potential for contamination on development sites. The objective of this analysis is to determine if any of the projected and potential development sites identified as part of the RWCDS could be adversely affected by current or historical uses on-site, adjacent to or within 400 feet of the site. If contamination on a site is suspected or known through documentation, an (E) designation will be assigned. The (E) designation helps to guarantee that an appropriate level of site investigation and remediation is completed before development so that a zoning map amendment does not introduce new pathways for contamination. It ensures that the public, and any construction workers involved in developing the sites, are not exposed to contamination risk. On sites where contamination has been found, regulations stipulate that (E) designations be assigned to make sure that the appropriate level of site investigation and any necessary remediation occur prior to redevelopment actions.

A screening methodology was implemented to evaluate the applicability of assigning an (E) designation to privately-owned projected and potential development sites that have been identified by the RWCDS for proposed action. The first part of the screening involved the creation of a study area, which includes the following (as per 2012 CEQR guidelines): the twenty-nine (29) projected development sites, fifty-six (56) potential development sites, and

the area within a 400-foot buffer of each site. A list of all potential and projected development sites is provided in Table 9-1.

TABLE 9-1: Projected and Potential Development Sites

	Site	Address	County
Projected Sites	A1	75-16 Rockaway Blvd	Queens
	A2	92-13 78 Street , 92-13A 78 Street	Queens
	A3	Rockaway Blvd , 80-20 Rockaway Blvd , Rockaway Blvd	Queens
	A4	83-10 Rockaway Blvd	Queens
	A5	86-01 Rockaway Blvd	Queens
	A6	87-13 Rockaway Blvd	Queens
	A7	818-18 101 Avenue	Queens
	A8	90-14 101 Avenue	Queens
	A9	86-11 Liberty Avenue	Queens
	A10	90-09 Liberty, 90-19 Liberty Avenue	Queens
	A11	90-04 Liberty Avenue	Queens
	A12	105-17 101 Avenue	Queens
	A13	112-15 101 Avenue , 112-13 101 Avenue	Queens
	A14	110-26 101 Avenue	Queens
	A15	111-12 101 Avenue	Queens
	A16	123-17 101 Avenue	Queens
	A17	101 Avenue , 123-05 101 Avenue	Queens
	A18	129-19 101 Avenue	Queens
	A19	116-04 101 Avenue	Queens
	A20	117-18 101 Avenue	Queens
	A21	121-18 101 Avenue , 121-24 101 Avenue	Queens
	A22	102-38 134 Street , 102-36 134 Street	Queens
	A23	Liberty Avenue	Queens
	A24	101 Street , 101 Street , 103-40 101 Street	Queens
	A25	Liberty Avenue	Queens
	A26	129-04 Liberty Avenue	Queens
	A27	132-14 Liberty Avenue , 132-10 Liberty Avenue	Queens
	A28	135-50 Redding Street	Queens
	A29	Linden Blvd	Queens
Potential Sites	B1	78-02 Atlantic Avenue	Queens
	B2	80-12 Rockaway Blvd	Queens
	B3	81-02 Atlantic Avenue	Queens
	B4	81-12 Atlantic Avenue	Queens
	B5	82 Street , 82-02 Rockaway Blvd	Queens

	B6	84-15 Rockaway Blvd , 84-23 Rockaway Blvd	Queens
	B7	84-23 Rockaway Blvd	Queens
	B8	84-12 97 Avenue	Queens
	B9	85-34 Rockaway Blvd	Queens
	B10	75-15 Liberty Avenue	Queens
	B11	101-16 77 Street , 101 Avenue , Liberty Avenue	Queens
	B12	101-07 84 Street	Queens
	B13	97-53 85 Street	Queens
	B14	96-30 103 Avenue	Queens
	B15	87-17 Liberty Avenue, 86-25 Liberty Avenue	Queens
	B16	88-11 Liberty Avenue	Queens
	B17	89-19 Liberty Avenue	Queens
	B18	92-10 Rockaway Blvd	Queens
	B19	94-19 Rockaway Blvd	Queens
	B20	96-09 Liberty Avenue	Queens
	B21	97-15 Liberty Avenue	Queens
	B22	89-04 Liberty Avenue , 89-10 Liberty Avenue	Queens
	B23	105-36 Cross Bay Blvd	Queens
	B24	95-04 Liberty Avenue	Queens
	B25	96 Street	Queens
	B26	97-11 Rockaway Blvd, 97-09 Rockaway Blvd, 97-20 Liberty Avenue	Queens
	B27	98-08 Rockaway Blvd	Queens
	B28	101-17 101 Avenue	Queens
	B29	110-16 101 Avenue	Queens
	B30	111-02 101 Avenue	Queens
	B31	115-16 101 Avenue	Queens
	B32	117-15 101 Avenue	Queens
	B33	123-10 101 Avenue	Queens
	B34	103-09 Liberty Avenue	Queens
	B35	104-21 Liberty Avenue	Queens
	B36	109-03 Liberty Avenue	Queens
	B37	112-11 Liberty Avenue	Queens
	B38	108-08 Liberty Avenue	Queens
	B39	103-31 Lefferst Blvd	Queens
	B40	130-11 Liberty Avenue	Queens
	B41	130-05 Liberty Avenue	Queens
	B42	123-02 Liberty Avenue	Queens
	B43	133-10 Liberty Avenue	Queens
	B44	134-16 Liberty Avenue	Queens

	B45	130-18 Liberty Avenue, 130-20 Liberty Avenue, 130-24 Liberty Avenue	Queens
	B46	137-20 Cross Bay Blvd	Queens
	B47	137-19 Cross Bay Blvd	Queens
	B48	90-59 Pitkin Avenue	Queens
	B49	135-26 Desarc Road	Queens
	B50	135-45 Cross Bay Blvd	Queens
	B51	135-21 Cross Bay Blvd , 135-15 Cross Bay Blvd	Queens
	B52	135-18 Cross Bay Blvd	Queens
	B53	134-34 Cross Bay Blvd	Queens
	B54	134-15 Cross Bay Blvd	Queens
	B55	111-45 Lefferts Blvd	Queens
	B56	114-49 Lefferts Blvd , 114-51 Lefferts Blvd	Queens

The next step in the screening process was a site history investigation and a land use survey of the study area. The site history investigation involved a review of documentation of both past and present uses to determine if any of the land uses of the sites were consistent with those identified on the *List of Facilities, Activities or Conditions Requiring Assessment* in the Hazardous Materials Appendix of the 2012 CEQR Technical Manual. Historical sources included, but were not limited to: Sanborn Fire Insurance Maps, business atlases, and United States Geological Survey (USGS) topographic maps.

The visual component of the assessment involved inspection of the study area parcels from the public right of way to determine current land uses. The visual inspection for the hazardous materials study area was conducted in the spring and summer of 2013 and included an inspection of the entire area from areas accessible to the public. Information on site conditions was obtained from these vantage points and observed.

If projected and potential development parcels were not assigned an (E) designation after this initial screening, adjacent parcels or nearby parcels within 400 feet were assessed using the same sources. If land use determined through visual inspection or review of historical documentation was consistent with those uses identified in the Hazardous Materials Appendix, affected parcels were given an (E) designation.

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 including some vacant buildings. Based on the methodology from *CEQR Technical Manual*, of the 110 tax lots that have been examined, 110 lots have uses that would qualify for (E) designations.

Table 9-2, "Hazardous Materials Screening," presents the detailed list of 110 tax lots (29 projected development sites and 56 potential development sites) that might be developed under the proposed action and the reason(s) for the (E) designation recommendation.

TABLE 9-2: Hazardous Materials Screening

Projected Sites

Site Description			**Hazardous Materials Screening**	
Site	**Block**	**Lot(s)**	**Existing Land Use**	**Within 400 ft:**
A1	8946	7	Commercial (Billiard Hall)	Dry Cleaners/Laundry; Auto-Repair
A2	8954	20, 5	Auto Sales	Gas station; Car Wash
A3	9006	9, 10, 12	Auto Sales	Gas station; Car Wash
A4	9018	71	Warehouse and parking lot	Auto Repair
A5	9058	24	Car Wash	Auto Repair; Cement Mfg.
A6	9060	31	Cement Mfg.	Auto Repair; Cement Mfg.
A7	9081	19	Commercial (Floor Covering)	PBS# 2-604406; Former Auto-Repair
A8	9096	7	Auto Repair	Gas station; Auto Repair
A9	9107	5	Auto Repair	Auto-Repair
A10	9110	22, 26	Commercial	Auto Repair
A11	9157	2	Auto Repair	Auto Repair
A12	9407	29	Auto Repair	Auto Repair
A13	9414	48, 50	Commercial (Plumbing)	Laundromat
A14	9428	7	Auto Repair	Auto Repair; Spill# 9900468
A15	9429	4	Auto Repair	Auto Repair; Spill# 9900468
A16	9464	23	Auto Sales/Repair	Auto Repair (Spraying)
A17	9464	26, 30	Auto Repair	Auto Repair
A18	9473	23	Residential	Auto Repair
A19	9484	2	Contractor's yard	Auto Repair; Spill# 9313662
A20	9485	6	Auto Sales/Repair	Auto Repair
A21	9489	9, 10	Auto Sales	Auto Repair
A22	9501	30, 32	Auto Sales	Laundromat; PBS# 2-188832; 2-

				602839
A23	9504	32, 36, 37	Surface Parking Lot	Auto-Repair ; PBS# 2-607276; 2-217557; Transit SubStation
A24	9504	20, 21, 22	Surface Parking Lot	Auto Repair; PBS# 2-217557
A25	9523	5	Surface Parking Lot	PBS# 2-335207; Spill# 0612280
A26	9583	2	Commercial/Residential	Laundromat; Spill# 0305586
A27	9592	108, 112	Auto Sales/Residence	Laundromat; PBS# 2-602839
A28	11372	39	Auto Repair	Auto Repair
A29	11624	33	Surface Parking Lot	Spill# 0604888

Potential Sites

Site Description			**Hazardous Materials Screening**	
Site	**Block**	**Lot(s)**	**Existing Land Use**	**Within 400 ft:**
B1	9005	1	Commercial (Building Products)	Gas station; Car Wash
B2	9006	1	Laundromat	Gas station; Car Wash
B3	9009	1	Gas station; Car Wash	Gas station; Car Wash
B4	9009	6	Supermarket	Gas station; Car Wash; Auto Repair
B5	9010	6	Car Wash	Gas station; Car Wash; Auto Repair
B6	9013	26, 55	Auto-Repair	Auto Repair; Car Wash
B7	9017	19, 22	Auto Sales	Auto Repair
B8	9055	1	Supermarket	Auto Laundry; Auto Repair
B9	9057	27	Vacant Warehouse	Auto Repair; Cement Mfg.
B10	9076	9	Commercial (Fast Food)	Dry Cleaners/Laundry; Transit SubStation
B11	9077	45, 24, 25	Supermarket	Dry Cleaners/Laundry; Transit SubStation
B12	9084	6	Garage/Residence	Printing
B13	9057	50	Single Family Home	Auto Repair; Printing
B14	9107	13	Laundromat; Retail	Auto Repair; Laundromat
B15	9107	27, 25	Auto Repair	Auto Repair; Laundromat
B16	9108	19	Supermarket	Auto Repair; Laundromat
B17	9109	18	Building Materials	Auto Repair
B18	9113	29	Retail	Auto Repair
B19	9118	107	Commercial Retail	Spill# 1114278, Dry Cleaners
B20	9119	37	Supermarket	Gas Station; Spill# 0303304
B21	9120	40	Commercial Retail	Gas Station; Spill# 0303304; Transit SubStation

B22	9154	72, 25	Warehouse; Stone Cutting	Auto Repair
B23	9162	20	Commercial Retail	Spill# 9814133, 1114278
B24	9164	127	Building Auction Outlet	Gas Station; Spill# 0303304
B25	9167	1	Commercial Retail	Gas Station; Spill# 0303304
B26	9169	16, 45, 47	Gas Station	Gas Station; PBS# 2-607276; Transit SubStation
B27	9172	60	Commercial (Fast Food)	Gas Station; Spill# 0303304; Transit SubStation
B28	9403	25	Commercial	Spill# 8706124
B29	9428	5	Auto Storage	Auto Repair; Spill# 9900468
B30	9429	1	Auto Repair	Auto Repair; Spill# 9900468
B31	9433	5	Commercial; Auto Repair	Auto Repair; Spill# 9313662
B32	9453	27	Supermarket	Auto Repair
B33	9490	1	Supermarket	Auto Repair
B34	9507	39	Surface Parking Lot	Spill# 9112439, 9800276; PBS# 2-335207
B35	9508	40	Commercial Retail	Spill# 9112439, 9800276, 0612280
B36	9514	28	Commercial Retail	Spill# 0006119
B37	9517	25	Commercial Retail	PBS# 2-082651
B38	9531	4	Supermarket	Spill# 0006119
B39	9557	50	Funeral Home	PBS# 2-117420; Spill# 9706636, 9706627
B40	9567	44	Restaurant	Laundromat; Spill# 9011244; 0305586
B41	9567	48	Food Wholesaler	Laundromat; Spill# 0713740
B42	9577	1	Supermarket	Laundromat
B43	9587	1	Laundromat	Laundromat; PBS# 2-188832; 2-602839
B44	9588	3	Supermarket	Laundromat; PBS# 2-188832; 2-602839
B45	9590	6, 7, 8	Commercial	Laundromat; Spill# 9011244; 0305586
B46	11409	10	Commercial, Laundromat	Gas Station; PBS# 2-268860; Spill 9803525
B47	11529	46	Warehouse/Parking	Gas Station; PBS# 2-268860; Spill 9803526
B48	11372	46	Auto Repair	Gas Station; PBS# 2-268860; Spill 9803527
B49	11372	31	Commercial Retail	Gas Station; PBS# 2-268860; Spill 9803528
B50	11512	27	Gas Station	Gas Station; PBS# 2-268860; Spill 9803529

B51	11512	37, 42	Commercial Retail	Gas Station; PBS# 2-268860; Spill 9803530
B52	11373	75	Car Wash	Gas Station; PBS# 2-268860; Spill 9803531
B53	11373	38	Surface Parking Lot	Gas Station; PBS# 2-268860; Spill 9803532
B54	11493	79	Gas Station	Gas Station, Car Wash; Spill # 8600314
B55	11624	40	Residence	Spill# 0604888
B56	11646	37, 38	Parking	Gas Station

TABLE 9-3: (E) Designation Screening Details

Site	Block	Lot(s)	Preliminary Screening	Hazardous Materials Conditions	(E) Designation?
A1	8946	7	Petroleum & Possible Non-Petroleum Protocol	With 400 feet of a Dry Cleaners/Laundry; Auto-Repair	Yes
A2	8954	20, 5	Petroleum & Possible Non-Petroleum Protocol	Within 400 feet of a Gas Service Station; Car Wash	Yes
A3	9006	9, 10, 12	Petroleum & Possible Non-Petroleum Protocol	Within 400 feet of a Gas Service Station; Car Wash	Yes
A4	9018	71	Petroleum & Possible Non-Petroleum Protocol	Within 400 feet of an Auto-Repair shop	Yes
A5	9058	24	Petroleum & Possible Non-Petroleum Protocol	Current Use: Car Wash. Within 400 feet of an Auto-Repair shop; Cement Mfg.	Yes
A6	9060	31	Petroleum & Possible Non-Petroleum Protocol	Within 400 feet of an Auto-Repair shop; Cement Mfg.	Yes
A7	9081	19	Petroleum & Possible Non-Petroleum Protocol	Within 400 feet of PBS# 2-604406; Former Auto-Repair	Yes
A8	9096	7	Petroleum & Possible Non-Petroleum Protocol	Current Use: Auto Repair shop	Yes
A9	9107	5	Petroleum & Possible Non-Petroleum Protocol	Current Use: Auto Repair shop.	Yes

