Flushing West Rezoning Proposal

Draft Scope of Work for an Environmental Impact Statement

CEQR No. 16DCP045Q

Lead Agency: New York City Planning Commission

Prepared by: NYC Department of City Planning
AECOM

October 16, 2015

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A. INTRODUCTION

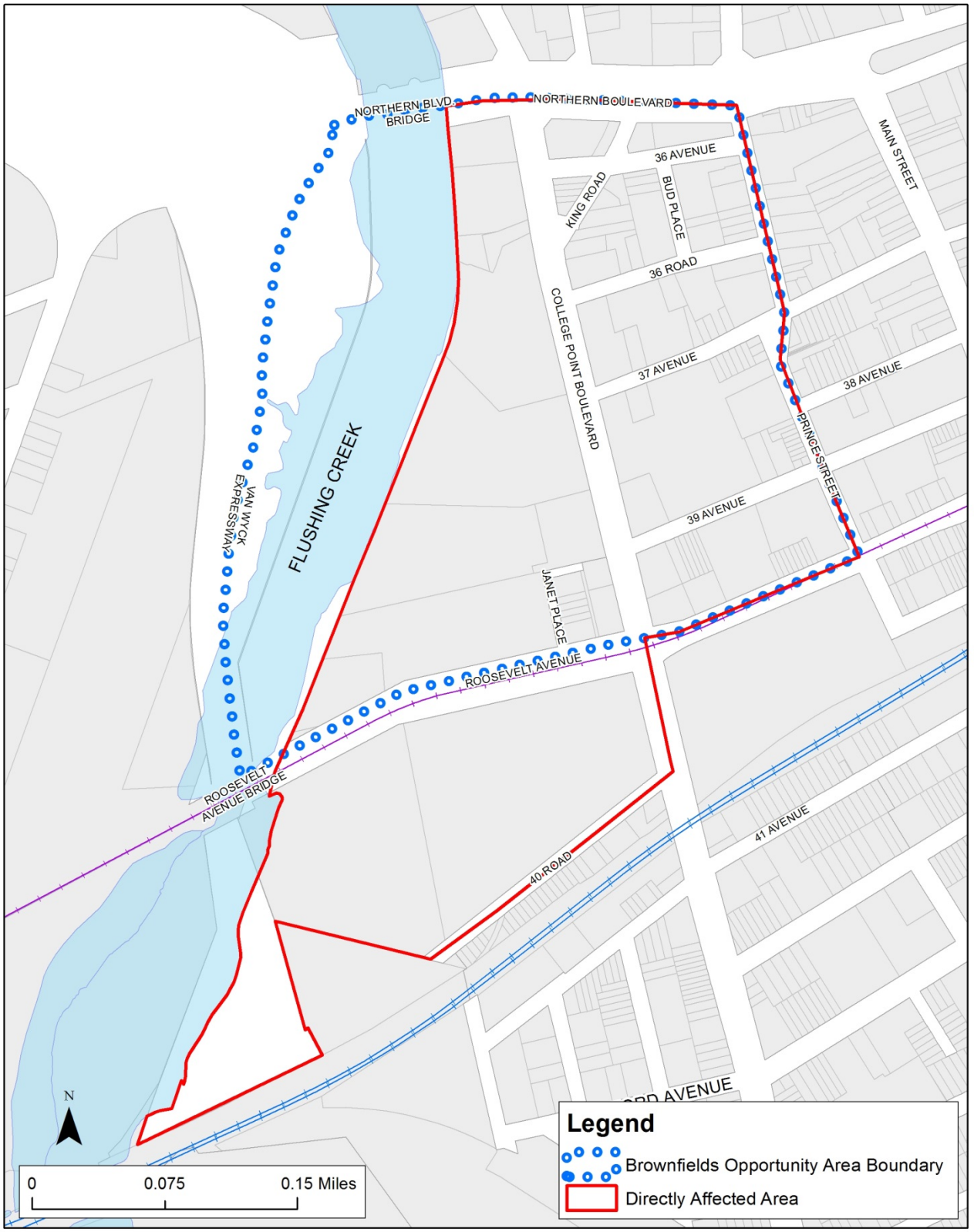
This Draft Scope of Work (Draft Scope) outlines the technical areas to be analyzed in the preparation of the Environmental Impact Statement (EIS) for the Flushing West Rezoning Proposal. The New York City Department of City Planning (DCP) is proposing a series of land use actions (collectively the "Proposed Actions") to implement recommendations of the Flushing West Plan. The subject of an ongoing community process, the Flushing West Plan (the "Plan") would create opportunities for new mixed-income housing, community facilities, economic development and new public access areas along the Flushing Creek waterfront within an approximately 11-block area in the western portion of Downtown Flushing in Queens, Community District 7. The affected area covers approximately 47 acres and is generally bounded by Northern Boulevard, Prince Street, Roosevelt Avenue, College Point Boulevard, 40th Road, and Flushing Creek (see Figure 1, "Project Location"). Within these areas, the Proposed Actions are expected to result in an incremental increase over the no-action condition of approximately 938 dwelling units (including 516 or 619 affordable units[1]), 91,356 square feet (sf) of community facility space, 77,812 sf commercial retail space (including 27,209 sf supermarket), and 10,247 sf of hotel space; and net decreases of 28,970 sf of industrial space and 114,944 sf commercial office space.

The Proposed Actions have been crafted as part of a comprehensive neighborhood planning process that seeks to support Mayor de Blasio's housing plan - Housing New York. They also build upon a draft land use, zoning and master planning effort initiated by the Flushing Willets Point Corona Local Development Corporation (FWCLDC) --- a community-based non-profit organization working closely with State and City agencies and the community to support economic growth in the area. This organization received a $1.5 million Brownfield Opportunity Area (BOA) grant in 2010 and, with a consultant team, studied the area between Downtown Flushing and the Flushing Creek. In the fall of 2014, the FWCLDC transferred the remainder of the work for the BOA report and master plan to DCP in order to implement the plan and bring it through the City's Uniform Land Use Review Process. DCP is working with the community and the FWCLDC to complete the master planning tasks begun in 2011 under the BOA grant and advance a rezoning proposal that would increase the allowable densities for new housing, guide the

[1] The number of affordable dwelling units would depend on which Mandatory Inclusionary Housing option is selected for the proposal; details on the options are provided later in the document.

Flushing West Rezoning Proposal

Figure 1a
Project Location – Aerial View



Flushing West Rezoning Proposal

Figure 1b
Project Location

creation of a public esplanade along Flushing Creek, and ensure that future housing developments would include units affordable to low, moderate and middle-income households.

The Proposed Actions, as described in detail below under Section E, "Purpose and Need for the Proposed Actions," seek to implement recommendations that support the BOA's goals and objectives to facilitate revitalization of former brownfield sites to require development of mandatory new affordable housing along with vibrant new mixed-use development and the creation of new open space on the waterfront. The plan also includes recommendations to improve quality of life in the BOA with targeted capital planning investments for Flushing Creek and water quality improvements.

The Proposed Actions reflect DCP's on-going engagement with Queens Community Board 7, a stakeholder advisory group, local elected officials and community residents to achieve the following land use objectives:

- Facilitate a community-based planning process to support policy changes that will shape a more livable neighborhood.
- Create opportunities for requiring permanently affordable housing and preserve existing affordability to ensure that the neighborhood continues to serve diverse housing needs.
- Encourage walkability by extending the vibrant downtown area to the waterfront, and create opportunities for new open space.
- Support the existing and growing immigrant and small business culture by providing economic opportunities.
- Align investments in infrastructure and services to support current demands and future growth.

An overview of the study area, the purpose and need for the Proposed Actions and their specific components are discussed below. Appendix 1 includes a full list of the blocks and lots that would be affected by the proposed rezoning, while Figure 4 in the EAS shows all the affected blocks and lots.

The New York City Planning Commission (CPC) has determined that an EIS for the Proposed Actions will be prepared in conformance with City Environmental Quality Review (CEQR) guidelines, with the Department of City Planning (DCP) acting on behalf of the CPC as the lead agency. The environmental analyses in the EIS will assume a development period of ten years for the reasonable worst-case development scenario (RWCDS) for the Proposed Actions (i.e., analysis year of 2025) and identify the cumulative impacts of other projects in areas affected by the Proposed Actions. DCP will conduct a coordinated review of the Proposed Actions with involved and interested agencies.

B. REQUIRED APPROVALS AND REVIEW PROCEDURES

The Proposed Actions encompass discretionary actions that are subject to review under the Uniform Land Use Review Procedure (ULURP), Section 200 of the City Charter, and CEQR process. The discretionary actions include:

- ***Zoning map amendment.*** The proposed Zoning Map amendments would replace portions of existing C4-2, M1-1, and M3-1 districts with C4-4A, MX M1-2/R7A, and M1-2 Districts.

- ***Zoning text amendments*.** The proposed actions include amendments to the text of the City's Zoning Resolution of:

    - Establish a new special district known as the Special Flushing West District (SFWD) covering the entirety of rezoning area, as well as adjacent areas not being rezoned, where additional zoning requirements specific to the proposed special district would be applicable. The proposed special district includes a subdistrict (Subdistrict A) covering the waterfront blocks within a proposed C4-4A district.

    - Replace the existing Flushing Waterfront Access Plan with requirements set by the special district.

    - Establish an MX district within a portion of the SFWD combining an M1-2 district and an R7A district.

    - Map the proposed C4-4A and MX M1-2/R7A districts as a Mandatory Inclusionary Housing Area setting mandatory affordable housing requirements pursuant to the proposed mandatory inclusionary housing program.

    - Create new City Planning review and oversight actions by the City Planning Commission and Commission Chairperson to allow for greater flexibility in future development within the SFWD.

The proposed SFWD, as described in detail below under Section F, "Description of the Proposed Actions," would modify underlying zoning regulations by establishing additional requirements that would further guide the type and shape of future developments. The Proposed Actions would allow for increased density for those portions of the affected area that would be rezoned within the SFWD by increasing the allowable floor area ratio (FAR) for residential use from 2.43 to 4.6 FAR and, in select areas, allowing residential uses at a maximum 4.6 FAR, where none are currently allowed, and increasing the maximum FAR for community facilities use from 2.4 to 4.8 FAR. In substantial portions of the rezoning area current maximum FARs for commercial and community facility uses would be retained.

City Environmental Quality Review (CEQR) and Scoping

The Proposed Actions are classified as Type 1, as defined under 6 NYCRR 617.4 and 43 RCNY 6-15, subject to environmental review in accordance with CEQR guidelines. An Environmental Assessment Statement (EAS) was completed on October 15, 2015. A Positive Declaration, issued on October 16, 2015, established that the Proposed Actions may have a significant adverse impact on the environment, thus warranting the preparation of an EIS.

The CEQR scoping process is intended to focus the EIS on those issues that are most pertinent to the Proposed Actions. The process allows other agencies and the public a voice in framing the scope of the EIS. The scoping document sets forth the analyses and methodologies that will be utilized to prepare the EIS. During the period for scoping, those interested in reviewing the Draft Scope may do so and give their comments to the lead agency. The public, interested agencies, Queens Community Board 7, and elected officials, are invited to comment on the Draft Scope, either in writing or orally, at a public scoping meeting to be held on November 17, 2015 at Flushing Town Hall, 137-35 Northern Boulevard, Queens, New York 11354 starting at 4:00pm. Comments received during the Draft Scope's public meeting and written comments received up to fifteen days after the meeting (until 5:00 pm on

December 2, 2015), will be considered and incorporated as appropriate into the Final Scope of Work (Final Scope). The lead agency will oversee preparation of the Final Scope, which will incorporate all relevant comments made on the Draft Scope and revise the extent or methodologies of the studies, as appropriate, in response to comments made during scoping. The Draft EIS (DEIS) will be prepared in accordance with the Final Scope.

Once the lead agency is satisfied that the DEIS is complete, the document will be made available for public review and comment. A public hearing will be held on the DEIS in conjunction with the CPC hearing on the land use applications to afford all interested parties the opportunity to submit oral and written comments. The record will remain open for ten days after the public hearing to allow additional written comments on the DEIS. At the close of the public review period, a Final EIS (FEIS) will be prepared that will respond to all substantive comments made on the DEIS, along with any revisions to the technical analyses necessary to respond to those comments. The FEIS will then be used by the decision makers to evaluate CEQR findings, which address project impacts and proposed mitigation measures, in deciding whether to approve the requested discretionary actions, with or without modifications.

C. BACKGROUND

Flushing has a rich history. The settlement was originally named Vlissingen and chartered by the Dutch in 1645 on land acquired from the Matinecoc Indians, an Algonquin tribe that had settled in much of present-day eastern Queens. In 1657, its settlers protested Governor Peter Stuyvesant's ban on all religious practices except those of the official Dutch Reform Church, and signed a document called the Flushing Remonstrance calling for religious freedom. This document became the basis for the notion of freedom of religion expressed in the Bill of Rights.

The town of Flushing was primarily a rural farming settlement for much of eighteenth and nineteenth centuries, known for thriving commercial tree and plant nurseries, including the Prince, Bloodgood and Parsons nurseries. In 1857, three years after a railroad was run between Hunter's Point and Flushing, the town had begun to grow and its boundaries were expanded.

Its growth accelerated in the twentieth century, spurred by the completion in 1909 of the Queensboro Bridge, and the introduction of railroad service to Manhattan in 1910 by the Long Island Rail Road Port Washington Branch. In 1928, the New York City Subway's IRT Flushing Line began service from Main Street and Roosevelt Avenue. Flushing grew into a suburban-style town throughout the first half of this last century and its commercial heart was located along Main Street terminating at Northern Boulevard and anchored by the palatial former RKO Keith's movie theater.

As its commercial activity increased, warehouse and industrial uses occupied the waterfront by the Flushing Creek. Constructed during the mid-1920s by the W&J Sloane furniture company, the T-shaped concrete-clad building topped by a classical clock tower and cupola, now occupied as a warehouse by U-Haul, remains a prominent structure in this portion of Flushing.

In 1961, an M3-1 district to the west and an M1-1 district to the east of College Point Boulevard within the Flushing West rezoning area were mapped. Over the last two decades, New York City agencies including DCP, EDC, and DOT, in concert with the community, have carried out a number of studies and actions aimed at improving Downtown Flushing. These studies and resultant actions include the creation of a Waterfront Access Plan in 1993, a rezoning of Downtown Flushing in 1998, and creation of the Downtown Flushing Development Framework in 2004. The Downtown Flushing Development Framework was the result of a community-based initiative that resulted in a land use planning strategy

for the future growth and sustainability of the area. As part of the Downtown Flushing rezoning enacted in 1998 portions of the preexisting M3-1 and M1-1 districts within the Flushing West rezoning area below 36th Street to the east and west of College Point Boulevard were rezoned to C4-2.

D. EXISTING ZONING

The existing zoning within the proposed rezoning and special district areas is composed of three zoning districts; C4-2, M1-1, and M3-1 (see Figure 2, "Existing Zoning and Land Use").

C4-2

A C4-2 district is mapped over the majority of the rezoning area generally bounded by 36th Road, Prince Street, Roosevelt Avenue, Flushing River. C4 districts are intended for regional commercial centers where uses serve an area larger than a neighborhood shopping area. C4-2 districts permit residential uses with a maximum floor area ratio (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.

M1-1

An M1-1 district is mapped in the northeastern section of the rezoning area bounded by Northern Boulevard, Prince Street, 36th Road, and College Point Boulevard, in an area generally including a mix of low-rise commercial, industrial, and community facility uses. M1-1 districts permit manufacturing and commercial uses with a maximum FAR of 1.0 FAR and 2.4 for community facilities. No residential uses are permitted.

M3-1

An M3-1 district, which allows a maximum 2.0 FAR, is mapped over several parcels in the northern portion of the rezoning area between College Point Boulevard and the Flushing River, which currently include a lumber and hardware supplier as well as a scrap yard. M3 manufacturing districts generally permit heavier industries compared to M1 and M2 districts.

Basic parking requirements for general retail and office uses are one space per 300 built square feet in a C4-2 district, M1-1, and M3-1 district. For manufacturing uses in the M1-1 and M3-1 districts, new manufacturing facilities require one parking space for every three employees or every 1,000 square feet of floor area, whichever requires more spaces. Warehouses and other storage establishments, which are often large spaces with relatively few employees needing off- street parking, require one space for every three employees or every 2,000 square feet of floor area, whichever requires fewer spaces.

Waterfront Zoning and Waterfront Access Plan

In 1993, to support the Comprehensive Waterfront Plan and the Waterfront Revitalization Program (WRP), the City adopted the Waterfront Zoning Regulations (NYC Zoning Resolution, Article VI, Chapter 2), which were amended in 2009. The Regulations have the following stated purposes:

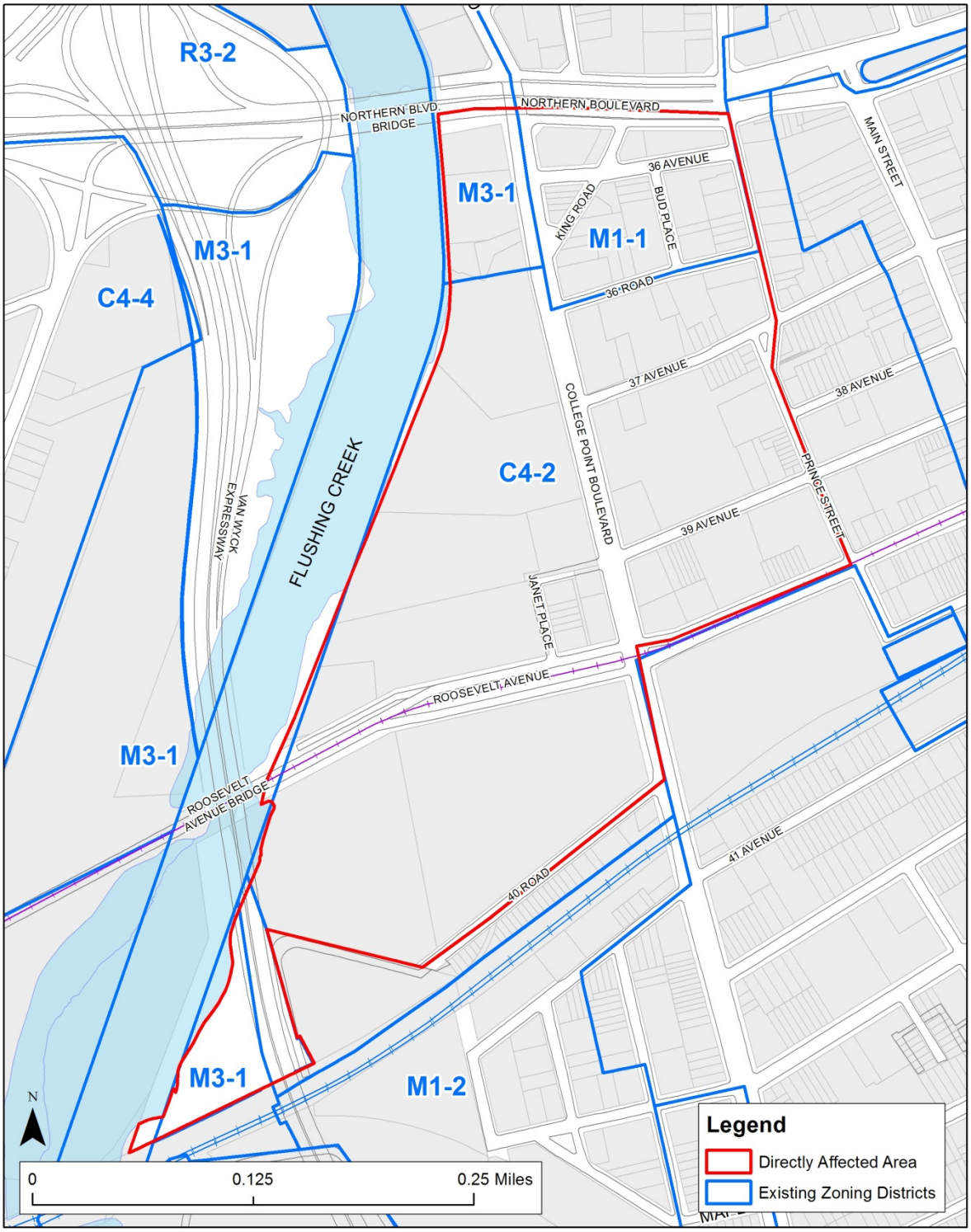


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Figure 2
Existing Zoning

- To maintain and reestablish physical and visual public access to and along the waterfront;
- To promote a greater mix of uses in waterfront developments in order to attract the public and enliven the waterfront;
- To encourage water-dependent uses along the City's waterfront;
- To create a desirable relationship between waterfront development and the water's edge, public access areas and adjoining upland communities;
- To preserve historic resources along the City's waterfront; and
- To protect natural resources in environmentally sensitive areas along the shore.

The waterfront zoning regulations apply to properties within waterfront blocks, which are blocks adjacent to or intersected by the shoreline. In the Flushing West rezoning area, the properties west of College Point Boulevard and Janet Place are subject to the waterfront zoning regulations. All residential and commercial developments are required to provide a waterfront yard that is 30 to 40 feet wide, depending on the district, along the entire shoreline of the zoning lot. Within the rezoning area, the waterfront yard depth requirement is 40 feet.

In all districts, with few exceptions, residential, commercial, and community facility developments on waterfront zoning lots are required to provide and maintain public open space at the water's edge with pedestrian links to upland communities. In districts allowing a FAR of 4.0 or less where development would require public access, a minimum of 15 percent of the lot area must be improved or maintained for this purpose; a minimum of 20 percent is required in districts permitting an FAR greater than 4.0. Waterfront public access includes shore public walkways, upland connections, and supplemental public access areas, as needed to fulfill the minimum square footage requirement for public access. The waterfront zoning regulations stipulate certain design requirements related to seating, planting, signage and other design elements. Waterfront zoning also requires visual corridors, which are open areas that provide an unobstructed view from upland streets through a waterfront zoning lot to the shoreline.

Waterfront zoning bulk regulations apply to developments within waterfront blocks in all zoning districts. In low-density residence districts and medium and high-density contextual districts, waterfront development generally follows the same bulk rules as upland development with slight modifications that tailor the regulations to waterfront sites. For instance, to maintain an open area along the shoreline, waterfront yards substitute for rear yards.

In non-contextual medium- and high-density districts, taller buildings are permitted, but a sense of openness at the water's edge is ensured by rules controlling height, the length of buildings parallel to the shoreline and the footprint of towers. To create a varied skyline at the water's edge, additional floors are allowed if the building top is set back along all sides of the building. To prevent excessive density and bulk generated by portions of land under water on a waterfront zoning lot, lot area seaward of the bulkhead line may not be used to generate floor area. Piers and platforms, however, may transfer floor area to the landward portion of the zoning lot.

For most developments on waterfront blocks, the Chairperson of the City Planning Commission (CPC) must certify that the proposed development complies with requirements for public access and visual corridors. Once certified, a maintenance and operation agreement with the Department of Parks and Recreation (DPR) must be filed and recorded before a building permit can be issued by the Department

of Buildings (DOB). The review procedure helps the city enforce maintenance obligations and the public's right of access to these areas during required hours of operation and, for planning purposes, track the progress of waterfront development throughout the city.

Downtown Flushing Waterfront Access Plan

In connection with the 1998 Downtown Flushing rezoning, DCP established a Waterfront Access Plan Q-2 (see Figure 3, "Existing Waterfront Access Plan") on properties adjacent to and east of the Flushing River. A WAP modifies the public access requirements specified in the waterfront zoning regulations in response to unique local conditions. The Waterfront Access Plan stipulated that any future commercial or mixed-use development must provide portions of a shared publicly accessible waterfront open spacey, upland connections to said open a space, and visual corridors in in specific locations. The WAP also reduced the width of the required public walkway to 20 feet in certain places.

Special Regulations Applying around Major Airports

In 1961, special zoning controls were developed to cover areas within the vicinity of the City's airports and their associated flight paths (per Article VI Chapter 1 of the City's Zoning Resolution). In these area the maximum height of buildings or other structures is limited in order to prevent the construction of obstructions to air navigation in the vicinity of major airports, and thus to protect the lives and property of persons residing within such vicinity and of persons in airplanes which are approaching, taking off from, or circling such airports. Developments are allowed to penetrate the set height limits via a Board of Standards and Appeals (BSA) special permit that entails receiving verification from the Federal Aviation Administration (FAA) that the proposed structure would not be an obstruction to air traffic circulation.

E. PURPOSE AND NEED FOR THE PROPOSED ACTIONS

DCP, working with Queens Community Board 7, a stakeholder advisory group, community residents, local elected officials and other City agencies, is proposing a comprehensive planning and rezoning strategy that supports Mayor de Blasio's housing plan - *Housing New York* - and responds to the early BOA process in 2012 and subsequent outreach and workshop events held in 2014 and 2015.

The proposal builds upon a long history of planning initiatives in Downtown Flushing. Planning in this area began in 1993, when DCP created a comprehensive plan known as the Downtown Flushing Plan with recommendations to improve transportation, community facilities, waterfront public access and a "heritage trail" to connect historic sites. In 1998, the City rezoned parts of Flushing, primarily changing from low density manufacturing zoning to a medium density commercial zoning. DCP jointly with New York City Economic Development Corporation (EDC) produced the Downtown Flushing Development Framework that was released in 2004. That document led to the disposition and rezoning strategy to redevelop Municipal Lot 1 for the Flushing Commons and Macedonia Plaza projects and the master planning and rezoning of Willets Point that was rezoned in 2008. That framework also contained recommendations for revitalizing the waterfront along Flushing Creek, but no implementation effort was advanced. The FWCLDC, in an attempt to reinitiate implementation of those recommendations, sought the funding for the BOA study, awarded in 2010, which is the foundation of this planning effort.

While these studies and actions have resulted in some changes in Downtown Flushing, they have not engendered a significant overall change in the area or fostered new development of affordable housing or new open space. In particular, they have not been fully successful in integrating the area west of

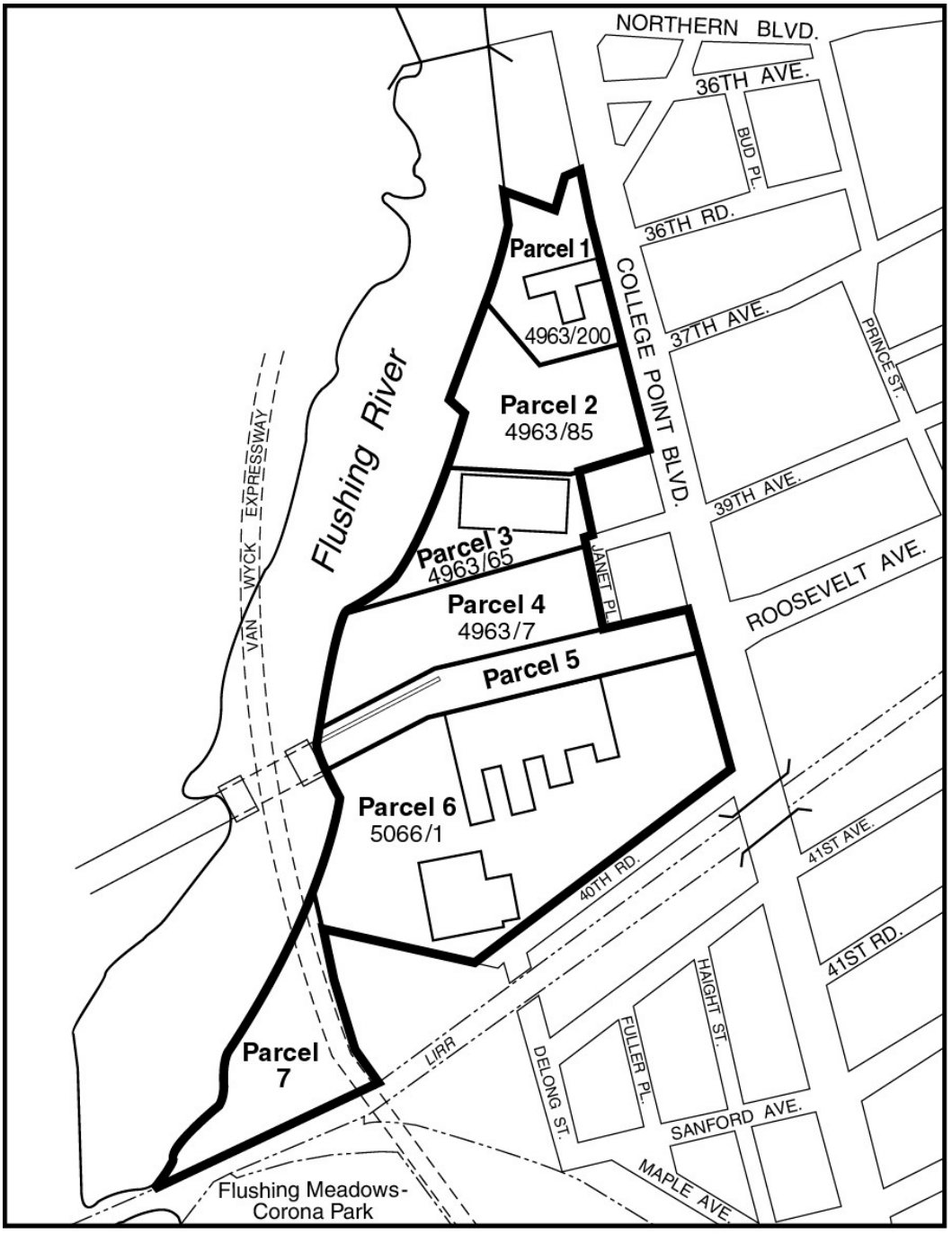

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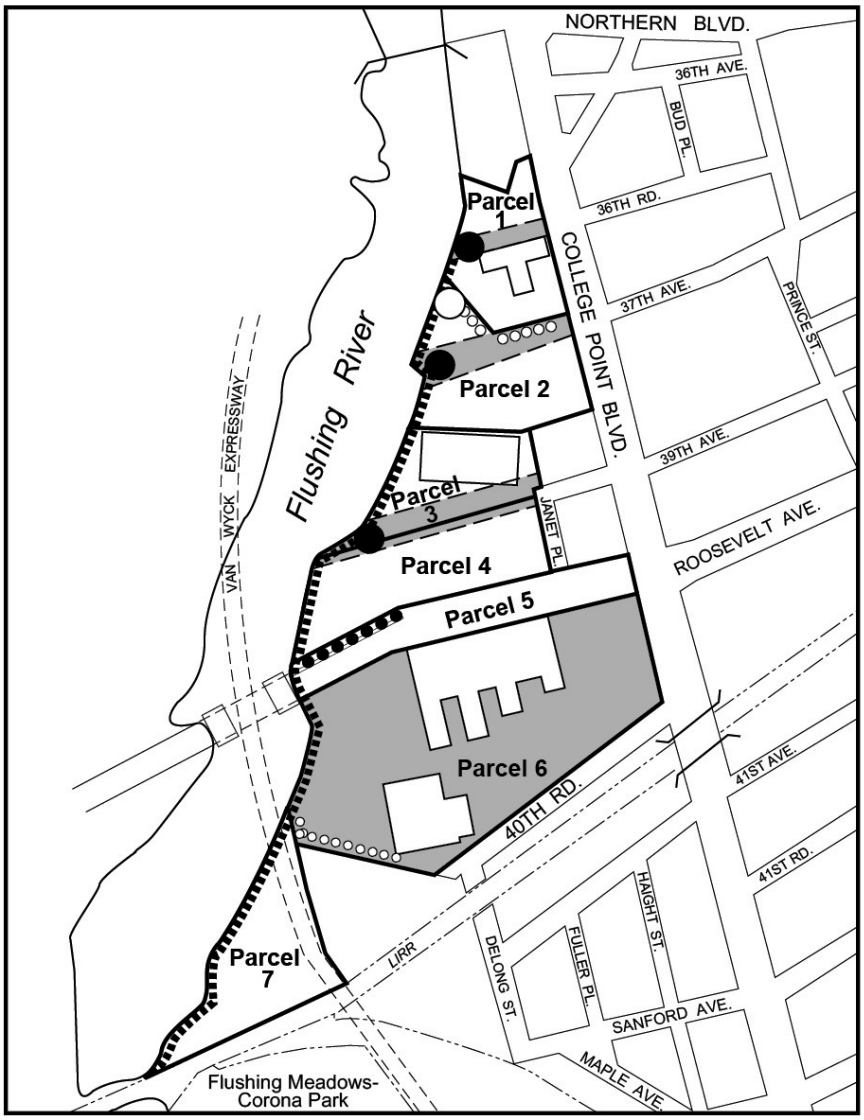
Figure 3a
Existing Waterfront Access Plan - Parcel Designation