A10	9110	22, 26	Petroleum & Possible Non-Petroleum Protocol	Within 400 feet of an Auto-Repair shop	Yes
A11	9157	2	Petroleum & Possible Non-Petroleum Protocol	Current Use: Auto Repair shop	Yes
A12	9407	29	Petroleum & Possible Non-Petroleum Protocol	Current Use: Auto Repair shop	Yes
A13	9414	48, 50	Petroleum & Possible Non-Petroleum Protocol	Within 400 feet of Automobile and/or other laundries	Yes
A14	9428	7	Petroleum & Possible Non-Petroleum Protocol	Current Use: Auto Repair shop. Within 400 feet of Spill# 9900468	Yes
A15	9429	4	Petroleum & Possible Non-Petroleum Protocol	Current Use: Auto Repair shop. Within 400 feet of Spill# 9900468	Yes
A16	9464	23	Petroleum & Possible Non-Petroleum Protocol	Current Use: Auto Repair shop	Yes
A17	9464	26, 30	Petroleum & Possible Non-Petroleum Protocol	Current Use: Auto Repair shop	Yes
A18	9473	23	Petroleum & Possible Non-Petroleum Protocol	Within 400 feet of an Auto-Repair shop	Yes
A19	9484	2	Petroleum & Possible Non-Petroleum Protocol	Within 400 feet of an Auto-Repair shop; Spill# 9313662	Yes
A20	9485	6	Petroleum & Possible Non-Petroleum Protocol	Current Use: Auto Repair shop	Yes
A21	9489	9, 10	Petroleum & Possible Non-Petroleum Protocol	Within 400 feet of an Auto-Repair shop	Yes
A22	9501	30, 32	Petroleum & Possible Non-Petroleum Protocol	Wtihin 400 feet of Laundromat; PBS# 2-188832; 2-602839	Yes
A23	9504	32, 36, 37	Petroleum & Possible Non-Petroleum Protocol	Within 400 feet of an Auto-Repair shop ; PBS# 2-607276; 2-217557; Transit SubStation	Yes
A24	9504	20, 21, 22	Petroleum & Possible Non-Petroleum Protocol	Within 400 feet of an Auto Repair shop; PBS# 2-217557	Yes
A25	9523	5	Petroleum & Possible Non-Petroleum	Within 400 feet of PBS# 2-335207; Spill# 0612280	Yes

			Protocol		
A26	9583	2	Petroleum & Possible Non-Petroleum Protocol	Within 400 feet of Laundromat; Spill# 0305586	Yes
A27	9592	108, 112	Petroleum & Possible Non-Petroleum Protocol	Within 400 feet of Laundromat; PBS# 2-602839	Yes
A28	11372	39	Petroleum & Possible Non-Petroleum Protocol	Current Use: Auto Repair shop	Yes
A29	11624	33	Petroleum & Possible Non-Petroleum Protocol	Within 400 feet of Spill# 0604888	Yes
B1	9005	1	Petroleum & Possible Non-Petroleum Protocol	Within 400 feet of a Gas Service Station; Car Wash	Yes
B2	9006	1	Petroleum & Possible Non-Petroleum Protocol	Current Use: Laundromat. Within 400 feet of a Gas Service Station; Car Wash	Yes
B3	9009	1	Petroleum & Possible Non-Petroleum Protocol	Current Use: Gas Service Station; Car Wash	Yes
B4	9009	6	Petroleum & Possible Non-Petroleum Protocol	Within 400 feet of a Gas Service Station; Car Wash; Auto Repair shop	Yes
B5	9010	26	Petroleum & Possible Non-Petroleum Protocol	Current Use: Car Wash. Within 400 feet of a Gas Station; Auto Repair shop	Yes
B6	9013	26, 55	Petroleum & Possible Non-Petroleum Protocol	Current Use: Auto Repair shop. Within 400 feet of a Car Wash	Yes
B7	9017	19, 22	Petroleum & Possible Non-Petroleum Protocol	Within 400 feet of an Auto-Repair shop	Yes
B8	9055	1	Petroleum & Possible Non-Petroleum Protocol	Within 400 feet of Automobile and/or other laundries; Auto Repair shop	Yes
B9	9057	27	Petroleum & Possible Non-Petroleum Protocol	Within 400 feet of an Auto-Repair shop; Cement Mfg.	Yes
B10	9076	9	Petroleum & Possible Non-Petroleum Protocol	Within 400 feet of Automobile and/or other laundries; Transit Substation	Yes
B11	9077	45, 24, 25	Petroleum & Possible Non-Petroleum Protocol	Within 400 feet of Automobile and/or other laundries; Transit Substation	Yes

B12	9084	6	Petroleum & Possible Non-Petroleum Protocol	Within 400 feet of a printing and/or publishing establishment	Yes
B13	9057	50	Petroleum & Possible Non-Petroleum Protocol	Within 400 feet of an Auto Repair shop; printing and/or publishing establishment	Yes
B14	9107	13	Petroleum & Possible Non-Petroleum Protocol	Within 400 feet of Automobile and/or other laundries; Auto Repair shop	Yes
B15	9107	27, 25	Petroleum & Possible Non-Petroleum Protocol	Current Use: Auto Repair shop. Within 400 feet of Automobile and/or other laundries	Yes
B16	9108	19	Petroleum & Possible Non-Petroleum Protocol	Within 400 feet of Automobile and/or other laundries; Auto Repair shop	Yes
B17	9109	18	Petroleum & Possible Non-Petroleum Protocol	Within 400 feet of an Auto-Repair shop	Yes
B18	9113	29	Petroleum & Possible Non-Petroleum Protocol	Within 400 feet of an Auto-Repair shop	Yes
B19	9118	107	Petroleum & Possible Non-Petroleum Protocol	Within 400 feet of Automobile and/or other laundries; Spill# 1114278	Yes
B20	9119	37	Petroleum & Possible Non-Petroleum Protocol	Within 400 feet of Gas Station; Spill# 0303304	Yes
B21	9120	40	Petroleum & Possible Non-Petroleum Protocol	Within 400 feet of Gas Station; Spill# 0303304; Transit Substation	Yes
B22	9154	72, 66	Petroleum & Possible Non-Petroleum Protocol	Within 400 feet of an Auto Repair shop	Yes
B23	9162	20	Petroleum & Possible Non-Petroleum Protocol	Within 400 feet of Spill# 9814133, 1114278	Yes
B24	9164	127	Petroleum & Possible Non-Petroleum Protocol	Within 400 feet of Gas Station; Spill# 0303304	Yes
B25	9167	1	Petroleum & Possible Non-Petroleum Protocol	Within 400 feet of Gas Station; Spill# 0303304	Yes
B26	9169	16, 45, 47	Petroleum & Possible Non-Petroleum Protocol	Current Use: Gas Station. Within 400 feet of Spill# 0303304; PBS# 2-607276; Transit SubStation	Yes

B27	9172	60	Petroleum & Possible Non-Petroleum Protocol	Within 400 feet of Gas Station; Spill# 0303304; Transit SubStation	Yes
B28	9403	25	Petroleum & Possible Non-Petroleum Protocol	Within 400 feet of Spill# 8706124	Yes
B29	9428	5	Petroleum & Possible Non-Petroleum Protocol	Within 400 feet of an Auto Repair shop; Spill# 9900468	Yes
B30	9429	1	Petroleum & Possible Non-Petroleum Protocol	Current Use: Auto Repair shop. Within 400 feet of Spill# 9900468	Yes
B31	9433	5	Petroleum & Possible Non-Petroleum Protocol	Within 400 feet of an Auto Repair shop; Spill# 9313662	Yes
B32	9453	22	Petroleum & Possible Non-Petroleum Protocol	Within 400 feet of an Auto Repair shop	Yes
B33	9490	1	Petroleum & Possible Non-Petroleum Protocol	Within 400 feet of an Auto Repair shop	Yes
B34	9507	39	Petroleum & Possible Non-Petroleum Protocol	Within 400 feet of Spill# 9112439, 9800276; PBS# 2-335207	Yes
B35	9508	40	Petroleum & Possible Non-Petroleum Protocol	Within 400 feet of Spill# 9112439, 9800276, 0612280	Yes
B36	9514	28	Petroleum & Possible Non-Petroleum Protocol	Within 400 feet of Spill# 0006119	Yes
B37	9517	25	Petroleum & Possible Non-Petroleum Protocol	Within 400 feet of PBS# 2-082651	Yes
B38	9531	4	Petroleum & Possible Non-Petroleum Protocol	Within 400 feet of Spill# 0006119	Yes
B39	9557	50	Petroleum & Possible Non-Petroleum Protocol	Within 400 feet of PBS# 2-117420; Spill# 9706636, 9706627	Yes
B40	9567	44	Petroleum & Possible Non-Petroleum Protocol	Within 400 feet of Automobile and/or other laundries; Spill# 9011244; 0305586	Yes
B41	9567	48	Petroleum & Possible Non-Petroleum Protocol	Within 400 feet of Automobile and/or other laundries; Spill# 0713740	Yes
B42	9577	1	Petroleum & Possible Non-Petroleum	Within 400 feet of Automobile and/or other laundries	Yes

			Protocol		
B43	9587	1	Petroleum & Possible Non-Petroleum Protocol	Within 400 feet of Automobile and/or other laundries; PBS# 2-188832; 2-602839	Yes
B44	9588	3	Petroleum & Possible Non-Petroleum Protocol	Within 400 feet of Automobile and/or other laundries; PBS# 2-188832; 2-602839	Yes
B45	9590	6, 7, 8	Petroleum & Possible Non-Petroleum Protocol	Within 400 feet of Automobile and/or other laundries; Spill# 9011244; 0305586	Yes
B46	11409	10	Petroleum & Possible Non-Petroleum Protocol	Within 400 feet of Gas Station; PBS# 2-268860; Spill 9803525	Yes
B47	11529	46	Petroleum & Possible Non-Petroleum Protocol	Within 400 feet of Gas Station; PBS# 2-268860; Spill 9803526	Yes
B48	11372	46	Petroleum & Possible Non-Petroleum Protocol	Current Use: Auto Repair Within 400 feet of Gas Station; PBS# 2-268860; Spill 9803527	Yes
B49	11372	31	Petroleum & Possible Non-Petroleum Protocol	Within 400 feet of Gas Station; PBS# 2-268860; Spill 9803528	Yes
B50	11512	27	Petroleum & Possible Non-Petroleum Protocol	Current Use: Gas Station. Within 400 feet of PBS# 2-268860; Spill 9803529	Yes
B51	11512	37, 42	Petroleum & Possible Non-Petroleum Protocol	Within 400 feet of Gas Station; PBS# 2-268860; Spill 9803530	Yes
B52	11373	75	Petroleum & Possible Non-Petroleum Protocol	Current Use: Car Wash. Within 400 feet of Gas Station; PBS# 2-268860; Spill 9803531	Yes
B53	11373	38	Petroleum & Possible Non-Petroleum Protocol	Within 400 feet of Gas Station; PBS# 2-268860; Spill 9803532	Yes
B54	11493	79	Petroleum & Possible Non-Petroleum Protocol	Current Use: Gas Station. Within 400 feet of Car Wash; Spill # 8600314	Yes
B55	11624	40	Petroleum & Possible Non-Petroleum Protocol	Within 400 feet of Spill# 0604888	Yes
B56	11646	37, 38	Petroleum & Possible Non-Petroleum Protocol	Within 400 feet of Gas Service Station	Yes

Future Without the Proposed Action

In the future without the proposed action new development might occur on thirty-three (33) of the 110 lots that warrant an (E) designation. 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 future with the proposed action, all of the lots that qualify for (E) designation have the potential to be redeveloped. The environmental impacts due to the possible 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 industrial/ manufacturing activities on the development site or adjacent sites
- Documented petroleum/waste oil spills on site or within 400 feet of a development 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 allows the possible avoidance of an adverse impact to human health and the environment resulting from the proposed action. (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 110 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.

As referenced above, an (E) designation will be placed on the sites identified in Table 9-3 as part of the proposed zoning. Recommendations for (E) 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 all projected and potential development sites. In determining (E) designations, current site conditions were given priority consideration followed by adjacent site use or history, and finally followed by current and historical conditions within a 400-foot radius of all development sites.

Receiving an (E) designation requires that the property owner must 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 so as to satisfy the New York City Office of Environmental Remediation (OER), prior to any new development. All testing and remediation measures must be completed before the 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 be approved by OER.

Under the (E) designation, the following tasks must be 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.

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, 29 projected and 56 potential development sites 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 (Table 9-3).

With the incorporation of the hazardous materials (E) designations no significant adverse impacts related to hazardous materials are expected. No further analysis is necessary. (E) designations for hazardous materials would be incorporated as part of the proposed action for the properties discussed and identified above.

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 (RWCDS) of a total net increase of 219 dwelling units, a net increase of 54,582 square feet of local retail space and a net increase of 19,558 square feet of community facility space were projected as part of the proposed action in the Ozone Park neighborhood of Queens. It was determined that the number of vehicular trips projected to be generated by the proposed action is above the 2012 *CEQR Technical Manual* traffic threshold of 50 peak hour vehicle trip ends for this area of the city. However, traffic volumes changes as a result of the RWCDS would be small and a screening analysis showed that these changes would not have the potential for resulting in significant increases in ambient noise levels (i.e., a screening analysis using proportional modeling techniques showed that the increase in passenger car equivalents (PCEs) would result in an increase in noise levels of less than 3 dBA). Consequently, while traffic increases were utilized for determining building attenuation requirements, a detailed mobile source noise analysis was not required since the RWCDS would not generate sufficient traffic to have the potential to cause a significant adverse noise impact.

Existing Conditions

A total of six (6) receptor sites within the proposed rezoning area were selected for evaluation of noise attenuation requirements. These locations are described below and depicted in **Figure 1**. Representative noise monitoring locations were chosen based on the following criteria:

- Locations where the highest noise levels are likely to occur based upon the consideration of existing land use patterns (e.g., locations near rail lines, near major commercial roadways)
- Near projected and potential development sites
- To provide a comprehensive geographic coverage throughout the proposed rezoning area to get an accurate depiction of the overall ambient noise environment.

Figure 1
Ozone Park - Noise Reading Location Map

The existing ambient noise levels were measured during the morning (7:00-9:00 AM), midday (12:00-2:00 PM), and evening (4:00-6:00 PM) peak hours at the following receptor sites:

1) NW corner of Liberty Avenue and 134th Street in front of Projected Site A22.
2) SW Corner of 101 Avenue and 111 Street, in front of the Projected Site A14.
3) SW corner of Rockaway Blvd and Atlantic Avenue in front of Potential Site B2.
4) NW Corner of Liberty Avenue and 91 Street, in front of the Projected Site A10.
5) NW Corner of Liberty Avenue and 98 Street, in front of the Potential Site B21.
6) NE corner of Cross Bay Blvd and Pitkin Avenue, in front of Potential Site B49.

The measured noise levels at these receptor locations are tabulated in **Table 1**.

Table 1: Existing Noise Level (in dBA)

Receptor Site	Location	Time	L_{eq}	L_{10}	L_{50}	L_{90}	L_{min}	L_{max}
1	NW corner of Liberty Avenue and 134th Street in front of Projected Site A22	AM	72.0	**75.2**	70.3	65.9	58.9	83.6
		MD	68.4	71.8	66.5	59.7	54.2	82.0
		PM	69.4	72.2	65.9	61.5	57.7	87.4
2	SW Corner of 101 Avenue and 111 Street, in front of the Projected Site A14	AM	73.2	**76.1**	71.6	66.4	59.8	86.9
		MD	71.8	75.0	69.6	64.0	54.7	84.3
		PM	72.7	75.9	68.5	62.9	57.5	89.5
3	SW corner of Rockaway Blvd and Atlantic Avenue in front of Potential Site B2	AM	73.1	75.1	69.0	63.8	55.2	96.1
		MD	70.8	74.3	67.9	61.8	56.1	83.6
		PM	73.2	**76.6**	70.4	65.3	60.3	87.6
4	NW Corner of Liberty Avenue and 91 Street, in front of the Projected Site A10	AM	79.9	79.8	63.9	56.8	50.2	95.6
		MD	79.2	78.1	64.0	56.1	50.3	96.1
		PM	79.7	**80.8**	62.4	54.8	50.0	95.2
5	NW Corner of Liberty Avenue and 98 Street, in front of the Potential Site B20	AM	77.7	**80.0**	64.7	57.4	52.7	93.7
		MD	76.6	77.7	66.4	60.2	52.3	93.1
		PM	77.1	79.3	64.1	58.0	54.9	93.4
6	NE corner of Cross Bay Blvd and Pitkin Avenue, in front of Potential Site B48	AM	72.9	75.8	69.5	64.7	58.2	90.4
		MD	74.4	**77.2**	71.1	61.3	57.0	90.1
		PM	72.1	75.3	69.4	63.1	58.3	86.7

For Sites 1, 2, 3, and 6; vehicular traffic noise from the main roadways was the dominant noise source. For Sites 4 and 5, rail noise from the elevated subway (A Train) was the dominant noise source. Vehicular traffic noise from Liberty Avenue also contributed to the measured noise levels at these sites. There are 19 train trips in the AM period, 12 train trips in the MD period, and 19 train trips in the PM period for these two receptor locations.

The maximum existing L_{10} noise levels measured are 75.2 dBA along Liberty Street east of 103 Avenue (Site 1), 76.1 dBA along 101 Avenue (Site 2), 76.6 dBA along Rockaway Boulevard (Site 3), and 77.2 dBA along Cross Bay Boulevard (Site 6). For Liberty Avenue at the elevated A Train, the maximum projected existing L_{10} noise levels measured are 80.8 dBA west of 91 Street (Site 4) and

80.0 dBA west of 98 Street (Site 5). In accordance with CEQR Technical Manual guidelines, the existing noise levels at Sites 1, 2, 3, 5, and 6 are in the "marginally unacceptable" category and existing noise levels at Site 4 are in the "clearly unacceptable" category.

Future Conditions

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
1 Bus = 18 PCE

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

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

The results of the PCE calculation and the CEQR impact criteria for the Existing Condition, No Action and With Action Scenario are presented in **Table 2**.

Table 2: Proportional Analysis for Mobile Noise Impact

Receptor	Location	Time	Existing Leq	Existing L_{10}	No Action L_{10}	Noise Increment	With Action L_{10}	With Action CEQR Category
1	SW corner of Liberty Avenue and 135th Street in front of Potential Site B42	AM	72.0	75.2	75.4	0.0	**75.4**	Marginally Unacceptable II
		MD	68.4	71.8	71.9	0.1	72.0	Marginally Unacceptable I
		PM	69.4	72.2	72.4	0.0	72.4	Marginally Unacceptable I
2	SE Corner of 101 Avenue and 111 Street, in front of the Projected Site A15	AM	73.2	76.1	76.3	0.0	**76.3**	Marginally Unacceptable III
		MD	71.8	75.0	75.2	0.0	75.2	Marginally Unacceptable II
		PM	72.7	75.9	76.1	0.0	76.1	Marginally Unacceptable III
3	SW corner of Rockaway Blvd and Atlantic Avenue in front of Potential Site B2	AM	73.1	75.1	75.3	0.0	75.3	Marginally Unacceptable II
		MD	70.8	74.3	74.5	0.0	74.5	Marginally Unacceptable II
		PM	73.2	76.6	76.8	0.0	**76.8**	Marginally Unacceptable III
4	NW Corner of Liberty Avenue and 91 Street, in front of the Projected Site A10	AM	79.9	79.8	79.9	0.5	80.4	Clearly Unacceptable
		MD	79.2	78.1	78.2	0.5	78.7	Marginally Unacceptable IV
		PM	79.7	80.8	81.0	0.3	**81.3**	Clearly Unacceptable
5	NW Corner of Liberty Avenue and 98 Street, in front of the Potential Site B20	AM	77.7	80.0	80.1	0.4	**80.5**	Clearly Unacceptable
		MD	76.6	77.7	77.9	0.3	78.2	Marginally Unacceptable IV
		PM	77.1	79.3	79.5	0.1	79.6	Marginally Unacceptable IV
6	NE corner of Cross Bay Blvd and Pitkin Avenue, in front of Potential Site B48	AM	72.9	75.8	76.0	0.0	76.0	Marginally Unacceptable II
		MD	74.4	77.2	77.4	0.0	**77.4**	Marginally Unacceptable III
		PM	72.1	75.3	75.5	0.0	75.5	Marginally Unacceptable II

In the future without the Proposed Actions, noise conditions in the project area would be comparable to existing conditions. Any increase in noise levels would be due to the growth in traffic, which would be expected to be very small, and imperceptible.

The Proposed Actions would result in some changes in future noise conditions in the project area. Traffic volumes changes would be small and these changes would not have the potential for resulting in significant increases in ambient noise levels (less than 0.5 dBA of increase in noise level). The predicted ambient noise levels for the Proposed Action are within the **Marginally Unacceptable levels II, III, IV and Clearly Unacceptable** categories as per 2012 *CEQR Technical Manual.* The required

Attenuation Values to Achieve Acceptable Interior Noise Levels are shown in **Tables 3** for the Projected Development sites and **Table 4** for the Potential Development sites.

As a result of the proposed action, all twenty-nine (29) Projected Development sites and fifty-six (56) Potential Development sites would be mapped with an (E) designation for noise to preclude the potential of significant impacts. **Tables 3 and 4** summarize the windows attenuation requirements for the projected and potential developments, respectively.

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

Site #	Block	Lot	Projected Zoning	Governing Noise Monitoring Receptor	Maximum Build L_{10} at Governing Monitoring Receptor (dBA)	Recommended Window Attenuation (dBA)[1,2]
A1	8946	7	R6B/C2-3	3	76.8	33
A2	8954	5,20	R6B/C2-3	3	76.8	33
A3	9006	9,10,12	R6B/C2-3	3	76.8	33
A4	9018	71	R6B/C2-3	3	76.8	33
A5	9058	24	R6B/C2-3	3	76.8	33
A6	9060	31	R6B/C2-3	3	76.8	33
A7	9081	19	R6B/C2-3	2	76.3	33
A8	9096	7	R6B/C2-3	2	76.3	33
A9	9107	5	R6B/C2-3	4	81.3	38
A10	9110	22, 26	R6B/C2-3	4	81.3	38
A11	9157	2	R6B/C2-3	4	81.3	38
A12	9407	29	R6B/C2-3	2	76.3	33
A13	9414	48,50	R6B/C2-3	2	76.3	33
A14	9428	7	R6B/C2-3	2	76.3	33
A15	9429	4	R6B/C2-3	2	76.3	33
A16	9464	23	R6B/C2-3	2	76.3	33
A17	9464	26,30	R6B/C2-3	2	76.3	33
A18	9473	23	R6B/C2-3	2	76.3	33
A19	9484	2	R6B/C2-3	2	76.3	33
A20	9485	6	R6B/C2-3	2	76.3	33
A21	9489	10,9	R6B/C2-3	2	76.3	33
A22	9501	30,32	R6B/C2-3	1	75.4	31
A23	9504	32,36,37	R6B/C2-3	5	80.5	37
A24	9504	20,21,22	R4-1	1	75.4	31
A25	9523	5	R6B/C2-3	4	81.3	38
A26	9583	2	R6B/C2-3	1	75.4	31
A27	9592	108, 112	R6B/C2-3	1	75.4	31
A28	11372	39	R5D/C2-3	6	77.4	33
A29	11624	33	R4/C1-3	2	76.3	33

Notes:
Attenuation requirements are for spaces containing noise sensitive uses.
(1) Non-residential uses, such as retail and community facilities, would require 5 dBA less attenuation.

Table 4: Required Attenuation Values for Potential Development Sites

Site #	Block	Lot	Projected Zoning	Governing Noise Monitoring Receptor	Maximum Build L_{10} at Governing Monitoring Receptor (dBA)	Recommended Window Attenuation (dBA)[1,2]
B1	9005	1	R6B /C2-3	3	76.8	33
B2	9006	1	R6B/C2-3	3	76.8	33
B3	9009	1	R6B/C2-3	3	76.8	33
B4	9009	6	R6B/C2-3	3	76.8	33
B5	9010	26	R6B /C2-3	3	76.8	33
B6	9013	26,55	R6B /C2-3	3	76.8	33
B7	9017	19, 22	R6B/C2-3	3	76.8	33
B8	9055	1	R6B/C2-3	3	76.8	33
B9	9057	27	R6B/C2-3	3	76.8	33
B10	9076	9	R6B/C2-3	4	81.3	38
B11	9077	24,25,45	R6B/C2-3	4	81.3	38
B12	9084	6	R6B/C2-3	2	76.3	33
B13	9057	50	R6B/C2-3	2	76.3	33
B14	9107	13	R4-1	4	81.3	38
B15	9107	25,27	R6B/C2-3	4	81.3	38
B16	9108	19	R6B/C2-3	4	81.3	38
B17	9109	18	R6B/C2-3	4	81.3	38
B18	9113	29	R6B/C2-3	4	81.3	38
B19	9118	107	R6B/C2-3	5	80.5	37
B20	9119	37	R6B/C2-3	5	80.5	37
B21	9120	40	R6B/C2-3	5	80.5	37
B22	9154	66,72	R6B/C2-3	4	81.3	38
B23	9162	20	R6B/C2-3	5	80.5	37
B24	9164	127	R6B/C2-3	5	80.5	37
B25	9167	1	R6B/C2-3	5	80.5	37
B26	9169	16,45,47	R6B/C2-3	5	80.5	37
B27	9172	60	R6B/C2-3	5	80.5	37
B28	9403	25	R6B/C2-3	2	76.3	33
B29	9428	5	R6B/C2-3	2	76.3	33
B30	9429	1	R6B/C2-3	2	76.3	33
B31	9433	5	R6B/C2-3	2	76.3	33
B32	9453	22	R6B/C2-3	2	76.3	33
B33	9490	1	R6B/C2-3	2	76.3	33
B34	9507	39	R6B/C2-3	4	81.3	38
B35	9508	40	R6B/C2-3	4	81.3	38
B36	9514	28	R6B/C2-3	4	81.3	38
B37	9517	25	R6B/C2-3	4	81.3	38
B38	9531	4	R6B/C2-3	4	81.3	38
B39	9557	50	R6B/C2-3	2	76.3	33
B40	9567	44	R6B/C2-3	1	75.4	31

Table 4: Required Attenuation Values for Potential Development Sites

Site #	Block	Lot	Projected Zoning	Governing Noise Monitoring Receptor	Maximum Build L_{10} at Governing Monitoring Receptor (dBA)	Recommended Window Attenuation (dBA)[1,2]
B41	9567	48	R6B/C2-3	1	75.4	31
B42	9577	1	R6B/C2-3	1	75.4	31
B43	9587	1	R6B/C2-3	1	75.4	31
B44	9588	3	R6B/C2-3	1	75.4	31
B45	9590	6,7,8	R6B/C2-3	1	75.4	31
B46	11409	10	R5D/C1-3	6	77.4	33
B47	11529	46	R5D/C1-3	6	77.4	33
B48	11372	46	R4-1/R5D/C2-3	6	77.4	33
B49	11372	31	R5D/C2-3	6	77.4	33
B50	11512	27	R5D/C2-3	6	77.4	33
B51	11512	37,42	R5D/C2-3	6	77.4	33
B52	11373	75	R5D/C2-3	6	77.4	33
B53	11373	38	R4-1/	6	77.4	33
B54	11493	79	R5D/C1-3	6	77.4	33
B55	11624	40	R4/C1-3	2	76.3	33
B56	11646	37,38	R3-2/C1-3	2	76.3	33

Notes:
Attenuation requirements are for spaces containing noise sensitive uses.
(1) Non-residential uses, such as retail and community facilities, would require 5 dBA less attenuation.
(2)

There are four (4) levels of required noise attenuation based on the With Action Category of Table 3 above. Depending on the ambient noise levels they would require 31, 33, 37, or 38 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 four (4) projected development sites and six (6) potential development sites:

Projected Development Sites:

Block 9501, Lot 30, 32, Site A22
Block 9504, Lots 20, 21, and 22, Site A24
Block 9583, Lot 2, Site A26
Block 9592, Lot 108, 112 Site A27

Potential Development Sites:

Block 9567, Lot 44, Site B40
Block 9567, Lot 48, Site B41
Block 9577, Lot 1, Site B42
Block 9587, Lot 1, Site B43
Block 9588, Lot 3, Site B44

Block 9590, Lot 6, 7, 8, Site B45

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) for residential use and 50 dB(A) for commercial use. 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 twenty (20) projected development sites and twenty-nine (29) potential development sites:

Projected Development Sites:

Block 8946, Lot 7, Site A1
Block 8954, Lots 5 and 20, Site A2
Block 9006, Lots 9, 10, and 12, Site A3
Block 9018, Lot 71, Site A4
Block 9058, Lot 24, Site A5
Block 9060, Lot 31, Site A6
Block 9081, Lot 19, Site A7
Block 9096, Lot 7, Site A8
Block 9407, Lot 29, Site A12
Block 9414, Lots 48 and 50, Site A13
Block 9428, Lot 7, Site A14
Block 9429, Lot 4, Site A15
Block 9464, Lot 23, Site A16
Block 9464, Lots 26 and 30, Site A17
Block 9473, Lot 23, Site A18
Block 9484, Lot 2, Site A19
Block 9485, Lot 6, Site A20
Block 9489, Lots 9 and 10, Site A21
Block 11372, Lot 39, Site A28
Block 11624, Lot 33, Site A29

Potential Development Sites:

Block 9005, Lot 1, Site B1
Block 9006, Lot 1, Site B2
Block 9009, Lot 1, Site B3
Block 9009, Lot 6, Site B4
Block 9010, Lot 26, Site B5
Block 9013, Lots 26 and 55, Site B6
Block 9017, Lot 19, 22 Site B7
Block 9055, Lot 1, Site B8
Block 9057, Lot 27, Site B9

Block 9084, Lot 6, Site B12
Block 9057, Lot 50, Site B13
Block 9403, Lot 25, Site B28
Block 9428, Lot 5, Site B29
Block 9429, Lot 1, Site B30
Block 9433, Lot 5, Site B31
Block 9453, Lot 22, Site B32
Block 9490, Lot 1, Site B33
Block 9557, Lot 50, Site B39
Block 11409, Lot 10, Site B46
Block 11529, Lot 46, Site B47
Block 11372, Lot 46, Site B48
Block 11372, Lot 31, Site B49
Block 11512, Lot 27, Site B50
Block 11512, Lots 37 and 42, Site B51
Block 11373, Lot 75, Site B52
Block 11373, Lot 38, Site B53
Block 11493, Lot 79, Site B54
Block 11624, Lot 40, Site B55
Block 11646, Lots 37and 38, Site B56

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) for residential use and 50 dB(A) for commercial use. 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 one (1) projected development sites and eight (8) potential development sites:

Projected Development Sites:

Block 9504, Lots 32, 36, and 37, Site A23

Potential Development Sites:

Block 9118, Lot 107, Site B19
Block 9119, Lot 37, Site B20
Block 9120, Lot 40, Site B21
Block 9162, Lot 20, Site B23
Block 9164, Lot 127, Site B24
Block 9167, Lot 1, Site B25
Block 9169, Lots 16, 45, and 47, Site B26
Block 9172, Lot 60, Site B27

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) for residential use and 50 dB(A) for commercial use. 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 38 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 four (4) projected development sites and thirteen (13) potential development sites:

> ***Projected Development Sites:***
>
> *Block 9107, Lot 5, Site A9*
> *Block 9110, Lots 22, 26, Site A10*
> *Block 9157, Lot 2, Site A11*
> *Block 9523, Lot 5, Site A25*
>
> ***Potential Development Sites:***
>
> *Block 9076, Lot 9, Site B10*
> *Block 9077, Lots 24, 25, and 45, Site B11*
> *Block 9107, Lot 13, Site B14*
> *Block 9107, Lots 25 and 27, Site B15*
> *Block 9108, Lot 19, Site B16*
> *Block 9109, Lot 18, Site B17*
> *Block 9113, Lot 29, Site B18*
> *Block 9154, Lots 66 and 72, Site B22*
> *Block 9507, Lot 39, Site B34*
> *Block 9508, Lot 40, Site B35*
> *Block 9514, Lot 28, Site B36*
> *Block 9517, Lot 25, Site B37*
> *Block 9531, Lot 4, Site B38*

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 38 dB(A) window/wall attenuation in all façades in order to maintain an interior noise level of 45 dB(A) for residential use and 50 dB(A) for commercial use. 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.**

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

The Proposed Actions would result in some changes in future noise conditions in the project area. Traffic volumes changes would be small and a screening analysis showed that these changes would not have the potential for resulting in significant increases in ambient noise levels (i.e., a screening analysis using proportional modeling techniques showed that the increase in passenger car equivalents (PCEs) would result in an increase in noise levels of less than 3 dBA). Consequently, while traffic increases were utilized for determining building attenuation requirements, a detailed mobile source noise analysis was not required since the proposed action would not generate sufficient traffic to have the potential to cause a significant adverse noise impact.