Parcel Line

Shore Public Walkway

Upland Connection (Within Flexible Location Zone)

Upland Connection (Designated Location)

Upland Connection (Alternate Permitted Location)

Supplemental Public Access Area (Designated Location)

Supplemental Public Access Area
(Alternate Permitted Location)

Significant Existing Building

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Figure 3b
Existing Waterfront Access Plan -
Public Access Elements

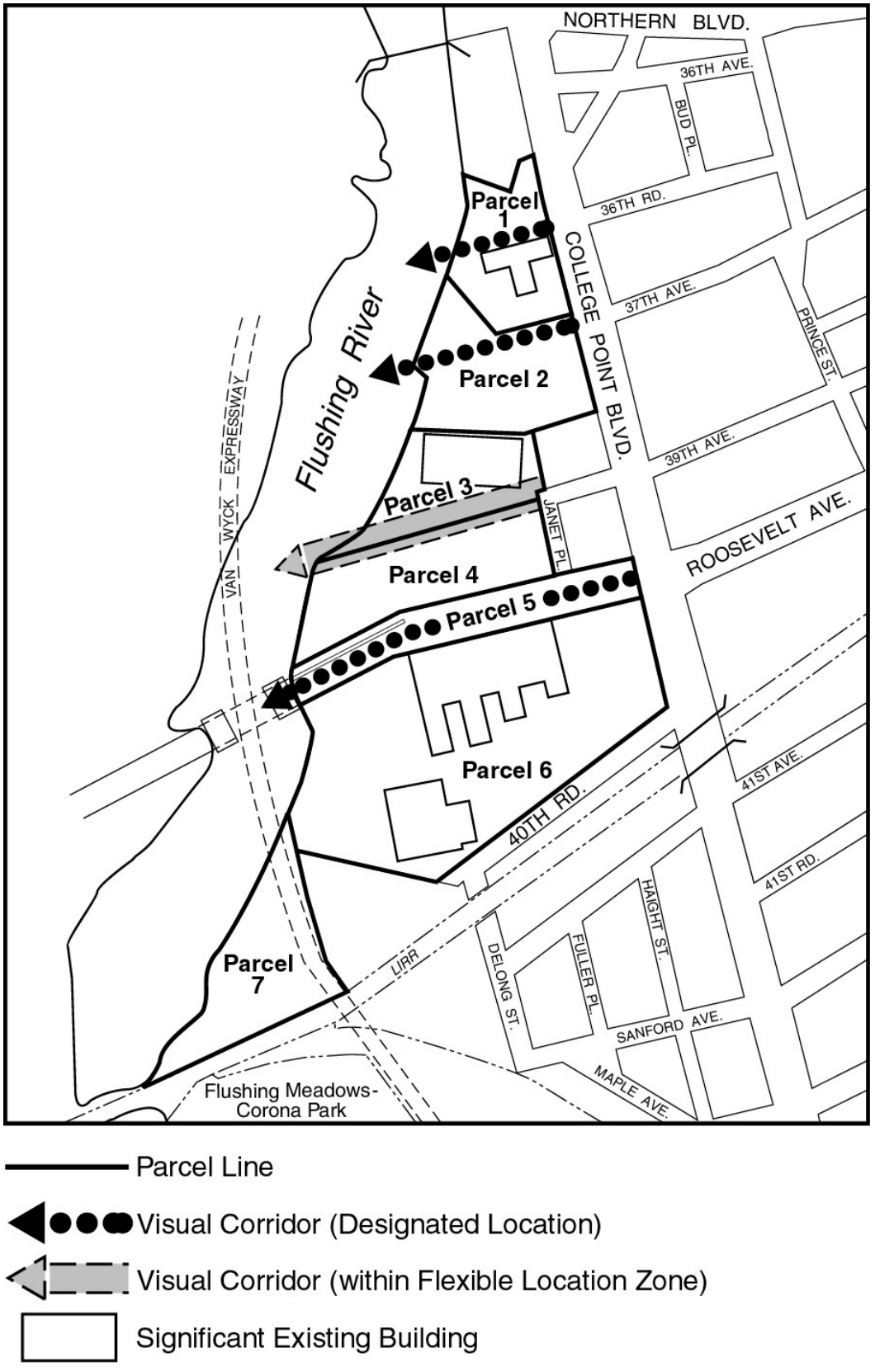

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Figure 3c
Existing Waterfront Access Plan -
Designated Visual Corridors

Prince Street and the waterfront west of College Point Boulevard into the upland area in terms of design, development or access to the waterfront.

The Proposed Actions seek to facilitate the development of a vibrant, inclusive mixed-use neighborhood that would serve as an extension of Downtown Flushing and produce a unique waterfront character with attractive streets that are safe and inviting for residents, workers and visitors. New market-rate and affordable housing opportunities along College Point Boulevard and the waterfront area would provide more housing options for current and future residents. The Proposed Actions would also support a variety of retail and commercial services to support the Flushing economy.

Additionally, the Flushing West Plan calls for strategic infrastructure investments that would support the envisioned new level of activity. These investments, described in more detail below, are separate from the Proposed Actions. While the Proposed Actions are a key component to facilitate the implementation of the Plan, these infrastructure components are not part of a coordinated environmental review, since the Proposed Actions are not dependent on these additional components. Moreover, there are components of the Plan, which are not yet known to a sufficient level of detail to include in this analysis.

The Proposed Actions reflect DCP's on-going engagement with Queens Community Board 7, local elected officials, stakeholders and community residents to achieve the following land use objectives:

- Facilitate a community-based planning process to support policy changes that will shape a more livable neighborhood;
- Create opportunities for requiring permanently affordable housing and preserve existing affordability to ensure that the neighborhood continues to serve diverse housing needs;
- Encourage walkability by extending the vibrant downtown area to the waterfront, and create opportunities for new open space;
- Support the existing and growing immigrant and small business culture by providing economic opportunities;
- Align investments in infrastructure and services to support current demands and future growth.

Facilitate a community-based planning process to support policy changes that will shape a more livable neighborhood

The Proposed Actions build upon a draft land use, zoning and master planning effort initiated in 2011 by the FWCLDC, a community-based non-profit organization working closely with State and City agencies and the community to support economic growth in the area. This organization received a $1.5 million BOA grant in 2010 and, with a consultant team[2], studied the area between Downtown Flushing and the Flushing Creek. FWCLDC solicited feedback from a wide range of community stakeholders, including local civic and community organizations, property owners, tenant businesses and elected officials. Community engagement was conducted through town hall meetings, targeted discussions, surveys and site visits. Multiple city and state agencies advised the FWCLDC throughout its planning process and many will continue to work with DCP as part of the Plan development and the environmental review for the Proposed Actions.

[2] The consultant team consisted of AKRF, SHoP Architects and Mathews Nielsen Landscape Architects.

Community-based planning continues to play a central role in the creation and implementation of the Plan and DCP will strive for local ownership of the study's goals and vision in partnership with other City agencies. Major community groups and representatives that have provided feedback on the study thus far include the Queens Borough President, Queens Community Board 7, the local councilmember, Asian-Americans for Equality, Ebenezer Baptist Church, F&T Development Group, the Flushing BID, Flushing Chinese Business Association, Minkwon Center for Community Action and the Korean-American Association of Queens.

As part of its outreach strategy, DCP has organized a Stakeholder Advisory Committee comprised of local advocacy organizations, local elected officials, property owners, business groups, Queens Community Board 7 members and relevant City agency representatives. The Committee has and will continue to help identify and discuss issues and challenges related to the study and the planning process, and help shape community engagement strategies with the broader community.

Create opportunities for requiring permanently affordable housing and preserve existing affordability to ensure that the neighborhood continues to serve diverse housing needs

There is a strong demand and need for affordable housing in Flushing but the supply has been extremely limited due to real-estate market forces, current zoning densities, and the lack of publicly owned land and existing incentives to promote permanently affordable housing. A new all-affordable building known as Macedonia Plaza was completed last year as part of the City's effort to redevelop the 5-acre Municipal Lot 1 site in the center of Flushing where nearly 40,000 applicants applied for the 142 apartments in this building. Plans are underway to redevelop the City's Municipal Lot 3 site adjacent to the Long Island Railroad's Flushing Main Street station with approximately 200 units of affordable housing; but this initiative is outside the project area.

Within the proposed rezoning area and along the waterfront, current zoning densities range from low to medium, but residential uses are generally not provided with as much zoning density as other uses. As more market rate and luxury condominiums and hotels continue to be constructed in and around Downtown Flushing, the rent burden on households with lower incomes also increases. Setting a more consistent and higher overall maximum zoning density at roughly 4.0-4.8 FAR for all uses and requiring developers to provide affordable units will help support the production of a mix of new housing opportunities consistent with the *Housing New York*. Changing the zoning to promote further housing creation will also ensure that units will be affordable to low, moderate and middle-income households and expand the supply of affordable housing throughout Flushing. Under the city's new Mandatory Inclusionary Housing program, new neighborhood rezoning will be linked with a requirement to provide affordable housing. Therefore, the Proposed Actions would promote the development of permanently affordable housing and facilitate mixed-income communities by requiring affordable housing units to be included in any new residential development, which is not required by zoning today.

The waterfront sites provide the greatest opportunity for the development of affordable housing. The large size of the parcels, street widths, and presence of a number of significant sites with potential for redevelopment provide this area with the capacity to support significant growth. College Point Boulevard is an established commercial strip with many vacant or underutilized lots north of Roosevelt Avenue. Changing the residential zoning would allow more affordable housing to be built along this major corridor as well. Today, for privately owned sites such as the ones within the proposed rezoning area, developers can apply for the City's low-interest loans, tax credits, and other incentives in exchange for building affordable housing. But the programs have not been well utilized and are inadequate to address the need for creation of new affordable housing units. DCP is working closely with Housing Preservation & Development (HPD) and New York City Housing Authority (NYCHA) as well as local partners—Asian Americans for Equality and MinKwon Center for Community Action—to address the

preservation of existing affordable housing and the protection of the rights of existing tenants.

Encourage walkability by extending the vibrant downtown area to the waterfront, and create opportunities for new open space

Flushing is a thriving downtown area with busy streets and sidewalks. A key goal of this planning initiative is to direct some of the energy created by new development to underutilized sites near the waterfront, which will inherently generate more activity at the western edge. As part of the neighborhood planning process, DCP is assessing current plans to improve pedestrian and vehicular circulation in the heart of Flushing around Main Street that are being advanced by the City's Department of Transportation (DOT) and determine if similar strategies are advisable to manage the growth anticipated to be generated through the proposed zoning.

In the project area, the Proposed Actions would create special zoning district provisions to enhance the area's redevelopment. The Proposed Actions will provide a well-defined waterfront access and public space amenity plan and guide the height and massing of new buildings and new circulation areas to better connect waterfront blocks to upland portions of the project area. The Proposed Actions would also feature a continuous esplanade.

Support the existing and growing immigrant and small business culture by providing economic opportunities

Downtown Flushing is one of the most active regional retail areas in New York City and one of the main commercial centers for Chinese and Korean Americans. The area attracts many visitors from Long Island, northern New Jersey, Westchester and southern Connecticut who come to shop specifically for specialty grocery items that are not available in regular supermarkets. Others, attracted by the area's cultural diversity and wide variety of food options come for a day trip to experience what Flushing has to offer. The area also benefits from its close proximity to other regional attractions, such as CitiField and Flushing Meadows Corona Park.

Flushing has experienced continuous job growth since 2005—even during the financial crisis—according to the New York State Comptroller's September 2011 *An Economic Snapshot of Flushing, Queens* report. Professional services and health care/social services are sectors driving much of this job growth. Demand indicators reflecting the confidence in the continued growth and economic strength of Downtown Flushing totals over 300,000 square feet of new Class A space in the pipeline, including three announced mixed-used development projects containing office space --- Flushing Commons, One Fulton Square, and Eastern Mirage. These three projects are expected to hit the Downtown Flushing office submarket within the next two to five years.

A vital component of the Flushing West Plan is the creation of new centers of activity that support the growing immigrant and small business culture, provide new opportunities such as job training, start-up capital, tax breaks and other services. The Plan will also promote active non-residential ground floor uses to foster more dynamic commercial corridors that are inviting to pedestrians, tourists and residents.

Align investments in infrastructure and services to support current demands and future growth

As part of the city's commitment to coordinated neighborhood planning, DCP and numerous City agencies are working collaboratively with the community to identify neighborhood needs and opportunities for investments that will support the long-term growth and sustainability of the area.

There will be a concerted effort to align capital investments with the goals and objectives set forth as part of this neighborhood planning process. While there is no firm estimate on the amount of investment needed to support the area's future growth, DCP is keenly aware of its potential needs,

including additional school seats, new and improved open spaces, roadway and sewer upgrades and facilities for seniors.

The Proposed Actions would complement a myriad of other redevelopment and revitalization plans and projects underway in the surrounding area, such as the Metropolitan Transit Authority's (MTA) Long Island Rail Road (LIRR) Flushing Main Street station improvements, the NYC Department of Design and Construction's College Point Boulevard Reconstruction Project, HPD's Flushing Municipal Lot 3 project, and Department of Environmental Protection's (DEP) preparation of a Long-term Control Plan for Flushing Bay and Flushing Creek.

F. DESCRIPTION OF THE PROPOSED ACTIONS

The Proposed Actions would support objectives of the Flushing West Plan and leverage the strong real estate market forces to create opportunities for the creation of affordable housing, encourage walkability and connectivity of the Downtown to the waterfront, support economic development, and generate new community resources. To accomplish these goals, DCP is proposing zoning text and map amendments that would establish a special district on an 11-block area covering approximately 47 acres.

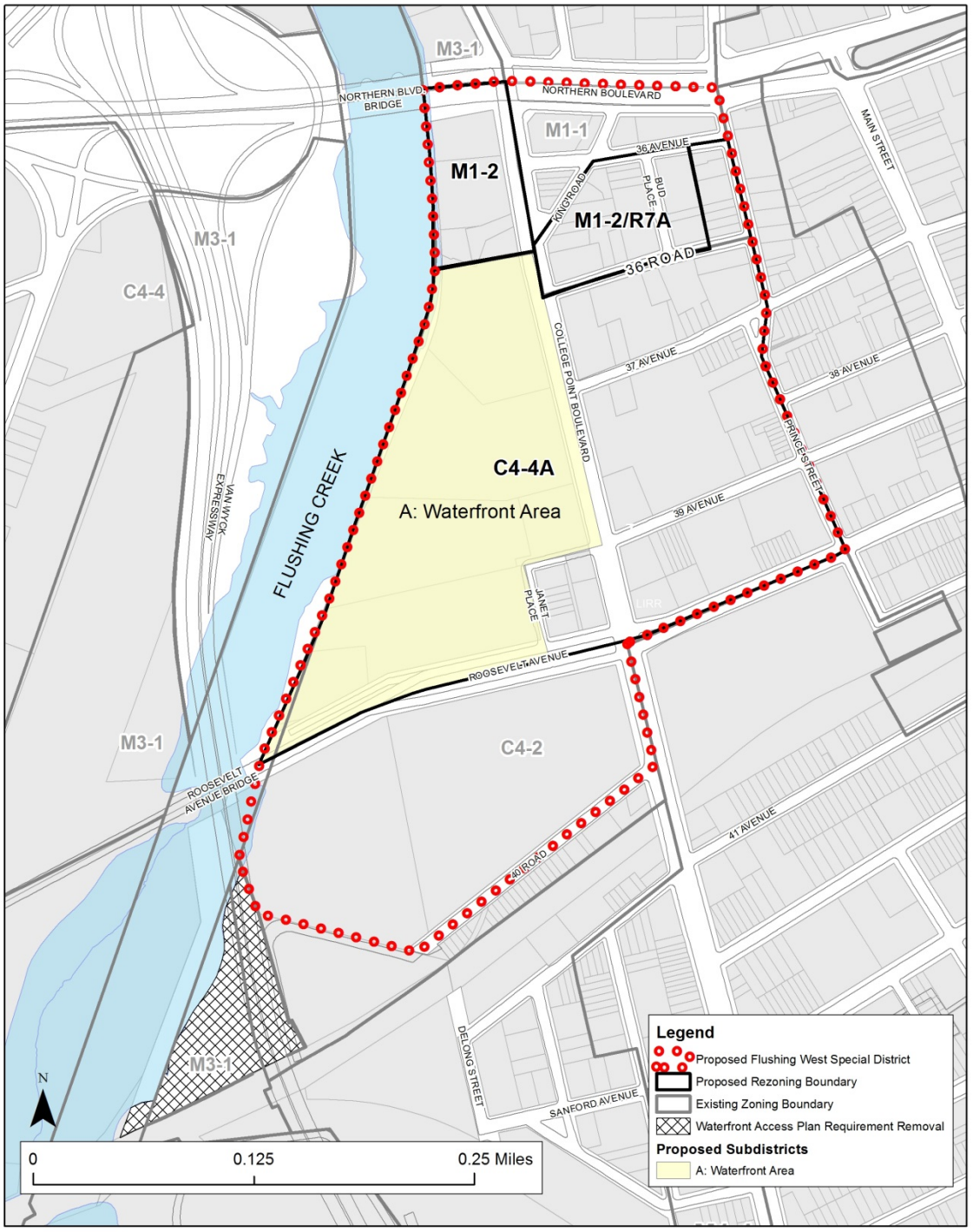
As discussed in detail below, the Proposed Actions consist of: a) a zoning map amendment changing C4-2 to C4-4A, M1-1 to MX M1-2/R7A, and M3-1 to M1-2; b) a zoning text amendment to establish the Special Flushing West District and modifying regulations related to height, setback, use, parking and the provision of mandatory affordable housing; c) a zoning text amendment to update the Flushing Waterfront Access Plan; and, d) a zoning text amendment to establish new City Planning review and oversight actions by the CPC and Commission Chairperson. The various proposed zoning text amendments are described in detail first followed by the description of the proposed zoning map amendment.

Proposed Zoning Text Amendments

The Proposed Actions include amendments to the text of the City's Zoning Resolution (ZR). A new special district known as the Special Flushing West District (SFWD) would be established. It would cover the entirety of rezoning area, as well as adjacent areas not being rezoned, where additional zoning requirements specific to the proposed special district would be applicable. The proposed special district includes a subdistrict (Subdistrict A) covering the waterfront blocks within a proposed C4-4A district (see Figure 4, "Proposed Zoning and Special District"). The existing Flushing Waterfront Access Plan Q-2 would be replaced with requirements set by the special district. An MX district, combining an M1-2 district with an R7A district, would be established. A Mandatory Inclusionary Housing Area (MIHA)would be mapped across the proposed C4-4A and MX M1-2/R7A districts setting mandatory affordable housing requirements pursuant to the proposed mandatory inclusionary housing program. Finally, new City Planning review and oversight actions by the CPC and Commission Chairperson are also proposed to allow for greater flexibility in future development within the SFWD.

Special Flushing West District (SFWD)

Once established, the SFWD would modify the underlying zoning regulations, establish additional requirements, and allow for greater flexibility in in the type and shape of future developments.



Flushing West Rezoning Proposal

Figure 4
Proposed Zoning and Special District

Establish a Mandatory Inclusionary Housing District

In accordance with Mayor de Blasio's housing plan - *Housing New York*, a Mandatory Inclusionary Housing (MIH) district is proposed to cover portions of the rezoning area that would be rezoned to C4-4A and MX M1-2/R7A in order to require the development of permanently affordable housing. The proposed MIH program, currently under public review, includes two primary options for set-aside percentages with different affordability levels. One option would require 25 percent of residential floor area to be for affordable housing units for residents with incomes averaging 60 percent of the area median income (AMI) and the second would require 30 percent of residential floor area to be for affordable housing units for residents with incomes averaging 80 percent AMI. At the current time, DCP has not selected which of the MIH options would be applicable within the proposed special district. Additional description of the proposed MIH program is provided below under "Other Actions That Would Affect the Project Area."

Community Facility Floor Area Bonus

To encourage the creation of needed community facility spaces such as Pre-K's and community centers, a floor area bonus for providing certain types of community facilities is proposed. Within the SFWD, the underlying maximum FAR in the proposed C4-4A and MX M1-2/R7A districts would be modified so that it would be 4.0 for residential uses, 3.4 for commercial uses, and 4.0 for community facility uses. A maximum of 4.6 FAR would be permitted for any non-commercial uses if a development includes at least 0.2 FAR of specified community facility uses, resulting in an overall development of up to 4.8 FAR. The proposed list of specified community facilities is as follows:

- Pre-K's
- Day Care Centers
- Libraries
- Senior Centers
- Community Centers
- Indoor Recreation Centers
- Ambulatory Medical Care and Treatment Facilities (Dialysis Centers, Urgent Care Centers)
- Non-Profit Visual and Performing Arts Spaces

Maximum Building Height:

Maximum permitted building heights would be modified in order to apply consistent limits throughout the upland and waterfront portions of the proposed C4-4A district as well as the proposed MX M1-2/R7A and M1-2 district. Within these areas of the SFWD the maximum building height would be limited by the height restrictions set forth in ZR Article VI Chapter 1, "Special Regulations Applying Around Major Airports".

Active Ground Floors:

To ensure the vibrancy of the streets within the SFWD active ground floor uses would be required along specified commercial corridors. Generally, these designated corridors would be along 37th Ave, 39th Ave, Roosevelt Ave, and selected corridors within Subdistrict A.

Residential Parking Requirements

In order to apply consistent residential parking requirements throughout the SFWD the requirement in the area zoned C4-2 to the south of Roosevelt Avenue would be reduced. In this area the parking requirement would be reduced from 0.7 accessory spaces per residential unit to 0.5.

Commercial and Community Facility Parking Requirements

In order to ensure adequate accessory commercial and community facility parking the requirements of the proposed underlying C4-4A, MX M1-2/R7A, M1-1, and M1-2 districts, which have either very low or no requirement, would be increased to conform with the those of a C4-4 District which is consistent with other similar mixed use neighborhoods in Queens. In C4-4 districts most retail establishments would be required to provide at least one parking space per 1,000 sf of floor area.

Community Facility Floor Area in the M1-2 District

Within the proposed M1-2 district the permitted community facility FAR would be modified to allow a maximum of 2.4.

Replacement of the Flushing Waterfront Access Plan

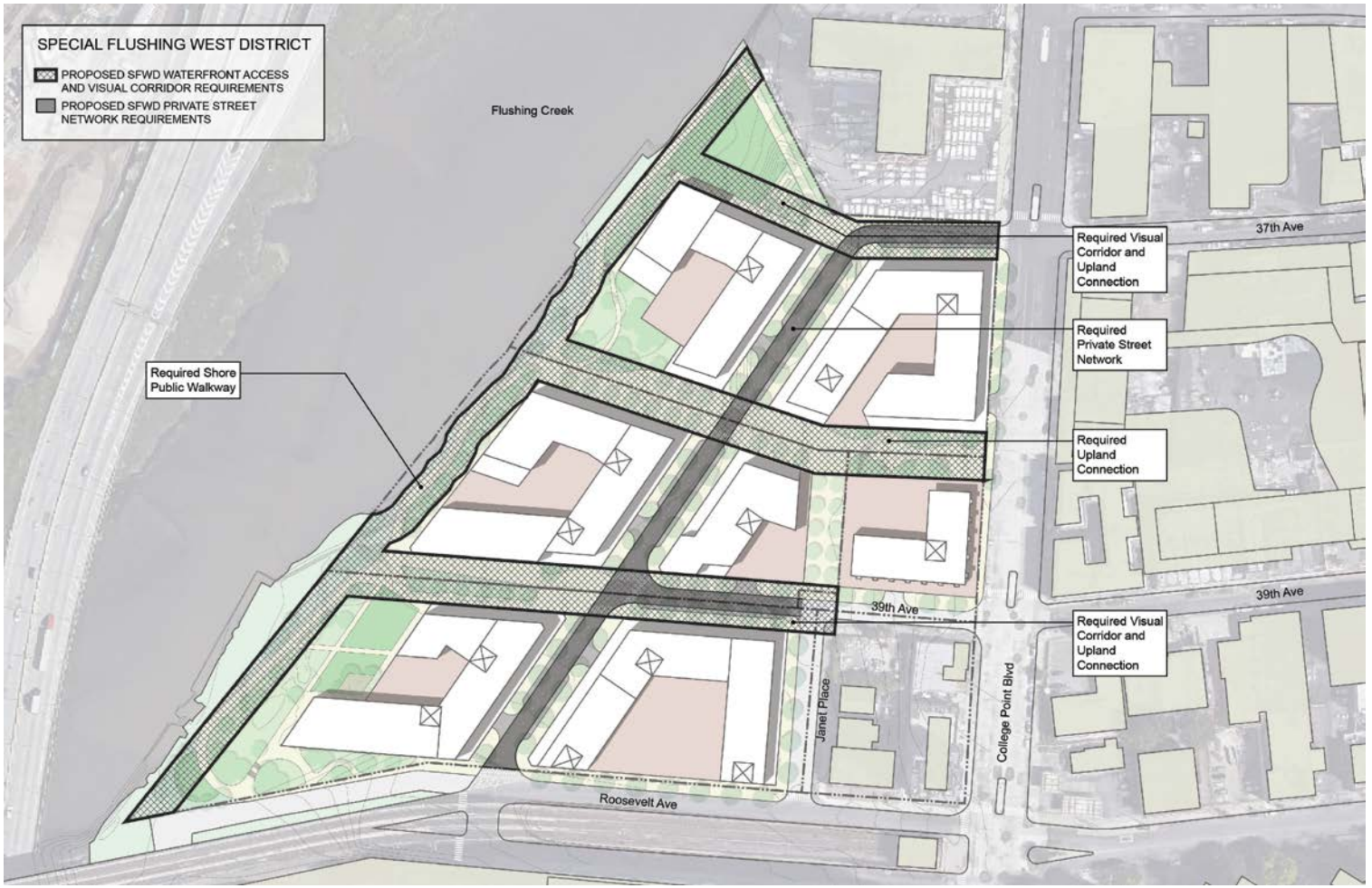
The existing Flushing Waterfront Access Plan (WAP) Q-2 would be replaced by analogous provisions within the SFWD. This replacement would entail the elimination of waterfront access related requirements for two parcels (i.e., designated as Parcels 5 and 7 within the existing WAP, see Figure 3), and the remaining parcels would be covered by the SFWD text. The SFWD text would change the minimum width of the shore public walkway from 20 feet to 40 feet, establish a modified requirement for an upland connection along the boundary between Parcel 2 and Parcel 3, modify the Roosevelt Avenue visual corridor so that it crosses the southwestern corner of Parcel 4, modify the 37th Avenue visual corridor so that it angles northward to allow for greater flexibility for development on Parcel 2, and increase the amount of publicly accessible open space. These improved waterfront access requirements would facilitate better site planning and public access to the waterfront as well as enhance the waterfront experience for pedestrians.

Subdistrict A –Waterfront Blocks

A subdistrict within the SFWD would be mapped covering all or portions of two blocks west of College Point Boulevard (refer to "Subdistrict A" on Figure 4). Within Subdistrict A the following would apply:

- Within Subdistrict A, the development of a private owned and maintained publicly accessible street and open space network would be required (see Figure 5, "Subdistrict A: Proposed Street and Open Space Network").

    - *Interim Phasing*: In certain instances the proposed specified locations of upland connections, private streets, and private plazas in the subdistrict coincide with existing property boundaries. In light of this, it is highly likely that adjoining portions of the same required amenities would be developed at different times. Because these properties may be developed at different times, the waterfront certification process for these sites would be modified to allow for an interim phase of public access. This interim phase would ensure adequate access to the sites and ensure some form of public access is provided. Once development has occurred on both adjoining sites the amenity areas would then be required to be improved to meet the standards of their final approved phase.



Flushing West Rezoning Proposal

Figure 5
Subdistrict A: Proposed Street and Open Space Network

- *Tower Definition:* A "tower" would be defined for the purposes of the SFWD as the portion of the building exceeding a height of 75 feet.

- *Base Heights*: Set minimum base height at 25 feet. Allow one block frontage to be lower than the required 25 feet minimum base height.

- *Maximum Tower Widths Facing Shorelines:* The width of a tower facing shorelines shall not exceed 100 feet. However, such wall width may exceed 100 feet, provided that such wall is within 100 feet of a mapped street or a required publicly accessible private street.

- *Sheer Tower Provision:* In select locations towers would be allowed rise to the maximum building height without providing required setbacks.

- *Maximum Tower Length:* The maximum tower length would be limited to 150 feet. For the purpose of this provision, two or more abutting towers would be considered a tower. Towers would be allowed to exceed the maximum tower length requirement if certain visual impact mitigations are provided.

- *Signage:* Regulations concerning, size, number of signs per business, and illumination would be modified to ensure that signage in the area is unobtrusive.

Special Mixed Use District

A Special Mixed Use District (MX) is a special zoning district that is mapped in several locations throughout the city. It combines a light industrial (M1) district with a residential district, and permits a mix of selected light industrial, commercial, residential, and community facility uses under the applicable regulations. The MX district permits mixed-use buildings, and includes an expanded definition of "home occupations," permitting a broader variety of live-work accommodations than is allowed in standard zoning districts. The proposed MX district within the SFWD is intended to retain existing light industrial businesses while encouraging the redevelopment of vacant and/or underutilized land and lofts with residential uses. The MX district would be established combining a M1-2 district with an R7A district covering approximately one full block and one partial block between Prince Street, 36th Avenue, 36th Road and College Point Boulevard. Within the proposed MX district manufacturing uses would have a maximum FAR of 2.0. Commercial uses would be allowed a maximum FAR of 3.4, while residential, and community facility uses would be allowed a maximum of 4.0. If 0.2 FAR is used for certain types of community facility uses than 4.6 FAR could be occupied any combination of non-commercial uses resulting in a maximum permitted FAR of 4.8.

New City Planning Review and Oversight Actions

To allow for greater quality, flexibility, and expediency of development within the SFWD three new discretionary actions are proposed.

- *CPC Chairperson Certification for Additional Height:* In order to streamline the review process and ensure that all essential parties are consulted, the permitting process that allows for structure to penetrate the height limits set by zoning under the Special Regulations Applying Around Major Airports (ZR Article VI Chapter 1) would be transferred from the purview of BSA to that of the CPC. The proposed ministerial action would take the form of a Chairperson certification requiring that verifications from both the Port Authority of New York and New Jersey (PANYNJ) as well as the FAA stating that proposed development would not interfere with

air navigation be provided. Upon receipt of such verification, a letter to the Commissioner of the Buildings Department would be issued.