Analysis of future noise levels shows that the Proposed Action would not cause significant adverse impacts to the surrounding community. The development sites would fall into the Marginally Unacceptable or Clearly Unacceptable category per the CEQR Noise Exposure Guidelines. The unacceptable categories would require a minimum window/wall attenuation of 31, 33, 37, or 38 dBA depending on the ambient noise levels. In areas with an exterior L_{10} 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.

ATTACHMENT 11 - TRANSPORTATION

Introduction

According to the *City Environmental Quality Review* (*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 bus trips in a single direction on a single route during a peak hour); 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, screening analyses were performed pursuant to the methodologies identified in the 2012 CEQR Technical Manual. A total net increase of 219 dwelling units, 54,852 square feet of local retail space, and 19,558 square feet of community facility space (professional medical office) was projected as part of the proposed action in the Ozone Park neighborhood of Queens. A total of 530 blocks would be subject to the rezoning. It was determined that the proposed action would not result in significant adverse transportation impacts as described below.

Methodology

To assess the potential effects of the proposed action on traffic and parking conditions, the appropriate screening analyses have been performed pursuant to the methodologies identified in the 2012 CEQR Technical Manual. The study area is fairly large in size, and contains areas located in CEQR traffic zones 2, 3 and 4.

The proposed action generates 54,852 square feet of local retail space, which is more than the 20,000 square feet Level One screening threshold in Table 16-1 for CEQR traffic zones 2 and 3. (The threshold for zone 4 is 10,000 square feet of local retail space). Further, 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 Two screening trip generation analysis has been performed, as described below.

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 three 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 Figure 11.1.1. The first cluster, along 101st Street, contains 14 projected development sites. The second cluster, along Rockaway Boulevard, contains 14 projected development sites. The third cluster, on Woodhaven Boulevard, contains one projected development site. 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 clusters 1 and 3, and based upon the 2012 CEQR Technical Manual Guidelines, no further traffic or parking analysis is required. The proposed action for Cluster 2, however, would generate greater than 50 net vehicle trip ends during the AM, Midday, PM, and Saturday Peak Hours. Therefore, a Level Two screening assessment is warranted for Cluster 2.

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 11.T.1a, 11.T.1b and 11.T.1c.

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 2007-2011 American Community Survey for the census tracts 28, 106, 108, 110, 116, 152, 154, 156 and 158.01 in Queens for Cluster 1, and census tracts 6, 34, 36, 40.01, 42, 52, 54, 58, 86, 94, and 112 in Queens for Cluster 2, directly affected by the proposed action. The modal splits and auto vehicle occupancy rates used for each of the development clusters are summarized in Tables 11.T.1a and 11.T.1b.

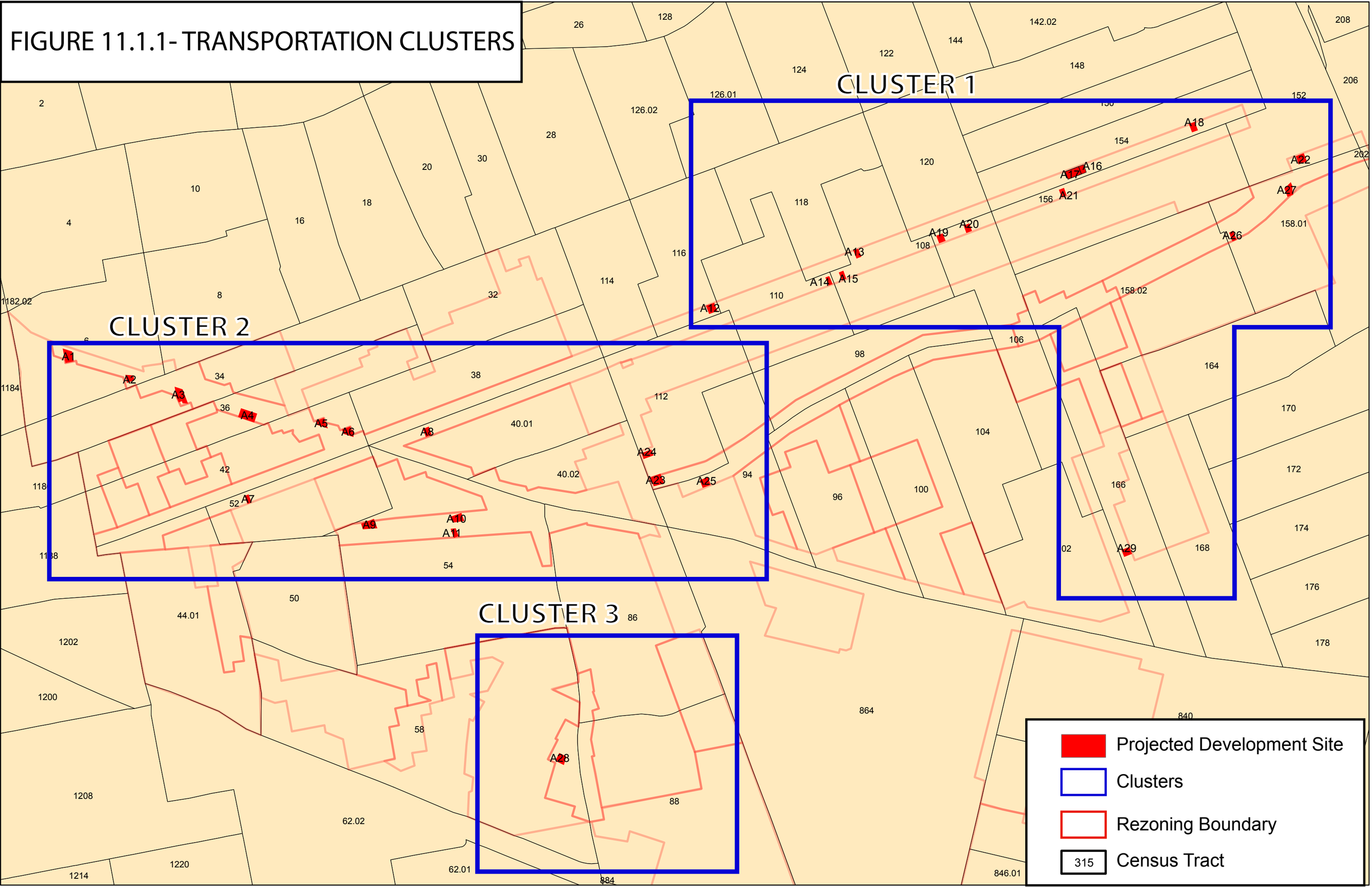
Local Retail

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-2, as summarized in Tables 11.T.1a, 11.T.1b, and 11.T.1c for each local retail development.

Community Facility (Medical Office)

The medical office trip generation rates, peak hour temporal distribution and modal split

FIGURE 11.1.1- TRANSPORTATION CLUSTERS



information were all 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 for the census tracts 6, 34, 36, 40.01, 42, 52, 54, 58, 86, 94, and 112 in Queens, directly affected by the proposed action, and are summarized in Tables 11.T.1b and 11.T.1c 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 11.T.1a, 11.T.1b, and 11.T.1c.

Traffic

Level One Screening

101st Avenue Sites – Cluster 1 - Sites A12 – A22, A26, A27, A29

Projected Sites A12 through A22, A26, A27, and A29 in Cluster 1 would be located along 101st Avenue between 106th and 134th Streets and would include a total net increase of 70 dwelling units and 19,612 square feet of local retail space. Based on trip generation analysis, Cluster 1 would generate 147, 601, 364, and 407 person trips and 26, 36, 36, and 33 vehicle trip ends in the AM, Midday, PM, and Saturday Midday peak hours, respectively. Cluster 1 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 11.T.2a and 11.T.3a.

Rockaway Boulevard Sites – Cluster 2 - Sites A1 – A11, A23 – A25

Projected Sites A1 – A11, and A23 – A25 in Cluster 2 would be located along Rockaway Boulevard between 75th and 103rd Streets and would include a total net increase of 149 dwelling units, 31,292 square feet of local retail space, and 6,658 square feet of community facility (professional medical office) space. Based on trip generation analysis, Cluster 2 would generate 294, 1006, 641, and 691 person trips and 72, 79, 86, and 74 vehicle trip ends in the AM, Midday, PM, and Saturday Midday peak hours, respectively. Since Cluster 2 would generate greater than 50 vehicle trip ends in each of the peak hours, and based upon the 2012 CEQR Technical Manual Guidelines, a Level Two screening assessment is warranted from the results summarized in Tables 11.T.2b and 11.T.3b.

Woodhaven Boulevard Site – Cluster 3 - Site A28

Projected Site A28 would be located at Pitkin Avenue and Redding Street and would include a total net increase of 5,968 square feet of local retail space and 12,900 square feet of community facility (professional medical office) space. Based on trip generation analysis, Cluster 3 would generate 84, 235, 144, and 134 person trips and 28, 35, 29, and 17 vehicle trip

ends in the AM, Midday, PM, and Saturday Midday peak hours, respectively. Cluster 3 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 11.T.2c and 11.T.3c.

Level Two Screening

Rockaway Boulevard Sites – Cluster 2 - Sites A1 – A11, A23 – A25

Cluster 2 is well-served by limited-access principal arterial highways: the Jackie Robinson Parkway, located to the north of the study area; the Van Wyck Expressway (Interstate 678), located to the east of the study area; and the Belt Parkway, located to the south of the study area. Other principal arterials in the study area include: Woodhaven Boulevard, which runs north-south; Liberty Avenue, which runs East-West; Rockaway Boulevard, which runs Northwest-Southeast; and Atlantic Avenue, which runs Southwest-Northeast. As a result, it is anticipated that the vehicle trip routes will be distributed among these arterial routes instead of funneling through a single intersection. In addition, there is a distance of 1.4 miles between sites A1 and A25, and the Cluster 2 sites are distributed relatively evenly between these two sites.

Figure 11.1.2 shows the vehicular trip assignment for Cluster 2 for the PM peak hour, which has the highest volume increment generated by the Cluster 2 site among all peak hours at 86 project generated vehicles. Incremental vehicles were conservatively routed onto the main arterials for the assignment. However, in the build condition, it is likely that there will be greater usage of the side streets by vehicles accessing the project sites. In this trip assignment, the intersection with the highest volume increment is Woodhaven Blvd at Liberty Ave/Rockaway Blvd, with an increase of 38 vehicles. Since this is less than the 50 vehicle threshold, no further traffic analysis is required.

Transit and Pedestrians

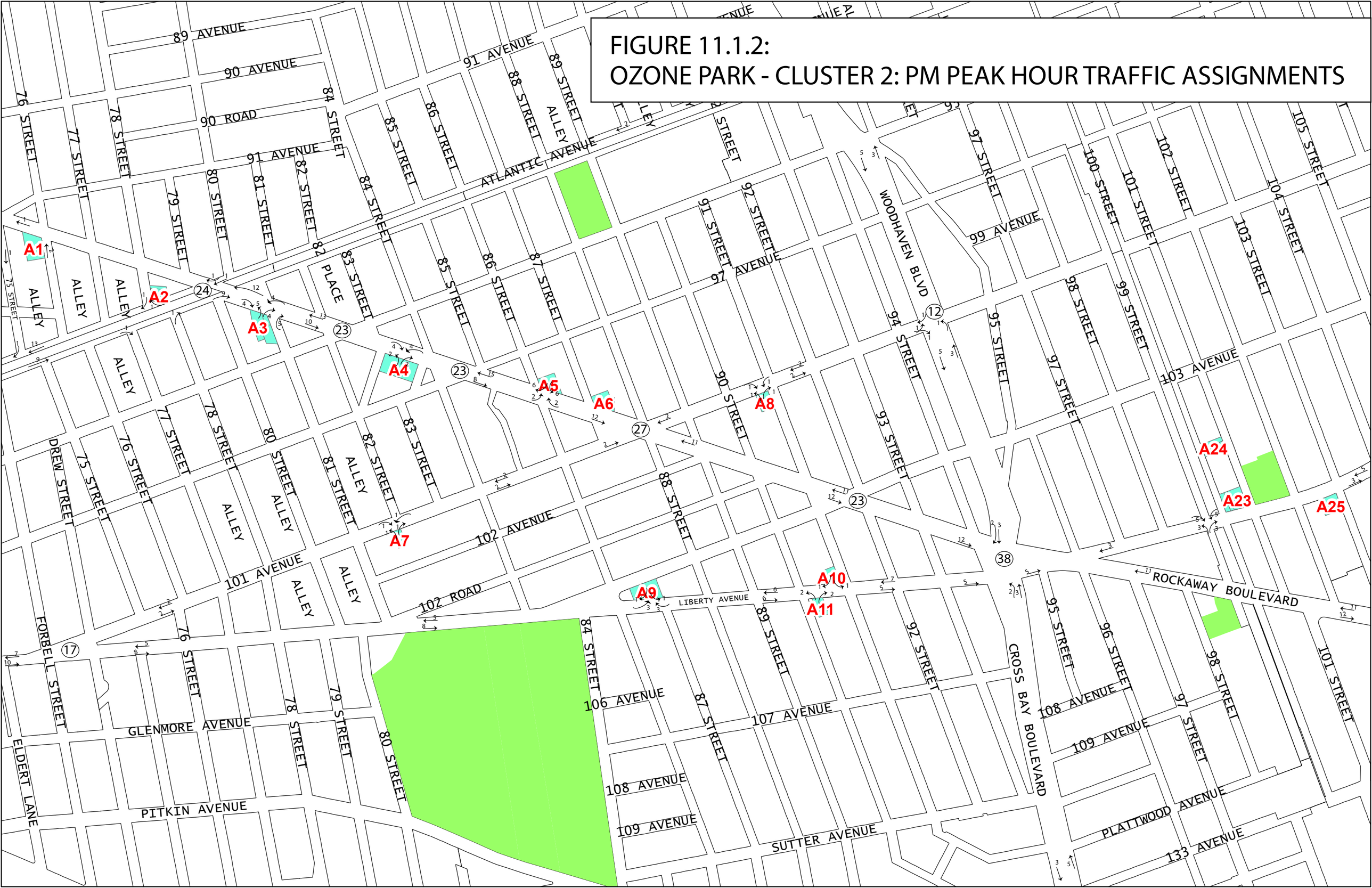
To determine the potential for the proposed action to result in significant adverse impacts to transit and pedestrians, screening analyses were performed pursuant to the methodologies identified in the 2012 CEQR Technical Manual. Based on the trip generation estimates, summarized in Tables 11.T.1a, 11.T.1b, and 11.T.1c, and the results of person trip analysis for each cluster, shown in Tables 11.T.2a, 11.T.2b, and 11.T.2c, it was determined that the proposed action would not result in significant adverse impacts as described below.

Transit Trips

Subway

101st Avenue Sites – Cluster 1 - Sites A12 – A22, A26, A27, A29

FIGURE 11.1.2:
OZONE PARK - CLUSTER 2: PM PEAK HOUR TRAFFIC ASSIGNMENTS



Based on trip generation analysis, Cluster 1 would generate 37, 124, 81, and 88 subway trips in the AM, Midday, PM, and Saturday Midday peak hours, respectively. Cluster 1 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 11.T.2a.

Rockaway Boulevard Sites – Cluster 2 - Sites A1 – A11, A23 – A25
Based on trip generation analysis, Cluster 2 would generate 83, 212, 155, and 162 subway trips in the AM, Midday, PM, or Saturday Midday peak hours, respectively. Since cluster 2 would generate greater than 200 subway trips in the midday peak hour, and based upon the 2012 CEQR Technical Manual Guidelines, a level two assessment is warranted from the results as summarized in Table 11.T.2b.

Woodhaven Boulevard Site – Cluster 3 - Site A28
Based on trip generation analysis, Cluster 3 would generate 12, 42, 24, and 24 subway trips in the AM, Midday, PM, or Saturday Midday peak hours, respectively. Cluster 3 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 11.T.2c.

Level Two Screening

Rockaway Boulevard Sites – Cluster 2 - Sites A1 – A11, A23 – A25

Cluster 2 is well served by subway transportation. Within Cluster 2, there are four subway stations; all are served by the MTA New York City Transit A line (IND Fulton Street Line): 80th Street at Liberty Avenue, 88th Street at Liberty Avenue, Rockaway Boulevard at Liberty Avenue, and 104th Street at Liberty Avenue. It is anticipated that the subway trips generated by Cluster 2 will be distributed among these four subway stations.

In the weekday midday peak hour, 212 subway trips will be generated by the Cluster 2 project sites. Since these trips will likely be distributed among four subway stations, it is unlikely that any single station will experience greater than 200 incremental subway trips in the midday peak hour. Therefore, subway station analysis is not required.

In the weekday midday peak hour, it is expected that 50% of the subway trips will be inbound trips to the study area, with the other 50% of the subway trips outbound trip from the study area. This will result in any one direction on the subway having fewer than 200 person-trips in the midday peak hour. As a result, a subway line-haul analysis for the A line is not required.

Bus

101st Avenue Sites – Cluster 1 - Sites A12 – A22, A26, A27, A29
Based on trip generation analysis, Cluster 1 would generate 14, 34, 26, and 27 bus trips (including subway transfers) in the AM, Midday, PM, and Saturday Midday peak hours,

respectively. Within a half mile of the cluster, there are a total of five (5) bus routes that make local stops in the vicinity of the development sites including the Q8, Q10, Q37, Q41, and Q112. Cluster 1 would generate fewer than 200 total bus trips and fewer than 50 bus trips in any one direction for any one bus line in any peak hour, and based upon the 2012 CEQR Technical Manual Guidelines, no further bus analysis is required as summarized in Table 11.T.2a.

Rockaway Boulevard Sites – Cluster 2 - Sites A1 – A11, A23 – A25
Based on trip generation analysis, Cluster 2 would generate 21, 55, 39, and 40 bus trips in the AM, Midday, PM, and Midday peak hours, respectively. Within a half mile of the cluster, there are a total of nine (9) bus routes that make local stops in the vicinity of the development sites including the Q7, Q8, Q11, Q21, Q24, Q41, Q52, Q53 and Q112. Cluster 2 would generate fewer than 200 total bus trips and fewer than 50 bus trips in any one direction for any one bus line in any peak hour, and based upon the 2012 CEQR Technical Manual Guidelines, no further bus analysis is required as summarized in Table 11.T.2b.

Woodhaven Boulevard Site – Cluster 3 - Site A28
Based on trip generation analysis, Cluster 3 would generate 7, 15, 10, and 8 bus trips in the AM, Midday, PM, and Midday peak hours, respectively. Within a half mile of the cluster, there are a total of seven (7) bus routes that make local stops in the vicinity of the development sites including the B15, Q7, Q11, Q21, Q41, Q52, and Q53. Cluster 3 would generate fewer than 200 total bus trips and fewer than 50 bus trips in any one direction for any one bus line in any peak hour, and based upon the 2012 CEQR Technical Manual Guidelines, no further bus analysis is required as summarized in Table 11.T.2c.

Pedestrian Trips

Level One Screening

101st Avenue Sites – Cluster 1 - Sites A12 – A22, A26, A27, A29
Based on trip generation analysis, Cluster 1 would generate 119, 561, 323, and 367 pedestrian (subway, bus, walk, and other) trips in the AM, Midday, PM, and Saturday Midday peak hours, respectively. Cluster 1 would generate more than 200 pedestrian trips in the Midday, PM, and Saturday Midday peak hours. Therefore a Level Two screening trip generation analysis has been performed as described below.

Rockaway Boulevard Sites – Cluster 2 - Sites A1 – A11, A23 – A25
Based on trip generation analysis, Cluster 2 would generate 215, 913, 541, and 604 pedestrian (subway, bus, walk, and other) trips in the AM, Midday, PM, and Saturday Midday peak hours, respectively. Cluster 2 would generate more than 200 pedestrian trips in the AM, Midday, PM, and Saturday Midday peak hours. Therefore, a Level Two screening trip generation analysis has been performed as described below.

Woodhaven Boulevard Site – Cluster 3 - Site A28
Based on trip generation analysis, Cluster 3 would generate 46, 187, 105, and 111 pedestrian

(subway, bus, walk, and other) trips in the AM, Midday, PM, and Saturday Midday peak hours, respectively. Cluster 3 would generate fewer than 200 pedestrian trips in the AM, Midday, PM, and Saturday Midday peak hours, and based upon the 2012 CEQR Technical Manual Guidelines, no further pedestrian analysis is required as summarized in Table 11.T.2c.

Level Two Screening

101st Avenue Sites – Cluster 1 - Sites A12 – A22, A26, A27, A29

The sites in Cluster 1 are located along a major thoroughfare (101st Avenue) 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, Cluster 1 would generate fewer than 200 pedestrian trips at any pedestrian element along 101st Avenue in any peak hour, and based upon the 2012 CEQR Technical Manual Guidelines, no further pedestrian analysis is required as summarized in Table 11.T.2a.

Rockaway Boulevard Sites – Cluster 2 - Sites A1 – A11, A23 – A25

The sites in Cluster 2 are located along a major thoroughfare (Rockaway Boulevard) 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, Cluster 2 would generate fewer than 200 pedestrian trips at any pedestrian element along Rockaway Boulevard in any peak hour, and based upon the 2012 CEQR Technical Manual Guidelines, no further pedestrian analysis is required as summarized in Table 11.T.2b.

Table 11.T.1a

Trip Generation Assumptions - Cluster 1
Ozone Park 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)***	***(4)***
Modal Split (%):		
Auto	41%	2%
Taxi	1%	3%
Bus	17%	5%
Subway	33%	20%
Walk	7%	70%
Other	0%	0%
Total	100.00%	100.00%
Vehicle Occupancy:	***(2, 3)***	***(3)***
Auto	1.12	2
Taxi	1.4	2
Linked Trips:		***(5)***
	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)*- 2007-2011 American Community Survey, Journey-to-Work, Census tracts numbers*

28, 106, 108, 110, 116, 152, 154, 156, 158.01 Queens, New York

(3)*- 400 East 61st Street FEIS (CEQR # 85-212M) and*

Forest Hills Special District (CEQR # 09DCP013Q)

(4)*- 2001 CEQR Technical Manual, Table 3O-2*

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

Table 11.T.1b

Trip Generation Assumptions - Cluster 2

Ozone Park Rezoning-Queens, NY

Project Components:	Residential Units	Local Retail	Medical	
		Retail	Office	
Trip Generation Rates:			Staff	Visitors
(Person-trip/d.u. or 1,000 gsf)	***(1)***	***(1)***	***(3)***	***(3)***
Weekday	8.075	205	10	33.6
Saturday	9.6	240	4.3	14.5
Peak Hours Trips:	***(1)***	***(3)***	***(3)***	***(3)***
(8-9) AM	10.00%	3.00%	24.00%	6.00%
(12-1) PM	5.00%	19%	17.00%	9.00%
(5-6) PM	11.00%	10.00%	24.00%	5.00%
(1-2) Saturday MD	8.00%	10.00%	17.00%	9.00%
Peak Hours	***(2)***	***(4)***	***(5)***	***(5)***
Modal Split (%):				
Auto	43%	2%	64%	64%
Taxi	1%	3%	1%	1%
Bus	9%	5%	10%	10%
Subway	42%	20%	11%	11%
Walk	5%	70%	13%	13%
Other	0%	0%	0%	0%
Total	100.00%	100.00%	100.00%	100.00%
Vehicle Occupancy:	***(2, 3)***	***(3)***	***(3, 5)***	***(3)***
Auto	1.10	2	1.13	1.65
Taxi	1.4	2	1.4	1.2
Linked Trips:		***(6)***		
	n/a	25%	n/a	n/a
Truck Trip Generation:	***(1)***	***(1)***	***(3)***	
(Per / d.u. or 1,000 gsf)	0.06	0.35	0.32	
AM	12.00%	8.00%	10.00%	
Midday	9.00%	11.00%	11.00%	
PM	2.00%	2.00%	2.00%	
Directional Splits	***(1)***	***(1)***	***(1)***	
(Truck Trips)	In% Out %	In% Out %	In% Out %	
AM/MD/PM	50 50	50 50	50 50	

Sources:

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

(2)- *2007-2011 American Community Survey, Journey-to-Work, Census tracts numbers 6, 34, 36, 40.01, 42, 52, 54, 58, 86, 94, 112 Queens, New York*

(3)- *400 East 61st Street FEIS (CEQR # 85-212M) and Forest Hills Special District (CEQR # 09DCP013Q)*

(4)- *2001 CEQR Technical Manual, Table 3O-2*

(5)- *2000 US Census, Reverse Journey-to-work (RJTW), Census tracts numbers 6, 34, 36, 40.01, 42, 52, 54, 58, 86, 94, 112 Queens, New York*

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

Table 11.T.1c

Trip Generation Assumptions - Cluster 3
Ozone Park Rezoning-Queens, NY

Project Components:	Local Retail	Medical	
	Retail	Office	
Trip Generation Rates:		Staff	Visitors
(Person-trip/d.u. or 1,000 gsf)	***(1)***	***(2)***	***(2)***
Weekday	205	10	33.6
Saturday	240	4.3	14.5
Peak Hours Trips:	***(2)***	***(2)***	***(2)***
(8-9) AM	3.00%	24.00%	6.00%
(12-1) PM	19%	17.00%	9.00%
(5-6) PM	10.00%	24.00%	5.00%
(1-2) Saturday MD	10.00%	17.00%	9.00%
Peak Hours	***(3)***	***(4)***	***(4)***
Modal Split (%):			
Auto	2%	64%	64%
Taxi	3%	1%	1%
Bus	5%	10%	10%
Subway	20%	11%	11%
Walk	70%	13%	13%
Other	0%	0%	0%
Total	100.00%	100.00%	100.00%
Vehicle Occupancy:	***(2)***	***(2, 4)***	***(2)***
Auto	2	1.13	1.65
Taxi	2	1.4	1.2
Linked Trips:	***(5)***		
	25%	n/a	n/a
Truck Trip Generation:	***(1)***	***(2)***	
(Per / d.u. or 1,000 gsf)	0.35	0.32	
AM	8.00%	10.00%	
Midday	11.00%	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)- *400 East 61st Street FEIS (CEQR # 85-212M) and Forest Hills Special District (CEQR # 09DCP013Q)*

(3)- *2001 CEQR Technical Manual, Table 3O-2*

(4)- *2000 US Census, Reverse Journey-to-work (RJTW), Census tracts numbers 6, 34, 36, 40.01, 42, 52, 54, 58, 86, 94, 112 Queens, New York*

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

Table 11.T.2a

Project Person Trips by Mode of Transportation Cluster 1							
Project	**Auto**	**Taxi**	**Bus**	**Subway**	**Walk**	**Other**	**Total**
Residential Developments							
AM Peak Hour	23	0	10	19	4	0	57
Midday Peak Hour	12	0	5	9	2	0	28
PM Peak Hour	26	0	11	20	5	0	62
Saturday	22	0	9	18	4	0	54
Local Retail							
AM Peak Hour	2	3	5	18	63	0	90
Midday Peak Hour	11	17	29	115	401	0	573
PM Peak Hour	6	9	15	60	211	0	302
Saturday	7	11	18	71	247	0	353
Total							
AM Peak Hour	**25**	**3**	**14**	**37**	**67**	**0**	**147**
Midday Peak Hour	**23**	**17**	**34**	**124**	**403**	**0**	**601**
PM Peak Hour	**32**	**9**	**26**	**81**	**216**	**0**	**364**
Saturday	**29**	**11**	**27**	**88**	**251**	**0**	**407**

Table 11.T.3a

Project Vehicle Trips by Type Cluster 1				
Project	**Auto**	**Taxi**	**Truck**	**Total**
Residential Developments				
AM Peak Hour	21	0	0	21
Midday Peak Hour	10	0	0	10
PM Peak Hour	23	0	0	23
Saturday	20	0	0	20
Local Retail				
AM Peak Hour	1	2	2	5
Midday Peak Hour	6	18	2	26
PM Peak Hour	3	10	0	13
Saturday	4	10	0	14
Total				
AM Peak Hour	**22**	**2**	**2**	**26**
Midday Peak Hour	**16**	**18**	**2**	**36**
PM Peak Hour	**26**	**10**	**0**	**36**
Saturday	**23**	**10**	**0**	**33**

Table 11.T.2b

Project Person Trips by Mode of Transportation
Cluster 2

Project	Auto	Taxi	Bus	Subway	Walk	Other	Total
Residential Developments							
AM Peak Hour	52	1	11	50	6	0	120
Midday Peak Hour	26	0	6	25	3	0	60
PM Peak Hour	57	1	12	56	6	0	132
Saturday	49	1	11	48	5	0	114
Local Retail							
AM Peak Hour	3	4	7	29	101	0	144
Midday Peak Hour	18	27	46	183	640	0	914
PM Peak Hour	10	14	24	96	337	0	481
Saturday	11	17	28	113	394	0	563
Medical Office (Staff)							
AM Peak Hour	10	0	2	2	2	0	16
Midday Peak Hour	7	0	1	1	2	0	11
PM Peak Hour	10	0	2	2	2	0	16
Saturday	3	0	0	1	1	0	5
Medical Office (Visitor)							
AM Peak Hour	9	0	1	1	2	0	13
Midday Peak Hour	13	0	2	2	3	0	20
PM Peak Hour	7	0	1	1	2	0	11
Saturday	6	0	1	1	1	0	9
Total							
AM Peak Hour	**73**	**6**	**21**	**83**	**111**	**0**	**294**
Midday Peak Hour	**64**	**28**	**55**	**212**	**647**	**0**	**1006**
PM Peak Hour	**84**	**16**	**39**	**155**	**347**	**0**	**641**
Saturday	**69**	**18**	**40**	**162**	**402**	**0**	**691**

Table 11.T.3b

Project Vehicle Trips by Type
Cluster 2

Project	Auto	Taxi	Truck	Total
Residential Developments				
AM Peak Hour	47	2	2	51
Midday Peak Hour	23	0	2	25
PM Peak Hour	51	2	0	53
Saturday	44	2	0	46
Local Retail				
AM Peak Hour	1	4	2	7
Midday Peak Hour	9	28	2	39
PM Peak Hour	5	14	0	19
Saturday	6	16	0	22
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	8	0	0	8
PM Peak Hour	4	0	0	4
Saturday	3	0	0	3
Total				
AM Peak Hour	**62**	**6**	**4**	**72**
Midday Peak Hour	**47**	**28**	**4**	**79**
PM Peak Hour	**70**	**16**	**0**	**86**
Saturday	**56**	**18**	**0**	**74**

Table 11.T.2c

Project Person Trips by Mode of Transportation Cluster 3							
Project	**Auto**	**Taxi**	**Bus**	**Subway**	**Walk**	**Other**	**Total**
Local Retail							
AM Peak Hour	1	1	1	6	19	0	28
Midday Peak Hour	3	5	9	35	122	0	174
PM Peak Hour	2	3	5	18	64	0	92
Saturday	2	3	5	21	75	0	107
Medical Office (Staff)							
AM Peak Hour	20	0	3	3	4	0	31
Midday Peak Hour	14	0	2	2	3	0	22
PM Peak Hour	20	0	3	3	4	0	31
Saturday	6	0	1	1	1	0	9
Medical Office (Visitor)							
AM Peak Hour	17	0	3	3	4	0	26
Midday Peak Hour	25	0	4	4	5	0	39
PM Peak Hour	14	0	2	2	3	0	22
Saturday	11	0	2	2	2	0	17
Total							
AM Peak Hour	**37**	**1**	**7**	**12**	**27**	**0**	**84**
Midday Peak Hour	**43**	**6**	**15**	**42**	**130**	**0**	**235**
PM Peak Hour	**36**	**3**	**10**	**24**	**71**	**0**	**144**
Saturday	**19**	**3**	**8**	**24**	**79**	**0**	**134**

Table 11.T.3c

Project Vehicle Trips by Type Cluster 3				
Project	**Auto**	**Taxi**	**Truck**	**Total**
Local Retail				
AM Peak Hour	0	0	0	0
Midday Peak Hour	2	6	0	8
PM Peak Hour	1	2	0	3
Saturday	1	4	0	5
Medical Office (Staff)				
AM Peak Hour	18	0	0	18
Midday Peak Hour	12	0	0	12
PM Peak Hour	18	0	0	18
Saturday	5	0	0	5
Medical Office				
AM Peak Hour	10	0	0	10
Midday Peak Hour	15	0	0	15
PM Peak Hour	8	0	0	8
Saturday	7	0	0	7
Total				
AM Peak Hour	**28**	**0**	**0**	**28**
Midday Peak Hour	**29**	**6**	**0**	**35**
PM Peak Hour	**27**	**2**	**0**	**29**
Saturday	**13**	**4**	**0**	**17**

Attachment 10 - AIR QUALITY

Introduction

To determine the potential for the proposed action to result in significant adverse impacts to both mobile and stationary source air quality, screening analyses were performed pursuant to the methodologies identified in the *CEQR Technical Manual, January 2012 Edition*. Based on the results presented below, with the proposed E-designations in place, the proposed action would not result in significant adverse air quality impacts from either mobile or stationary sources

Mobile Sources

In general, projects may result in significant mobile source air quality impacts when they increase or cause a redistribution of traffic, create any other mobile source pollutants such as, diesel trains and helicopters, or add new uses near mobile sources such as, roadways, garages, and parking lots. Potential pollutants of concern from induced traffic including trucks and buses are Carbon Monoxide (CO) and Particulate Matter (PM).