- *Special Permit to Modify Use or Bulk Regulations*: In the case that a development requires relief from the SFWD's zoning regulations a special permit allowing for the modification of use or bulk regulations is proposed.

- *Certificate of No Objection*: A Certificate of No Objection would be required to ensure future development within the manufacturing districts (M1-1, M1-2, and MX M1-2/R7A, see Figure 4) takes into account certain environmental concerns. In order for developments to avail themselves of the proposed zoning the Chairperson of the CPC upon review of a potential development in consultation with OER, would provide a certificate of no effect to DOB. If during the environmental review process for this action it is found that this provision is not required in certain area(s) or at all, it will be accordingly modified or removed from the proposal.

Proposed Zoning Districts

The proposed zoning map amendments would replace portions of existing C4-2, M1-1, and M3-1 districts with C4-4A, MX M1-2/R7A, and M1-2 districts (see Figure 4, "Proposed Zoning and Special District").

Proposed C4-4A *(Existing C4-2 district)*

A C4-4A district is proposed to cover all or portions of five blocks and is roughly bounded by 36th Road, Prince Street, Roosevelt Avenue, and Flushing Creek. This area is bisected by College Point Boulevard, a 100-foot wide major thoroughfare that separates the waterfront and upland sections of the rezoning area. The waterfront section is characterized by large vacant or underutilized lots stretching from College Point Boulevard to Flushing Creek. The properties along College Point Boulevard are typified by one-story buildings occupied by automotive uses, and building materials suppliers. Although a 12-story hotel was recently constructed at the intersection of Roosevelt Avenue, the upland section was until fairly recently a mixture of commercial, manufacturing, and low to medium density residential use. However, in recent years, new hotels, office buildings, and large mixed use buildings have been developed. The largest of these recent projects have taken advantage of existing large lots or assembled separate properties to develop large complexes containing hotels, offices, retail malls, community facilities, and housing.

Within the SFWD, the maximum FAR in the proposed C4-4A districts would be modified so that the it would be 4.0 for residential uses, 3.4 for commercial uses, and 4.0 for community facility uses. A maximum of 4.6 FAR would be permitted for any non-commercial uses if a development includes at least 0.2 FAR of specified community facility uses, resulting in an overall development of up to 4.8 FAR. If adopted, the Zoning for Quality and Affordability (ZQA) citywide zoning text amendment currently in public review and described in detail below sets a minimum base height of 45 feet and a maximum base height of 75 feet before a required set back in C4-4A districts. In the SFWD, the maximum building height would be limited by the height restrictions set forth in the City's ZR Article VI Chapter 1, "Special Regulations Applying Around Major Airports." Off-street parking would be required for 50 percent of the market-rate dwelling units, but this requirement can be waived if 15 or fewer spaces are required. If adopted, the ZQA citywide zoning text amendment would eliminate off-street parking requirements for low-income housing; this would also be applicable within the proposed SFWD. For commercial and community facility uses the accessory parking requirements of a C4-4 district would apply.

In accordance with In accordance with Mayor de Blasio's housing plan - *Housing New York*, a MIHA is proposed to cover the proposed C4-4A District.

Proposed MX M1-2/R7A *(Existing M1-1 district)*

An MX M1-2/R7A district is proposed to cover all or portions of two blocks and is generally bounded by, 36th Avenue, Prince Street, College Point Boulevard, and King Road. This area is predominantly developed with one-story buildings and parking lots occupied by building materials suppliers, automotive service establishments, warehouses, and small scale manufacturers.

Within the proposed MX M1-2/R7A district, manufacturing uses would have a maximum FAR of 2.0. Commercial uses would be have a maximum FAR of 3.4, while residential and community facility uses would be allowed a maximum of 4.0. . A maximum of 4.6 FAR would be permitted for any non-commercial or non-manufacturing uses if a development includes at least 0.2 FAR of specified community facility uses, resulting in an overall development of up to 4.8 FAR. ZQA zoning text amendment sets a minimum base height of 45 feet and a maximum base height of 75 feet before a required set back in M1-2/R7A. In the SFWD, the maximum building height would be limited by the height restrictions set forth in the City's "Special Regulations Applying Around Major Airports" zoning text (ZR Article VI Chapter 1). Manufacturing uses would be required to be enclosed pursuant to the special use regulations of ZR Sections 123-30.Off-street parking would be required for 50 percent of the market-rate dwelling units, but this requirement can be waived if 15 or fewer spaces are required. If adopted, the ZQA citywide zoning text amendment would eliminate off-street parking requirements for low-income housing; this would also be applicable within the proposed SFWD. For commercial and community facility uses the accessory parking requirements of a C4-4 district would apply.

AMIHA is also proposed to cover the proposed MX M1-2/R7A district.

Proposed M1-2 *(Existing M1-3 district)*

M1-1 is proposed for a portion of one block and is generally bounded by Northern Boulevard, College Point Boulevard, and Flushing Creek. This area is occupied by a scrap metal yard and a lumber and hardware retailer.

M1-2 is a light industrial district that allows only light industrial and commercial uses at a maximum FAR of 2.0. In the SFWD, the underlying M1-1 district regulation would be modified to require all manufacturing uses to be enclosed. The permitted community facility FAR would be modified to allow a maximum of 2.4. C4-4 parking requirements would be applicable for commercial and community facility uses.

Other Actions That Would Affect the Project Area

Independent of the Proposed Actions described above, DCP has proposed two citywide zoning text amendments as described below. One is a series of text amendments to eliminate unnecessary obstacles to the creation of housing, especially affordable housing known as Zoning for Quality and Affordability (ZQA). The second is a text amendment to authorize a Mandatory Inclusionary Housing (MIH) program. These text amendments are currently in public review - ZQA under

CEQR No. 15DCP104Y and ULURP number N160049ZRY, and MIH under CEQR No. 16DCP028Y and ULURP number N160051ZRY.Upon adoption, they would affect the zoning districts as proposed for the

SFWD. Since these zoning changes would affect districts described above, their effects on the project area will be analyzed as part of this environmental review in order to provide a conservative analysis.

Building Envelope Controls

The proposed ZQA zoning text amendments would modernize rules that shape buildings in the City through various updates and refinement to the City's Zoning Resolution, as follows:

- *General building envelope modifications*: In medium- and higher-density districts, the proposed ZQA zoning text amendment would allow additional flexibility to accommodate best practices for affordable construction and good design, while maintaining current maximum FARs.

- *Enhanced building envelope modifications for Inclusionary and affordable senior housing and care facilities*: Where zoning allows additional floor area for affordable housing for seniors or Inclusionary Housing, provide enough flexibility to fit all permitted floor area with good design.

- *Improved design flexibility:* Allow flexibility for the variation and texture that typify older buildings in many neighborhoods.

- *Modifications for constrained lots:* Most existing zoning controls are designed to work with flat, rectangular lots and do not work well on irregularly-shaped or slopes sites.

Affordable Senior Housing and Long Term Care Facilities

The proposed ZQA zoning text amendment would promote affordable senior housing and long-term care facilities through various updates and refinements to the Zoning Resolution, as follows:

- *Modernize zoning definitions:* Accommodate today's housing models and recognize regulated housing and facility types by removing obsolete definitions and updating definitions for affordable senior housing and long-term care facilities.

- *Rationalize FARs:* Establish consistent FARs and corresponding building heights for affordable senior housing and long-term care facilities to facilitate more and better housing for seniors.

- *Remove the specific open space ratios for non-contextual districts and lot coverages for contextual districts*: The senior bulk requirements would reference the lot coverage and open space provisions in the underlying bulk regulations.

- *Allow flexibility for different types of affordable senior housing and care facilities:* Relax density restrictions that may prevent the creation of appropriately sized units by removing the density factor and minimum unit size requirement.

- *Provide a framework for mixing of Use Group 2 residences with certain Use Group 3 community facilities:* Specify how density in mixed community facility and residential buildings would be calculated and remove existing restrictions in R6 and R7-1 that limit the portion of mixed building that can include community facility uses. In a building that combines Use Groups 2 and 3, the Quality Housing floor area deductions would be computed based on the combined floor area.

- *Reduce administrative obstacles:* Eliminate certifications and Special Permits for nursing homes.

Parking Requirements

The proposed ZQA zoning text amendment would eliminate off-street parking requirements for low-income housing or Inclusionary Housing within areas that fall within a "Transit Zone" encompassing areas well served by transit and with low car ownership and auto commutation rates. This would include the area affected by the Proposed Actions. ZQA would also allow new buildings, through discretionary review, to reduce required parking to enable mixed-income development or existing affordable buildings with underutilized parking to reduce or eliminate requirements. No parking would be required for new affordable senior housing. Existing affordable senior housing developments would be able to reduce or eliminate their parking.

Mandatory Inclusionary Housing (MIH) Program

The MIH program, as proposed, would require permanently affordable housing within new residential developments, enlargements, and conversions from non-residential to residential use within the mapped "Mandatory Inclusionary Housing Areas" (MIHAs). The program would require permanently affordable housing set-asides for all developments over 10 units or 12,500 zoning sf within the MIH designated areas or, as an additional option for developments between 10 and 25 units, or 12,500 to 25,000 sf, a payment into an Affordable Housing Fund. In cases of hardship, where these requirements would make development financially infeasible, developers may apply to the Board of Standards and Appeals (BSA) for a special permit to reduce or modify the requirements. Developments, enlargements or conversions that do not exceed either 10 units or 12,500 sf of residential floor area will be exempt from the requirements of the program.

The proposed MIH program includes two primary options that pair set-aside percentages with different affordability levels to reach a range of low and moderate incomes while accounting for the financial feasibility tradeoff inherent between income levels and size of the affordable set-aside. Option 1 would require 25 percent of residential floor area to be for affordable housing units for residents with incomes averaging 60 percent of the area median income (AMI). Option 2 would requires 30 percent of residential floor area to be for affordable housing units for residents with incomes averaging 80 percent AMI. In addition to these two options, the City Council and the City Planning Commission could decide to apply an additional, limited workforce option for markets where moderate- or middle-income development is marginally financially feasible without subsidy. For all options, no units could be targeted to residents with incomes above 130 percent AMI.

Potential Modifications to Proposed Actions to Support a MTA Bus Transit Center

As part of the formulation of the Plan this issue of numerous buses occupying extensive curbside space on the congested streets of Downtown Flushing during layovers between completing one trip route and the beginning of another, thereby, adversely affecting area pedestrian and vehicular traffic flows was discussed with various community stakeholders and representatives of city and state agencies. The concept of a potential Bus Transit Center (BTC) that could be developed only in conjunction with other retail and residential uses in a mixed-use building was identified as one possible solution to reduce curbside layovers. This Plan is assessing the feasibility of a potential BTC combined with appropriate related development for certain peripheral locations within the rezoning area where the facility's operations would be logistically functional and it would be likely to have minimal adverse effects on surrounding portions of on the neighborhood. In evaluating potential BTC sites, special consideration would be given to sites located with a quarter-mile radius from the intersection of Main Street and Roosevelt Avenue, while sites that would be likely to create unavoidable conflicts with recommended waterfront public access improvements and be likely to generate potentially substantial traffic flow

conflicts on College Point Boulevard would be expected to be removed from consideration. In order to encourage a joint public-private development of a BTC and related mixed-use development certain alternative zoning changes would be considered to define the appropriate parameters for integrating such a facility into the general redevelopment opportunities being facilitated through the rezoning.

The development of a BTC and any appropriate related development would require significant future coordination between the MTA, various city and state agencies, property owners, and developers. Because of the requirement for this future coordination and the uncertainty of its outcome the development of a BTC will be treated as an alternative in the environmental analysis for the Proposed Actions. The CPC would be able to include the possibility of a BTC as part of its decision-making process on the Proposed Actions.

G. ANALYSIS FRAMEWORK

Reasonable Worst-Case Development Scenario (RWCDS)

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 (analysis year 2025). 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 review. 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.

Development Site Criteria

To determine the With-Action and No-Action conditions, standard methodologies have been used following the *2014 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 development, several factors have been considered in identifying likely development sites. These include known development proposals, past and current development trends, and the development site criteria described below. Generally, for area-wide rezonings that 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.

Sites were initially identified based on the following criteria:

- Lots located in areas where a substantial increase in permitted FAR is proposed;
- Lots with a total size of 5,000 sf or larger (may include potential assemblages totaling 5,000 sf, respectively, if assemblage seems probable*)
- Underutilized lots—defined as vacant or lots constructed to less than or equal to half of the maximum allowable FAR under the proposed zoning,
- Lots located in areas where changes in use would be permitted.
- Lots located in areas where a reduction in parking requirements could spur redevelopment or result in substantial reconfigurations of existing parking facilities.

**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 three 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. Additionally, for government owned properties, development and/or sale of these lots may require discretionary actions from the pertinent government agency.
- Multi-unit buildings (existing individual buildings with six or more residential units are unlikely to be redeveloped because of the required relocation of tenants in rent-stabilized units).
- Certain large commercial structures, such as multi-story office buildings, regional centers of national corporations, and hotels. Although these sites may meet the criteria for being built to less than half of the proposed permitted floor area, some of them are unlikely to be redeveloped due to their current or potential profitability, the cost of demolition and redevelopment, and their location.
- Lots whose location, highly irregular shape, or highly irregular topography would preclude or greatly limit future as of right development. Generally, development on highly irregular lots does not produce marketable floor space.
- Lots utilized for public transportation and/or public utilities.
- Lots with a built FAR greater than 0.5 where M1-1 is proposed to remain. Proposed reductions in the parking requirements for commercial uses in these areas are unlikely to spur redevelopment of lots with built FARs above 0.5.

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 identified based on the following criteria:

- Lots whose with slightly irregular shapes, topographies, or encumbrances would make development more difficult.
- Lots with ten or more commercial tenants, which may be difficult to dislodge due to long term leases.
- Active businesses, which may provide unique services or are prominent, and successful neighborhood businesses or organizations unlikely to move.
- Sites divided between disparate zoning districts.
- Sites smaller than 7,500 sf.

Based on the above criteria, a total of 26 development sites (13 projected and 13 potential) have been identified in the rezoning area. Figure 6, "RWCDS - Projected and Potential Development Sites," show these projected and potential development sites, and the detailed RWCDS tables provided in Appendix 2A to this document identify the uses expected to occur on each of these sites under Future No-Action and Future With-Action conditions. Appendix 2B includes "snapshots" of each projected and potential development site identified in the RWCDS. Tables 1a and 1b, below, provides a summary of the RWCDS for each analysis scenario.

The EIS will assess both density-related and site-specific potential impacts from development on all projected development site. Density-related impacts are dependent on the amount and type of development projected on a site and the resulting impacts on traffic, air quality, community facilities, and open space.

Site-specific impacts relate to individual site conditions and are not dependent on the density of projected development. Site-specific impacts include potential noise impacts from development, the effects on historic resources, and the possible presence of hazardous materials. Development is not anticipated on the potential development sites in the foreseeable future. Therefore, these sites have not been included in the density-related impact assessments. However, review of site-specific impacts for these sites will be conducted in order to ensure a conservative analysis.

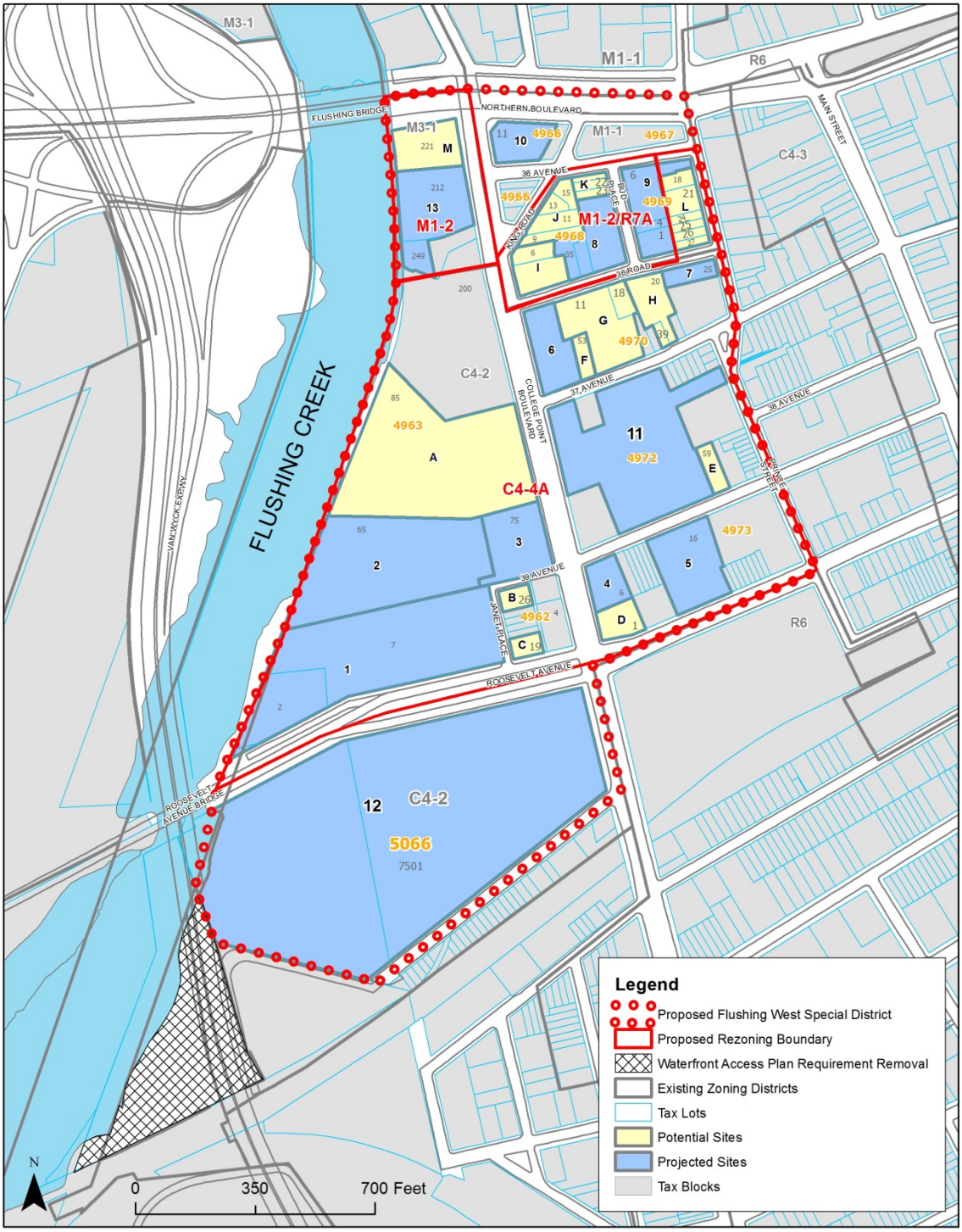
Development Scenario Parameters

Dwelling Unit Factor

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.

Affordable Housing Assumptions

The proposed MIH program, as described in detail above, includes two primary options for set-aside percentages with different affordability levels. One option would require 25 percent of residential floor area to be for affordable housing units for residents with incomes averaging 60 percent of the area median income (AMI) and the second would require 30 percent of residential floor area to be for affordable housing units for residents with incomes averaging 80 percent AMI. At the current time, DCP has not select which of the MIH options would be applicable within the proposed special district. Therefore, the number of affordable housing units required to be provided on any particular development site has be calculated for both options. Each impact category will utilize whichever of the two primary MIH options would provide the more conservative basis for its specific analysis.



Flushing West Rezoning Proposal

Figure 6
RWCDS - Projected and Potential Development Sites

MTA Bus Transit Center Alternative

As previously discussed, the development of a BTC and any appropriate related development would require significant future coordination between the MTA, various city and state agencies, property owners, and developers. Because of the requirement for this future coordination and the uncertainty of its outcome the development of a BTC will be treated as an alternative in the environmental analysis for the Proposed Actions. As an alternative, the environmental impacts of certain alternative zoning changes that would define the appropriate parameters for integrating such a facility into the proposed special district will be analyzed to determine the environmental consequences as compared to the Proposed Actions.

Scenarios Including Additional Height Permitted by CPC Chairperson Certification

Development analysis for Projected Sites 1 and 2 and Potential Site A have shown that it would be difficult to fully utilize the maximum permitted FAR of 4.8 under the Proposed Actions while keeping building heights below the limits set by zoning under the Special Regulations Applying Around Major Airports (ZR Article VI Chapter 1). Because of the strong real-estate market in Downtown Flushing it is highly likely that developers would avail themselves of the extra height permitted via the proposed Chairperson Certification for Additional Height. As previously described the City's ZR section for Special Regulations Applying around Major Airports sets heights limits for developments within air traffic flight paths. Currently a BSA special permit exists that allows buildings to penetrate the height limits set by zoning if an applicant can provide formal confirmation from FAA the that the development would not interfere with air traffic. As part of the Flushing West proposal, the permitting of such additional height within the proposed special district would be brought into the purview of the CPC in the form of a Chairperson Certification. The proposed Chairperson Certification for Additional Height would require a developer to submit to the PANYNJ and the FAA a complete description of their intended development for comment. If confirmation that the proposed development(s) would not negatively affect air traffic is received from both the PANYNJ and the FAA the Chairperson Certification would be granted.

The Special Regulations Applying in the Waterfront Area stated in the zoning resolution would also apply to Sites 1, 2, and A. Accordingly, before any future development could commence the developer would be required to apply for a CPC Chairperson Waterfront Certification, which would show that all requirements for waterfront sites have been met. This certification requires a complete description of their intended development and a series detailed drawings.

Because similar documentation would be necessary for both actions and a Waterfront Certification is already required for any development to occur the proposed Chairperson Certification for Additional Height does not constitute a significant level of additional review or discretionary approval. Based on these factors, it can be assumed that subsequent applications for Chairperson Certification for Additional Height would be filed. Therefore, it is appropriate for the environmental analysis to take into account the extra developable building height and floor area allowed by the proposed Chairperson Certification. Therefore two scenarios for the Future With-Action condition have been developed for these sites; one showing possible future development not including any additional height allowed by a Chairperson Certification, and a second where additional building height is included.

The Future without the Proposed Actions (No-Action Condition)

In the future without the Proposed Actions (No-Action), the identified projected 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. Tables 1a and 1b show the No-Action conditions for the projected development sites.

As detailed in Tables 1a and 1b below, it is anticipated that, in the future without the Proposed Actions, there would be a total of approximately 4,525,106 sf of built floor area on the 13 projected development sites. Under the RWCDS, the total No-Action development would comprise 2,378 market-rate residential dwelling units (DU), 1,301,395 sf of commercial retail space, 269,408 sf of commercial office, 293,408 sf of hotel space, 48,500 sf of community facility uses, 28,970 sf of industrial space and 5,393 accessory parking spaces. The No-Action estimated population would include approximately 6,373 residents and 7,412 workers on these projected development sites.

The Future with the Proposed Actions (With-Action Condition)

The Proposed Actions would allow for the development of new uses and higher densities at the projected and potential development sites. As discussed above, two scenarios for the Future With-Action condition have been developed for analysis purposes; one showing possible future development not including any additional height allowed by a proposed Chairperson Certification, and a second where additional building height is included.

As shown in Table 1a, under a RWCDS where possible future development would not include any additional height allowed by Chairperson Certification, the total development expected to occur on the 13 projected development sites under the With-Action condition would consist of approximately 5,271,470 sf of built floor area. This would include 3,344,170 sf of residential floor area (a total of 3,109 DU, including 464 affordable DU under the 25% affordable housing Option 1 or 557 affordable DU under the 30% affordable housing Option 2), 78,469 sf of community facility uses, 1,390,520 sf of commercial retail space, and 303,847 sf of hotel space, 154,464 sf of commercial office space, and 3,852 accessory parking spaces under the 25% affordable housing Option 1 or 3,801 accessory parking spaces under the 30% affordable housing Option 2. The projected incremental (net) change between the No-Action and With-Action conditions that would result from the Proposed Actions would be an increase of 731,967 sf of residential floor area (a total of 731 DU, including 464 or 557 affordable DU), 29,969 sf of community facility space, 89,129 sf of commercial retail space, and 10,247 sf of hotel space; and net decreases of 28,970 sf of industrial space, 114,944 sf of commercial office space, and 1,602 or 1,653 accessory parking spaces. The total difference between the built square footage in the No-Action and With-Action conditions is approximately 746,364 sf.

TABLE 1a

2025 RWCDS No-Action and With-Action Land Uses (Without Extra Height)

Land Use	No-Action Condition	With-Action Condition	No-Action to With-Action Increment
Residential			
Market-Rate Residential	2,378 DU	2,645 DU	+ 267 DU
Affordable Residential at 25%	0 DU	464 DU	+ 464 DU
Affordable Residential at 30%	0 DU	557 DU	+ 557 DU
Total Residential	***2,612,203 sf (2,378 DU)***	***3,344,170 sf (3,109 DU)***	***+731,967 sf (731 DU)***
Commercial			
Commercial Retail	1,301,395 sf	1,390,520 sf	+ 89,129 sf
Hotel	293,600 sf	303,847 sf	+ 10,247 sf

Office	269,408 sf	154,464 sf	- 114,944 sf
Total Commercial	***1,864,403 sf***	***1,848,831 sf***	***- 15,572 sf***
Other Uses			
Community Facility	48,500 sf[1]	78,469 sf	+ 29,969 sf
Industrial	28,970	0	- 28,970 sf
Total Built Floor Area	**4,525,106 sf**	**5,271,470 sf**	**+ 746,364 sf**
Parking			
Parking Spaces at 25%	5,393	3,852	- 1,602
Parking Spaces at 30%	5,393	3,801	- 1,653
Population [2]			
Residents	6,373	8,332	1,959
Workers	7,412	7,214	- 198

Notes:

[1] Includes 48,500 sf of medical office uses.

[2] Assumes 2.68 persons per DU for residential units in Queens Community District 7. Estimate of workers based on standard industry rates, as follows: 1 employee per 250 sf of office; 3 employees per 1,000 sf of retail, 1 employee per 25 DU, 1 employee per 2.67 hotel rooms (400 sf per hotel room), 1 employee per 1,000 sf of industrial, 1 employee per 15,000 sf of warehouse uses, one employee per 11.4 students in Pre-K school uses, three employees per 1,000 sf of all other community facility uses, and one employee per 50 parking spaces.

As shown in Table 1b, under a RWCDS where possible future development would include additional height allowed by Chairperson Certification, the total development expected to occur on the 13 projected development sites under the With-Action condition would consist of approximately 5,527,862 sf of floor area, including 3,550,448 sf of residential floor area (a total of 3,316 DU, including 515 affordable DU under the 25% affordable housing Option 1 or 619 affordable DU under the 30% affordable housing Option 2), 139,856 sf of community facility uses, 1,379,207 sf of commercial retail space, and 303,847 sf of hotel space, 154,464 sf of commercial office space, and 3,974 accessory parking spaces under the 25% affordable housing Option 1 or 3,923 accessory parking spaces under the 30% affordable housing Option 2. The projected incremental (net) change between the No-Action and With-Action conditions that would result from the Proposed Actions would be an increase of 938,285 sf of residential floor area (a total of 938 DU, including 515 or 619 affordable DU), 91,356 sf of community facility space, 77,812 sf of commercial retail space, and 10,247 sf of hotel space; and net decreases of 28,970 sf of industrial space, 114,944 sf of commercial office space, and 1,419 or 1,470 accessory parking spaces. The total difference between the built square footage in the No-Action and With-Action conditions is approximately 1,002,756 sf.

TABLE 1b

2025 RWCDS No-Action and With-Action Land Uses (With Extra Height)

Land Use	No-Action Condition	With-Action Condition	No-Action to With-Action Increment
Residential			
Market-Rate Residential	2,378 DU	2,801 DU	+ 423 DU
Affordable Residential at 25%	0 DU	515 DU	+ 515 DU
Affordable Residential at 30%	0 DU	619 DU	+ 619 DU
Total Residential	***2,612,203 sf (2,378 DU)***	***3,550,488 sf (3,316 DU)***	***+938,285 sf (938 DU)***
Commercial			
Commercial Retail	1,301,395 sf	1,379,207 sf	- 77,812 sf
Hotel	293,600 sf	303,847 sf	+ 10,247 sf

Office	269,408 sf	154,464 sf	- 114,944 sf
Total Commercial	***1,864,403 sf***	***1,837,518 sf***	***- 26,855 sf***
Other Uses			
Community Facility	48,500 sf[1]	139,856 sf	+ 91,356 sf
Industrial	28,970 sf	0	- 28,970 sf
Total Built Floor Area	**4,525,106 sf**	**5,527,862 sf**	**+ 1,002,756 sf**
Parking			
Parking Spaces at 25%	5,393	3,974	-1,419
Parking Spaces at 30%	5,393	3,923	- 1,470
Population [2]			
Residents	6,373	8,887	+ 2,514
Workers	7,412	7,279	- 131

Notes:

[1] Includes 48,500 sf of medical office uses.

[2] Assumes 2.68 persons per DU for residential units in Queens Community District 7. Estimate of workers based on standard industry rates, as follows: 1 employee per 250 sf of office; 3 employees per 1,000 sf of retail, 1 employee per 25 DU, 1 employee per 2.67 hotel rooms (400 sf per hotel room), 1 employee per 1,000 sf of industrial, 1 employee per 15,000 sf of warehouse uses, one employee per 11.4 students in Pre-K school uses, three employees per 1,000 sf of all other community facility uses, and one employee per 50 parking spaces.

Based on 2010 Census data, the average household size for residential units in Queens Community District 7 is 2.68. Based on these ratios and standard ratios for estimating employment for commercial, community facility, and other uses, Tables 1a and 1b also provide an estimate of the number of residents and workers on the 13 projected development sites in the No-Action and With-Action conditions. As indicated in Table 1a, under the RWCDS without extra height, the proposed action would result in a net increment of 1,959 residents and a net decrease of 198 workers. In addition, as indicated in Table 1b, under the RWCDS with extra height, the proposed action would result in a net increment of 2,514 residents and a net decrease of 131 workers.

A total of 13 sites were considered less likely to be developed within the foreseeable future and were thus considered potential development sites (see Appendix 2). As noted earlier, the potential sites are deemed less likely to be developed because they did not closely meet the criteria listed above. However, as discussed above, the analysis recognizes that a number of potential development sites could be developed under the Proposed Actions in lieu of one or more of the projected development sites in accommodating the development anticipated in the RWCDS. The potential development sites are therefore also analyzed in the EIS for site-specific effects.

As such, the EIS will analyze the projected developments for all technical areas of concern and also evaluate the effects of the potential developments for site-specific effects such as archaeology, shadows, hazardous materials, stationary air quality, and noise. In order to assess the possible effects of the Proposed Actions, the reasonable worst case development scenario (represented in Table 1b) with additional building height included will be used to determine the potential for and impact of environmental impacts from the rezoning, as it represents the worst case for density-related and height-related impact categories.

H. PROPOSED SCOPE OF WORK FOR THE EIS

The CPC as lead agency in the environmental review determined that the Proposed Actions and project have the potential to result in significant environmental impacts and, therefore, pursuant to CEQR procedures, issued a positive declaration requiring that an EIS will be prepared for the Proposed Actions that will analyze all technical areas of concern. The EIS will be prepared in conformance with all applicable laws and regulations, including the State Environmental Quality Review Act (SEQRA) (Article 8

of the New York State Environmental Conservation Law) and its implementing regulations found at 6 NYCRR Part 617, New York City Executive Order No. 91 of 1977, as amended, and the Rules and Procedure for CEQR, found at Title 62, Chapter 5 of the Rules of the City of New York.