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

Based on the projected development scenario's net increase of 219 residential dwelling units, a net increase of 56,872 square feet of local retail space, and a net increase of 19,558 square feet of community facility space (professional medical office), it was determined that the number of vehicular trips projected to be generated by the proposed action is below the *CEQR Technical Manual, January 2012 Edition* air quality threshold of 170 peak hour trips in this area of Queens, and is not expected to result in significant adverse air quality impacts related to mobile sources. The proposed action is also not projected to generate peak hour heavy-duty diesel vehicular traffic above the *CEQR Technical Manual*, *January 2012 Edition* threshold of 12 HDDV vehicles. 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

In general, projects may result in significant stationary source air quality impacts when they create new stationary sources such as new fossil-fuel fired heat and hot water systems. Additionally, stationary source impacts may also result when proposed projects introduce new uses within close proximity of existing stationary sources such as industrial facilities and power plants. Potential pollutants of concern from stationary sources include criteria pollutants such

as Sulfur Dioxide (SO_2), Nitrogen Dioxide (NO_2) and Particulate Matter (PM) as well as noncriteria pollutants such as Perchloroethylene, Toluene, etc.

Heating and Hot Water Systems

Screening analyses were performed to determine whether emissions from development sites could potentially impact other development sites or existing sensitive land uses pursuant to the methodologies identified in the *CEQR Technical Manual, January 2012 Edition.* The analyses used the stack heights of individual buildings on each development site and the distance to the closest sensitive land use within 400 feet of the analyzed buildings. Using the Stationary Source Screen nomographs from the *CEQR Technical Manual, January 2012 Edition,* (Figures 17-5 and 17-7) for both No.2 Fuel Oil and Natural Gas Residential Use, screening analyses were performed in order to identify any potential for significant adverse impacts.

The buildings which failed the screening nomographs were analyzed using EPA's AERSCREEN. The AERSCREEN analysis was performed by utilizing a unitary emission factor (1 gram/second). Multiple receptors were analyzed with an impact distance up to 400 feet as well as specific distance to the closest sensitive receptors. The stack heights were projected to be three (3) feet higher than the projected building heights, the *CEQR Technical Manual, January 2012 Edition*. Other source parameters were also based on *CEQR Technical Manual, January 2012 Edition*. The estimated emissions based on total floor area were converted into grams/second and multiplied by the unitary concentrations to determine the worst-case impact. The resulted concentrations were added to background concentrations and then compared to the National Ambient Air Quality Standards (NAAQS) in order to determine any potential for significant adverse impact.

The Stationary Source Screen nomographs are only appropriate for sources with a distance of 30 feet or more to the nearest building of similar or greater height. As a result, sites with projected and potential developments with a distance of less than 30 feet to the nearest building of similar or greater height were analyzed using AERSCREEN. For sites with multiple buildings, analyses were conducted for building-on-building as well as cumulative impacts. Due to the lack of specific site plans for these development sites, an exact distance to the nearest building of similar or greater height could not be determined. As a result, all development sites were assumed would be built to the lot lines of each site and that the stacks would be located at least 10 feet from the edges of the buildings.

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 *CEQR Technical Manual, January 2012 Edition*, 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 required.

A total of 85 development sites (29 projected and 56 potential) were analyzed using the screening nomographs mentioned above. The results of the screening analyses are provided in Tables 12.1 for the projected development sites and Table 12.2 for the potential development sites

A total of 49 development sites (19 projected and 30 potential) passed the screening nomographs for both No.2 Fuel Oil and Natural Gas. Therefore, no further analysis or any (E) designation is warranted for these sites.

A total of 36 development sites (10 projected and 26 potential) did not pass the screening nomographs for either No.2 Fuel Oil only or for both No.2 Fuel Oil and Natural Gas. As a result, AERSCREEN analyses were performed to determine any potential for significant adverse impacts.

Potential development sites B10 and B24 passed the screening nomograph for Natural Gas but did not pass the screening nomograph for No.2 Fuel Oil. As a result, these sites were analyzed using AERSCREEN for boiler systems with No.2 Fuel Oil, with a stack height of 58 feet and 48 feet (3 feet above the building roof height) and a distance to closest sensitive receptor of 60 feet and 50 feet, respectively. Based on results shown in Table 12.3, there would be no potential for significant adverse impacts from these sites with the use of No.2 Fuel Oil. Therefore, no further analysis or any (E) designation is warranted for these sites.

Table 12.1: Screening Results for Projected Development Sites

Site	Block	Lot	Proposed		Total Floor Area (ft^2)	Building Height (ft)	Distance (ft)	Impacted		Screening	
			Zoning	Land Use				Block	Lot(s)	SO_2	NO_2
A1	8946	7	R6B/ C2-3	Residential/ Retail	27,662	35	100	8948	32	Pass	Pass
A2	8954	20, 5	R6B/ C2-3	Residential/ Retail	13,512	45	121	9005	1 (Site B1)	Pass	Pass
A3	9006	9, 10, 12	R6B/ C2-3	Residential/ Retail	33,850	35	<30	9006	1 (Site B2)	Fail	Fail
A4	9018	71	R6B/ C2-3	Residential/ Retail	40,000	45	Multiple buildings on site			Fail	Fail
A5	9058	24	R6B/ C2-3	Retail/CF	9,599	25	<30	9058	29	Fail	Fail
A6	9060	31	R6B/ C2-3	Retail/CF	9,599	25	<30	9060	22	Fail	Fail
A7	9081	19	R6B/ C2-3	Residential/ Retail	9,910	35	75	9081	15	Pass	Pass

A8	9096	7	R6B/ C2-3	Residential/ Retail	15,000	45	312	9098	42	Pass	Pass
A9	9107	5	R6B/ C2-3	Residential/ Retail	29,927	45	265	9108	19 (Site B16)	Pass	Pass
A10	9110	22, 26	R6B/ C2-3	Residential/ Retail	20,158	45	75	9157	2 (Site A11)	Pass	Pass
A11	9157	2	R6B/ C2-3	Residential/ Retail	12,360	45	75	9110	22, 26 (Site A10)	Pass	Pass
A12	9407	29	R6B/ C2-3	Residential/ Retail	20,000	45	>400	N/A	N/A	Pass	Pass
A13	9414	48, 50	R6B/ C2-3	Residential/ Retail	12,010	45	273	9429	1 (Site B30)	Pass	Pass
A14	9428	7	R6B/ C2-3	Residential/ Retail	9,890	45	45	9429	1 (Site B30)	Pass	Pass
A15	9429	4	R6B/ C2-3	Residential/ Retail	10,000	35	<30	9429	1 (Site B30)	Fail	Fail
A16	9464	23	R6B/ C2-3	Residential/ Retail	11,365	45	<30	9464	26, 30 (Site A17)	Fail	Fail
A17	9464	26, 30	R6B/ C2-3	Residential/ Retail	30,836	45	<30	9464	23 (Site A16)	Fail	Fail
A18	9473	23	R6B/ C2-3	Residential/ Retail	15,488	45	360	9477	1	Pass	Pass
A19	9484	2	R6B/ C2-3	Residential/ Retail	13,835	45	80	9433	5,8 (Site B31)	Pass	Pass
A20	9485	6	R6B/ C2-3	Residential/ Retail	12,175	45	80	9453	22 (Site B32)	Pass	Pass
A21	9489	9, 10	R6B/C2 -3	Residential/ Retail	10,757	45	80	9490	1 (B33)	Pass	Pass
A22	9501	30, 32	R6B/C2 -3	Residential/ Retail	20,000	45	115	9587	1(B43)	Pass	Pass
A23	9504	32, 36, 37	R6B/C2 -3	Residential/ Retail	26,843	45	155	9505	61	Pass	Pass
A24	9504	20, 21, 22	R4-1	Residential	8,134	35	Multiple buildings on site			Fail	Fail
A25	9523	5	R6B/C2 -3	Residential/ Retail	19,327	45	65	9524	85	Pass	Pass
A26	9583	2	R6B/C2 -3	Residential/ Retail	10,526	35	84	9582	12	Pass	Pass
A27	9592	108, 112	R6B/C2 -3	Residential/ Retail	19,512	35	65	9587	1 (B43)	Pass	Pass
A28	11372	39	R5D	Retail/CF	20,103	35	<30	11372	31, 46 (B48 & B49)	Fail	Fail
A29	11624	33	R4-1/C1-3	Retail	4,000	15	<30	11624	30	Fail	Fail

Note: (1) Distance to Nearest Building of similar height or greater (ft)

Table 12.2: Screening Results for Potential Development Sites

Site	Block	Lot	Proposed		Total Floor Area (ft^2)	Building Height (ft)	Distance (ft)	Impacted		Screening	
			Zoning	Land Use				Block	Lot(s)	SO_2	NO_2
B1	9005	1	R6B/C2-3	Residential/ Retail	20,038	45	120	8954	20 (Site A2)	Pass	Pass
B2	9006	1	R6B/C2-3	Residential/ Retail	30,095	45	140	9009	1 (Site B3)	Pass	Pass
B3	9009	1	R6B/C2-3	Residential/ Retail	26,557	45	<30	9009	6 (Site B4)	Fail	Fail
B4	9009	6	R6B/C2-3	Residential/ Retail	43,977	45	Multiple buildings on site			Fail	Fail
B5	9010	6	R6B/C2-3	Retail/CF	9,599	25	75	9012	8	Pass	Pass
B6	9013	26, 55	R6B/C2-3	Retail/CF	9,599	25	<30	9013	46	Fail	Fail
B7	9017	19, 22	R6B/C2-3	Residential/ Retail	23,074	45	94	9055	1 (Site B8)	Pass	Pass
B8	9055	1	R6B/C2-3	Residential/ Retail	44,165	45	Multiple buildings on site			Fail	Fail
B9	9057	27	R6B/C2-3	Retail/CF	9,600	25	<30	9057	34	Fail	Fail
B10	9076	9	R6B/C2-3	Residential/ Retail	51,560	55	60	9077	25 (Site B11)	Fail	Pass
B11	9077	45, 24, 25	R6B/C2-3	Residential/ Retail	74,213	55	Multiple buildings on site			Fail	Fail
B12	9084	6	R6B/C2-3	Residential/ Retail	12,650	35	120	9055	36	Pass	Pass
B13	9057	50	R6B/C2-3	Residential/ Retail	10,000	45	135	9084	29	Pass	Pass
B14	9107	13	R4-1	Residential	11,382	35	Multiple buildings on site			Fail	Fail
B15	9107	27, 25	R6B/C2-3	Residential/ Retail	24,404	35	<30	9107	Site A9 and B14	Fail	Fail
B16	9108	19	R6B/C2-3	Residential/ Retail	31,938	45	135	9154	72, 25 (Site B22)	Pass	Pass
B17	9109	18	R6B/C2-3	Residential/ Retail	22,433	45	75	9154	72, 25 (Site B22)	Pass	Pass
B18	9113	29	R6B/C2-3	Residential/ Retail	92,414	55	>400	N/A	N/A	Pass	Pass
B19	9118	107	R6B/C2-3	Residential/ Retail	43,930	55	252	9167	1 (Site B25)	Pass	Pass
B20	9119	37	R6B/C2-3	Retail/CF	9,599	25	30	9119	42	Pass	Pass

B21	9120	40	R6B/C2-3	Residential/ Retail	73,204	45	Multiple buildings on site			Fail	Fail
B22	9154	72, 25	R6B/C2-3	Residential/ Retail	33,524	55	>400	N/A	N/A	Pass	Pass
B23	9162	20	R6B/C2-3	Retail/CF	7,994	25	<30	9162	122	Fail	Fail
B24	9164	127	R6B/C2-3	Residential/ Retail	39,399	45	50	9167	1 (Site B25)	Fail	Pass
B25	9167	1	R6B/C2-3	Residential/ Retail	45,732	55	252	9118	107 (Site B19)	Pass	Pass
B26	9169	16, 45, 47	R6B/C2-3	Residential/ Retail	25,688	45	73	9120	40 (Site B21)	Pass	Pass
B27	9172	60	R6B/C2-3	Residential/ Retail	23,677	45	122	9169	45 (Site B26)	Pass	Pass
B28	9403	25	R6B/C2-3	Residential/ Retail	10,010	45	322	9421	1	Pass	Pass
B29	9428	5	R6B/C2-3	Residential/ Retail	9,910	35	<30	9428	7 (Site A14)	Fail	Fail
B30	9429	1	R6B/C2-3	Residential/ Retail	10,000	45	45	9428	7 (Site A14)	Pass	Pass
B31	9433	5	R6B/C2-3	Residential/ Retail	23,904	45	82	9484	2 (Site A19)	Pass	Pass
B32	9453	22	R6B/C2-3	Residential/ Retail	14,275	45	80	9485	6 (Site A20)	Pass	Pass
B33	9490	1	R6B/C2-3	Residential/ Retail	45,231	45	Multiple buildings on site			Fail	Fail
B34	9507	39	R6B/C2-3	Residential/ Retail	44,072	45	Multiple buildings on site			Fail	Fail
B35	9508	40	R6B/C2-3	Residential/ Retail	23,097	45	160	9507	39 (Site B34)	Pass	Pass
B36	9514	28	R6B/C2-3	Residential/ Retail	30,469	45	192	9631	4 (site B38)	Pass	Pass
B37	9517	25	R6B/C2-3	Residential/ Retail	22,509	45	181	9536	4	Pass	Pass
B38	9531	4	R6B/C2-3	Residential/ Retail	18,799	45	192	9514	28 (Site B36)	Pass	Pass
B39	9557	50	R6B/C2-3	Residential/ Retail	60,320	65/55	Multiple buildings on site			Fail	Fail
B40	9567	44	R6B/C2-3	Residential/ Retail	10,263	35	<30	9567	48 (Site B41)	Fail	Fail

B41	9567	48	R6B/C2-3	Residential/ Retail	12,901	45	95	9590	6, 7, 8 (Site B45)	Pass	Pass
B42	9577	1	R6B/C2-3	Residential/ Retail	11,266	45	88	9576	1	Pass	Pass
B43	9587	1	R6B/C2-3	Residential/ Retail	25,232	45	111	9501	30, 32 (Site A22)	Pass	Pass
B44	9588	3	R6B/C2-3	Residential/ Retail	37,980	45	130	9501	30, 32 (Site A22)	Pass	Pass
B45	9590	6, 7, 8	R6B/C2-3	Residential/ Retail	11,941	45	95	9567	48 (Site B41)	Pass	Pass
B46	11409	10	R5D/C1-3	Residential/ Retail/CF	110,595	35	Multiple Buildings on site			Fail	Fail
B47	11529	46	R5D/C1-3	Retail/CF	9,360	35	140	11409	10 (Site B46)	Pass	Pass
B48	11372	46	R4-1/R5D/ C2-3	Residential/ Retail/CF	15,620	35	Multiple Buildings on site			Fail	Fail
B49	11372	31	R5D/C2-3	Retail/CF	33,499	35	<30	11372	46 (Site B48)	Fail	Fail
B50	11512	27	R5D/C2-3	Retail/CF	38,400	35	<30	11512	37, 42 (Site B51)	Fail	Fail
B51	11512	37, 42	R5D/C2-3	Retail/CF	34,485	35	<30	11512	27 (Site B50)	Fail	Fail
B52	11373	75	R5D/C2-3	Retail/CF	9,599	25	<30	11373	38 (Site B53)	Fail	Fail
B53	11373	38	R5D/R4-1/C2-3	Residential/ Retail/CF	21,690	35	Multiple Buildings on site			Fail	Fail
B54	11493	79	R5D/C1-3	Retail/CF	49,609	35	170	11373	38 (Site B53)	Pass	Pass
B55	11624	40	R4/C1-3	Retail	3,680	15	<30	11624	42	Fail	Fail
B56	11646	37, 38	R3-2/C1-3	Retail	3,680	15	<30	11646	35	Fail	Fail

Note: (1) Distance to Nearest Building of similar height or greater (ft)

Table 12.2: AERSCREEN Results for Potential Development Sites B10 and B24 with No. 2 Fuel Oil Boiler Systems

SITE #	3-Hr SO2 Background Concentration (µg/m3)	SO2 Project Increment (µg/m3)	Short-term SO2 Concentration + Background (µg/m3)	NAAQS SO2 3-Hr Standard (ug/m3)	EPA AERSCREEN Result for No.2 Fuel Oil Boiler
B10	115	373	488	1310	Pass
B24	115	141	256	1310	Pass

The remaining 34 development sites (10 projected and 24 potential) required AERSCREEN analyses due to the close proximity to building(s) of similar height or greater (less than 30 feet). 21 development sites (eight (8) projected and 13 potential) were assumed would contain a single building within each site. The remaining 13 development sites (two (2) projected and 11 potential) were assumed would have multiple buildings within each site.