The EIS, following the guidance of the CEQR Technical Manual, will contain:

- A description of the Proposed Actions, the projected and potential development sites and their environmental setting;
- A statement of the environmental impacts of the Proposed Actions, including its short- and long-term effects and typical associated environmental effects;
- An identification of any adverse environmental effects that cannot be avoided if the Proposed Actions are implemented;
- A discussion of reasonable alternatives to the Proposed Actions;
- A discussion of any irreversible and irretrievable commitments of resources that would be involved in the Proposed Actions should they be implemented; and
- A description of mitigation measures proposed to eliminate or minimize any significant adverse environmental impacts.

As noted above, the EIS will analyze the projected development sites for all technical areas of concern and also evaluate the effects of the potential development sites for site-specific effects such as archaeology, shadows, hazardous materials, air quality, and noise. The analyses in the EIS will examine the RWCDS with the greater potential environmental impact for each impact area. The specific technical areas to be included in the EIS, as well as their respective tasks and methodologies, are described below.

TASK 1. PROJECT DESCRIPTION

The first chapter of the EIS introduces the reader to the Proposed Actions and sets the context in which to assess impacts. This chapter contains a description of the Proposed Actions: their location; the background and/or history of the project; a statement of the purpose and need; key planning considerations that have shaped the current proposal; a detailed description of the Proposed Actions; and discussion of the approvals required, procedures to be followed, and the role of the EIS in the process. This chapter is the key to understanding the Proposed Actions and their impact and gives the public and decision makers a base from which to evaluate the Proposed Actions.

In addition, the project description chapter will present the planning background and rationale for the actions being proposed and summarize the RWCDS for analysis in the EIS. The section on approval procedure will explain the ULURP, zoning text amendment, and zoning map amendment processes, their timing, and hearings before the Community Board, the Borough President's Office, the CPC, and the New York City Council. The role of the EIS as a full disclosure document to aid in decision-making will be identified and its relationship to the discretionary approvals and the public hearings described.

TASK 2. LAND USE, ZONING, AND PUBLIC POLICY

A land use analysis characterizes the uses and development trends in the area that may be affected by a proposed action and determines whether a proposed action is either compatible with those conditions or whether it may affect them. Similarly, the analysis considers the action's compliance with, and effect on, the area's zoning and other applicable public policies. This chapter will analyze the potential impacts of the Proposed Actions on land use, zoning, and public policy, pursuant to the methodologies presented in the *CEQR Technical Manual*.

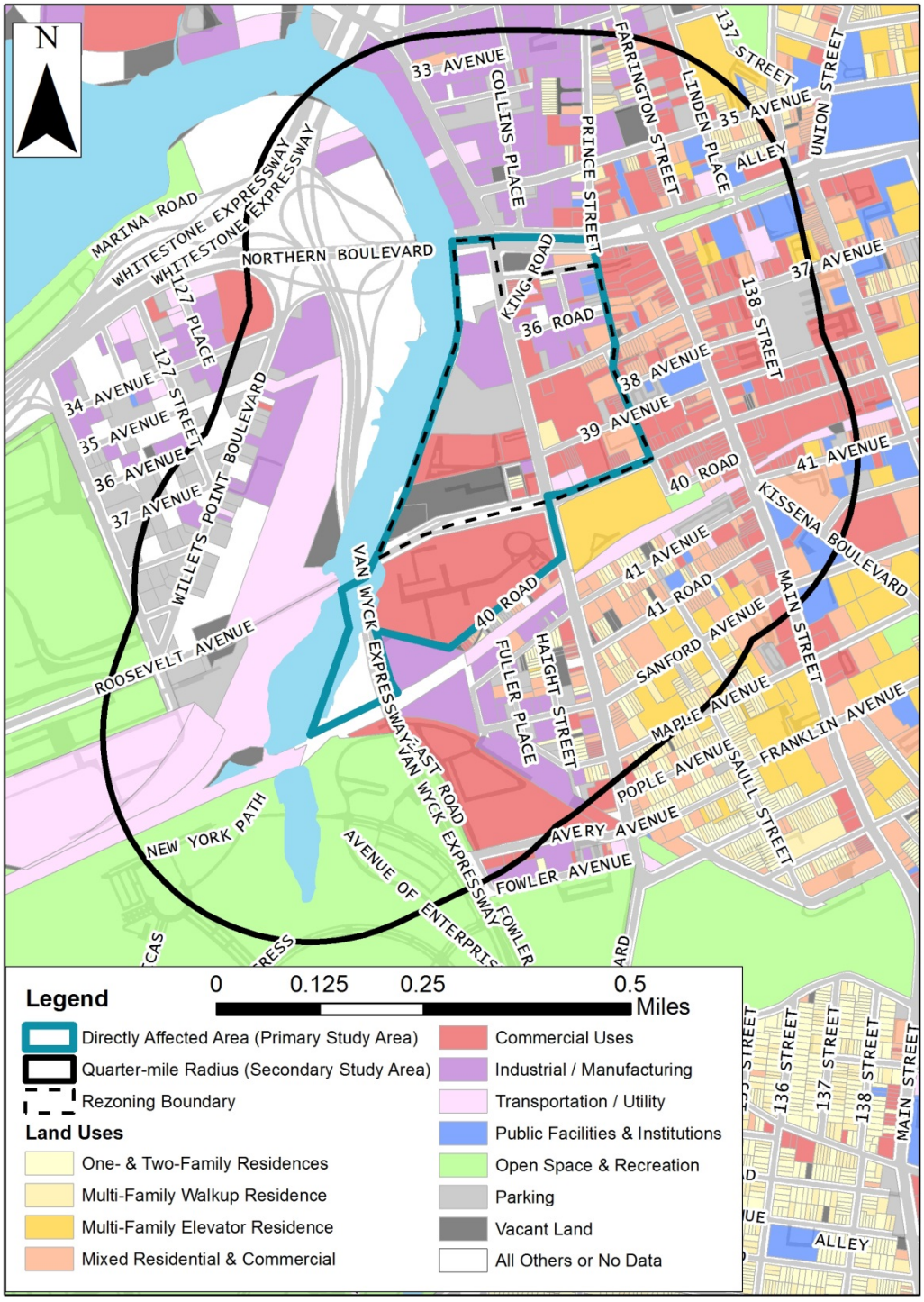
The primary land use study area will consist of the rezoning area, where the potential effects of the Proposed Actions would be directly experienced. The secondary land use study area will include neighboring areas with a ¼-mile distance from the primary study area (see Figure 7, "Land Use Study Area"), which could experience indirect impacts. The analysis will include the following subtasks:

- Provide a brief development history of the primary (i.e., rezoning area) and secondary study areas.
- Provide a description of land use, zoning, and public policy in the study areas discussed above (a more detailed analysis will be conducted for the rezoning area). This task will be closely coordinated with Task 3, "Socioeconomic Conditions," which will provide a qualitative analysis of the project's effect on businesses and employment in the rezoning area. Recent trends in the rezoning area will be noted. Other public policies that apply to the study areas will also be described.
- Based on field surveys and prior studies, identify, describe, and graphically portray predominant land use patterns for the balance of the study areas. Describe recent land use trends in the study areas and identify major factors influencing land use trends.
- Describe and map existing zoning and recent zoning actions in the study areas.
- Prepare a list of future development projects in the study areas that are expected to be constructed by the 2025 analysis year and may influence future land use trends. Also, identify pending zoning actions or other public policy actions that could affect land use patterns and trends in the study areas. Based on these planned projects and initiatives, assess future land use and zoning conditions without the Proposed Actions (No-Action condition).
- Describe proposed zoning changes, and the potential land use changes based on the Proposed Actions' RWCDS (With-Action condition).
- Discuss the Proposed Actions' potential effects related to issues of compatibility with surrounding land use, the consistency with zoning and other public policies, and the effect of the Proposed Actions on ongoing development trends and conditions in the study areas.
- Assess the Proposed Action's conformity to city goals, including consistency with the Waterfront Revitalization Plan (WRP) as revised by the City in 2013. The EIS will also discuss all relevant area planning documents (including the Downtown Flushing Development Framework, the WAP and the Flushing BOA Plan, and the City's sustainability/PlaNYC/OneNYC policies) and their implications for existing land use and future development.
- If necessary, mitigation measures to avoid or reduce potential significant adverse land use, zoning, and/or public policy impacts will be identified.

TASK 3. SOCIOECONOMIC CONDITIONS

The socioeconomic character of an area includes its population, housing, and economic activity. Socioeconomic changes may occur when a project directly or indirectly changes any of these elements. Although socioeconomic changes may not result in impacts under CEQR, they are disclosed if they would affect land use patterns, low-income populations, the availability of goods and services, or economic investment in a way that changes the socioeconomic character of the area. This chapter will assess the Proposed Actions' potential effects on the socioeconomic character of the study area, which is expected to conform to the ¼-mile land use study area described in Task 2.

The Proposed Actions are expected to generate a projected net increase of 938 residential dwelling units. For projects or actions that result in an increase in population, the scale of the relative change is



Flushing West Rezoning Proposal

Figure 7
Land Use Study Area

typically represented as a percent increase in population (i.e., a project that would result in a relatively large increase in population may be expected to affect a larger study area). Therefore, the socioeconomic study area would be expanded to a 0.5 mile radius, if the RWCDS associated with the Proposed Actions would increase the population by five percent compared to the expected No-Action population in a quarter-mile (0.25 mile) study area.

The five principal issues of concern with respect to socioeconomic conditions are whether a proposed action would result in significant adverse impacts due to: (1) direct residential displacement; (2) direct business and institutional displacement; (3) indirect residential displacement; (4) indirect business and institutional displacement; and (5) adverse effects on specific industries. As detailed below, the Proposed Actions warrant an assessment of socioeconomic conditions with respect to all but one of these principal issues of concern—direct residential displacement. Direct displacement of fewer than 500 residents would not typically be expected to alter the socioeconomic characteristics of a neighborhood. The Proposed Actions would not exceed the threshold of 500 displaced residents, and therefore, are not expected to result in significant adverse impacts due to direct residential displacement. The EIS will disclose the number of residential units and estimated number of residents to be directly displaced by the Proposed Actions, and will determine the amount of displacement relative to study area population.

The assessment of the four remaining areas of concern will begin with a preliminary assessment to determine whether a detailed analysis is necessary. Detailed analyses will be conducted for those areas in which the preliminary assessment cannot definitively rule out the potential for significant adverse impacts. The detailed assessments will be framed in the context of existing conditions and evaluations of the Future No-Action and With-Action conditions in 2025, including any population and employment changes anticipated to take place by the analysis year of the Proposed Actions.

Direct Business Displacement

For direct business displacement, the type and extent of businesses and workers to be directly displaced by the RWCDS associated with the Proposed Actions will be disclosed. If a project would directly displace more than 100 employees, a preliminary assessment of direct business displacement is appropriate. The Proposed Actions have the potential to exceed the threshold of 100 displaced employees, and therefore, a preliminary assessment will be provided in the EIS.

The analysis of direct business and institutional displacement will estimate the number of employees and the number and types of businesses that would be displaced by the Proposed Actions, and characterize the economic profile of the study area using current employment and business data from the New York State Department of Labor or U.S. Census Bureau. This information will be used in addressing the following CEQR criteria for determining the potential for significant adverse impacts: (1) whether the businesses to be displaced provide 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 businesses or establishing new, comparable businesses; and (2) whether a category of businesses is the subject of other regulations or publicly adopted plans to preserve, enhance, or otherwise protect it.

Indirect Residential Displacement

Indirect residential displacement is the involuntary displacement of residents that results from a change in socioeconomic conditions created by a proposed action. Indirect residential displacement could occur if a proposed project either 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. To assess this potential impact, the analysis will address a series of threshold questions in terms of whether the project substantially alters the demographic character of an area through population change or introduction of more costly housing.

The indirect residential displacement analysis will use the most recent available U.S. Census data, New York City Department of Finance's Real Property Assessment Data (RPAD) database, as well as current real estate market data, to present demographic and residential market trends and conditions for the study area. The presentation of study area characteristics will include population estimates, housing tenure and vacancy status, median value and rent, estimates of the number of housing units not subject to rent protection, and median household income. The preliminary assessment will carry out the following the step-by-step evaluation:

- Step 1: Determine if the Proposed Actions would add substantial new population with different income as compared with the income of the study area population. If the expected average incomes of the new population would be similar to the average incomes of the study area populations, no further analysis is necessary. If the expected average incomes of the new population would exceed the average incomes of the study area populations, then Step 2 of the analysis will be conducted.
- Step 2: Determine if the Proposed Actions' population is large enough to affect real estate market conditions in the study area. If the population increase may potentially affect real estate market conditions, then Step 3 will be conducted.
- Step 3: Determine whether the study area has already experienced a readily observable trend toward increasing rents and the likely effect of the action on such trends and whether the study area potentially contains a population at risk of indirect displacement resulting from rent increases due to changes in the real estate market caused by the new population.

A detailed analysis, if warranted, would utilize more in-depth demographic analysis and field surveys to characterize existing conditions of residents and housing, identify populations at risk of displacement, assess current and future socioeconomic trends that may affect these populations, and examine the effects of the Proposed Actions on prevailing socioeconomic trends and, thus, impacts on the identified populations at risk.

Indirect Business Displacement

The indirect business displacement analysis is to determine whether the Proposed Actions may introduce trends that make it difficult for those businesses that provide products or services essential to the local economy, or those subject to regulations or publicly adopted plans to preserve, enhance, or otherwise protect them, to remain in the area. The purpose of the preliminary assessment is to determine whether a proposed action has potential to introduce such a trend. The Proposed Actions would not introduce more than 200,000 sf of new commercial uses to the area, which is the analysis threshold for "substantial" new development warranting a preliminary assessment. Therefore, no detailed analysis of potential indirect business displacement will be performed.

Adverse Effects on Specific Industries

The analyses of direct business displacement will provide sufficient information to determine whether the Proposed Actions could have any adverse effects on a specific industry, compared with the Future without the Proposed Action. The analysis will determine:

- Whether the Proposed Actions would significantly affect business conditions in any industry or category of businesses within or outside the study areas.

- Whether the Proposed Actions would substantially reduce employment or impair viability in a specific industry or category of businesses.

TASK 4. COMMUNITY FACILITIES AND SERVICES

The demand for community facilities and services is directly related to the type and size of the new population generated by the development resulting from the Proposed Actions. The RWCDS associated with the Proposed Actions would add 938 new residential units to the area. According to *Table 6-1 of the CEQR Technical Manual*, the introduction of 938 DU in Queens exceeds the analysis thresholds for elementary and intermediate schools (124 DU)and child care centers (139 DU), warranting a detailed analysis. However, the introduction of 938 DU by the Proposed Actions would not exceed the 1,068 DU CEQR threshold for a detailed analysis of high schools; thus an assessment of potential impacts to high schools is not warranted by the Proposed Actions and would not be included in this chapter of EIS. While the RWCDS would not trigger detailed analyses of potential impacts on police/fire stations and health care services, for informational purposes, a description of existing police, fire, and health care facilities serving the rezoning area will be provided in the EIS.

Public Schools

- The primary study area for the analysis of elementary and intermediate schools should be the school districts' "sub-district" in which the project is located. As the rezoning area is located wholly within Community School District (CSD) 25, Sub-district 2, the elementary and intermediate school analyses will be conducted for schools in that sub-district.
- Public elementary and intermediate schools serving CSD 25, Sub-district 2 will be identified and located. Existing capacity, enrollment, and utilization data for all public elementary and intermediate schools within the affected sub-district will be provided for the current (or most recent) school year, noting any specific shortages of school capacity.
- Conditions that would exist in the No-Action condition for the sub-district will be identified, taking into consideration projected changes in future enrollments, including those associated with other developments in the affected sub-district, using the SCA's *Projected New Housing Starts*. Plans to alter school capacity either through administrative actions on the part of the New York City Department of Education (DOE) or as a result of the construction of new school space prior to the 2025 analysis year will also be identified and incorporated into the analyses. Planned new capacity projects from the DOE's *2015-2019 Five Year Capital Plan* will not be included in the quantitative analysis unless the projects have commenced site preparation and/or construction. They may, however, be included in a qualitative discussion.
- Future conditions with the Proposed Actions will be analyzed, adding students likely to be generated under the RWCDS to the projections for the future No-Action condition. Impacts will be assessed based on the difference between the future With-Action projections and the future No-Action projections (at the sub-district level for elementary and intermediate schools) for enrollment, capacity, and utilization in 2025.
- A determination of whether the Proposed Actions would result in significant adverse impacts to elementary and/or intermediate schools will be made. A significant adverse impact may result, warranting consideration of mitigation, if the Proposed Actions would result in: (1) a collective utilization rate of the elementary and/or intermediate schools in the sub-district study area that is equal to or greater than 100 percent in the With-Action condition; and (2) an increase of five percent or more in the collective utilization rate between the No-Action and With-Action conditions.
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Libraries

- The local public library branch(es) serving the area within approximately ¾-mile of the rezoning area, which is the distance that one might be expected to travel for such services, will be identified and presented on a map.

- Existing libraries within the study area and their respective information services and user populations will be described. Information regarding services provided by branch(es) within the study area will include holdings and other relevant existing conditions. Details on library operations will be based on publicly available information and/or consultation with Queens Public Library officials. If applicable, holdings per resident may be estimated to provide a quantitative gauge of available resources in the applicable branch libraries in order to form a baseline for the analysis.

- For No-Action conditions, projections of population change in the area and information on any planned changes in library services or facilities will be described, and the effects of these changes on library services will be assessed. Using the information gathered for existing conditions, holdings per resident in the No-Action condition will be estimated.

- The effects of the addition of the population resulting from the Proposed Actions on the library's ability to provide information services to its users will be assessed. Holdings per resident in the With-Action condition will be estimated and compared to the No-Action holdings estimate.

- If the Proposed Actions would increase a branch library's ¾-mile study area population by five percent or more over No-Action levels, and it is determined, in consultation with the Queens Public Library, that this increase would impair the delivery of library services in the study area, a significant adverse impact may occur, warranting consideration of mitigation.

Child Care Centers

- Existing publicly funded child care centers within approximately two miles of the rezoning area will be identified. Each facility will be described in terms of its location, number of slots (capacity), enrollment, and utilization in consultation with the Administration of Children's Services (ACS).
- For No-Action conditions, information will be obtained for any changes planned for child care programs or facilities in the area, including the closing or expansion of existing facilities and the establishment of new facilities. Any expected increase in the population of children under age six within the eligibility income limitations, using the No-Action RWCDS (see "Analysis Framework"), will be discussed as potential additional demand, and the potential effect of any population increases on demand for child care services in the study area will be assessed. The available capacity or resulting deficiency in slots and the utilization rate for the study area will be calculated for the No-Action condition.
- The potential effects of the additional eligible children resulting from the Proposed Actions will be assessed by comparing the estimated net demand over capacity to a net demand over capacity in the No-Action analysis.
- A determination of whether the Proposed Actions would result in significant adverse impacts to child care centers will be made. A significant adverse impact may result, warranting consideration of mitigation, if the Proposed Actions would result in both of the following: (1) a

collective utilization rate of the group child care centers in the study area that is greater than 100 percent in the With-Action condition; and (2) an increase of five percent or more in the collective utilization rate of child care centers in the study area between the No-Action and With-Action conditions.

TASK 5. OPEN SPACE

If a project may add population to an area, demand for existing open space facilities would typically increase. Indirect effects may occur when the population generated by the proposed project would be sufficiently large to noticeably diminish the ability of an area's open space to serve the future population. For the majority of projects, an assessment is conducted if the proposed project would generate more than 200 residents or 500 employees, or a similar number of other uses. However, the need for an open space assessment may vary in certain areas of the City that are considered either underserved or well-served by open space; if a project is located in an underserved area, an open space assessment should be conducted if that project would generate more than 50 residents or 125 workers. The Open Space Appendix of the *CEQR Technical Manual* does not identify the proposed rezoning area as a well-served or underserved area.

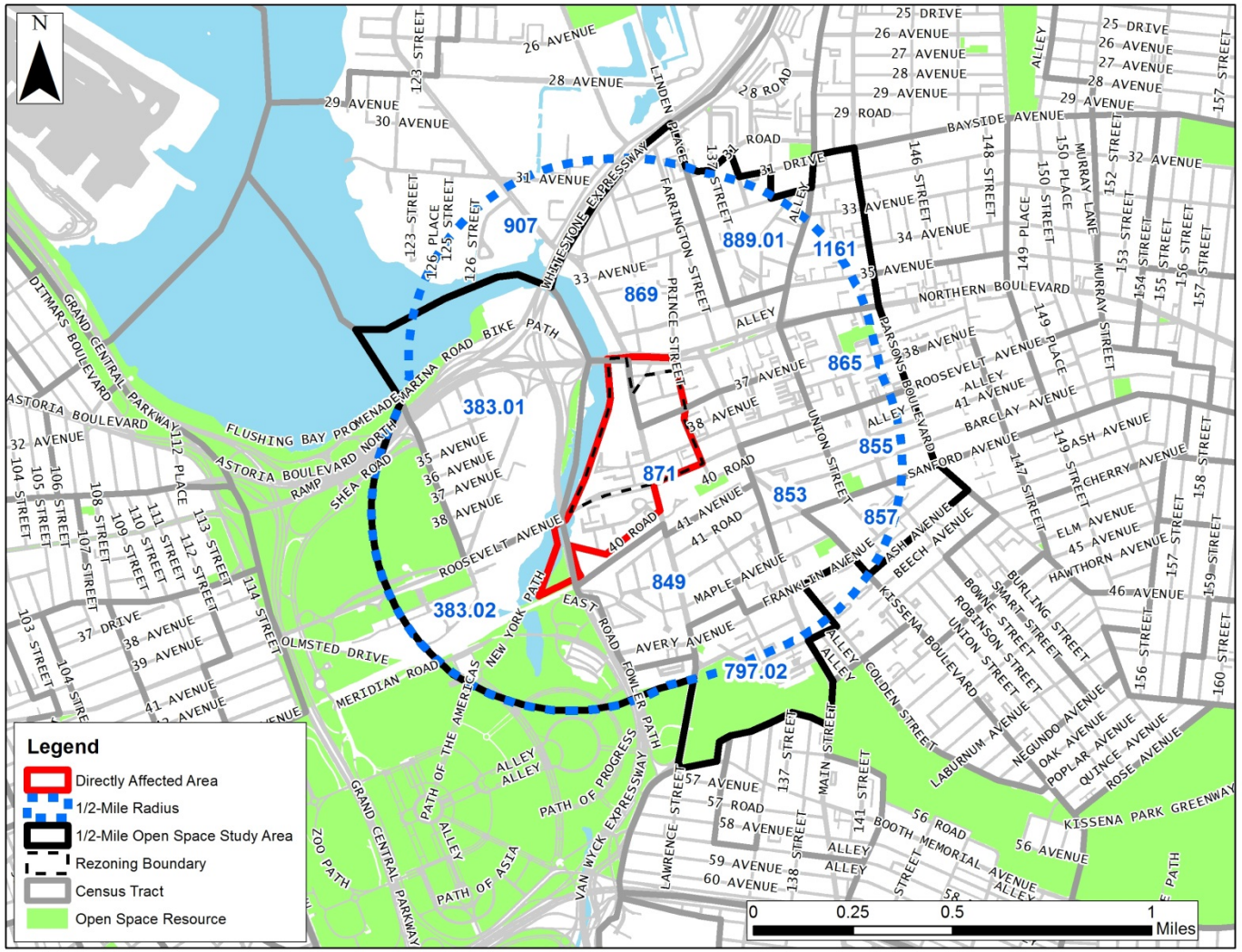
The Proposed Actions are expected to generate over 200 residents and would exceed the *CEQR Technical Manual* thresholds warranting a detailed open space assessment for the residential population generated by the proposed rezoning. The Proposed Actions are expected to generate fewer than 500 workers to the study area and a detailed assessment of the daytime (non-residential) population is not warranted for the proposed rezoning. Therefore, an assessment of only residential open space will be provided in the EIS.

The open space analysis will consider both passive and active open space resources. Passive open space ratios will be assessed within the residential (½-mile radius) study area. Active open space ratios will be assessed for the ½-mile residential study area. The study area would generally comprise those census tracts that have 50 percent or more of their area located within the ½-mile radius of the rezoning area.[3] The resultant open space study area is shown in Figure 8, "Open Space Study Area."

The detailed open space analysis in the EIS will include the following subtasks:

- Characteristics of the two open space user groups (residents and workers/daytime users) will be determined. To determine the number of residents in the study areas, 2010 Census data will be compiled for census tracts comprising the residential open space study area. As the study area may include a workforce and daytime population that may also use open spaces, the number of employees and daytime workers in the study areas will also be calculated, based on reverse journey-to-work census data.
- Existing active and passive open spaces within the ½-mile open space study area will be inventoried and mapped. The condition and usage of existing facilities will be described based on the inventory and field visits. Field visits will be conducted during peak hours of use and in good weather. Passively programmed open spaces will be visited during peak weekday midday hours and actively programmed open spaces (or actively programmed portions of open spaces

[3] ½-mile radius adjusted to be coterminous with the boundaries of census tracts with existing populations that have 50 percent of their area within the radius; the ½-mile radius was not adjusted to be coterminous with census tracts without existing populations (e.g., census tracts entirely comprised of open space).



Flushing West Rezoning Proposal

Figure 8
Open Space Study Area

that have both active and passive open space resources) will be visited during both weekday midday and peak weekend hours. Acreages of these facilities will be determined and the total study area acreages will be calculated. The percentage of active and passive open space will also be calculated.

- Based on the inventory of facilities and study area populations, total, active, and passive open space ratios will be calculated for the residential and worker populations and compared to City guidelines to assess adequacy. Open space ratios are expressed as the amount of open space acreage (total, passive, and active) per 1,000 user population.
- Expected changes in future levels of open space supply and demand in the 2025 analysis year will be assessed, based on other planned development projects within the open space study areas. Any new open space or recreational facilities that are anticipated to be operational by the analysis year will also be accounted for. Open space ratios will be calculated for future No-Action conditions and compared with exiting ratios to determine changes in future levels of adequacy.
- Effects on open space supply and demand resulting from increased residential populations added under the RWCDS associated with the Proposed Actions will be assessed. The assessment of the Proposed Actions' impacts will be based on a comparison of open space ratios for the future No-Action versus future With-Action conditions. In addition to the quantitative analysis, a qualitative analysis will be performed to determine if the changes resulting from the Proposed Actions constitute a substantial change (positive or negative) or an adverse effect to open space conditions. The qualitative analysis will assess whether or not the study areas are sufficiently served by open space, given the type (active vs. passive), capacity, condition, and distribution of open space, and the profile of the study area populations.

TASK 6. SHADOWS

A shadows analysis assesses whether new structures resulting from a proposed action would cast shadows on sunlight sensitive publicly accessible resources or other resources of concern, such as natural resources, and to assess the significance of their impact. This chapter will examine the Proposed Actions' potential for significant and adverse shadow impacts. Generally, the potential for shadow impacts exists if an action would result in new structures or additions to buildings resulting in structures over 50 feet in height that could cast shadows on important natural features, publicly accessible open space, or on historic features that are dependent on sunlight. New construction or building additions resulting in incremental height changes of less than 50 feet can also potentially result in shadow impacts if they are located adjacent to, or across the street from, a sunlight-sensitive resource.

The Proposed Actions would permit development of buildings greater than 50 feet in height and therefore has the potential to result in shadow impacts. The EIS will assess the RWCDS on a site-specific basis for potential shadowing effects of new developments at both the projected and potential development sites on sunlight-sensitive uses and disclose the range of shadow impacts, if any, which are likely to result from the Proposed Actions. The shadows analysis in the EIS will include the following subtasks:

- A preliminary shadows screening assessment will be prepared to ascertain whether the projected and potential developments' shadows may potentially reach any sunlight-sensitive resources at any time of year.
    - A Tier 1 Screening Assessment will be conducted to determine the longest shadow study area for the projected and potential developments, which is defined as 4.3 times the

height of a structure (the longest shadow that would occur on December 21, the winter solstice). A base map that illustrates the locations of the projected and potential developments in relation to the sunlight-sensitive resources will be developed.

- A Tier 2 Screening Assessment will be conducted if any portion of a sunlight-sensitive resource lies within the longest shadow study area. The Tier 2 assessment will determine the triangular area that cannot be shaded by the projected and potential developments, which in New York City is the area that lies between -108 and +108 degrees from true north.

- If any portion of a sunlight-sensitive resource is within the area that could be potentially shaded by the projected or potential developments, a Tier 3 Screening Assessment will be conducted. The Tier 3 Screening Assessment will determine if shadows resulting from the projected and potential developments can reach a sunlight-sensitive resource through the use of three-dimensional computer modeling software with the capacity to accurately calculate shadow patterns. The model will include a three-dimensional representation of the sunlight-sensitive resource(s), a three-dimensional representation of the projected and potential development sites identified in the RWCDS, and a three-dimensional representation of the topographical information within the area to determine the extent and duration of new shadows that would be cast on sunlight-sensitive resources as a result of the Proposed Actions.

- If the screening analysis does not rule out the possibility that action-generated shadows would reach any sunlight-sensitive resources, a detailed analysis of potential shadow impacts on publicly-accessible open spaces or sunlight-sensitive historic resources resulting from development in the RWCDS (both projected and potential development sites) will be provided in the EIS. The detailed shadow analysis will establish a baseline condition (No-Action), which will be compared to the future condition resulting from the Proposed Actions (With-Action) to illustrate the shadows cast by existing or future buildings and distinguish the additional (incremental) shadow cast by the projected and potential developments. The detailed analysis will include the following tasks:

  - The analysis will be documented with graphics comparing shadows resulting from the No-Action condition with shadows resulting from the Proposed Actions, with incremental shadow highlighted in a contrasting color.

  - A summary table listing the entry and exit times and total duration of incremental shadow on each applicable representative day for each affected resource will be provided.

  - The significance of any shadow impacts on sunlight-sensitive resources will be assessed.

TASK 7. HISTORIC AND CULTURAL RESOURCES

Historic and cultural resources include both architectural and archaeological resources. Such resources are identified as districts, buildings, structures, sites, and objects of historical, aesthetic, cultural, and archaeological importance. As the Proposed Actions would induce development that could result in new in-ground disturbance and construction of a building type(s) that could compromise the historic context of the area, it has the potential to result in impacts to archaeological and architectural resources.

Impacts on historic resources are considered on the affected site and in the area surrounding identified development sites. The historic resources study area is therefore defined as the directly affected area (i.e., the proposed rezoning area), plus a 400-foot radius. Archaeological resources are considered only for projected and potential development sites where new in-ground disturbance would occur compared to No-Action conditions. Impacts to historic resources may result from both temporary (e.g., related to construction process) and permanent (e.g., related to long-term or permanent result of the proposed project or construction project) activities.

This chapter will include an overview of the study area's history and land development. Subtasks will include:

- Land use in the study area will be researched and described.
- In consultation with New York City Landmarks Preservation Commission (LPC), those areas thought to be potentially archaeologically sensitive will be identified.
- Projected and potential development sites where new in-ground disturbance is expected to occur as a result of the Proposed Actions will be identified.
- A Phase 1A Archaeological Documentary Report will be prepared for projected and potential developments sites identified as archaeologically sensitive where new in-ground disturbance is expected to occur as a result of the Proposed Actions and will be submitted to LPC for review. The Phase 1A will include an evaluation of archaeological resources within each of the development sites of concern documenting the site history, its development and use, and the potential to host significant archaeological resources. The EIS will summarize the results of the Phase IA report.
- In consultation with LPC, known and eligible architectural resources in the study area will be identified, mapped, and described.
- Probable impacts of the developments resulting from the Proposed Actions on architectural resources will be assessed. The assessment would address the following: (a) would there be a physical change to the property; or (b) would there be a physical change to its setting, such as context or visual prominence ("indirect impacts"), and, if so, is the change likely to alter or eliminate the significant characteristics of the resource that make it important.

TASK 8. URBAN DESIGN AND VISUAL RESOURCES

Urban design is the totality of components that may affect a pedestrian's experience of public space. An assessment of urban design and visual resources is appropriate when there is the potential for a pedestrian to observe, from the street level, a physical alteration beyond that allowed by existing zoning. When an action would potentially obstruct view corridors, compete with icons in the skyline, or would result in substantial alterations to the streetscape of the neighborhood by noticeably changing the scale of buildings, a more detailed analysis of urban design and visual resources would be appropriate.

As the Proposed Actions would rezone some areas to allow higher density and map new zoning districts within the study area, a preliminary assessment of urban design and visual resources will be provided in the EIS.

The urban design study area will be the same as that used for the land use analysis; delineated by a ¼-mile radius from the proposed rezoning area boundary. For visual resources, the view corridors within the study area from which such resources are publicly viewable will be identified. The preliminary assessment will consist of the following:

- Based on field visits, the urban design and visual resources of the directly affected area and adjacent study area will be described using text, photographs, and other graphic material, as necessary, to identify critical features, use, bulk, form, and scale.

- In coordination with Task 2, Land Use, the changes expected in the urban design and visual character of the study area due to known development projects in the future No-Action condition will be described.

- Potential changes that could occur in the urban design character of the study area as a result of the Proposed Actions will be described. For the projected and potential development sites, the analysis will focus on general building types for the sites that are assumed for development, as well as elements such as street wall height, setback, and building envelope. Photographs and/or other graphic material will be utilized, where applicable, to assess the potential effects on urban design and visual resources, including view of/to resources of visual or historic significance.

A detailed analysis will be prepared if warranted based on the preliminary assessment. Examples of projects that may require a detailed analysis are those that would make substantial alterations to the streetscape of a neighborhood by noticeably changing the scale of buildings, potentially obstruct view corridors, or compete with icons in the skyline. The detailed analysis would describe the projected and potential development sites and the urban design and visual resources of the surrounding area. The analysis would describe the potential changes that could occur to urban design and visual resources in the future with the proposed action condition, in comparison to the future without the proposed action condition, focusing on the changes that could negatively affect a pedestrian's experience of the area. If necessary, mitigation measures to avoid or reduce potential significant adverse impacts will be identified.

TASK 9. NATURAL RESOURCES

Under *CEQR*, a natural resource is defined as the City's biodiversity (plants, wildlife and other organisms); any aquatic or terrestrial areas capable of providing suitable habitat to sustain the life processes of plants, wildlife, and other organisms; and any areas capable of functioning in support of the ecological systems that maintain the City's environmental stability. Such resources include ground water, soils and geologic features; numerous types of natural and human-created aquatic and terrestrial habitats (including wetlands, dunes, beaches, grasslands, woodlands, landscaped areas, gardens, parks, and built structures); as well as any areas used by wildlife.

The proposed rezoning area is adjacent to the Flushing River, which is considered under *CEQR* guidelines to be a natural resource. Therefore, the Proposed Actions have the potential to create a significant adverse impact on natural resources, and further analysis is warranted. Accordingly, an analysis of natural resources will be provided in the EIS following *CEQR* guidance, as described below.

Much of the area of the rezoning area and surrounding area has been developed with building and paved surfaces. The two exception are the western portion of Block 4963, Lot 85 (37-02 College Point Blvd.) and an approximately 4-acre waterfront parcel on the west side of the Flushing River. These two areas comprise the study area for natural resources and will be the focus of the assessment of potential natural resources impacts presented in the EIS.

An information and background search will be conducted as part of the Natural Resources Chapter of the EIS that will include a review of existing documentary resources that will help inform the identification of existing natural resources in the study area. Resources to be reviewed will include:

- USGS Map
- SSURGO Soils Map
- NYSDEC Tidal and Freshwater Wetlands and streams map
- USFWS National Wetland Inventory Map
- FEMA Preliminary DFIRM Flood map
- NYSDEC mapping of rare plants and animals and significant natural communities
- USFWS iPaC Trust Resource Data Base
- NMFS records of fishery resources and endangered and threatened marine species.
- BOA (Brownfields Opportunity Area) Master Plan

A field investigation effort will be conducted on the project site to document existing ecological conditions in the study area. The field investigation will focus on the study area, as it is the most sensitive area potentially affected by development resulting from the rezoning. The field investigation will identify and characterize environmental characteristics and wildlife, wetlands, and aquatic habitat in the project area. Potential impacts to natural resources will be based upon the results of the field investigation that will include an inventory of existing natural resources features in the study area. The environmental setting within the study area, including the habitat in and adjacent to the Flushing River, will be described. The potential impact of proposed development activities that could have an impact on the environment will be evaluated

The future conditions for the natural resources within the project area without the proposed project will be described in the EIS as the baseline condition. The potential effects of the proposed project on natural resources, in comparison to the no-action condition, will be assessed. The short-term and long-term impacts of the proposed development on the environment will be discussed, as well as concepts for the potential mitigation of identified significant impacts to natural resources.

TASK 10. HAZARDOUS MATERIALS

A hazardous materials assessment determines whether a proposed action may increase the exposure of people or the environment to hazardous materials, and, if so, whether this increased exposure would result in potential significant public health or environmental impacts. The potential for significant impacts related to hazardous materials can occur when: (a) elevated levels of hazardous materials exist on a site and the project would increase pathways to human or environmental exposures; (b) a project would introduce new activities or processes using hazardous materials and the risk of human or environmental exposure is increased; or (c) the project would introduce a population to potential human or environmental exposure from off-site sources.

The hazardous materials assessment will determine which, if any, of the Proposed Action's projected and potential development sites may have been adversely affected by present or historical uses at or adjacent to the sites. For some proposed projects (e.g., area-wide rezonings), portions of the typical scope for a Phase I Environmental Site Assessment (ESA), such as site inspections, may not be possible. The Proposed Actions include an area-wide rezoning, and none of the identified projected and potential development sites is in City ownership. As such, a preliminary screening assessment will be conducted for the projected and potential development sites to determine which sites warrant an institutional control, such as an (E) designation, in accordance with Section 11-15 (Environmental Requirements) of

the Zoning Resolution of the City of New York and Chapter 24 of Title 15 of the Rules of the City of New York governing the placement of (E) designations[4].

The hazardous materials assessment will include the following tasks:

- Perform exterior site inspections of each parcel to identify any possible monitoring wells, vent pipes, and/or manufacturing/commercial/industrial uses that could indicate environmental impact.

- Review existing information sources such as Sanborn Fire Insurance Maps and City directories for the projected and potential development sites and the surrounding area, to develop a profile of the historical uses of properties.

- Review and evaluate relevant existing data to assess the potential for environmental concerns on the subject sites.

- Prepare a summary of findings and conclusions for inclusion in the EIS to determine where (E) designations may be appropriate.

TASK 11. WATER AND SEWER INFRASTRUCTURE

The water and sewer infrastructure assessment determines whether a proposed action may adversely affect the City's water distribution or sewer system and, if so, assess the effects of such actions to determine whether their impact is significant. As shown in the EAS, the Proposed Actions, an analysis of water supply is not warranted, as the RWCDS associated with the Proposed Actions is not expected to result in an incremental water demand of more than one million gallons per day (gpd) compared to No-Action conditions. A preliminary assessment of the Proposed Actions' effects on wastewater and stormwater infrastructure is warranted as the RWCDS for the Proposed Actions would result in the development of more than 400 dwelling units. Therefore, this chapter will analyze the Proposed Actions' potential effects on the wastewater and stormwater infrastructure. The water and sewer infrastructure analysis will consider the potential for significant adverse impacts resulting from the RWCDS for the Proposed Actions. The New York City Department of Environmental Protection (NYCDEP) will be consulted in preparation of this assessment.

Wastewater and Stormwater Infrastructure

- The appropriate study area for the assessment will be established in consultation with NYCDEP. The Proposed Actions' directly affected area is primarily located within the service area of the Tallmans Island Wastewater Treatment Plant (WWTP).
- The existing stormwater drainage system and surfaces (pervious or impervious) on the projected development sites will be described, and the amount of stormwater generated on those sites will be estimated using NYCDEP's volume calculation worksheet.

[4] A hazardous materials (E) designation is an institutional control that can be placed as a result of the CEQR review of a zoning map or zoning text amendment or action pursuant to the Zoning Resolution. It provides a mechanism to ensure that testing for and mitigation and/or remediation of hazardous materials, if necessary, are completed prior to, or as part of, future development of the affected site, thereby eliminating the potential for a hazardous materials impact.

- The existing sewer system serving the rezoning area will be described based on records obtained from NYCDEP. The existing flows to the Tallmans Island WWTP, which serves the directly affected area, will be obtained for the latest twelve-month period, and the average dry weather monthly flow will be presented.
- Any changes to the stormwater drainage plan, sewer system, and surface area expected in the future without the Proposed Actions will be described, as warranted.
- Future stormwater generation from the projected development sites will be assessed to determine the Proposed Actions' potential to result in impacts. Changes to the projected development sites' surface area will be described, runoff coefficients and runoff for each surface type/area will be presented, and volume and peak discharge rates from the sites will be determined based on the NYCDEP volume calculation worksheet.
- Sanitary sewage generation for the projected development sites identified in the RWCDS will also be estimated. The effects of the incremental demand on the system will be assessed to determine if there will be any impact on operations of the Tallmans Island WWTP.

A more detailed assessment may be required if increased sanitary or stormwater discharges from the RWCDS associated with the Proposed Actions are predicted to affect the capacity of portions of the existing sewer system, exacerbate combined sewer overflow (CSO) volumes/frequencies, or contribute greater pollutant loadings in stormwater discharged to receiving water bodies. The scope of a more detailed analysis, if necessary, will be developed based on conclusions from the preliminary infrastructure assessment and coordinated with NYCDEP.

TASK 12. SOLID WASTE AND SANITATION SERVICES

A solid waste assessment determines whether an action has the potential to cause a substantial increase in solid waste production that may overburden available waste management capacity or otherwise be inconsistent with the City's Solid Waste Management Plan or with State policy related to the City's integrated solid waste management system. The Proposed Actions would induce new development that would require sanitation services. If a project's generation of solid waste in the With-Action condition would not exceed 50 tons per week, it may be assumed that there would be sufficient public or private carting and transfer station capacity in the metropolitan area to absorb the increment, and further analysis generally would not be required. As the Proposed Actions are expected to result in a net increase of more than 50 tons per week, compared to No-Action conditions, an assessment of solid waste and sanitation services is warranted. This chapter will provide an estimate of the additional solid waste expected to be generated by the projected development sites under the RWCDS and assesses its effects on the City's solid waste and sanitation services. This assessment will:

- Describe existing and future New York City solid waste disposal practices.

- Estimate solid waste generation by the RWCDS projected development sites for existing, No-Action, and With-Action conditions.

- Assess the impacts of the Proposed Actions' solid waste generation (projected developments) on the City's collection needs and disposal capacity. The Proposed Actions' consistency with the City's Solid Waste Management Plan will also be assessed.

TASK 13. ENERGY

In most cases, an action does not need a detailed energy assessment, but its operational energy is projected. A detailed energy assessment is limited to actions that may significantly affect the

transmission or generation of energy. For other actions, in lieu of a detailed assessment, the estimated amount of energy that would be consumed annually as a result of the day-to-day operation of the buildings and uses resulting from an action is disclosed.

An analysis of the anticipated additional demand from the Proposed Actions' RWCDS will be provided in the EIS. The EIS will disclose the projected amount of energy consumption during long-term operation resulting from the Proposed Actions. The projected amount of energy consumption during long-term operation (for projected development sites) will be estimated based on the average and annual whole-building energy use rates for New York City. If warranted, the Mayor's Office of Sustainability (MOS) and/or the power utility serving the area (Con Edison of New York) will be consulted.

TASK 14. TRANSPORTATION

The objective of a transportation analysis is to determine whether a proposed action may have a potential significant impact on traffic operations and mobility, public transportation facilities and services, pedestrian elements and flow, the safety of all roadway users (pedestrians, bicyclists and motorists), on-and off-street parking, or goods movement. The Proposed Actions are expected to induce new residential, commercial, community facility, , which would generate additional vehicular travel and demand for parking, as well as additional subway and bus riders and pedestrian traffic. These new trips have the potential to affect the area's transportation systems. In addition, the Proposed Actions as noted in Section F above will require the development of a privately owned and maintained publicly accessible street and open space network within Subdistrict A (refer to Figure 5).

Travel Demand and Screening Assessment

A detailed travel demand forecast has been prepared using standard sources, including U.S. census data, previously-approved studies, and other references. The travel demand forecast (a Level-1 screening assessment) is summarized by peak hour, mode of travel, as well as person and vehicle trips. The travel demand forecast also identify the number of peak hour person trips made by transit and the numbers of pedestrian trips traversing the area's sidewalks, corner areas, and crosswalks. The results of this forecast have been summarized in a Transportation Planning Factors and Travel Demand Forecast technical memorandum provided as Appendix 3 to this document. In addition to the travel demand forecast, detailed vehicle, pedestrian and transit trip assignments (a Level-2 screening assessment) will be prepared to validate the intersections and pedestrian/transit elements selected for quantified analysis.

Traffic

The EIS will provide a detailed traffic analysis focusing on those peak hours and street network intersections where the highest concentrations of action-generated demand would occur. The peak hours for analysis will be selected, and the specific intersections to be included in the traffic study area will be determined based upon the assignment of project-generated traffic and the threshold of 50 additional vehicle trips per hour.

The RWCDS exceeds the minimum development density screening thresholds. Therefore, a travel demand forecast is required to determine if the Proposed Actions would generate 50 or more vehicle trips in any peak hour. Based on a preliminary forecast, the Proposed Actions are expected to generate more than 50 additional vehicular trips in the weekday AM, midday, and PM peak hours, as well as the Saturday midday. Based on a preliminary vehicle trip assignment, it is anticipated that the traffic study area will include approximately 37 intersections for analysis. These intersections are expected to be:

- Northern Boulevard WB Service Road/College Point Boulevard
- Northern Boulevard EB Service Road/College Point Boulevard
- 36th Avenue/College Point Boulevard
- King Road/College Point Boulevard
- 36th Road/College Point Boulevard
- 37th Avenue/College Point Boulevard
- 39th Avenue/College Point Boulevard
- Roosevelt Avenue WB/College Point Boulevard
- Roosevelt Avenue EB/College Point Boulevard
- 40th Road/College Point Boulevard
- 41st Avenue/College Point Boulevard
- Sanford Avenue/College Point Boulevard
- Northern Boulevard WB Service Road/Prince Street
- Northern Boulevard EB-WB mainline/Prince Street
- Northern Boulevard EB Service Road/Prince Street
- 36th Avenue/Prince Street
- 36th Road/Prince Street
- 37th Avenue/Prince Street
- 38th Avenue/Prince Street
- 39th Avenue/Prince Street
- Roosevelt Avenue/Prince Street
- Northern Boulevard/Main Street
- 37th Avenue/Main Street
- 38th Avenue/Main Street
- 39th Avenue/Main Street
- Roosevelt Avenue/Main Street
- 40th Road/Main Street
- 41st Avenue (east leg)/Main Street
- 41st Avenue (west leg)/Main Street
- 41st Road/Main Street
- Sanford Avenue/Main Street
- 36th Avenue/King Road
- 36th Avenue/Bud Place
- Roosevelt Avenue WB/Janet Place
- Janet Place/39th Avenue
- "New Street"/Roosevelt Avenue
- Northern Boulevard and Union Street
- Roosevelt Avenue and Union Street
- Main Street and Maple Avenue

Field data collection efforts may identify a need for additional detailed analysis; if warranted, any need for the additional analysis will be that would be included in the Final Scope of Work.

The following outlines the anticipated scope of work for conducting a traffic impact analysis for the Proposed Actions' RWCDS:

- Select peak hours for analysis and define a traffic study area consisting of intersections to be analyzed within and in proximity to the rezoning area and along key routes leading to and from the rezoning area.

- Conduct a count program for traffic analysis locations that includes a mix of automatic traffic recorder (ATR) machine counts and intersection turning movement counts, along with vehicle classification counts and travel time studies (speed runs) as support data for air quality and noise analyses. Turning movement count data will be collected at each analyzed intersection during the weekday and Saturday peak hours, and will be supplemented by nine days of continuous ATR counts. Vehicle classification count data will be collected during each peak hour at several representative intersections along each of the principal corridors in the study area. The turning movement counts, vehicle classification counts and travel time studies will be conducted concurrently with the ATR counts. Where applicable, available information from recent studies in the vicinity of the study area will be compiled, including data from such agencies as the New York City Department of Transportation (NYCDOT) and DCP.

- Inventory physical data at each of the analysis intersections, including street widths, number of traffic lanes and lane widths, pavement markings, turn prohibitions, bicycle routes and curbside parking regulations. Official signal phasing and timing data for each signalized intersection included in the analysis will be obtained from NYCDOT and will be field-verified.

- Determine existing traffic operating characteristics at each analysis intersection including capacities, volume-to-capacity (v/c) ratios, average vehicle delays, and levels of service (LOS) per lane group and per overall intersection. 85th percentile queues will also be determined by lane group at all signalized intersections. This analysis will be conducted using the 2000 Highway Capacity Manual (HCM) methodology with the latest approved Highway Capacity Software (HCS).

- Based on available sources, Census data and standard references, estimate the travel demand from projected development sites in the future without the Proposed Actions (the No-Action condition), as well as the demand from other major developments planned in the vicinity of the study area by the 2025 analysis year. This will include total daily and peak hour person and vehicular trips, and the distribution of trips by auto, taxi, and other modes. A truck trip generation forecast will also be prepared based on data from previous relevant studies. Mitigation measures accepted for all No-Action projects as well as other NYCDOT initiatives will be included in the future No-Action network as applicable.

- Compute the future 2025 No-Action traffic volumes based on approved background traffic growth rates for the study area (0.50 percent per year for years one through five, 0.25 percent for years six through ten) and demand from major development projects expected to be completed in the future without the Proposed Action. Incorporate any planned changes to the roadway system anticipated by 2025, and determine the No-Action v/c ratios, delays, and levels of service at analyzed intersections.

- Based on available sources, Census data, and standard references, develop a travel demand forecast for projected development sites based on the net change in uses compared to the No-Action condition as defined in the RWCDS. Determine the net change in vehicle trips expected to be generated by projected development sites under the Proposed Actions as described in the Transportation Planning Factors and Travel Demand Forecast technical memorandum and approved by DCP in consultation with NYCDOT. Assign the net project-generated trips in each

analysis period to likely approach and departure routes, and prepare traffic volume networks for the 2025 future with the Proposed Actions condition for each analyzed peak hour.

- Determine the v/c ratios, delays, and LOS at analyzed intersections for the With-Action condition, and identify significant adverse traffic impacts.

- Identify and evaluate potential traffic mitigation measures, as appropriate, for all significantly impacted locations in the study area in consultation with the lead agency and NYCDOT. Potential traffic mitigation could include both operational and physical measures such as changes to lane striping, curbside parking regulations traffic signal timing and phasing, roadway widening, and the installation of new traffic signals. Where impacts cannot be mitigated, they will be described as unavoidable adverse impacts.

Transit

Detailed transit analyses are generally not required if a proposed action is projected to result in fewer than 200 peak hour rail or bus transit trips according to the general thresholds used by the Metropolitan Transportation Authority (MTA). If a proposed action would result in 50 or more bus trips being assigned to a single bus line (in one direction), or if it would result in an increase of 200 or more trips at a single subway station or on a single subway line, a detailed bus or subway analysis would be warranted. Based on a preliminary forecast, the Proposed Actions' RWCDS would generate a net increase of more than 200 additional transit trips in one or more peak hours, and would therefore require detailed transit analyses.

Subway and Rail

The closest subway station to the planned development area is the Flushing-Main Street station, which is the easterly station terminal on the #7 subway line. This station is located within an approximate 5 to 10 minute walk of the proposed rezoning area. The Flushing Station of the LIRR Port Washington Branch is located at Main Street and 41st Avenue, off Kissena boulevard, an approximate 10 minute walk from the proposed rezoning area. Transit analyses typically focus on the weekday AM and PM commuter peak hours when overall demand on the rail, subway and bus systems is usually highest. The detailed subway and rail analyses will include the following subtasks:

- Analyze those stairways and fare entrance control elements at the station are expected to be used by significant concentrations of action-generated demand in the weekday AM and PM peak hours. A preliminary review indicates that analyses will be warranted for up to 12 stairways (including both street-level and mezzanine-level staircases) and two turnstile arrays at the Flushing-Main Street #7 subway station and two staircases for the LIRR Flushing Station.

- Conduct counts of existing weekday AM and PM peak hour demand at analyzed subway/rail station elements and determine existing v/c ratios and levels of service.

- Determine volumes and conditions at analyzed subway/rail station elements in the future without the Proposed Actions using approved background growth rates and accounting for any trips expected to be generated by No-Action development on projected development sites or other major projects in the vicinity of the study area.

- Add action-generated demand to the No-Action volumes at analyzed subway/rail station elements and determine AM and PM peak hour volumes and conditions in the future with the Proposed Actions .

- Identify potential significant adverse impacts at subway/rail station stairways and fare control elements.

- As the Proposed Actions are expected to generate 200 or more new subway/rail trips in one direction on the #7 subway line, which serves the rezoning area, subway line-haul conditions will also be assessed in the EIS.

- Mitigation needs and potential subway/rail station improvements will be identified, as appropriate, in conjunction with the lead agency and NYC Transit. Where impacts cannot be mitigated, they will be described as unavoidable adverse impacts.

Bus

The area of the Proposed Actions is served by multiple local bus routes operated by Metropolitan Transportation Authority-New York City Transit (MTA-NYCT) and MTA Bus that connect the area with other parts of Brooklyn and Queens. A detailed analysis of bus conditions is generally not required if a proposed action is projected to result in fewer than 50 peak hour trips being assigned to a single bus route (in one direction) based on the general thresholds used by the MTA. As the incremental person-trips by bus generated by the Proposed Actions would exceed 50 peak hour trips in one direction on one or more of the routes serving the rezoning area, the EIS will include a quantitative analysis of local bus conditions. For that analysis, trips will be assigned to each route based on proximity to the projected development sites and current ridership patterns. The analysis will include documenting existing peak hour bus service levels and maximum load point ridership, determining conditions in the future No-Action condition, and assessing the effects of new action-generated peak hour trips. Bus transit mitigation, if warranted, will be identified in consultation with the lead agency and the MTA.

Pedestrians

Projected pedestrian volumes of less than 200 persons per hour at any pedestrian element (sidewalks, corner areas, and crosswalks) would not typically be considered a significant impact, since the level of increase would not generally be noticeable and therefore would not require further analysis. Based on the level of new pedestrian demand generated by the Proposed Actions' RWCDS, it is anticipated that action-generated pedestrian trips would exceed the 200-trip threshold at 19 in one or more peak hours. Field data collection efforts may identify a need for additional detailed analysis; if warranted, any need for the additional analysis will be that would be included in the Final Scope of Work.

A detailed pedestrian analysis will therefore be prepared for the EIS focusing on selected sidewalks, corner areas, and crosswalks along corridors that would experience more than 200 additional peak hour pedestrian trips. Pedestrian counts will be conducted at each analysis location and used to determine existing levels of service. No-Action and With-Action pedestrian volumes and levels of service will be determined based on approved background growth rates, trips expected to be generated by No-Action development on projected development sites and other major projects in the vicinity of the study area, and action-generated demand. The specific pedestrian facilities to be analyzed will be determined in consultation with the lead agency once the assignment of action-generated pedestrian trips has been finalized. The analysis will evaluate the potential for incremental demand from the Proposed Actions to result in significant adverse impacts. Potential measures to mitigate any significant adverse pedestrian

impacts will be identified and evaluated, as warranted, in consultation with the lead agency and NYCDOT.

Vehicular and Pedestrian Safety

Data on traffic accidents involving pedestrians and/or cyclists at study area intersections will be obtained from NYCDOT for the most recent three-year period available. These data will be analyzed to determine if any of the studied locations may be classified as high crash locations and whether vehicle and/or pedestrian trips and any street network changes resulting from the Proposed Actions would adversely affect vehicular and pedestrian safety in the area. If any high crash locations are identified, feasible improvement measures will be explored to alleviate potential safety issues.

Parking

Parking demand for office uses typically peaks during the daytime hours on weekdays. In contrast, residential demand typically peaks in the evening and overnight periods. Parking demand from commercial (non-restaurant) uses typically peaks in the midday and afternoon periods and declines during the evening. Therefore, parking demand analyses will be conducted that capture these unique hourly demand patterns for each land use throughout the course of a typical weekday and a typical Saturday.

It is anticipated that the on-site required accessory parking for projected development sites may not be sufficient to accommodate overall incremental demand. As such, detailed existing on-street parking and off-street parking inventories will be conducted for the weekday overnight period (when residential parking demand typically peaks) and the weekday midday period (when parking in a business area is frequently at peak occupancy) to document existing supply and demand for each period. The parking analyses will document changes in the parking utilization in proximity to projected development sites under the No-Action and With-Action conditions based on accepted background growth rates and projected demand from No-Action and With-Action development on projected development sites and other major projects in the vicinity of the study area. Parking utilization within the rezoning area, as well as within ¼-mile of the rezoning area, will be analyzed.

Parking demand generated by the projected residential component of the Proposed Actions' RWCDS will be forecasted based on auto ownership data for the rezoning area and the surrounding area. Parking demand from all other uses will be derived from the forecasts of daily auto trips generated by these uses. Future parking demand will account for net reductions in demand associated with the projected development sites' No-Action land uses displaced under the Proposed Action.

The forecast of new parking supply under the RWCDS will be based on the net change in parking spaces on projected development sites. As currently contemplated, no accessory parking would be required for affordable units developed in the With-Action condition. Future supply will also account for accessory parking spaces associated with the With-Action commercial uses, which have lower commercial demand in the overnight hours. The parking analysis will examine the total combined parking demand from all land uses by time of day, on both a typical weekday and a typical Saturday. These demands will be compared to the projected on-site parking supply to be provided under the Proposed Action, and an assessment made as to whether or not overflow parking demand (onto public streets and into off-street lots and garages) would be expected to be generated within the study area.

TASK 15. AIR QUALITY

An air quality assessment is required for actions that could have potential to result in significant air quality impacts. There are mobile source impacts that could arise when an action increases or causes a redistribution of traffic, creates any other mobile sources of pollutants, or adds new uses near existing mobile sources. There are mobile source impacts that could be produced by parking facilities, parking lots, or garages. Stationary source impacts could occur with actions that create new stationary sources or pollutants such as emission stacks from industrial plants, hospitals, or other large institutional uses, or a building's boilers, that can affect surrounding uses; or when they add uses near existing or planned future emission stacks, and the new uses might be affected by the emissions from the stacks, or when they add structures near such stacks and those structures can change the dispersion of emissions from stacks so that they begin to affect surrounding uses.

Mobile Source Analysis

The increased traffic associated with the RWCDS projected development sites would have the potential to affect local air quality levels. Emissions generated by the increased traffic at congested intersections have the potential to impact air quality significantly at nearby sensitive land uses. Carbon monoxide (CO) and particulate matter (PM) are the primary pollutants of concern for microscale mobile source air quality analyses, including assessments of roadways intersections and parking garages.

The specific work program for the mobile source air quality study will include the following tasks:

- Existing ambient air quality data for the study area (published by the New York State Department of Environmental Conservation [NYSDEC]) will be compiled for the analysis of existing and future conditions.

- An analysis of traffic forecasts in terms of vehicular trips from auto, bus, and truck would be conducted at each intersection analyzed within the traffic network established for the EIS. Based on the comparisons with the city CO and $PM_{2.5}$ screening threshold levels. If exceedances of either the CO or the $PM_{2.5}$ screening thresholds occur, microscale dispersion modeling at the worst-case intersections experiencing the highest traffic volumes (Level of Service (LOS) condition of "D" or worse) would be conducted using the dispersion methods described in Appendix 4 ("Flushing West Rezoning EIS: Draft Air Quality and Noise Impact Analysis Protocols.")

- A refined analysis for both CO and $PM_{2.5}$ will be performed for existing major arterial roadway traffic that could have the potential to result in mobile source air quality impacts at the projected development sites located within 200 feet from these roadways, as described in Appendix 4.

- An analysis of CO and PM emissions will be performed for the parking facilities that would have the greatest potential for impact on air quality. Cumulative impacts from on-street sources and emissions from parking garages will be calculated, where appropriate.

- Future pollutant levels with the Proposed Actions for parking facilities will be compared with the CO National Ambient Air Quality Standards (NAAQS) and the City's CO and $PM_{2.5}$ *de minimis* guidance criteria to determine the impacts of the Proposed Actions.

- The consistency of the Proposed Actions with the strategies contained in the State Implementation Plan (SIP) for the area will be determined. At any receptor sites where

violations of standards occur, analyses will be performed to determine what mitigation measures would be required to attain standards.

Stationary Source Analysis

The stationary source air quality analysis will determine the effects of emissions from projected and potential development sites' fossil-fuel fired heating and hot water systems to impact existing land uses significantly or to significantly impact any of the other projected or potential development sites (i.e., project-on-project impacts). In addition, since portions of the rezoning area are located within or near manufacturing zoned districts, an analysis of emissions from industrial sources would be performed, examining large and major sources of emissions within 1,000 feet of the study area.

Heat and Hot Water Systems Analysis

- A screening level analysis will be performed to determine the potential for impacts air quality impacts from heating and hot water systems of the projected and potential development sites.

- If the screening analysis for any site demonstrates a potential for air quality impacts, a refined modeling analysis will be performed for that development site using the AERMOD model. For this analysis, five recent years of meteorological data from La Guardia Airport and concurrent upper air data from Brookhaven, New York will be utilized for the simulation program. Concentrations of nitrogen dioxide (NO_2), sulfur dioxide (SO_2), and particulate matter (PM_{10} and $PM_{2.5}$) will be determined at off-site receptors sites, as well as on projected and potential development site receptors. Predicted values will be compared with NAAQS and other relevant standards. If warranted by the analysis, requirements related to fuel type and/or exhaust stack locations will be memorialized by (E) designations placed on the blocks and lots pursuant to Section 11-15 of the New York City Zoning Resolution and the (E) Rules, as referenced above in the Hazardous Materials section.

- A cumulative impact analysis will be performed for development sites with similar height located in close proximity to one another (i.e., site clusters). Impacts will be determined using the EPA AERSCREEN model. In the event that violations of standards are predicted, measures to reduce pollutant levels to within standards will be examined.

Industrial Source Analysis

- A field survey will be performed to identify processing or manufacturing facilities within 400 feet of the projected and potential development sites. A copy of the air permits for each of these facilities will be requested from DEP's Bureau of Environmental Compliance. A review of NYSDEC Title V permits and the EPA Envirofacts database will also be performed to identify any Federal- or State-permitted facilities within 1,000 feet of the development sites.