Based on the results provided in Tables 12.4 and 12.5, two (2) projected development sites (A6 and A15) passed the AERSCREEN analyses for both No.2 Fuel Oil and Natural Gas. Therefore, no further analysis or any (E) designation is warranted for these two (2) development sites.

Based on the results provided in Tables 12.4-12.7, The remaining 32 development sites (eight (8) projected and 24 potential) would require (E) designations in order to avoid any potential for significant air quality impacts with the exception of potential development site B39, building A.

As noted in Table 12.8, potential development site B39, building A would be 65 feet tall. The nearest building of similar or greater height is 200 feet away. Screening nomographs for both No.2 Fuel Oil and Natural Gas were used which confirmed that there would be no potential for significant adverse impacts from this site. Therefore, no further analysis or any (E) designation is warranted for this site.

Table 12.4: AERSCREEN Results for Development Sites with Single Building with No. 2 Fuel Oil Boiler

SITE #	SO2 Annual Background (µg/m3)	SO2 Project Increment (µg/m3)	Short-term SO2 Concentration + Background (µg/m3)	NAAQS SO2 3-Hr Standard (ug/m3)	EPA AERSCREEN Result for No.2 Fuel Oil Boiler
A3	115	3263	3378	1310	Fail
A5	115	754	869	1310	Pass
A6	115	261	376	1310	Pass
A15	116	352	468	1311	Pass
A16	115	9	124	1310	Pass
A17	115	1647	1762	1310	Fail
A28	115	1121	1236	1310	Pass
A29	115	959	1074	1310	Pass
B3	115	284	399	1310	Pass
B6	115	585	700	1310	Pass
B9	115	663	778	1310	Pass
B15	115	2854	2969	1310	Fail
B23	115	513	628	1310	Pass
B29	115	1521	1636	1310	Fail
B40	115	1666	1781	1310	Fail
B49	115	1650	1765	1310	Fail
B50	115	1931	2046	1310	Fail
B51	115	1837	1952	1310	Fail
B52	115	1030	1145	1310	Pass
B55	115	672	787	1310	Pass
B56	115	672	787	1310	Pass

Table 12.5: AERSCREEN Results for Development Sites with Single Building with Natural Gas Boiler

SITE #	NO_2 Annual Background ($\mu g/m^3$)	Project Increment ($\mu g/m^3$)	NO_2 Annual concentration + Background ($\mu g/m^3$)	NAAQS NO_2 Annual Standard ($\mu g/m^3$)	EPA AERSCREEN Result for Natural Gas Boiler
A3	43.0	52.0	95.0	100	Pass
A5	43.0	12.0	55.0	100	Pass
A6	43.0	4.2	47.2	100	Pass
A15	44.0	5.6	49.6	101	Pass
A16	43.0	0.1	43.1	100	Pass
A17	43.0	26.2	69.2	100	Pass
A28	43.0	17.9	60.9	100	Pass
A29	43.0	15.3	58.3	100	Pass
B3	43.0	4.5	47.5	100	Pass
B6	43.0	9.3	52.3	100	Pass
B9	43.0	10.6	53.6	100	Pass
B15	43.0	45.4	88.4	100	Pass
B23	43.0	8.2	51.2	100	Pass
B29	43.0	24.2	67.2	100	Pass
B40	43.0	26.5	69.5	100	Pass
B49	43.0	26.3	69.3	100	Pass
B50	43.0	30.7	73.7	100	Pass
B51	43.0	29.2	72.2	100	Pass
B52	43.0	16.4	59.4	100	Pass
B55	43.0	10.7	53.7	100	Pass
B56	43.0	10.7	53.7	100	Pass

Table 12.6: AERSCREEN Results for Development Sites with Multiple Buildings with No. 2 Fuel Oil Boiler

SITE #	Building #	SO2 Annual Background (µg/m3)	SO2 Project Increment (µg/m3)	Short-term SO2 Concentration + Background (µg/m3)	NAAQS SO2 3-Hr Standard (ug/m3)	EPA AERSCREEN Result for No.2 Fuel Oil Boiler
A4	A	115	949	1064	1310	Pass
A4	B	115	949	1064	1310	Pass
A24	A	115	113	228	1310	Pass
A24	B	115	113	228	1310	Pass
A24	C	115	113	228	1310	Pass
A24	D	115	115	230	1310	Pass
B4	A	115	1030	1145	1310	Pass
B4	B	115	1128	1243	1310	Pass
B8	A	115	1045	1160	1310	Pass
B8	B	115	1257	1372	1310	Fail
B11	A	115	1712	1827	1310	Fail
B11	B	115	2056	2171	1310	Fail
B14	A	115	96	211	1310	Pass
B14	B	115	96	211	1310	Pass
B14	C	115	96	211	1310	Pass
B14	D	115	96	211	1310	Pass
B14	E	115	96	211	1310	Pass
B14	F	115	96	211	1310	Pass
B14	G	115	96	211	1310	Pass
B21	A	115	1297	1412	1310	Fail
B21	B	115	1394	1509	1310	Fail
B21	C	115	1107	1222	1310	Pass
B33	A	115	1219	1334	1310	Fail
B33	B	115	985	1100	1310	Pass
B34	A	115	1311	1426	1310	Fail
B34	B	115	913	1028	1310	Pass
B39	B	115	1927	2042	1310	Fail
B46	A	115	829	944	1310	Pass
B46	B	115	483	598	1310	Pass
B46	C	115	76	191	1310	Pass
B46	D	115	2306	2421	1310	Fail
B48	A	115	228	343	1310	Pass
B48	B	115	590	705	1310	Pass
B53	A	115	940	1055	1310	Pass
B53	B	115	150	265	1310	Pass

Table 12.7: AERSCREEN Results for Development Sites with Multiple Buildings with Natural Gas Boiler

SITE #	Building #	NO_2 Annual Background ($\mu g/m^3$)	Project Increment ($\mu g/m^3$)	NO_2 Annual concentration + Background ($\mu g/m^3$)	NAAQS NO_2 Annual Standard ($\mu g/m^3$)	EPA AERSCREEN Result for Natural Gas Boiler
A4	A	43.0	15.1	58.1	100	Pass
A4	B	43.0	15.1	58.1	100	Pass
A24	A	43.0	1.8	44.8	100	Pass
A24	B	43.0	1.8	44.8	100	Pass
A24	C	43.0	1.8	44.8	100	Pass
A24	D	43.0	1.8	44.8	100	Pass
B4	A	43.0	16.4	59.4	100	Pass
B4	B	43.0	18.0	61.0	100	Pass
B8	A	43.0	16.6	59.6	100	Pass
B8	B	43.0	20.0	63.0	100	Pass
B11	A	43.0	27.3	70.3	100	Pass
B11	B	43.0	32.7	75.7	100	Pass
B14	A	43.0	1.5	44.5	100	Pass
B14	B	43.0	1.5	44.5	100	Pass
B14	C	43.0	1.5	44.5	100	Pass
B14	D	43.0	1.5	44.5	100	Pass
B14	E	43.0	1.5	44.5	100	Pass
B14	F	43.0	1.5	44.5	100	Pass
B14	G	43.0	1.5	44.5	100	Pass
B21	A	43.0	20.7	63.7	100	Pass
B21	B	43.0	22.2	65.2	100	Pass
B21	C	43.0	17.6	60.6	100	Pass
B33	A	43.0	19.4	62.4	100	Pass
B33	B	43.0	15.7	58.7	100	Pass
B34	A	43.0	20.9	63.9	100	Pass
B34	B	43.0	14.5	57.5	100	Pass
B39	B	43.0	30.7	73.7	100	Pass
B46	A	43.0	13.2	56.2	100	Pass
B46	B	43.0	7.7	50.7	100	Pass
B46	C	43.0	1.2	44.2	100	Pass
B46	D	43.0	36.7	79.7	100	Pass
B48	A	43.0	3.6	46.6	100	Pass
B48	B	43.0	9.4	52.4	100	Pass
B53	A	43.0	15.0	58.0	100	Pass
B53	B	43.0	2.4	45.4	100	Pass

Table 12.8: Screening Results for Potential Development Site B39, Building A

Site	Block	Lot	Proposed		Total Floor Area (ft^2)	Building Height (ft)	Distance (ft)	Impacted		Screening	
			Zoning	Land Use				Block	Lot(s)	SO_2	NO_2
B39A	9557	50	R6B/C2-3	Residential/Retail	29,883	65	200	9558	46	Pass	Pass

Air Quality (E) Designations

The (E) designation requirements related to air quality would apply to 32 development sites which include eight (8) projected and 24 potential sites as listed in Table 12.9 and described below:

Table 12.9: (E) Designation Summary

SITE #	Buildings	Block	Lot	(E) Designations
B40		9567	44	Natural Gas
A5		9058	24	10 feet Stack Setback Only
A16		9464	23	10 feet Stack Setback Only
A28		11372	39	10 feet Stack Setback Only
A29		11624	33	10 feet Stack Setback Only
B3		9009	1	10 feet Stack Setback Only
B6		9013	26, 55	10 feet Stack Setback Only
B9		9057	27	10 feet Stack Setback Only
B23		9162	20	10 feet Stack Setback Only
B52		11373	75	10 feet Stack Setback Only
B55		11624	40	10 feet Stack Setback Only
B56		11646	37, 38	10 feet Stack Setback Only
A4	A & B	9018	71	10 feet Stack Setback Only
A24	A, B, C, & D	9504	20, 21, 22	10 feet Stack Setback Only
B4	A & B	9009	6	10 feet Stack Setback Only
B14	A, B, C, D, E, F, & G	9107	13	10 feet Stack Setback Only
B48	A & B	11372	46	10 feet Stack Setback Only
B53	A & B	11373	38	10 feet Stack Setback Only
A17		9464	26, 30	Natural Gas and 10 feet Stack Setback
B15		9107	27, 25	Natural Gas and 10 feet Stack Setback
B29		9428	5	Natural Gas and 10 feet Stack Setback
B49		11372	31	Natural Gas and 10 feet Stack Setback
B50		11512	27	Natural Gas and 10 feet Stack Setback
B51		11512	37, 42	Natural Gas and 10 feet Stack Setback
B8	A & B	9055	1	Natural Gas and 10 feet Stack Setback

B11	A & B	9077	45, 24, 25	Natural Gas and 10 feet Stack Setback
B21	A, B, & C	9120	40	Natural Gas and 10 feet Stack Setback
B33	A & B	9490	1	Natural Gas and 10 feet Stack Setback
B34	A & B	9507	39	Natural Gas and 10 feet Stack Setback
B46	A, B, C, & D	11409	10	Natural Gas and 10 feet Stack Setback
A3		9006	9, 10, 12	Natural Gas and 15 feet Stack Setback
B39	B	9557	50	Natural Gas and 20 feet Stack Setback

As shown in Table 12.8, the following sites require heating and hot water system(s) utilize only natural gas to avoid the potential for significant adverse impacts related to air quality:

Potential Development Site:
Potential Development Site B40 (Block 9567, Lot 44)

The text of the (E) designation for air quality for the above property is as follows:

Any new residential/commercial development on the above referenced property must ensure that fossil fuel-fired heating and hot water system(s) utilize only natural gas, to avoid any potential significant air quality impacts.

The following sites require heating and hot water system(s) stack location setbacks to avoid the potential for significant adverse impacts related to air quality:

Projected Development Sites:
Site A4, Buildings A and B (Block 9018, Lot 71)
Site A5 (Block 9058, Lot 24)
Site A16 (Block 9464, Lot 23)
Site A24, Buildings A, B, C, and D (Block 9504, Lots 20, 21 and 22)
Site A28 (Block 11372, Lot 39)
Site A29 (Block 11624, Lot 33)

Potential Development Sites:
Site B3 (Block 9009, Lot 1)
Site B6 (Block 9013, Lots 26, 55)
Site B9 (Block 9057, Lot 27)
Site B14, Buildings A, B, C, D, E, F, and G (Block 9107, Lot 13)
Site B23 (Block 9162, Lot 20)
Site B48, Buildings A and B (Block 11372, Lot 46)
Site B53, Buildings A and B (Block 11373, Lot 38)
Site B52 (Block 11373, Lot 75)

Site B55 (Block 11624, Lot 40)
Site B56 (Block 11646, Lots 37 and 88)

The text of the (E) designation for air quality for the above property is as follows:

Any new residential/commercial development on the above referenced properties must ensure that the heating and hot water system(s) exhaust stack(s) are located at least 10 feet from any edge of the buildings, to avoid any potential significant air quality impacts.

The following sites require heating and hot water system(s) utilize only natural gas *and* stack(s) must be setback at least 10 feet from the edge of the building to avoid the potential for significant adverse impacts related to air quality:

Projected Development Site:
Site A17 (Block 9464, Lots 26 and 30)

Potential Development Sites:
Site B8, Buildings A and B (Block 9055, Lot 1)
Site B11, Buildings A and B (Block 9077, Lots 24, 25, and 45)
Site B15 (Block 9107, Lots 25 and 27)
Site B21, Buildings A, B, and C (Block 9120, Lot 40)
Site B29 (Block 9428, Lot 5)
Site B33, Buildings A and B (Block 9490, Lot l)
Site B34, Buildings A and B (Block 9507, Lot 39)
Site B49 (Block 11372, Lot 31)
Site B46, Buildings A, B, C, and D (Block 11409, Lot 10)
Site B50 (Block 11512, Lot 27)
Site B51 (Block 11512, Lots 37 and 42)

The text of the (E) designation for air quality for the above property is as follows:

Any new residential/commercial development on the above referenced properties must ensure that fossil fuel-fired heating and hot water system(s) utilize only natural gas, and that the heating and hot water system(s) exhaust stack(s) are located at least 10 feet from any edge of the buildings, to avoid any potential significant air quality impacts.

The following sites require heating and hot water system(s) utilize only natural gas and stack(s) must be setback at least 15 feet from the edge of the building to avoid the potential for significant adverse impacts related to air quality:

Projected Development Site:
Site A3 (Block 9006, Lots 9, 10, and 12)

The text of the (E) designation for air quality for the above property is as follows:

Any new residential/commercial development on the above referenced property must ensure that fossil fuel-fired heating and hot water system(s) utilize only natural gas, and that the heating and hot water system(s) exhaust stack(s) are located at least 15 feet from any edge of the buildings, to avoid any potential significant air quality impacts.

The following sites require heating and hot water system(s) utilize only natural gas and stack(s) must be setback at least 20 feet from the edge of the building to avoid the potential for significant adverse impacts related to air quality:

Potential Development Site:
Site B39, Building B (Block 9557, p/o Lot 50)

The text of the (E) designation for air quality for the above property is as follows:

Any new residential/commercial development on the above referenced property must ensure that fossil fuel-fired heating and hot water system(s) only natural gas, and that the heating and hot water system(s) exhaust stack(s) are located at least 20 feet from any edge of the buildings, to avoid any potential significant air quality impacts.