- Facilities with sources of emissions located within 400 feet of the projected or potential development sites will be considered for analysis.

- For potential development sites with identified industrial sources of air emissions, the industrial sources analysis will be performed assuming that development does take place, as well as assuming that it does not take place.

- A cumulative impact analysis will be performed for multiple sources that emit the same air contaminant. Predicted concentrations of these compounds will be compared to NYDEC DAR-1 guideline values for short-term (SGC) and annual (AGC) averaging periods. In the event that violations of standards are predicted, measures to reduce pollutant levels to within standards will be examined.

Large and Major Source Analysis

- An analysis of existing large and major sources of emissions (such as sources having Federal and State permits) identified within 1,000 feet of the development sites will be performed to assess their potential effects of the projected and potential development sites. Predicted criteria pollutant concentrations will be predicted using the AERMOD model compared with NAAQS for NO_2, SO_2, and PM_{10}, as well as applicable criteria for $PM_{2.5}$.

Further details on the air quality analysis methodology and technical approach for the Proposed Actions is provided in Appendix 4 to this document (Air Quality and Noise Impact Analysis Protocols).

TASK 16. GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

Increased greenhouse (GHG) emissions are changing the global climate, which is predicted to lead to wide-ranging effects on the environment, including rising sea levels, increases in temperature, and changes in precipitation levels. Although this is occurring on a global scale, the environmental effects of climate change are also likely to be felt at the local level. As the RWCDS associated with the Proposed Actions exceeds the 350,000 sf development threshold, GHG emissions generated by the Proposed Actions will be quantified and an assessment of consistency with the City's established GHG reduction goal will be performed as part of the EIS. The assessment will examine GHG emissions from the Proposed Action's operations, mobile sources, and construction, as outlined below.

- Sources of GHG from the development projected as part of the Proposed Actions will be identified. The pollutants for analysis will be discussed, as well as various City, State, and Federal goals, policies, regulations, standards, and benchmarks for GHG emissions.

- Fuel consumption will be estimated for the projected developments based on the calculations of energy use estimated as part of Task 12, energy.

- GHG emissions associated with the action-related traffic will be estimated for the Proposed Actions using data from Task 13, transportation. A calculation of vehicle miles traveled (VMT) will be prepared.

- The types of construction materials and equipment proposed will be discussed along with opportunities for alternative approaches that may serve to reduce GHG emissions associated with construction.

- A qualitative discussion of stationary and mobile sources of GHG emissions will be provided in conjunction with a discussion of goals for reducing GHG emissions to determine if the Proposed Actions are consistent with GHG reduction goals, including building efficient buildings, using clean power, transit-oriented development and sustainable transportation, reducing construction operations emissions, and using building materials with low carbon intensity.

As stated in the EAS, The rezoning area is located within the federally mapped 100- and 500-year floodplains and the rezoning area is susceptible to storm surge and coastal flooding. This chapter of the EIS will include a qualitative discussion of potential effects of climate change and potential design measures that could be incorporated into new development projected to occur in the rezoning area.

TASK 17. NOISE

A detailed noise analysis will be included in the EIS, as the Proposed Actions would result in additional vehicle trips to and from the rezoning area; would introduce new sensitive receptors in the vicinity of LaGuardia Airport and its flight path over the rezoning area and heavily trafficked roadways including Northern Boulevard, College Point Boulevard and Roosevelt Avenue, as well as an elevated subway line along portions of Roosevelt Avenue. The noise analysis will examine both the Proposed Actions' potential effects on sensitive noise receptors (including residences, health care facilities, schools, open space, etc.) and the potential noise exposure at new sensitive uses introduced by the actions. If significant adverse impacts are identified, impacts would be be mitigated or avoided to the greatest extent practicable. The Proposed Actions would result in new residential, commercial, community facility, and industrial development. It would also alter traffic conditions in the area. Noise, which is a general term used to describe unwanted sound, will likely be affected by these development changes.

It is assumed that outdoor mechanical equipment would be designed to meet applicable regulations and consequently no detailed analysis of potential noise impacts due to outdoor mechanical equipment will be performed. Consequently, the noise analysis will examine the level of building attenuation necessary to meet CEQR interior noise level requirements. The following tasks will be performed:

- Based on the traffic studies conducted for Task 13, Transportation, a screening analysis will be conducted to determine whether there are any locations where there is the potential for the RWCDS associated with the Proposed Actions to result in significant noise impacts (i.e., doubling Noise Passenger Car Equivalents [PCEs]) due to action-generated traffic.

- Noise survey locations will be selected to represent sites of future sensitive uses in the RWCDS With-Action condition. These noise survey locations will be placed in areas to be analyzed for building attenuation and would focus on areas of potentially high ambient noise where residential uses are proposed.

- At the identified locations, noise measurements will be conducted during typical weekday AM, PM peak, midnight, 24-hour periods (coinciding with the traffic peak periods as well as sensitive average periods for aircraft flight noise), as applicable. Noise measurements will be measured in units of "A" weighted decibel scale (dBA) as well as one-third octave bands. The measured noise level descriptors will include equivalent noise level (L_{eq}), day and night noise level (L_{dn}), maximum level (L_{max}), minimum level (L_{min}), and statistical percentile levels such as L_1, L_{10}, L_{50}, and L_{90}. A summary table of existing measured noise levels will be provided as part of the EIS.

- Future No-Action and With-Action noise levels will be estimated at the noise receptor locations based on acoustical fundaments. All projections will be made with L_{eq} noise descriptor.

- The level of building attenuation necessary to satisfy CEQR requirements (a function of the exterior noise levels) will be determined based on the highest L_{10} noise level estimated at each monitoring site. The building attenuation requirements will be memorialized by (E) designations placed on the blocks and lots requiring specific levels of attenuation pursuant to Section 11-15 of the New York City Zoning Resolution and the (E) Rules, as referenced above in the Hazardous

Materials section. The EIS would include (E) designation language describing the requirements for each of the blocks and lots to which they would apply.

- If the results of the screening analysis indicate that any sensitive receptor location would experience a doubling of traffic between the Future No-Action and Future With-Action conditions, a detailed mobile source noise analysis would be performed at that location.

Further details on the noise analysis methodology and technical approach for the Proposed Actions is provided in Appendix 4 to this document (Air Quality and Noise Impact Analysis Protocols).

TASK 18. PUBLIC HEALTH

Public health is the organized effort of society to protect and improve the health and well-being of the population through monitoring; assessment and surveillance; health promotion; prevention of disease, injury, disorder, disability, and premature death; and reducing inequalities in health status. The goal of CEQR with respect to public health is to determine whether adverse impacts on public health may occur as a result of a proposed project, and, if so, to identify measures to mitigate such effects.

A public health assessment may be warranted if an unmitigated significant adverse impact is identified in other CEQR analysis areas, such as air quality, hazardous materials, or noise. If unmitigated significant adverse impacts are identified for the Proposed Actions in any of these technical areas and DCP determines that a public health assessment is warranted, an analysis will be provided for the specific technical area or areas.

TASK 19. NEIGHBORHOOD CHARACTER

The character of a neighborhood is established by numerous factors, including land use patterns, the scale of its development, the design of its buildings, the presence of notable landmarks, and a variety of other physical features that include traffic and pedestrian patterns, noise, etc. The Proposed Actions have the potential to alter certain elements contributing to the affected area's neighborhood character. Therefore, a neighborhood character analysis will be provided in the EIS.

A preliminary assessment of neighborhood character will be provided in the EIS to determine whether changes expected in other technical analysis areas—land use, zoning, and public policy; socioeconomic conditions; open space; historic and cultural resources; urban design and visual resources; transportation; and noise—may affect a defining feature of neighborhood character. The preliminary assessment will:

- Identify the defining features of the existing neighborhood character.

- Summarize changes in the character of the neighborhood that can be expected in the future With-Action condition and compare to the future No-Action condition.

- Evaluate whether the Proposed Actions have the potential to affect these defining features, either through the potential for a significant adverse impact or a combination of moderate effects in the relevant technical areas.

If the preliminary assessment determines that the Proposed Actions could affect the defining features of neighborhood character, a detailed analysis will be conducted.

TASK 20. CONSTRUCTION

Construction impacts, though temporary, can have a disruptive and noticeable effect on the adjacent community, as well as people passing through the area. Construction impacts are usually important when construction activity has the potential to affect transportation conditions, archaeological resources and the integrity of historic resources, community noise patterns, air quality conditions, and mitigation of hazardous materials. Multi-sited projects with overall construction periods lasting longer than two years and that are near to sensitive receptors should undergo a preliminary impact assessment. This chapter of the EIS will provide a preliminary impact assessment to evaluate the duration and severity of the disruption or inconvenience to nearby sensitive receptors. If the preliminary assessment indicates the potential for a significant impact during construction, a detailed construction impact analysis will be undertaken and reported in the EIS. Technical areas to be assessed include the following:

- *Transportation Systems:* The assessment will qualitatively consider losses in lanes, sidewalks, and other transportation services on the adjacent streets during the various phases of construction and identify the increase in vehicle trips from construction workers and equipment. A travel demand forecast for the RWCDS peak construction period will be prepared. The construction traffic analysis will be performed, if necessary, for existing conditions, Future No-Action condition, and Future With-Action condition.

- *Air Quality:* The construction air quality impact section will include a quantitative dispersion modeling of construction equipment operational impacts on sensitive land uses within the project area during the worst-case time period(s). A discussion of measures to reduce impacts, if any, will be included. Further details on the construction air quality analysis methodology and technical approach for the Proposed Actions is provided in Appendix 4 to this document (Air Quality and Noise Impact Analysis Protocols).

- *Noise:* The construction noise impact section will contain discussion of noise impacts at sensitive land uses and buildings within the project area to be analyzed with a quantitative noise modeling for the worst-case noise condition from on-site construction equipment/vehicles activity. During the most representative worst-case time period(s), noise levels due to construction activities at sensitive receptors will be predicted and duration of sustained noise levels exceeding the significance threshold will be estimated. Further details on the construction noise analysis methodology and technical approach for the Proposed Actions is provided in Appendix 4 to this document (Air Quality and Noise Impact Analysis Protocols).

- *Other Technical Areas:* As appropriate, other areas of environmental assessment—such as historic resources, hazardous materials, public health, socioeconomic conditions, and neighborhood character—will be analyzed for potential construction-related impacts.

TASK 21. MITIGATION

Where significant adverse impacts have been identified in Tasks 2 through 19, measures to mitigate those impacts will be described. The chapter will also consider when mitigation measures will need to be implemented. These measures will be developed and coordinated with the responsible City/State agencies, as necessary, including the LPC, NYCDOT, and NYCDEP. Where impacts cannot be fully mitigated, they will be described as unavoidable adverse impacts.

TASK 22. ALTERNATIVES

The purpose of an alternative section in an EIS is to examine development options that would tend to reduce action-related impacts. The alternatives will be better defined once the full extent of the Proposed Actions' impacts have been identified. Typically for area-wide actions such as the Proposed Actions, the alternatives will include a No-Action Alternative, a no impact or no unmitigated significant adverse impact alternative, and a lesser density alternative. A lesser density alternative would be pursued only if it is found to have the potential to reduce the impacts of the Proposed Actions while, to some extent, still meeting the action's stated purpose and need. The alternatives analysis will be qualitative, except in those technical areas where significant adverse impacts for the Proposed Actions have been identified. The level of analysis provided will depend on an assessment of project impacts determined by the analysis connected with the appropriate tasks.

As noted under Section F above, the Proposed Actions may incorporate certain alternative zoning changes to define the appropriate parameters for integrating a Bus Transit Center (BTC) into the general redevelopment opportunities being facilitated through the rezoning. Therefore, this chapter will also consider an alternative where a BTC and appropriate related development would be located along one of the major corridors within the rezoning area. As with any alternative, this BTC alternative will be analyzed to determine the environmental consequences as compared to the Proposed Actions.

TASK 23. SUMMARY EIS CHAPTERS

The EIS will include the following three summary chapters, where appropriate to the Proposed Action:

- *Unavoidable Adverse Impacts*: which summarizes any significant adverse impacts that are unavoidable if the Proposed Actions are implemented regardless of the mitigation employed (or if mitigation is not feasible).

- *Growth-Inducing Aspects of the Proposed Action*: which generally refer to "secondary" impacts of the Proposed Actions that trigger further development.

- *Irreversible and Irretrievable Commitments of Resources*: which summarizes the Proposed Actions and its impact in terms of the loss of environmental resources (loss of vegetation, use of fossil fuels and materials for construction, etc.), both in the immediate future and in the long term.

TASK 24. EXECUTIVE SUMMARY

The executive summary will utilize relevant material from the body of the EIS to describe the Proposed Actions, their environmental impacts, measures to mitigate those impacts, and alternatives to the Proposed Actions. The executive summary will be written in enough detail to facilitate drafting of a notice of completion by the lead agency.

Appendix 1
List of Blocks and Lots Included in Proposed Rezoning Area

Block	Lots
4962	1,4,12,19,22,23,24,25,26
4963	1,2,7,65,75,85,200,210,212,221,249,
4966	1,3,4,6,7,11,28
4967	33,55
4968	1,6,9,11,13,15,21,22,23,24,33,35
4969	1,4,6,18,21,24,25,26,27
4970	1,11,18,20,25,37,39,41,42,53,7501
4972	1,22,34,36,39,40,41,48,49,53,54,55,57,59,65,136,148,149,152,155,236,237,238,7501
4973	1,6,12,13,14,15,16,41,42,43,44,45,46,47,48,56,113,114,1001
5066	7501

Appendix 2a
Detailed RWCDS Tables

RWCDS Without Extra Height
Projected Development Site Summary

Site Information			Existing Conditions						
Site Numer	Block	Lot	Address	ZoneDist1	LandUse	Use	OwnerName	LotArea	BldgArea
1.00	4,963.00	7.00	39-08 JANET P	C4-2	5.00	Vacant	ABS FLUSHING DEVELOPMENT CORP	174,263.00	0.00
2.00	4,963.00	65.00	131-01 39 AVE	C4-2		Former Assi Plaza	N/A	139,378.00	99,589.00
3	4963	75	37-52 COLLEG	C4-2		Home construction supply	COLLEGE POINT BLVD REALTY	36,417.00	13,440.00
4	4973	6	133-04 39 AVE	C4-2	7.00	AAFE, wedding studio	QUEENS HOUSING AND IMMIGRATION	13,388.00	6,240.00
5	4973	16	133-35 ROOSE	C4-2	6.00	Food court, bubble tea	FLUSHING ROOSEVELT ASSOCIATION	42,600.00	32,960.00
6	4970	1	36-35 COLLEG	C4-2	7.00	Home construction supplies, seafood restaurant	99 COLLEGE POINT LLC	24,221.00	25,987.00
7	4970	25	136-34 36 ROA	C4-2		One-story commercial bldg - avail for lease	MICHAEL AND MICHELLE	7,766.00	7,750.00
8					7.00			29,780.00	25,670.00
	4968	24	36-12 BUD PLA	M1-1		Global Trading LLC , Hole in One Golf	KINGSLAND GROUP	20,330.00	25,670.00
	4968	33	n/a	M1-1			KINGSLAND GROUP	3,500.00	0.00
	4968	35	n/a	M1-1			KINGSLAND GROUP	5,950.00	0.00
9					5.00			28,300.00	29,322.00
	4969	1	134-09 36 ROA	M1-1		Logo Plumbing	SUNWAY REALTY CORP	7,500.00	7,500.00
	4969	4	36-17 BUD PLA	M1-1		Windstar Construction company	SKYWAY REALTY CORP	2,500.00	4,049.00
	4969	6	36-09 BUD PLA	M1-1		3D HVAC supplies corp	SUNWAY REALTY CORP	18,300.00	17,773.00
10	4966	11	35-21 COLLEG	M1-1	5.00	Vacant	133 NORTHERN PROPERTY	16,158.00	
11	4972	65	133-31 39 AVE	C4-2	5.00	Flushing Mall	F&T GROUP	112,741.00	171,951.00
12	5066	7,501	40-22 COLLEG	C5-2		Skyview Park	Onex	581,295.00	2,477,250.00
13								46,230.00	2,800.00
	4963	212	35-32 COLLEG	M3-1		Scrap King	F&T GROUP	40,000.00	2,800.00
	4963	249	35-50I COLLEG	M3-1		Vacant	F&T GROUP	6,230.00	0.00

RWCDS Without Extra Height
Projected Development Site Summary

Site Information																			
Site Numer	Block	ComArea	ResArea	OfficeArea	Retail/ CommercialArea	Parking Garage	Commercial Garage	StrgeArea	FactryArea	NumFloors	UnitsRes	UnitsTotal	LotFront	LotDepth	BldgFront	BldgDepth	YearBuilt	BuiltFAR	MaxAllwFAR
1.00	4,963.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	229.17	567.33	100.00	160.00	1,931.00	0.00	4.80
2.00	4,963.00	99,589.00	0.00	49,589.00	50,000.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00	181.72	582.71				0.71	4.80
3	4963	13,440.00	0.00	600.00	8,480.00	0.00	0.00	4,360.00	0.00	1.00	0.00	3.00	180.00	167.00				0.37	4.80
4	4973	6,240.00	0.00	6,240.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00	89.00	136.00	62.83	28.67	1,955.00	0.47	4.80
5	4973	32,960.00	0.00	12,960.00	2,000.00	0.00	0.00	0.00	0.00	2.00	0.00	4.00	192.00	233.00	19.00	48.00	1,931.00	0.77	4.80
6	4970	25,987.00	0.00	7,300.00	18,687.00	0.00	0.00	0.00	0.00	1.00	0.00	5.00	242.00	113.00	25.00	65.00	1,950.00	1.07	4.80
7	4970	7,750.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00	50.00	155.00				1.00	4.80
8		2,570.00	0.00	1,700.00	0.00	0.00	0.00	0.00	23,970.00		0.00	5.00						0.86	2.40
	4968	2,570.00	0.00	1,700.00	0.00		0.00	0.00	23,970.00	1.00	0.00	5.00	100.00	203.08				1.26	2.40
	4968	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	35.00	100.00				0.00	2.40
	4968	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	36.85	100.00				0.00	2.40
9		24,322.00	0.00	4,049.00	20,273.00	0.00	5,000.00	0.00			0.00	6.00						1.04	2.40
	4969	7,500.00	0.00	0.00	7,500.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00	75.00	100.00				1.00	2.40
	4969	4,049.00	0.00	4,049.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	25.00	100.00				1.62	2.40
	4969	12,773.00	0.00	0.00	12,773.00	0.00	5,000.00	0.00	0.00	1.00	0.00	3.00	165.00	100.00				0.97	2.40
10	4966					0.00	0.00						93.10	124.82				0.00	2.40
11	4972	171,951.00	0.00	0.00	171,951.00	0.00	0.00						304.50	317.53				1.53	3.40
12	5066	1,022,058.00	523,427.00	117,559.00	904,499.00	750,794.00	0.00			22.00	448.00	448.00							4.80
13		2,800.00	0.00	2,800.00	0.00	0.00	0.00	0.00	0.00									0.06	2.00
	4963	2,800.00	0.00	2,800.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00	175.00	186.00				0.07	2.00
	4963	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	72.67	104.00				0.00	2.00

RWCDS Without Extra Height
Projected Development Site Summary

Site Information		Future No-Action Conditions															
Site Numer	Block	#	LotArea	BldgArea	ComArea	ResArea	OfficeArea	Retail/ CommercialArea	Parking Garage	Parking Garage for FAR	Commercial Garage	StrgeArea	FactryArea	Max. Res FAR	Res Pkg factor	Max. Com FAR	Max. C.F FAR
1.00	4,963.00	1.00	174,263.00	553,250.00	217,250.00	313,500.00		62,000.00	145,000.00	0.00	0.00			2.43	0.70	3.40	4.80
									143,200.00								
2.00	4,963.00	2.00	139,378.00	410,300.00	58,700.00	338,600.00	0.00	58,700.00	95,000.00	0.00	0.00	0.00	0.00	2.43	0.70	3.40	4.80
									95,000.00								
3	4963	3	36,417.00	98,750.00	98,750.00	0.00	15,000.00	14,250.00	23,500.00	0.00	0.00	0.00	0.00	2.43	0.70	3.40	4.80
									23,200.00								
4	4973	4	13,388.00	6,240.00	6,240.00	0.00	2,000.00	0.00	0.00	0.00	0.00	0.00	0.00	2.43	0.70	3.40	4.80
5	4973	5	42,600.00	136,350.00	34,675.00	99,000.00	13,000.00	12,325.00	37,000.00	0.00	0.00	0.00	0.00	2.43	0.70	3.40	4.80
									36,800.00								
6	4970	6	24,221.00	78,900.00	22,200.00	56,700.00	10,200.00	12,000.00	23,000.00	0.00	0.00	0.00	0.00	2.43	0.70	3.40	4.80
									22,800.00								
7	4970	7	7,766.00	26,400.00	26,400.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.43	0.70	3.40	4.80
8		8	29,780.00	25,670.00	0.00	0.00	1,700.00	0.00	0.00	0.00	0.00	0.00	23,970.00	2.43	0.70	3.40	4.80
	4968	8A	20,330.00	25,670.00	0.00	0.00	1,700.00	0.00	0.00			0.00	23,970.00				
	4968	8B	3,500.00	0.00	0.00	0.00	0.00	0.00	0.00			0.00	0.00				
	4968	8C	5,950.00	0.00	0.00	0.00	0.00	0.00	0.00			0.00	0.00				
9		9	28,300.00	29,322.00	29,322.00	0.00	4,049.00	20,273.00	0.00	0.00	5,000.00	0.00	0.00	2.43	0.70	3.40	4.80
	4969	9A	7,500.00	7,500.00	7,500.00	0.00	0.00	7,500.00	0.00		0.00	0.00	0.00				
	4969	9B	2,500.00	4,049.00	4,049.00	0.00	4,049.00	0.00	0.00		0.00	0.00	0.00				
	4969	9C	18,300.00	17,773.00	17,773.00	0.00	0.00	12,773.00	0.00		5,000.00	0.00	0.00				
10	4966	10	16,158.00	7,500.00	7,500.00	0.00	0.00	7,500.00	0.00	0.00	0.00		0.00	0.00	0.00	1.00	0.00
11	4972	11	141,982.00	670,808.00	345,808.00	317,000.00	8,000.00	219,808.00	390,000.00	0.00	0.00	0.00	0.00	2.43	0.70	3.40	4.80
12	5066	12	581,295.00	3,371,733.00	1,022,058.00	1,487,403.00	117,559.00	904,499.00	857,272.00	336,637.00	0.00	0.00	0.00	2.43	0.70	3.40	4.80
13		N	46,230.00	2,800.00	2,800.00	0.00	2,800.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00
	4963	N1	40,000.00	2,800.00	2,800.00	0.00	2,800.00	0.00	0.00		0.00	0.00	0.00				
	4963	N2	6,230.00	0.00	0.00	0.00	0.00	0.00	0.00			0.00	0.00				

RWCDS Without Extra Height
Projected Development Site Summary

Site Information

Site Numer	Block	Com Sf.					C.F. SF.	Total DU's	Res Prk Prvd	Com Pkg Prvd	CF pkg Provided	Hotel Pkg Provided	Total Pkg Prvd	Blgd. Height	Building Sf.	No action FAR
		Local Retail	Destination Retail	Hotels	Offices	Total Com Sf.										
1.00	4,963.00	35,550.00	20,000.00	93,700.00	64,000.00	213,250.00	22,500.00	313.00	219.00	399.00	75.00	23.00	716.00	115'	549,250.00	3.15
									219.10	398.50	75.00	23.43				
2.00	4,963.00	36,500.00	0.00	0.00	22,200.00	58,700.00	13,000.00	338.00	237.00	195.00	43.00	0.00	475.00	115'	410,300.00	2.94
									236.60	195.67	43.33	0.00				
3	4963	14,250.00	0.00	69,500.00	15,000.00	98,750.00	0.00	0.00	0.00	98.00	0.00	18.00	116.00	96'	98,750.00	2.71
									0.00	97.50	0.00	17.38				
4	4973	4,240.00		0.00	2,000.00	6,240.00	0.00	0.00	0.00	9.00	0.00	0.00	9.00	15'	6,240.00	0.47
5	4973	12,325.00	9,350.00	0.00	13,000.00	34,675.00	0.00	99.00	69.00	115.00	0.00	0.00	184.00	125'	133,675.00	3.14
									69.30	115.58	0.00	0.00				
6	4970	17,100.00	0.00	0.00	5,100.00	22,200.00	0.00	57.00	40.00	74.00	0.00	0.00	114.00	115'	78,900.00	3.26
									39.90	74.00	0.00	0.00				
7	4970	0.00	0.00	26,400.00	0.00	26,400.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	60'	26,400.00	3.40
8		0.00	0.00	0.00	1,700.00	1,700.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	15'	25,670.00	0.86
	4968	0.00		0.00	1,700.00	1,700.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
	4968	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
	4968	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
9		20,273.00	0.00	0.00	4,049.00	24,322.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	15.00	29,322.00	1.04
	4969	7,500.00		0.00	0.00	7,500.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
	4969	0.00		0.00	4,049.00	4,049.00	0.00	0.00	0.00	3.00	0.00	0.00	3.00			
	4969	12,773.00		0.00	0.00	12,773.00	0.00	0.00	0.00	15.00	0.00	0.00	15.00			
10	4966	7,500.00	0.00	0.00		7,500.00	0.00	0.00	0.00	25.00	0.00	0.00	25.00	15'	7,500.00	0.46
11	4972	179,808.00	40,000.00	104,000.00	22,000.00	345,808.00	8,000.00	317.00	222.00	806.00	27.00	26.00	1,081.00	102'	670,808.00	4.72
									221.90	806.03	26.67	26.00				
12	5066	0.00	904,499.00	0.00	117,559.00	1,022,058.00	5,000.00	1,254.00	878.00	1,778.00	17.00		2,673.00	225.00	3,371,733.00	4.26
13		0.00	0.00	0.00	2,800.00	2,800.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	15'	2,800.00	0.06
	4963				2,800.00	2,800.00										
	4963															

RWCDS Without Extra Height
Projected Development Site Summary

Site Information		Future With-Action Conditions																	
Site Numer	Block	#	Lot Area total	Prop Zoning	Max. Res FAR	Res Pkg factor	Max. Com FAR	Max. C.F FAR	Parking Garage	Parking Garage for FAR	Res Sf.	Com Sf.							
												Local Retail	Restaurant	Grocery Stores	Destination Retail	Hotels	Offices	Accesory Garage	Total
1.00	4,963.00	1.00	174,263.00	C4-4A	4.60	0.50	3.40	4.80	93,000.00	0.00	609,591.00	31,956.00	6,500.00		36,162.00	0.00	0.00		74,618.00
									92,700.00										
2.00	4,963.00	2.00	136,314.00	C4-4A	4.60	0.50	3.40	4.80	74,000.00	44,056.00	417,576.00	38,967.00		27,209.00	9,350.00	0.00		44,056.00	75,526.00
									73,800.00										
3	4963	3.00	36,417.00	C4-4A	4.60	0.50	3.40	4.80	0.00	0.00	0.00	14,989.00				108,347.00			123,336.00
									0.00										
4	4973	C	13,388.00	C4-4A	4.60	0.50	3.40	4.80	7,000.00	0.00	50,600.00	5,525.00			0.00	0.00	3,000.00		8,525.00
									8,400.00										
5	4973	5.00	42,600.00	C4-4A	4.60	0.50	3.40	4.80	30,000.00	0.00	163,000.00	5,525.00			24,750.00	0.00	0.00		30,275.00
									30,900.00										
6	4970	6.00	24,221.00	C4-4A	4.60	0.50	3.40	4.80	10,000.00	0.00	85,000.00	16,100.00			0.00	0.00	4,000.00		20,100.00
									9,600.00										
7	4970	7.00	7,766.00	C4-4A	4.60	0.50	3.40	4.80	0.00	0.00	15,000.00	6,601.00				0.00	0.00		6,601.00
									0.00										
8		8.00	29,780.00	M1-2/R7A	4.60	0.50	3.40	4.80	10,000.00	0.00	91,000.00	20,350.00			0.00	0.00	7,905.00		28,255.00
	4968								10,200.00										
	4968																		
	4968																		
9		9.00	28,300.00	M1-2/R7A	4.60	0.50	3.40	4.80	13,000.00	0.00	108,000.00	19,225.00			0.00	0.00	0.00		19,225.00
	4969								12,300.00										
	4969																		
	4969																		
10	4966	*10.00*	*16,158.00*	*M1-1*	0.00	0.00	1.00	1.00	0.00	0.00	*0.00*	*0.00*			*16,000.00*	*0.00*	*0.00*		*16,000.00*
11	4972	11.00		C4-4A	4.60	0.50	3.40	4.80	110,000.00	0.00	317,000.00	166,812.00			40,000.00	104,000.00	22,000.00		332,812.00
									115,800.00										
12	5066	12.00	581,295.00	c4-2	2.43	0.50	3.40	4.80	857,272.00	336,637.00	1,487,403.00	0.00	0.00	0.00	904,499.00	0.00	117,559.00	660,396.00	1,022,058.00
13		N	46,230.00	M1-2	0.00	0.00	2.00	2.40	0.00	0.00	0.00	0.00			0.00	91,500.00	0.00		91,500.00
	4963																		
	4963																		

RWCDS Without Extra Height
Projected Development Site Summary

Site Information															
Site Numer	Block	C.F. SF.	Total DU's	Aff Dus @ 25%	Aff Dus @ 30%	Res Pkg Prvd @ 25	Res Pkg Prvd @ 30	Com Pkg Prvd	Hotel Pkg Prvd	CF Pkg Prvd	Total Pkg Prvd @ 25	Total Pkg Prvd @ 30	Blgd. Height	Building Sf.	With Action FAR
1.00	4,963.00	6,289.00	609.00	152	183	228.00	213.00	75.00	0.00	6.00	309.00	294.00	114'	690,498.00	3.96
						228.38	213.15	74.62	0.00	6.29	309.28	294.06			
2.00	4,963.00	7,833.00	417.00	104	125	162.00	146.00	76.00	0.00	8.00	246.00	230.00	114'	544,991.00	4.00
						156.38	145.95	75.53	0.00	7.83	239.73	229.31			
3	4963		0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	95'	123,336.00	3.39
						0.00	0.00	14.99	18.06	0.00	33.05	33.05			
4	4973	5,000.00	50.00	13	15	19.00	18.00	9.00			28.00	27.00	95'	64,125.00	4.79
						18.75	17.50	8.53	0.00	5.00	32.28	31.03			
5	4973	9,435.00	163.00	41	49	61.00	57.00	42.00			103.00	99.00	115'	202,710.00	4.76
						61.13	57.05	30.28	0.00	9.44	100.84	96.76			
6	4970	7,650.00	85.00	21	26	32.00	30.00	0.00			32.00	30.00	90'	112,750.00	4.66
						31.88	29.75	20.10	0.00	7.65	59.63	57.50			
7	4970	7,766.00	15.00	4	5	0.00	0.00	0.00			0.00	0.00	75'	29,367.00	3.78
						5.63	5.25	6.60	0.00	7.77	19.99	19.62			
8		0.00	91.00	23	27	34.00	32.00	0.00			34.00	32.00	75'	119,255.00	4.00
	4968					34.13	31.85	28.26	0.00	0.00	62.38	60.11			
	4968														
	4968														
9		8,500.00	108.00	27	32	41.00	38.00	0.00			41.00	38.00	100'	135,725.00	4.80
	4969					40.50	37.80	19.23	0.00	8.50	68.23	65.53			
	4969														
	4969														
10	4966	*0.00*	*0.00*	0	0	*0.00*	*0.00*	*0.00*			*0.00*	*0.00*	*15'*	*16,000.00*	*0.99*
						0.00	0.00	16.00	0.00	0.00	16.00	16.00			
11	4972	20,996.00	317.00	79	95	119.00	111.00	229.00	17.00	21.00	386.00	378.00	102'	670,808.00	4.72
						118.88	110.95	228.81	17.33	21.00	386.02	378.09			
12	5066	5,000.00	1,254.00	0	0	627.00	627.00	2,046.00			2,673.00	2,673.00		3,371,733.00	4.26
13		0.00	0.00	0	0	0.00	0.00	0.00			0.00	0.00	105'	91,500.00	1.98
	4963					0.00	0.00	0.00	15.25	0.00	15.25	15.25			
	4963														

RWCDS Without Extra Height
Projected Development Site Summary

Site Information		Increment							
Site Numer	Block	Res SF	COM SF	CF SF	DUs	Aff Dus @25	Aff Dus @30	Pkg @ 25	Pkg @ 30
1.00	4,963.00	296,091.00	-138,632.00	-16,211.00	296.00	152	183	-407.00	-422.00
2.00	4,963.00	78,976.00	16,826.00	-5,167.00	79.00	104	125	-229.00	-245.00
3	4963	0.00	24,586.00	0.00	0.00	0	0	-116.00	-116.00
4	4973	50,600.00	2,285.00	5,000.00	50.00	13	15	19.00	18.00
5	4973	64,000.00	-4,400.00	9,435.00	64.00	41	49	-81.00	-85.00
6	4970	28,300.00	-2,100.00	7,650.00	28.00	21	26	-82.00	-84.00
7	4970	15,000.00	-19,799.00	7,766.00	15.00	4	5	0.00	0.00
8		91,000.00	26,555.00	0.00	91.00	23	27	34.00	32.00
	4968								
	4968								
	4968								
9		108,000.00	-5,097.00	8,500.00	108.00	27	32	41.00	38.00
	4969								
	4969								
	4969								
10	4966	0.00	8,500.00	0.00	0.00	0	0	-25.00	-25.00
11	4972	0.00	-12,996.00	12,996.00	0.00	79	95	-695.00	-703.00
12	5066	0.00	0.00	0.00	0.00	0	0	0.00	0.00
13		0.00	88,700.00	0.00	0.00	0	0	0.00	0.00
	4963								
	4963								

RWCDS Without Extra Height
Potential Development Site Summary

Site Information			Existing Conditions						
Site Numer	Block	Lot	Address	ZoneDist1	LandUse	Use	OwnerName	LotArea	BldgArea
A	4,963.00	85.00	37-02 COLLEG	C4-2	6.00	Licensed parking lot	F&T GROUP	175,000.00	0.00
B	4962	26	131-98 39 AVE	C4-2	6.00	Vacant	COLLEGE POINT BLVD REALTY	5,220.00	0.00
C	4962	19	132-01 ROOSE	C4-2	7.00	Two-story commercial: dance studio, home supply	FLUSHING PROPERTY LLC	5,612.00	5,714.00
D	4973	1	133-11 ROOSE	C4-2	5.00	Mobil gas station	EAST RIVER PETROLEUM	11,246.00	1,675.00
E	4972	59	133-45 39 AVE	C4-2	10.00	Vacant	LINWOOD HOLDINGS LLC	7,138.00	0.00
F	4970	53	133-17 37 AVE	C4-2	10.00	Parking lot	SHANG HAU LTD	5,600.00	440.00
G					5.00			42,999.00	51,617.00
	4970	11	133-24 36 ROA	C4-2		DYD Flooring USA Inc	36 AVE INC	37,421.00	41,147.00
	4970	18	133-28 36 ROA	C4-2		American Standard Sheet Metal Supply Corp	36 AVE INC	5,578.00	10,470.00
H					7.00			17,780.00	30,820.00
	4970	20	133-34 36 ROA	C4-2		Furniture supply & distribution	REALPORT CORP	15,875.00	30,820.00
	4970	39	133-47 37 AVE	C4-2		Furniture supply & showroom	REALPORT CORP	1,905.00	0.00
I					4.00			17,825.00	14,700.00
	4968	1	36-25 COLLEG	M1-1		Kitchen + bath supply	STILL AROUND LLC	12,650.00	10,750.00
	4968	6	36-13 COLLEG	M1-1		Kitchen + bath supply	STILL AROUND LLC	5,175.00	3,950.00
J								24,125.00	17,919.00
	4968	9	133-06 KING R	M1-1		Building supply	MEI YEN LIU	5,490.00	5,200.00
	4968	11	113-16 KING R	M1-1		Building supply	113-16 KING ROAD	8,364.00	2,448.00
	4968	13	133-22 KING R	M1-1		Building supply	133-22 KING ROAD LLC	6,940.00	6,940.00
	4968	15	133-26 KING R	M1-1		Building supply		3,331.00	3,331.00
K					10.00			6,500.00	960.00
	4968	21	n/a	M1-1		Vacant	SUNWAY REALTY CORP	1,500.00	0.00
	4968	22	36-04 BUD PL	M1-1		Detached 2-story single-family home	SUNWAY REALTY CORP	2,500.00	960.00
	4968	23	n/a	M1-1			SUNWAY REALTY CORP	2,500.00	0.00
L								22,755.00	15,800.00
	4969	18	36-06 PRINCE	M1-1		Ebenezer Baptist Church	EBENEZER BAPTIST CHURCH	5,215.00	2,960.00
	4969	21	36-12 PRINCE	M1-1		Ebenezer Baptist Church	EBENEZER BAPTIST CHURCH	7,520.00	12,840.00
	4969	24		M1-1		Parking lot	EBENEZER BAPTIST CHURCH	2,505.00	0.00
	4969	25		M1-1		Parking lot	EBENEZER BAPTIST CHURCH	2,505.00	0.00
	4969	26		M1-1		Parking lot	EBENEZER BAPTIST CHURCH	2,505.00	0.00
	4969	27	36-26 PRINCE	M1-1		Parking lot	EBENEZER BAPTIST CHURCH	2,505.00	0.00
M	4963	221	35-20 COLLEG	M3-1		Lumber yard	F.NEILL INC	23,040.00	9,775.00

RWCDS Without Extra Height
Potential Development Site Summary

Site Information																			
Site Numer	Block	ComArea	ResArea	OfficeArea	RetailArea	Parking Garag	GarageArea	StrgeArea	FactryArea	NumFloors	UnitsRes	UnitsTotal	LotFront	LotDepth	BldgFront	BldgDepth	YearBuilt	BuiltFAR	MaxAllwFAR
A	4,963.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00	298.08	203.63	100.00	100.00	1,931.00	0.00	3.40
B	4962	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	60.00	87.00	94.00	99.00	1,960.00	0.00	4.80
C	4962	5,714.00	0.00	2,857.00	2,857.00	0.00	0.00	0.00	0.00	2.00	0.00	4.00	86.42	65.00	30.00	38.00	1,931.00	1.02	4.80
D	4973	1,675.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00	85.42	111.15	95.00	45.00	1,964.00	0.15	3.40
E	4972	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	50.00	142.33	50.00	38.00	1,925.00	0.00	4.80
F	4970	440.00	0.00	0.00	0.00	440.00	0.00	0.00	0.00	1.00	0.00	1.00	45.00	125.00	102.00	112.00	1,958.00	0.08	4.80
G		51,617.00	0.00	21,766.00	0.00	3,178.00	0.00	0.00	26,673.00			4.00						1.20	3.40
	4970	41,147.00	0.00	21,766.00	0.00	3,178.00	0.00	0.00	16,203.00	2.00	0.00	3.00	95.83	230.83				1.10	3.40
	4970	10,470.00	0.00	0.00	0.00	0.00	0.00	0.00	10,470.00	2.00	0.00	1.00	50.00	103.00				1.88	3.40
H		30,820.00	0.00	0.00	0.00	0.00	0.00	0.00	30,820.00			2.00						1.73	4.80
	4970	30,820.00	0.00	0.00	0.00	0.00	0.00	0.00	30,820.00	2.00	0.00	2.00	112.00	51.00				1.94	3.40
	4970	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	26.07	72.06				0.00	4.80
I		14,700.00	0.00	750.00	0.00	3,950.00	0.00	10,000.00	0.00		0.00	2.00						0.82	4.80
	4968	10,750.00	0.00	750.00	0.00	0.00	0.00	10,000.00	0.00	1.00	0.00	1.00	92.00	150.00				0.85	4.80
	4968	3,950.00	0.00	0.00	0.00	3,950.00	0.00	0.00	0.00	1.00	0.00	1.00	46.00	120.00				0.76	4.80
J		17,919.00	0.00	0.00	0.00	2,448.00	0.00	6,940.00	0.00			3.00						0.74	1.00
	4968	5,200.00	0.00	2,200.00	0.00	0.00	0.00	0.00	3,000.00	1.00	0.00	1.00	28.00	202.00				0.95	1.00
	4968	2,448.00	0.00	0.00	0.00	2,448.00	0.00	0.00	0.00	1.00	0.00	1.00	51.00	164.00				0.29	1.00
	4968	6,940.00	0.00	0.00	0.00	0.00	0.00	6,940.00	0.00	1.00	0.00	1.00	120.84	120.00				1.00	1.00
	4968	3,331.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00	42.03	33.62				1.00	1.00
K		0.00	960.00	0.00	0.00	0.00	0.00	0.00	0.00		1.00	1.00						0.15	2.40
	4968	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	16.04	100.00				0.00	2.40
	4968	0.00	960.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	25.00	100.00				0.38	2.40
	4968	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	25.00	100.00				0.00	2.40
L		15,800.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00						0.69	2.40
	4969	2,960.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	54.00	100.30				0.57	2.40
	4969	12,840.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	75.00	100.30				1.71	2.40
	4969	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	25.00	100.30				0.00	2.40
	4969	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	25.00	100.30				0.00	2.40
	4969	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	25.00	100.30				0.00	2.40
	4969	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	25.00	100.30				0.00	2.40
M	4963	9,775.00	0.00	0.00	0.00	0.00	0.00	0.00	9,775.00	1.00	0.00	1.00	135.00	175.00				0.42	2.00

RWCDS Without Extra Height
Potential Development Site Summary

Site Information		Future No-Action Conditions																
Site Numer	Block	#	LotArea	BldgArea	ComArea	ResArea	OfficeArea	RetailArea	Parking Garage		Commercial G	StrgeArea	FactryArea	Max. Res FAR	Res Pkg factor	Max. Com FAR	Max. C.F FAR
A	4,963.00	A	175,000.00	548,400.00	111,900.00	436,500.00			138,500.00			0.00	0.00	2.43	0.70	3.40	4.80
B	4962	B	5,220.00	16,500.00	16,500.00	0.00	0.00	0.00	0.00			0.00	0.00	2.43	0.70	3.40	4.80
C	4962	C	5,612.00	5,714.00	5,714.00	0.00	2,857.00	2,857.00	0.00			0.00	0.00	2.43	0.70	3.40	4.80
D	4973	D	11,246.00	1,675.00	1,675.00	0.00	0.00	0.00	0.00			0.00	0.00	2.43	0.70	3.40	4.80
E	4972	E	7,138.00	23,400.00	23,400.00	0.00	0.00	0.00	0.00			0.00	0.00	2.43	0.70	3.40	4.80
F	4970	F	5,600.00	18,800.00	18,800.00	0.00	0.00	0.00	0.00			0.00	0.00	2.43	0.70	3.40	4.80
G		G	42,999.00	51,617.00	51,617.00	0.00	21,766.00	0.00	3,178.00			0.00	26,673.00	2.43	0.70	3.40	4.80
	4970	D1	37,421.00	41,147.00	41,147.00	0.00	21,766.00	0.00	3,178.00			0.00	16,203.00				
	4970	D2	5,578.00	10,470.00	10,470.00	0.00	0.00	0.00	0.00			0.00	10,470.00				
H		H	17,780.00	30,820.00	30,820.00	0.00	0.00	0.00	0.00			0.00	30,820.00	2.43	0.70	3.40	4.80
	4970	E1	15,875.00	30,820.00	30,820.00	0.00	0.00	0.00	0.00			0.00	30,820.00				
	4970	E2	1,905.00	0.00	0.00	0.00	0.00	0.00	0.00			0.00	0.00				
I		I	17,825.00	14,700.00	14,700.00	0.00	750.00	0.00	3,950.00			10,000.00	0.00	2.43	0.70	3.40	4.80
	4968	11A	12,650.00	10,750.00	10,750.00	0.00	750.00	0.00	0.00			10,000.00	0.00				
	4968	11B	5,175.00	3,950.00	3,950.00	0.00	0.00	0.00	3,950.00			0.00	0.00				
J		J	24,125.00	12,719.00	12,719.00	0.00	0.00	3,331.00	2,448.00			6,940.00	0.00	2.43	0.70	3.40	4.80
	4968	J1	5,490.00	5,200.00	5,200.00	0.00	2,200.00	0.00	0.00			0.00	3,000.00				
	4968	J2	8,364.00	2,448.00	2,448.00	0.00	0.00	0.00	2,448.00			0.00	0.00				
	4968	J3	6,940.00	6,940.00	6,940.00	0.00	0.00	0.00	0.00			6,940.00	0.00				
	4968	J4	3,331.00	3,331.00	3,331.00	0.00	0.00	0.00	0.00			0.00	0.00				
K		K	6,500.00	960.00	0.00	960.00	0.00	0.00	0.00			0.00	0.00	2.43	0.70	3.40	4.80
	4968	13A	1,500.00	0.00	0.00	0.00	0.00	0.00	0.00			0.00	0.00				
	4968	13B	2,500.00	960.00	0.00	960.00	0.00	0.00	0.00			0.00	0.00				
	4968	13C	2,500.00	0.00	0.00	0.00	0.00	0.00	0.00			0.00	0.00				
					0.00												
L		L	22,755.00	15,800.00	0.00	0.00	0.00	0.00	0.00			0.00	0.00	2.43	0.70	3.40	4.80
	4969	F1	5,215.00	2,960.00	0.00	0.00	0.00	0.00	0.00			0.00	0.00				
	4969	F2	7,520.00	12,840.00	0.00	0.00	0.00	0.00	0.00			0.00	0.00				
	4969	F3	2,505.00	0.00	0.00	0.00	0.00	0.00	0.00			0.00	0.00				
	4969	F4	2,505.00	0.00	0.00	0.00	0.00	0.00	0.00			0.00	0.00				
	4969	F5	2,505.00	0.00	0.00	0.00	0.00	0.00	0.00			0.00	0.00				
	4969	F6	2,505.00	0.00	0.00	0.00	0.00	0.00	0.00			0.00	0.00				
M	4963	M	23,040.00	9,775.00	9,775.00	0.00	0.00	0.00	0.00			0.00	9,775.00	0.00	0.00	2.00	0.00

RWCDS Without Extra Height
Potential Development Site Summary

Site Information																
Site Numer	Block	Com Sf.					C.F. SF.	Total DU's	Res Prk Prvd	Com Pkg Prvd	CF pkg Provided	Hotel Pkg Provided	Total Pkg Prvd	Blgd. Height	Building Sf.	No action FAR
		Local Retail	Destination Retail	Hotels	Offices	Total Com Sf.										
A	4,963.00	35,000.00	17,850.00	0.00	59,050.00	111,900.00	0.00	437.00	306.00	373.00	0.00	0.00	692.00	116'	548,400.00	3.13
B	4962	0.00		16,500.00	0.00	16,500.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	60'	16,500.00	3.16
C	4962	2,857.00		0.00	2,857.00	5,714.00	0.00	0.00	0.00	8.00			8.00	25'	5,714.00	1.02
D	4973	1,675.00		0.00	0.00	1,675.00	0.00	0.00	0.00	0.00	0.00	0.00	5.00	15'	1,675.00	0.15
E	4972	0.00		23,400.00	0.00	23,400.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	90'	23,400.00	3.28
									0.00	0.00	0.00	5.85				
F	4970	0.00		18,800.00	0.00	18,800.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	90'	18,800.00	3.36
									0.00	0.00	0.00	4.70				
G		0.00		0.00	21,766.00	51,617.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	25'	51,617.00	1.20
	4970															
	4970															
H				0.00	0.00	0.00	0.00	0.00	0.00	10.00	0.00	0.00	10.00	25'	30,820.00	1.73
	4970	30,820.00		0.00	0.00	30,820.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
	4970	0.00		0.00	0.00	0.00	0.00	0.00	0.00	10.00	0.00	0.00	10.00			
I				0.00	750.00	14,700.00	0.00	0.00	0.00		0.00	0.00	0.00	15'	14,700.00	0.82
	4968	10,750.00		0.00	750.00	11,500.00	0.00	0.00	0.00	10.00	0.00	0.00	10.00			
	4968	0.00		0.00	0.00	0.00	0.00	0.00	0.00	22.00	0.00	0.00	22.00			
J		3,331.00	0.00	0.00	0.00	12,719.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	15'	12,719.00	0.74
	4968	5,200.00	0.00	0.00	0.00	2,200.00		0.00	0.00	0.00	0.00	0.00	0.00			
	4968	2,448.00	0.00	0.00	0.00	2,448.00		0.00	0.00	0.00	0.00	0.00	10.00			
	4968	6,940.00	0.00	0.00	0.00	6,940.00		0.00	0.00	0.00	0.00	0.00	0.00			
	4968	3,331.00	0.00	0.00	0.00	3,331.00		0.00	0.00	0.00	0.00	0.00	0.00			
K		0.00		0.00	0.00	0.00	0.00	1.00	0.00	0.00			0.00	25'	960.00	0.15
	4968	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
	4968	0.00		0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00			
	4968	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
L		0.00	0.00	0.00	0.00	0.00	15,800.00	0.00	0.00	0.00	34.00	0.00	34.00	55'	15,800.00	0.69
	4969	0.00	0.00	0.00	0.00	0.00	2,960.00	0.00	0.00	0.00	0.00	0.00	0.00			
	4969	0.00	0.00	0.00	0.00	0.00	12,840.00	0.00	0.00	0.00	0.00	0.00	0.00			
	4969	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
	4969	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
	4969	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	34.00	0.00	34.00			
	4969	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
M	4963	0.00	9,775.00	0.00	0.00	9,775.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	15'	9,775.00	0.42

RWCDS Without Extra Height
Potential Development Site Summary

Site Information		Future With-Action Conditions																	
Site Numer	Block	#	Lot Area total	Prop Zoning	Max. Res FAR	Res Pkg factor	Max. Com FAR	Max. C.F FAR			Res Sf.	Com Sf.							
												Local Retail	Restaurant	Grocery Stores	Destination Retail	Hotels	Offices		Total
A	4,963.00	A	172,017.00	C4-4A	4.60	0.50	3.40	4.80			606,971.00	33,543.00	7,000.00		16,984.00	0.00	0.00		57,527.00
B	4962	B	5,220.00	C4-4A	4.60	0.50	3.40	4.80			16,000.00	4,437.00			0.00	0.00	0.00		4,437.00
C	4962	C	5,612.00	C4-4A	4.60	0.50	3.40	4.80			16,000.00	4,770.00			0.00	0.00	0.00		4,770.00
D	4973	D	11,246.00	C4-4A	4.60	0.50	3.40	4.80			0.00	5,270.00			0.00	32,900.00	0.00		38,170.00
E	4972	E	7,138.00	C4-4A	4.60	0.50	3.40	4.80			15,000.00	6,067.00			0.00	0.00	0.00		6,067.00
F	4970	F	5,600.00	C4-4A	4.60	0.50	3.40	4.80			16,200.00	4,760.00				0.00	0.00		4,760.00
G		G	43,000.00	C4-4A	4.60	0.50	3.40	4.80			154,000.00	27,285.00			0.00	0.00	9,690.00		36,975.00
	4970																		
	4970																		
H		H	17,780.00	M1-2/R7A	4.60	0.50	3.40	4.80			66,500.00	6,975.00			0.00	0.00	0.00		6,975.00
	4970																		
	4970																		
I		I	17,825.00	M1-2/R7A	4.60	0.50	3.40	4.80			64,000.00	5,950.00				0.00	0.00		5,950.00
	4968																		
	4968																		
J		J	24,125.00	M1-2/R7A	4.60	0.50	3.40	4.80			82,300.00	9,350.00			0.00	0.00	0.00		9,350.00
	4968																		
	4968																		
	4968																		
	4968																		
K		K	6,500.00	M1-2/R7A	4.60	0.50	3.40	4.80			20,000.00	5,525.00			0.00	0.00	0.00		5,525.00
	4968																		
	4968																		
	4968																		
L		L	22,755.00	M1-2/R7A	4.60	0.50	3.40	4.80			57,500.00	0.00			0.00	0.00	0.00		0.00
	4969																		
	4969																		
	4969																		
	4969																		
	4969																		
	4969																		
M	4963	M	23,040.00	M1-1	0.00	0.00	1.00	1.00			0.00	0.00			15,000.00	0.00	8,000.00		23,000.00

RWCDS Without Extra Height
Potential Development Site Summary

Site Information															
Site Numer	Block	C.F. SF.	Total DU's	Aff Dus @ 25%	Aff Dus @ 30%	Res Pkg Prvd @ 25	Res Pkg Prvd @ 30	Com Pkg Prvd			Total Pkg Prvd @25	Total Pkg Prvd @30	Blgd. Height	Building Sf.	With Action FAR
A	4,963.00	5,917.00	606.00	152	182	227.00	212.00	58.00	0.00	6.00	291.00	276.00	114'	670,415.00	3.90
						227.25	212.10	57.53	0.00	5.92	290.69	275.54			
B	4962	0.00	16.00	4	5	0.00		0.00	0.00	0.00	0.00	0.00	65'	20,437.00	3.92
						6.00	5.60	4.44	0.00	0.00	10.44	10.04			
C	4962	0.00	16.00	4	5	0.00		0.00	0.00	0.00	0.00	0.00	65'	20,770.00	3.70
						6.00	5.60	4.77	0.00	0.00	10.77	10.37			
D	4973	0.00	0.00	0	0	0.00		0.00	0.00	0.00	0.00	0.00	65'	38,170.00	3.39
						0.00	0.00	5.27	5.48	0.00	10.75	10.75			
E	4972	6,200.00	15.00	4	5	0.00		0.00	0.00	0.00	0.00	0.00	75'	27,267.00	3.82
						5.63	5.25	6.07	0.00	6.20	17.89	17.52			
F	4970	0.00	16.00	4	5	0.00		0.00	0.00	0.00	0.00	0.00	75'	20,960.00	3.74
						6.00	5.60	4.76	0.00	0.00	10.76	10.36			
G		11,000.00	154.00	39	46	58.00	54.00	37.00	0.00	11.00	106.00	102.00	87'	201,975.00	4.70
	4970					57.75	53.90	36.98	0.00	11.00	105.73	101.88			
	4970														
H		11,900.00	66.00	17	20	25.00	23.00	0.00	0.00	0.00	25.00	23.00	98'	85,375.00	4.80
	4970					24.75	23.10	6.98	0.00	11.90	43.63	41.98			
	4970														
I		0.00	64.00	16	19	24.00	22.00	0.00	0.00	0.00	24.00	22.00	75'	69,950.00	3.92
	4968					24.00	22.40	5.95	0.00	0.00	29.95	28.35			
	4968														
J		0.00	82.00	21	25	31.00	29.00	0.00	0.00	0.00	31.00	29.00	85'	91,650.00	3.80
	4968					30.75	28.70	9.35	0.00	0.00	40.10	38.05			
	4968														
	4968														
	4968														
K		0.00	20.00	5	6	8.00	7.00	0.00	0.00	0.00	8.00	7.00	75'	25,525.00	3.93
	4968					7.50	7.00	5.53	0.00	0.00	13.03	12.53			
	4968														
	4968														
L		24,300.00	57.00	14	17	21.00	20.00	0.00	0.00	0.00	21.00	20.00	100'	81,800.00	3.59
	4969					21.38	19.95	0.00	0.00	24.30	45.68	44.25			
	4969														
	4969														
	4969														
	4969														
	4969														
M	4963		0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	25'	23,000.00	1.00

RWCDS Without Extra Height
Potential Development Site Summary

Site Information		Increment							
Site Numer	Block	Res SF	COM SF	CF SF	DUs	Aff DUs		Pkg	
A	4,963.00	170,471.00	-54,373.00	5,917.00	169.00	152	182	-401.00	-416.00
B	4962	16,000.00	-12,063.00	0.00	16.00	4	5	0.00	0.00
C	4962	16,000.00	-944.00	0.00	16.00	4	5	-8.00	-8.00
D	4973	0.00	36,495.00	0.00	0.00	0	0	-5.00	-5.00
E	4972	15,000.00	-17,333.00	6,200.00	15.00	4	5	0.00	0.00
F	4970	16,200.00	-14,040.00	0.00	16.00	4	5	0.00	0.00
G		154,000.00	-14,642.00	11,000.00	154.00	39	46	106.00	102.00
	4970								
	4970								
H		66,500.00	6,975.00	11,900.00	66.00	17	20	15.00	13.00
	4970								
	4970								
I		64,000.00	-8,750.00	0.00	64.00	16	19	24.00	22.00
	4968								
	4968								
J		82,300.00	-3,369.00	0.00	82.00	21	25	31.00	29.00
	4968								
	4968								
	4968								
	4968								
K		19,040.00	5,525.00	0.00	19.00	5	6	8.00	7.00
	4968								
	4968								
	4968								
L		57,500.00	0.00	8,500.00	57.00	14	17	-13.00	-14.00
	4969								
	4969								
	4969								
	4969								
	4969								
	4969								
M	4963	0.00	13,225.00	0.00	0.00	0	0	0.00	0.00

RWCDS With Extra Height
Projected Development Site Summary

Site Information			Existing Conditions						
Site Numer	Block	Lot	Address	ZoneDist1	LandUse	Use	OwnerName	LotArea	BldgArea
1	4963	7	39-08 JANET PLACE	C4-2	5.00	Vacant	ABS FLUSHING DEVELOPMENT CORP	174,263.00	0.00
2	4963	65	131-01 39 AVENUE	C4-2		Former Assi Plaza	N/A	139,378.00	99,589.00
3	4963	75	37-52 COLLEGE POINT BLVD	C4-2		Home construction supply	COLLEGE POINT BLVD REALTY	36,417.00	13,440.00
4	4973	6	133-04 39 AVE	C4-2	7.00	AAFE, wedding studio	QUEENS HOUSING AND IMMIGRATION	13,388.00	6,240.00
5	4973	16	133-35 ROOSEVELT AVENUE	C4-2	6.00	Food court, bubble tea	FLUSHING ROOSEVELT ASSOCIATION	42,600.00	32,960.00
6	4970	1	36-35 COLLEGE POINT BLVD	C4-2	7.00	Home construction supplies, seafood restaurant	99 COLLEGE POINT LLC	24,221.00	25,987.00
7	4970	25	136-34 36 ROAD	C4-2		One-story commercial bldg - avail for lease	MICHAEL AND MICHELLE	7,766.00	7,750.00
8					7.00			29,780.00	25,670.00
	4968	24	36-12 BUD PLACE	M1-1		Global Trading LLC , Hole in One Golf	KINGSLAND GROUP	20,330.00	25,670.00
	4968	33	n/a	M1-1			KINGSLAND GROUP	3,500.00	0.00
	4968	35	n/a	M1-1			KINGSLAND GROUP	5,950.00	0.00
9					5.00			28,300.00	29,322.00
	4969	1	134-09 36 ROAD	M1-1		Logo Plumbing	SUNWAY REALTY CORP	7,500.00	7,500.00
	4969	4	36-17 BUD PLACE	M1-1		Windstar Construction company	SKYWAY REALTY CORP	2,500.00	4,049.00
	4969	6	36-09 BUD PLACE	M1-1		3D HVAC supplies corp	SUNWAY REALTY CORP	18,300.00	17,773.00
10	4966	11	35-21 COLLEGE POINT BLVD	M1-1	5.00	Vacant	133 NORTHERN PROPERTY	16,158.00	
11	4972	65	133-31 39 AVENUE	C4-2	5.00	Flushing Mall	F&T GROUP	112,741.00	171,951.00
12	5066	7,501	40-22 COLLEGE POINT BLVD	C5-2		Skyview Park	Onex	581,295.00	2,477,250.00
13								46,230.00	2,800.00
	4963	212	35-32 COLLEGE POINT BLVD	M3-1		Scrap King	F&T GROUP	40,000.00	2,800.00
	4963	249	35-50I COLLEGE POINT BLVD	M3-1		Vacant	F&T GROUP	6,230.00	0.00

RWCDS With Extra Height
Projected Development Site Summary

ComArea	ResArea	OfficeArea	Retail/ CommercialArea	Parking Garage	Commercial Garage	StrgeArea	FactryArea	NumFloors	UnitsRes	UnitsTotal	LotFront	LotDepth	BldgFront	BldgDepth	YearBuilt	BuiltFAR	MaxAllwFAR
0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	229.17	567.33	100.00	160.00	1,931.00	0.00	4.80
99,589.00	0.00	49,589.00	50,000.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00	181.72	582.71				0.71	4.80
13,440.00	0.00	600.00	8,480.00	0.00	0.00	4,360.00	0.00	1.00	0.00	3.00	180.00	167.00				0.37	4.80
6,240.00	0.00	6,240.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00	89.00	136.00	62.83	28.67	1,955.00	0.47	4.80
32,960.00	0.00	12,960.00	2,000.00	0.00	0.00	0.00	0.00	2.00	0.00	4.00	192.00	233.00	19.00	48.00	1,931.00	0.77	4.80
25,987.00	0.00	7,300.00	18,687.00	0.00	0.00	0.00	0.00	1.00	0.00	5.00	242.00	113.00	25.00	65.00	1,950.00	1.07	4.80
7,750.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00	50.00	155.00				1.00	4.80
2,570.00	0.00	1,700.00	0.00	0.00	0.00	0.00	23,970.00		0.00	5.00						0.86	2.40
2,570.00	0.00	1,700.00	0.00		0.00	0.00	23,970.00	1.00	0.00	5.00	100.00	203.08				1.26	2.40
0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	35.00	100.00				0.00	2.40
0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	36.85	100.00				0.00	2.40
24,322.00	0.00	4,049.00	20,273.00	0.00	5,000.00	0.00			0.00	6.00						1.04	2.40
7,500.00	0.00	0.00	7,500.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00	75.00	100.00				1.00	2.40
4,049.00	0.00	4,049.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	25.00	100.00				1.62	2.40
12,773.00	0.00	0.00	12,773.00	0.00	5,000.00	0.00	0.00	1.00	0.00	3.00	165.00	100.00				0.97	2.40
				0.00	0.00						93.10	124.82				0.00	2.40
171,951.00	0.00	0.00	171,951.00	0.00	0.00						304.50	317.53				1.53	3.40
1,022,058.00	523,427.00	117,559.00	904,499.00	750,794.00	0.00			22.00	448.00	448.00							4.80
2,800.00	0.00	2,800.00	0.00	0.00	0.00	0.00	0.00									0.06	2.00
2,800.00	0.00	2,800.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00	175.00	186.00				0.07	2.00
0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	72.67	104.00				0.00	2.00