With these restrictions in place, emissions from the proposed action's heating and hot water systems would not result in any significant adverse air quality impacts. The (E) designations are based on the reasonable worst-case development scenarios. Any changes to the heights or configurations of the buildings may necessitate revisions to the (E) designations.

Industrial Sources

This section addresses the potential for significant adverse impacts on projected and potential development sites under the proposed action from existing manufacturing or processing facilities within a 400-foot radius as per the *CEQR Technical Manual, January 2012 Edition*. Processes such as dry cleaning and auto body work may result in air pollutants of varying toxicity, which designate these facilities as emission sources of concern. The New York State Department of Environmental Conservation (DEC) provides maximum allowable guideline concentrations for these "noncriteria pollutants". In order to assess the potential for significant adverse impacts from any noncriteria pollutants, industrial source analyses were performed for existing manufacturing or processing facilities which were identified as emission sources of concern.

A study was conducted to identify manufacturing, industrial, and commercial uses within 400 feet of the projected and potential development sites under the proposed action. A list of the identified businesses was then submitted to the New York City Department of Environmental Protection's (DEP) Bureau of Environmental Compliance (BEC) to obtain all the available certificates of operation for these locations and to determine whether manufacturing or industrial emissions occur. Permit search request for these sites resulted in the following existing permits:

Table 12.10: Manufacturing, Industrial, and Commercial Use Sites for which Air Permit Records were obtained

Block	Lot	Address	Business Name	Permit	Status
9057	21	85-24 Rockaway Boulevard	Queens Nissan Ltd.	PA026296X	Expired/Active
9119	41	96-05 Liberty Avenue	Crossbay Cleaners	PB037203M	Active
9154	66	89-04 Liberty Avenue	NB Marbel & Granite	PB468503Z	Active
9161	10	10-500-10-506 93rd Street; 92-20 Liberty Avenue	Dry Cleaning Depot	PA018496K	Active
9519	28	114-05 Liberty Avenue	Brite Cleaners	PA018297H	Active
9565	52	127-27 Liberty Avenue	Mauricio French Cleaners	PB066703H	Active

As shown in Table 12.10, Crossbay Cleaners (PB037203M), NB Marbel & Granite (PB468503Z), Dry Cleaning Depot (PA018496K), Brite Cleaners (PA018297H), and Mauricio French Cleaners (PB066703H) all have active permits. Therefore, screening analyses were carried out for these permitted facilities. Queens Nissan Ltd. (PA026296X) has a permit on file, which expired in 1998. However, a site visit confirmed that this facility is currently active. Therefore, this site was also included in the screening analyses.

Super Clean Laundromat Cleaners, listed below in Table 12.11, is a dry cleaning facility for which an air permit did not exist with NYCDEP-BEC database. However, site visit confirmed that the facility is currently active and perform work on listed premise. Therefore, this site was included in the screening analyses as a potential source of emission.

Table 12.11: Active Facility for which no Air Permit Record was obtained

Block	Lot	Address	Business Name	Permit	Status
9076	1	74-02 101 Avenue	Super Clean Laundromat Cleaners	NF	Active

The permits issued describe potential contaminants emitted by the permitted processes, emission rates, and emission exhaust system characteristics, such as, stack height, inside diameter, exit temperature, and exit velocity. The screening analyses were performed based on

permit data and the distance from the exhaust location to the nearest projected or potential site under the proposed action. For Super Clean Laundromat Cleaners, in lieu of an actual permit, generic dry cleaners permit information was used for the screening analysis.

The industrial source screen from the *CEQR Technical Manual,* provides a table (17-3) of the maximum unitary 1-hour, 24-hour and annual average values for the distances from 30 feet to 400 feet. This is based on a conservative stack and receptor height of 20 feet, a generic emission rate of 1 gram per second of a pollutant, and assumes worst-case conditions for stack temperature, exhaust velocity, and other variables. To determine the potential impacts of the identified sources on the closest projected and potential development sites, the estimated emissions from the sources of concern were converted into grams/second and multiplied by the unitary values from the table corresponding to the minimum distance between source and proposed development site. The unitary values used were interpolated to obtain the concentration for the exact distances to the nearest sensitive receptor. The estimated worst-case impacts were then compared with the short-term guideline concentrations (SGCs) and annual guideline concentrations (AGCs) recommended in DEC's *DAR-1 AGC/SGC Tables.* These guideline concentrations present the airborne concentrations, which are applied as a screening threshold to determine whether future occupants of the proposed development sites could be significantly impacted from nearby sources of air pollution.

As discussed above, the estimated short-term and long-term pollutant concentrations for all dry cleaners, NB Marble & Granite (stone fabrication facility), and Queens Nissan Ltd. (auto servicing facility) are summarized in Table 12.12 below:

Table 12.12: Estimated Short-Term and Long-Term Concentrations for Analyzed Facilities

Business Name	Permit	Chemical Name	CAS No.	Impacted Site	Distance to nearest Building (feet)	Potential Hourly Impact (ug/m3)	DAR-1 SGC (ug/m3)	Pass/ Fail	Potential Annual Impact (ug/m3)	DAR-1 AGC (ug/m3)	Pass/ Fail
Super Clean Laundromat Cleaners	NF	Perchloroethylene	00127-18-4	B10	70	22	1000	Pass	1	10	Pass
Crossbay Cleaners	PB037203M	Perchloroethylene	00127-18-4	B20	24	169	1000	Pass	8	10	Pass
Dry Cleaning Depot	PA018496K	Perchloroethylene	00127-18-4	B18	100	6	1000	Pass	0.30	10	Pass
Brite Cleaners	PA018297H	Perchloroethylene	00127-18-4	B37	400	1	1000	Pass	0.04	10	Pass
Mauricio French Cleaners	PB066703H	Perchloroethylene	00127-18-4	A26	340	2	1000	Pass	0.07	10	Pass
NB Marbel & Granite	PB468503Z	Particulate Matter (Solids)	NY075-00-0	B17	80	0.07	380	Pass	0.002	45	Pass
Queens Nissan Ltd.	PA026296X	HC	NY075-00-0	B9	100	2	380	Pass	0.14	45	Pass
		Carbon Monoxide	00630-08-0			8	14000	Pass	0.72	-	Pass
		Nitrogen Oxide	NY210-00-0			2	-	Pass	0.14	74	Pass

Note: SGCs - Short-term Guideline Concentrations / AGCs - Annual Guideline Concentrations

As per DEC guidance, perchloroethylene's annual concentration threshold is ten times the DAR-1 AGC value of 1ug/m3, which is 10ug/m3. The pollutant HC was obtained from Permit PA026296X which had the same CAS number as particulate matter and was compared to the SGC/AGC values of PM as such. The screening analyses for the pollutants perchloroethylene, particulate matter, carbon monoxide, and nitrogen oxide determined that there would be no potential for significant adverse impacts from existing industrial sources on to the development sites under the proposed action. Therefore, a detailed analysis is not warranted.

APPENDIX A

LPC CORRESPONDENCE

ENVIRONMENTAL REVIEW

Project number: DEPARTMENT OF CITY PLANNING / 77DCP108Q
Project: OZONE PARK REZONING
Date received: 7/30/2013

Properties with no Architectural or Archaeological significance:

1) ADDRESS: 75-16 ROCKAWAY BOULEVARD, BBL: 4089460007
2) ADDRESS: 92-13A 78 STREET, BBL: 4089540020
3) ADDRESS: 92-13 78 STREET, BBL: 4089540005
4) ADDRESS: ROCKAWAY BOULEVARD, BBL: 4090060012
5) ADDRESS: 80-20 ROCKAWAY BOULEVARD, BBL: 4090060009
6) ADDRESS: ROCKAWAY BOULEVARD, BBL: 4090060010
7) ADDRESS: 83-10 ROCKAWAY BOULEVARD, BBL: 4090180071
8) ADDRESS: 86-01 ROCKAWAY BOULEVARD, BBL: 4090580024
9) ADDRESS: 87-13 ROCKAWAY BOULEVARD, BBL: 4090600031
10) ADDRESS: 81-18 101 AVENUE, BBL: 4090810019
11) ADDRESS: 90-14 101 AVENUE, BBL: 4090960007
12) ADDRESS: 86-11 LIBERTY AVENUE, BBL: 4091070005
13) ADDRESS: 90-19 LIBERTY AVENUE, BBL: 4091100022
14) ADDRESS: 90-04 LIBERTY AVENUE, BBL: 4091570002
15) ADDRESS: 105-17 101 AVENUE, BBL: 4094070029
16) ADDRESS: 112-13 101 AVENUE, BBL: 4094140050
17) ADDRESS: 112-15 101 AVENUE, BBL: 4094140048
18) ADDRESS: 110-26 101 AVENUE, BBL: 4094280007
19) ADDRESS: 111-02 101 AVENUE, BBL: 4094290001
20) ADDRESS: 123-17 101 AVENUE, BBL: 4094640023
21) ADDRESS: 123-05 101 AVENUE, BBL: 4094640030
22) ADDRESS: 101 AVENUE, BBL: 4094640026
23) ADDRESS: 129-19 101 AVENUE, BBL: 4094730023
24) ADDRESS: 116-04 101 AVENUE, BBL: 4094840002
25) ADDRESS: 117-18 101 AVENUE, BBL: 4094850006
26) ADDRESS: 121-24 101 AVENUE, BBL: 4094890010
27) ADDRESS: 121-18 101 AVENUE, BBL: 4094890009
28) ADDRESS: 102-36 134 STREET, BBL: 4095010030
29) ADDRESS: 102-38 134 STREET, BBL: 4095010032
30) ADDRESS: LIBERTY AVENUE, BBL: 4095040032
31) ADDRESS: LIBERTY AVENUE, BBL: 4095040037
32) ADDRESS: LIBERTY AVENUE, BBL: 4095040036
33) ADDRESS: 103-40 101 STREET, BBL: 4095040020
34) ADDRESS: 101 STREET, BBL: 4095040021
35) ADDRESS: 101 STREET, BBL: 4095040022
36) ADDRESS: LIBERTY AVENUE, BBL: 4095230005
37) ADDRESS: 132-10 LIBERTY AVENUE, BBL: 4095920108
38) ADDRESS: 129-04 LIBERTY AVENUE, BBL: 4095830002
39) ADDRESS: 132-14 LIBERTY AVENUE, BBL: 4095920112
40) ADDRESS: 135-50 REDDING STREET, BBL: 4113720039
41) ADDRESS: LINDEN BOULEVARD, BBL: 4116240033

42) ADDRESS: 78-02 ATLANTIC AVENUE, BBL: 4090050001
43) ADDRESS: 80-12 ROCKAWAY BOULEVARD, BBL: 4090060001
44) ADDRESS: 81-02 ATLANTIC AVENUE, BBL: 4090090001
45) ADDRESS: 81-12 ATLANTIC AVENUE, BBL: 4090090006
46) ADDRESS: 82-02 ROCKAWAY BOULEVARD, BBL: 4090130026
47) ADDRESS: 82 STREET, BBL: 4090130055
48) ADDRESS: 84-23 ROCKAWAY BOULEVARD, BBL: 4090170019
49) ADDRESS: 84-15 ROCKAWAY BOULEVARD, BBL: 4090170022
50) ADDRESS: 84-12 97 AVENUE, BBL: 4090550001
51) ADDRESS: 85-34 ROCKAWAY BOULEVARD, BBL: 4090570027
52) ADDRESS: 75-15 LIBERTY AVENUE, BBL: 4090760009
53) ADDRESS: LIBERTY AVENUE, BBL: 4090770045
54) ADDRESS: 101 AVENUE, BBL: 4090770024
55) ADDRESS: 101-16 77 STREET, BBL: 4090770025
56) ADDRESS: 101-07 84 STREET, BBL: 4090840006
57) ADDRESS: 97-53 85 STREET, BBL: 4090570050
58) ADDRESS: 86-30 103 AVENUE, BBL: 4091070013
59) ADDRESS: 86-25 LIBERTY AVENUE, BBL: 4091070027
60) ADDRESS: 87-17 LIBERTY AVENUE, BBL: 4091070025
61) ADDRESS: 88-11 LIBERTY AVENUE, BBL: 4091080019
62) ADDRESS: 89-19 LIBERTY AVENUE, BBL: 4091090018
63) ADDRESS: 92-10 ROCKAWAY BOULEVARD, BBL: 4091130029
64) ADDRESS: 94-19 ROCKAWAY BOULEVARD, BBL: 4091180107
65) ADDRESS: 96-09 LIBERTY AVENUE, BBL: 4091190037
66) ADDRESS: 97-15 LIBERTY AVENUE, BBL: 4091200040
67) ADDRESS: 89-10 LIBERTY AVENUE, BBL: 4091540072
68) ADDRESS: 105-40 90 STREET, BBL: 4091540025
69) ADDRESS: 105-36 CROSS BAY BOULEVARD, BBL: 4091620020
70) ADDRESS: 95-04 LIBERTY AVENUE, BBL: 4091640127
71) ADDRESS: 96 STREET, BBL: 4091670001
72) ADDRESS: 97-20 LIBERTY AVENUE, BBL: 4091690016
73) ADDRESS: 97-09 ROCKAWAY BOULEVARD, BBL: 4091690047
74) ADDRESS: 97-11 ROCKAWAY BOULEVARD, BBL: 4091690045
75) ADDRESS: 98-08 ROCKAWAY BOULEVARD, BBL: 4091720060
76) ADDRESS: 101-17 101 AVENUE, BBL: 4094030025
77) ADDRESS: 110-16 101 AVENUE, BBL: 4094280005
78) ADDRESS: 115-16 101 AVENUE, BBL: 4094330005
79) ADDRESS: 117-15 101 AVENUE, BBL: 4094530022
80) ADDRESS: 123-10 101 AVENUE, BBL: 4094900001
81) ADDRESS: 103-09 LIBERTY AVENUE, BBL: 4095070039
82) ADDRESS: 104-21 LIBERTY AVENUE, BBL: 4095080040
83) ADDRESS: 109-03 LIBERTY AVENUE, BBL: 4095140028
84) ADDRESS: 112-11 LIBERTY AVENUE, BBL: 4095170025
85) ADDRESS: 108-08 LIBERTY AVENUE, BBL: 4095310004
86) ADDRESS: 103-31 LEFFERTS BOULEVARD, BBL: 4095570050
87) ADDRESS: 130-11 LIBERTY AVENUE, BBL: 4095670044
88) ADDRESS: 130-05 LIBERTY AVENUE, BBL: 4095670048
89) ADDRESS: 123-02 LIBERTY AVENUE, BBL: 4095770001
90) ADDRESS: 133-10 LIBERTY AVENUE, BBL: 4095870001
91) ADDRESS: 134-16 LIBERTY AVENUE, BBL: 4095880003
92) ADDRESS: 130-24 LIBERTY AVENUE, BBL: 4095900008
93) ADDRESS: 130-20 LIBERTY AVENUE, BBL: 4095900007
94) ADDRESS: 130-18 LIBERTY AVENUE, BBL: 4095900006

95) ADDRESS: 137-20 CROSS BAY BOULEVARD, BBL: 4114090010
96) ADDRESS: 137-19 CROSS BAY BOULEVARD, BBL: 4115290046
97) ADDRESS: 90-59 PITKIN AVENUE, BBL: 4113720046
98) ADDRESS: 135-26 DESARC ROAD, BBL: 4113720031
99) ADDRESS: 135-45 CROSS BAY BOULEVARD, BBL: 4115120027
100) ADDRESS: 135-15 CROSS BAY BOULEVARD, BBL: 4115120042
101) ADDRESS: 135-21 CROSS BAY BOULEVARD, BBL: 4115120037
102) ADDRESS: 135-18 CROSS BAY BOULEVARD, BBL: 4113730075
103) ADDRESS: 134-34 CROSS BAY BOULEVARD, BBL: 4113730038
104) ADDRESS: 134-15 CROSS BAY BOULEVARD, BBL: 4114930079
105) ADDRESS: 111-45 LEFFERTS BOULEVARD, BBL: 4116240040
106) ADDRESS: 114-51 LEFFERTS BOULEVARD, BBL: 4116460037
107) ADDRESS: 114-49 LEFFERTS BOULEVARD, BBL: 4116460038
108) ADDRESS: 81-20 ROCKAWAY BOULEVARD, BBL: 4090100026

8/14/2013

SIGNATURE DATE
Gina Santucci, Environmental Review Coordinator

File Name: 28720_FSO_DNP_08142013.doc