RWCDS With Extra Height
Projected Development Site Summary

Future No-Action Conditions

#	LotArea	BldgArea	ComArea	ResArea	OfficeArea	Retail/ CommercialArea	Parking Garage	Parking Garage for FAR	Commercial Garage	StrgeArea	FactryArea	Max. Res FAR	Res Pkg factor	Max. Com FAR	Max. C.F FAR
1	174,263.00	553,250.00	217,250.00	313,500.00		62,000.00	145,000.00	0.00	0.00			2.43	0.70	3.40	4.80
							143,200.00								
2	139,378.00	410,300.00	58,700.00	338,600.00	0.00	58,700.00	95,000.00	0.00	0.00	0.00	0.00	2.43	0.70	3.40	4.80
							95,000.00								
3	36,417.00	98,750.00	98,750.00	0.00	15,000.00	14,250.00	23,500.00	0.00	0.00	0.00	0.00	2.43	0.70	3.40	4.80
							23,200.00								
4	13,388.00	6,240.00	6,240.00	0.00	2,000.00	0.00	0.00	0.00	0.00	0.00	0.00	2.43	0.70	3.40	4.80
5	42,600.00	136,350.00	34,675.00	99,000.00	13,000.00	12,325.00	37,000.00	0.00	0.00	0.00	0.00	2.43	0.70	3.40	4.80
							36,800.00								
6	24,221.00	78,900.00	22,200.00	56,700.00	10,200.00	12,000.00	23,000.00	0.00	0.00	0.00	0.00	2.43	0.70	3.40	4.80
							22,800.00								
7	7,766.00	26,400.00	26,400.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.43	0.70	3.40	4.80
8	29,780.00	25,670.00	0.00	0.00	1,700.00	0.00	0.00	0.00	0.00	0.00	23,970.00	2.43	0.70	3.40	4.80
8A	20,330.00	25,670.00	0.00	0.00	1,700.00	0.00	0.00			0.00	23,970.00				
8B	3,500.00	0.00	0.00	0.00	0.00	0.00	0.00			0.00	0.00				
8C	5,950.00	0.00	0.00	0.00	0.00	0.00	0.00			0.00	0.00				
9	28,300.00	29,322.00	29,322.00	0.00	4,049.00	20,273.00	0.00	0.00	5,000.00	0.00	0.00	2.43	0.70	3.40	4.80
9A	7,500.00	7,500.00	7,500.00	0.00	0.00	7,500.00	0.00		0.00	0.00	0.00				
9B	2,500.00	4,049.00	4,049.00	0.00	4,049.00	0.00	0.00		0.00	0.00	0.00				
9C	18,300.00	17,773.00	17,773.00	0.00	0.00	12,773.00	0.00		5,000.00	0.00	0.00				
10	16,158.00	7,500.00	7,500.00	0.00	0.00	7,500.00	0.00	0.00	0.00		0.00	0.00	0.00	1.00	0.00
11	141,982.00	670,808.00	345,808.00	317,000.00	8,000.00	219,808.00	390,000.00	0.00	0.00	0.00	0.00	2.43	0.70	3.40	4.80
12	581,295.00	3,371,733.00	1,022,058.00	1,487,403.00	117,559.00	904,499.00	857,272.00	336,637.00	0.00	0.00	0.00	2.43	0.70	3.40	4.80
N	46,230.00	2,800.00	2,800.00	0.00	2,800.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00
N1	40,000.00	2,800.00	2,800.00	0.00	2,800.00	0.00	0.00		0.00	0.00	0.00				
N2	6,230.00	0.00	0.00	0.00	0.00	0.00	0.00			0.00	0.00				

RWCDS With Extra Height
Projected Development Site Summary

Com Sf.					C.F. SF.	Total DU's	Res Prk Prvd	Com Pkg Prvd	CF pkg Provided	Hotel Pkg Provided	Total Pkg Prvd	Blgd. Height	Building Sf.	No action FAR
Local Retail	Destination Retail	Hotels	Offices	Total Com Sf.										
35,550.00	20,000.00	93,700.00	64,000.00	213,250.00	22,500.00	313.00	219.00	399.00	75.00	23.00	716.00	115'	549,250.00	3.15
							219.10	398.50	75.00	23.43				
36,500.00	0.00	0.00	22,200.00	58,700.00	13,000.00	338.00	237.00	195.00	43.00	0.00	475.00	115'	410,300.00	2.94
							236.60	195.67	43.33	0.00				
14,250.00	0.00	69,500.00	15,000.00	98,750.00	0.00	0.00	0.00	98.00	0.00	18.00	116.00	96'	98,750.00	2.71
							0.00	97.50	0.00	17.38				
4,240.00		0.00	2,000.00	6,240.00	0.00	0.00	0.00	9.00	0.00	0.00	9.00	15'	6,240.00	0.47
12,325.00	9,350.00	0.00	13,000.00	34,675.00	0.00	99.00	69.00	115.00	0.00	0.00	184.00	125'	133,675.00	3.14
							69.30	115.58	0.00	0.00				
17,100.00	0.00	0.00	5,100.00	22,200.00	0.00	57.00	40.00	74.00	0.00	0.00	114.00	115'	78,900.00	3.26
							39.90	74.00	0.00	0.00				
0.00	0.00	26,400.00	0.00	26,400.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	60'	26,400.00	3.40
0.00	0.00	0.00	1,700.00	1,700.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	15'	25,670.00	0.86
0.00		0.00	1,700.00	1,700.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
20,273.00	0.00	0.00	4,049.00	24,322.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	15.00	29,322.00	1.04
7,500.00		0.00	0.00	7,500.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
0.00		0.00	4,049.00	4,049.00	0.00	0.00	0.00	3.00	0.00	0.00	3.00			
12,773.00		0.00	0.00	12,773.00	0.00	0.00	0.00	15.00	0.00	0.00	15.00			
7,500.00	0.00	0.00		7,500.00	0.00	0.00	0.00	25.00	0.00	0.00	25.00	15'	7,500.00	0.46
179,808.00	40,000.00	104,000.00	22,000.00	345,808.00	8,000.00	317.00	222.00	806.00	27.00	26.00	1,081.00	102'	670,808.00	4.72
							221.90	806.03	26.67	26.00				
0.00	904,499.00	0.00	117,559.00	1,022,058.00	5,000.00	1,254.00	878.00	1,778.00	17.00		2,673.00	225.00	3,371,733.00	4.26
0.00	0.00	0.00	2,800.00	2,800.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	15'	2,800.00	0.06
			2,800.00	2,800.00										

RWCDS With Extra Height
Projected Development Site Summary

Future With-Action Conditions

#	Lot Area total	Prop Zoning	Max. Res FAR	Res Pkg factor	Max. Com FAR	Max. C.F FAR	Parking Garage	Parking Garage for FAR	Res Sf.	Com Sf.							
										Local Retail	Restaurant	Grocery Stores	Destination Retail	Hotels	Offices	Accesory Garage	Total
1.00	174,263.00	C4-4A	4.60	0.50	3.40	4.80	108,900.00	0.00	737,437.00	20,643.00	6,500.00		36,162.00	0.00	0.00		63,305.00
							112,800.00										
2.00	136,314.00	C4-4A	4.60	0.50	3.40	4.80	90,300.00	44,056.00	496,048.00	38,967.00		27,209.00	9,350.00	0.00		44,056.00	75,526.00
							90,300.00										
3.00	36,417.00	C4-4A	4.60	0.50	3.40	4.80	0.00	0.00	0.00	14,989.00				108,347.00			123,336.00
C	13,388.00	C4-4A	4.60	0.50	3.40	4.80	7,000.00	0.00	50,600.00	5,525.00			0.00	0.00	3,000.00		8,525.00
							8,400.00										
5.00	42,600.00	C4-4A	4.60	0.50	3.40	4.80	30,000.00	0.00	163,000.00	5,525.00			24,750.00	0.00	0.00		30,275.00
							30,900.00										
6.00	24,221.00	C4-4A	4.60	0.50	3.40	4.80	10,000.00	0.00	85,000.00	16,100.00			0.00	0.00	4,000.00		20,100.00
							9,600.00										
7.00	7,766.00	C4-4A	4.60	0.50	3.40	4.80	0.00	0.00	15,000.00	6,601.00				0.00	0.00		6,601.00
							0.00										
8.00	29,780.00	M1-2/R7A	4.60	0.50	3.40	4.80	10,000.00	0.00	91,000.00	20,350.00			0.00	0.00	7,905.00		28,255.00
							10,200.00										
9.00	28,300.00	M1-2/R7A	4.60	0.50	3.40	4.80	13,000.00	0.00	108,000.00	19,225.00			0.00	0.00	0.00		19,225.00
							12,300.00										
10.00	*16,158.00*	*M1-1*	0.00	0.00	1.00	1.00	0.00	0.00	*0.00*	*0.00*			*16,000.00*	*0.00*	*0.00*		*16,000.00*
11.00		C4-4A	4.60	0.50	3.40	4.80	110,000.00	0.00	317,000.00	166,812.00			40,000.00	104,000.00	22,000.00		332,812.00
							115,800.00										
12.00	581,295.00	c4-2	2.43	0.50	3.40	4.80	857,272.00	336,637.00	1,487,403.00	0.00	0.00	0.00	904,499.00	0.00	117,559.00	660,396.00	1,022,058.00
N	46,230.00	M1-2	0.00	0.00	2.00	2.40	0.00	0.00	0.00	0.00			0.00	91,500.00	0.00		91,500.00

RWCDS With Extra Height
Projected Development Site Summary

C.F. SF.	Total DU's	Aff Dus @ 25%	Aff Dus @ 30%	Res Pkg Prvd @ 25	Res Pkg Prvd @ 30	Com Pkg Prvd	Hotel Pkg Prvd	CF Pkg Prvd	Total Pkg Prvd @ 25	Total Pkg Prvd @ 30	Bldg. Height	Building Sf.	With Action FAR
36,162.00	737.00	184	221	277.00	258.00	63.00	0.00	36.00	376.00	357.00	150'	836,904.00	4.80
				276.38	257.95	63.31	0.00	36.16	376.00	357.42			
39,347.00	496.00	124	149	186.00	174.00	76.00	0.00	39.00	301.00	289.00	150'	654,977.00	4.80
				186.00	173.60	75.53	0.00	39.35	301.00	288.47			
	0.00	0	0	0.00	0.00	0.00			0.00	0.00	95'	123,336.00	3.39
				0.00	0.00	14.99	18.06	0.00	33.05	33.05			
5,000.00	50.00	13	15	19.00	18.00	9.00			28.00	27.00	95'	64,125.00	4.79
				18.75	17.50	8.53	0.00	5.00	32.28	31.03			
9,435.00	163.00	41	49	61.00	57.00	42.00			103.00	99.00	115'	202,710.00	4.76
				61.13	57.05	30.28	0.00	9.44	100.84	96.76			
7,650.00	85.00	21	26	32.00	30.00	0.00			32.00	30.00	90'	112,750.00	4.66
				31.88	29.75	20.10	0.00	7.65	59.63	57.50			
7,766.00	15.00	4	5	0.00	0.00	0.00			0.00	0.00	75'	29,367.00	3.78
				5.63	5.25	6.60	0.00	7.77	19.99	19.62			
0.00	91.00	23	27	34.00	32.00	0.00			34.00	32.00	75'	119,255.00	4.00
				34.13	31.85	28.26	0.00	0.00	62.38	60.11			
8,500.00	108.00	27	32	41.00	38.00	0.00			41.00	38.00	100'	135,725.00	4.80
				40.50	37.80	19.23	0.00	8.50	68.23	65.53			
0.00	*0.00*	0	0	*0.00*	*0.00*	*0.00*			*0.00*	*0.00*	*15'*	*16,000.00*	*0.99*
				0.00	0.00	16.00	0.00	0.00	16.00	16.00			
20,996.00	317.00	79	95	119.00	111.00	229.00	17.00	21.00	386.00	378.00	102'	670,808.00	4.72
				118.88	110.95	228.81	17.33	21.00	386.02	378.09			
5,000.00	1,254.00	0	0	627.00	627.00	2,046.00			2,673.00	2,673.00		3,371,733.00	4.26
0.00	0.00	0	0	0.00	0.00	0.00			0.00	0.00	105'	91,500.00	1.98
				0.00	0.00	0.00	15.25	0.00	15.25	15.25			

RWCDS With Extra Height
Projected Development Site Summary

Increment							
Res SF	COM SF	CF SF	DUs	Aff Dus @25	Aff Dus @30	Pkg @ 25	Pkg @ 30
423,937.00	-149,945.00	13,662.00	424.00	184	221	-340.00	-359.00
157,448.00	16,826.00	26,347.00	158.00	124	149	-174.00	-186.00
0.00	24,586.00	0.00	0.00	0	0	-116.00	-116.00
50,600.00	2,285.00	5,000.00	50.00	13	15	19.00	18.00
64,000.00	-4,400.00	9,435.00	64.00	41	49	-81.00	-85.00
28,300.00	-2,100.00	7,650.00	28.00	21	26	-82.00	-84.00
15,000.00	-19,799.00	7,766.00	15.00	4	5	0.00	0.00
91,000.00	26,555.00	0.00	91.00	23	27	34.00	32.00
108,000.00	-5,097.00	8,500.00	108.00	27	32	41.00	38.00
0.00	8,500.00	0.00	0.00	0	0	-25.00	-25.00
0.00	-12,996.00	12,996.00	0.00	79	95	-695.00	-703.00
0.00	0.00	0.00	0.00	0	0	0.00	0.00
0.00	88,700.00	0.00	0.00	0	0	0.00	0.00

RWCDS With Extra Height
Potential Development Site Summary

Site Information			Existing Conditions							
Site Numer	Block	Lot	Address	ZoneDist1	LandUse	Use	OwnerName	LotArea	BldgArea	ComArea
A	4963	85	37-02 COLLEGE POINT BLVD	C4-2	6.00	Licensed parking lot	F&T GROUP	175,000.00	0.00	0.00
B	4962	26	131-98 39 AVENUE	C4-2	6.00	Vacant	COLLEGE POINT BLVD REALTY	5,220.00	0.00	0.00
C	4962	19	132-01 ROOSEVELT AVENUE	C4-2	7.00	Two-story commercial: dance studio, home supply	FLUSHING PROPERTY LLC	5,612.00	5,714.00	5,714.00
D	4973	1	133-11 ROOSEVELT AVE	C4-2	5.00	Mobil gas station	EAST RIVER PETROLEUM	11,246.00	1,675.00	1,675.00
E	4972	59	133-45 39 AVENUE	C4-2	10.00	Vacant	LINWOOD HOLDINGS LLC	7,138.00	0.00	0.00
F	4970	53	133-17 37 AVENUE	C4-2	10.00	Parking lot	SHANG HAU LTD	5,600.00	440.00	440.00
G					5.00			42,999.00	51,617.00	51,617.00
	4970	11	133-24 36 ROAD	C4-2		DYD Flooring USA Inc	36 AVE INC	37,421.00	41,147.00	41,147.00
	4970	18	133-28 36 ROAD	C4-2		American Standard Sheet Metal Supply Corp	36 AVE INC	5,578.00	10,470.00	10,470.00
H					7.00			17,780.00	30,820.00	30,820.00
	4970	20	133-34 36 ROAD	C4-2		Furniture supply & distribution	REALPORT CORP	15,875.00	30,820.00	30,820.00
	4970	39	133-47 37 AVENUE	C4-2		Furniture supply & showroom	REALPORT CORP	1,905.00	0.00	0.00
I					4.00			17,825.00	14,700.00	14,700.00
	4968	1	36-25 COLLEGE POINT BLVD	M1-1		Kitchen + bath supply	STILL AROUND LLC	12,650.00	10,750.00	10,750.00
	4968	6	36-13 COLLEGE POINT BLVD	M1-1		Kitchen + bath supply	STILL AROUND LLC	5,175.00	3,950.00	3,950.00
J								24,125.00	17,919.00	17,919.00
	4968	9	133-06 KING ROAD	M1-1		Building supply	MEI YEN LIU	5,490.00	5,200.00	5,200.00
	4968	11	113-16 KING ROAD	M1-1		Building supply	113-16 KING ROAD	8,364.00	2,448.00	2,448.00
	4968	13	133-22 KING ROAD	M1-1		Building supply	133-22 KING ROAD LLC	6,940.00	6,940.00	6,940.00
	4968	15	133-26 KING ROAD	M1-1		Building supply		3,331.00	3,331.00	3,331.00
K					10.00			6,500.00	960.00	0.00
	4968	21	n/a	M1-1		Vacant	SUNWAY REALTY CORP	1,500.00	0.00	0.00
	4968	22	36-04 BUD PLACE	M1-1		Detached 2-story single-family home	SUNWAY REALTY CORP	2,500.00	960.00	0.00
	4968	23	n/a	M1-1			SUNWAY REALTY CORP	2,500.00	0.00	0.00
L								22,755.00	15,800.00	15,800.00
	4969	18	36-06 PRINCE STREET	M1-1		Ebenezer Baptist Church	EBENEZER BAPTIST CHURCH	5,215.00	2,960.00	2,960.00
	4969	21	36-12 PRINCE STREET	M1-1		Ebenezer Baptist Church	EBENEZER BAPTIST CHURCH	7,520.00	12,840.00	12,840.00
	4969	24		M1-1		Parking lot	EBENEZER BAPTIST CHURCH	2,505.00	0.00	0.00
	4969	25		M1-1		Parking lot	EBENEZER BAPTIST CHURCH	2,505.00	0.00	0.00
	4969	26		M1-1		Parking lot	EBENEZER BAPTIST CHURCH	2,505.00	0.00	0.00
	4969	27	36-26 PRINCE STREET	M1-1		Parking lot	EBENEZER BAPTIST CHURCH	2,505.00	0.00	0.00
M	4963	221	35-20 COLLEGE POINT BLVD	M3-1		Lumber yard	F.NEILL INC	23,040.00	9,775.00	9,775.00

RWCDS With Extra Height
Potential Development Site Summary

Site Information																	
Site Numer	Block	Lot	ResArea	OfficeArea	RetailArea	Parking Garage	GarageArea	StrgeArea	FactryArea	NumFloors	UnitsRes	UnitsTotal	LotFront	LotDepth	BldgFront	BldgDepth	YearBuilt
A	4963	85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	298.08	203.63	100.00	100.00	1,931.00
B	4962	26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	60.00	87.00	94.00	99.00	1,960.00
C	4962	19	0.00	2,857.00	2,857.00	0.00	0.00	0.00	0.00	2.00	0.00	4.00	86.42	65.00	30.00	38.00	1,931.00
D	4973	1	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00	85.42	111.15	95.00	45.00	1,964.00
E	4972	59	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	50.00	142.33	50.00	38.00	1,925.00
F	4970	53	0.00	0.00	0.00	440.00	0.00	0.00	0.00	1.00	0.00	1.00	45.00	125.00	102.00	112.00	1,958.00
G			0.00	21,766.00	0.00	3,178.00	0.00	0.00	26,673.00			4.00					
	4970	11	0.00	21,766.00	0.00	3,178.00	0.00	0.00	16,203.00	2.00	0.00	3.00	95.83	230.83			
	4970	18	0.00	0.00	0.00	0.00	0.00	0.00	10,470.00	2.00	0.00	1.00	50.00	103.00			
H			0.00	0.00	0.00	0.00	0.00	0.00	30,820.00			2.00					
	4970	20	0.00	0.00	0.00	0.00	0.00	0.00	30,820.00	2.00	0.00	2.00	112.00	51.00			
	4970	39	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	26.07	72.06			
I			0.00	750.00	0.00	3,950.00	0.00	10,000.00	0.00		0.00	2.00					
	4968	1	0.00	750.00	0.00	0.00	0.00	10,000.00	0.00	1.00	0.00	1.00	92.00	150.00			
	4968	6	0.00	0.00	0.00	3,950.00	0.00	0.00	0.00	1.00	0.00	1.00	46.00	120.00			
J			0.00	0.00	0.00	2,448.00	0.00	6,940.00	0.00			3.00					
	4968	9	0.00	2,200.00	0.00	0.00	0.00	0.00	3,000.00	1.00	0.00	1.00	28.00	202.00			
	4968	11	0.00	0.00	0.00	2,448.00	0.00	0.00	0.00	1.00	0.00	1.00	51.00	164.00			
	4968	13	0.00	0.00	0.00	0.00	0.00	6,940.00	0.00	1.00	0.00	1.00	120.84	120.00			
	4968	15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00	42.03	33.62			
K			960.00	0.00	0.00	0.00	0.00	0.00	0.00		1.00	1.00					
	4968	21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	16.04	100.00			
	4968	22	960.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	25.00	100.00			
	4968	23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	25.00	100.00			
L			0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00					
	4969	18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	54.00	100.30			
	4969	21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	75.00	100.30			
	4969	24	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	25.00	100.30			
	4969	25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	25.00	100.30			
	4969	26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	25.00	100.30			
	4969	27	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	25.00	100.30			
M	4963	221	0.00	0.00	0.00	0.00	0.00	0.00	9,775.00	1.00	0.00	1.00	135.00	175.00			

RWCDS With Extra Height
Potential Development Site Summary

Site Information					Future No-Action Conditions											
Site Numer	Block	Lot	BuiltFAR	MaxAllwFAR	#	LotArea	BldgArea	ComArea	ResArea	OfficeArea	RetailArea	Parking Garage		Commercial Garage	StrgeArea	FactryArea
A	4963	85	0.00	3.40	A	175,000.00	548,400.00	111,900.00	436,500.00			136,000.00			0.00	0.00
												135,800.00				
B	4962	26	0.00	4.80	B	5,220.00	16,500.00	16,500.00	0.00	0.00	0.00	0.00			0.00	0.00
C	4962	19	1.02	4.80	C	5,612.00	5,714.00	5,714.00	0.00	2,857.00	2,857.00	0.00			0.00	0.00
D	4973	1	0.15	3.40	D	11,246.00	1,675.00	1,675.00	0.00	0.00	0.00	0.00			0.00	0.00
E	4972	59	0.00	4.80	E	7,138.00	23,400.00	23,400.00	0.00	0.00	0.00	0.00			0.00	0.00
F	4970	53	0.08	4.80	F	5,600.00	18,800.00	18,800.00	0.00	0.00	0.00	0.00			0.00	0.00
G			1.20	3.40	G	42,999.00	51,617.00	51,617.00	0.00	21,766.00	0.00	3,178.00			0.00	26,673.00
	4970	11	1.10	3.40	D1	37,421.00	41,147.00	41,147.00	0.00	21,766.00	0.00	3,178.00			0.00	16,203.00
	4970	18	1.88	3.40	D2	5,578.00	10,470.00	10,470.00	0.00	0.00	0.00	0.00			0.00	10,470.00
H			1.73	4.80	H	17,780.00	30,820.00	30,820.00	0.00	0.00	0.00	0.00			0.00	30,820.00
	4970	20	1.94	3.40	E1	15,875.00	30,820.00	30,820.00	0.00	0.00	0.00	0.00			0.00	30,820.00
	4970	39	0.00	4.80	E2	1,905.00	0.00	0.00	0.00	0.00	0.00	0.00			0.00	0.00
I			0.82	4.80	I	17,825.00	14,700.00	14,700.00	0.00	750.00	0.00	3,950.00			10,000.00	0.00
	4968	1	0.85	4.80	11A	12,650.00	10,750.00	10,750.00	0.00	750.00	0.00	0.00			10,000.00	0.00
	4968	6	0.76	4.80	11B	5,175.00	3,950.00	3,950.00	0.00	0.00	0.00	3,950.00			0.00	0.00
J			0.74	1.00	J	24,125.00	12,719.00	12,719.00	0.00	0.00	3,331.00	2,448.00			6,940.00	0.00
	4968	9	0.95	1.00	J1	5,490.00	5,200.00	5,200.00	0.00	2,200.00	0.00	0.00			0.00	3,000.00
	4968	11	0.29	1.00	J2	8,364.00	2,448.00	2,448.00	0.00	0.00	0.00	2,448.00			0.00	0.00
	4968	13	1.00	1.00	J3	6,940.00	6,940.00	6,940.00	0.00	0.00	0.00	0.00			6,940.00	0.00
	4968	15	1.00	1.00	J4	3,331.00	3,331.00	3,331.00	0.00	0.00	0.00	0.00			0.00	0.00
K			0.15	2.40	K	6,500.00	960.00	0.00	960.00	0.00	0.00	0.00			0.00	0.00
	4968	21	0.00	2.40	13A	1,500.00	0.00	0.00	0.00	0.00	0.00	0.00			0.00	0.00
	4968	22	0.38	2.40	13B	2,500.00	960.00	0.00	960.00	0.00	0.00	0.00			0.00	0.00
	4968	23	0.00	2.40	13C	2,500.00	0.00	0.00	0.00	0.00	0.00	0.00			0.00	0.00
								0.00								
L			0.69	2.40	L	22,755.00	15,800.00	0.00	0.00	0.00	0.00	0.00			0.00	0.00
	4969	18	0.57	2.40	F1	5,215.00	2,960.00	0.00	0.00	0.00	0.00	0.00			0.00	0.00
	4969	21	1.71	2.40	F2	7,520.00	12,840.00	0.00	0.00	0.00	0.00	0.00			0.00	0.00
	4969	24	0.00	2.40	F3	2,505.00	0.00	0.00	0.00	0.00	0.00	0.00			0.00	0.00
	4969	25	0.00	2.40	F4	2,505.00	0.00	0.00	0.00	0.00	0.00	0.00			0.00	0.00
	4969	26	0.00	2.40	F5	2,505.00	0.00	0.00	0.00	0.00	0.00	0.00			0.00	0.00
	4969	27	0.00	2.40	F6	2,505.00	0.00	0.00	0.00	0.00	0.00	0.00			0.00	0.00
M	4963	221	0.42	2.00	M	23,040.00	9,775.00	9,775.00	0.00	0.00	0.00	0.00			0.00	9,775.00

RWCDS With Extra Height
Potential Development Site Summary

Site Information																	
Site Numer	Block	Lot	Max. Res FAR	Res Pkg factor	Max. Com FAR	Max. C.F FAR	Com Sf.					C.F. SF.	Total DU's	Res Prk Prvd	Com Pkg Prvd	CF pkg Provided	Hotel Pkg Provided
							Local Retail	Destination Retail	Hotels	Offices	Total Com Sf.						
A	4963	85	2.43	0.70	3.40	4.80	35,000.00	17,850.00	0.00	59,050.00	111,900.00	0.00	437.00	306.00	373.00	0.00	0.00
														305.90	373.00	0.00	0.00
B	4962	26	2.43	0.70	3.40	4.80	0.00		16,500.00	0.00	16,500.00	0.00	0.00	0.00	0.00	0.00	0.00
C	4962	19	2.43	0.70	3.40	4.80	2,857.00		0.00	2,857.00	5,714.00	0.00	0.00	0.00	8.00		
D	4973	1	2.43	0.70	3.40	4.80	1,675.00		0.00	0.00	1,675.00	0.00	0.00	0.00	0.00	0.00	0.00
E	4972	59	2.43	0.70	3.40	4.80	0.00		23,400.00	0.00	23,400.00	0.00	0.00	0.00	0.00	0.00	0.00
														0.00	0.00	0.00	5.85
F	4970	53	2.43	0.70	3.40	4.80	0.00		18,800.00	0.00	18,800.00	0.00	0.00	0.00	0.00	0.00	0.00
														0.00	0.00	0.00	4.70
G			2.43	0.70	3.40	4.80	0.00		0.00	21,766.00	51,617.00	0.00	0.00	0.00	0.00	0.00	0.00
	4970	11															
	4970	18															
H			2.43	0.70	3.40	4.80			0.00	0.00	0.00	0.00	0.00	0.00	10.00	0.00	0.00
	4970	20					30,820.00		0.00	0.00	30,820.00	0.00	0.00	0.00	0.00	0.00	0.00
	4970	39					0.00		0.00	0.00	0.00	0.00	0.00	0.00	10.00	0.00	0.00
I			2.43	0.70	3.40	4.80			0.00	750.00	14,700.00	0.00	0.00	0.00		0.00	0.00
	4968	1					10,750.00		0.00	750.00	11,500.00	0.00	0.00	0.00	10.00	0.00	0.00
	4968	6					0.00		0.00	0.00	0.00	0.00	0.00	0.00	22.00	0.00	0.00
J			2.43	0.70	3.40	4.80	3,331.00	0.00	0.00	0.00	12,719.00	0.00	0.00	0.00	0.00	0.00	0.00
	4968	9					5,200.00	0.00	0.00	0.00	2,200.00		0.00	0.00	0.00	0.00	0.00
	4968	11					2,448.00	0.00	0.00	0.00	2,448.00		0.00	0.00	0.00	0.00	0.00
	4968	13					6,940.00	0.00	0.00	0.00	6,940.00		0.00	0.00	0.00	0.00	0.00
	4968	15					3,331.00	0.00	0.00	0.00	3,331.00		0.00	0.00	0.00	0.00	0.00
K			2.43	0.70	3.40	4.80	0.00		0.00	0.00	0.00	0.00	1.00	0.00	0.00		
	4968	21					0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	4968	22					0.00		0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
	4968	23					0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
L			2.43	0.70	3.40	4.80	0.00	0.00	0.00	0.00	0.00	15,800.00	0.00	0.00	0.00	34.00	0.00
	4969	18					0.00	0.00	0.00	0.00	0.00	2,960.00	0.00	0.00	0.00	0.00	0.00
	4969	21					0.00	0.00	0.00	0.00	0.00	12,840.00	0.00	0.00	0.00	0.00	0.00
	4969	24					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	4969	25					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	4969	26					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	34.00	0.00
	4969	27					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
M	4963	221	0.00	0.00	2.00	0.00	0.00	9,775.00	0.00	0.00	9,775.00	0.00	0.00	0.00	0.00	0.00	0.00

RWCDS With Extra Height
Potential Development Site Summary

Site Information							Future With-Action Conditions										
Site Numer	Block	Lot	Total Pkg Prvd	Blgd. Height	Building Sf.	No action FAR	#	Lot Area total	Prop Zoning	Max. Res FAR	Res Pkg factor	Max. Com FAR	Max. C.F FAR			Res Sf.	Local Retail
A	4963	85	679.00	116'	548,400.00	3.13	A	172,017.00	C4-4A	4.60	0.50	3.40	4.80			737,327.00	33,243.00
B	4962	26	0.00	60'	16,500.00	3.16	B	5,220.00	C4-4A	4.60	0.50	3.40	4.80			16,000.00	4,437.00
C	4962	19	8.00	25'	5,714.00	1.02	C	5,612.00	C4-4A	4.60	0.50	3.40	4.80			16,000.00	4,770.00
D	4973	1	5.00	15'	1,675.00	0.15	D	11,246.00	C4-4A	4.60	0.50	3.40	4.80			0.00	5,270.00
E	4972	59	0.00	90'	23,400.00	3.28	E	7,138.00	C4-4A	4.60	0.50	3.40	4.80			15,000.00	6,067.00
F	4970	53	0.00	90'	18,800.00	3.36	F	5,600.00	C4-4A	4.60	0.50	3.40	4.80			16,200.00	4,760.00
G			0.00	25'	51,617.00	1.20	G	43,000.00	C4-4A	4.60	0.50	3.40	4.80			154,000.00	27,285.00
	4970	11															
	4970	18															
H			10.00	25'	30,820.00	1.73	H	17,780.00	M1-2/R7A	4.60	0.50	3.40	4.80			66,500.00	6,975.00
	4970	20	0.00														
	4970	39	10.00														
I			0.00	15'	14,700.00	0.82	I	17,825.00	M1-2/R7A	4.60	0.50	3.40	4.80			64,000.00	5,950.00
	4968	1	10.00														
	4968	6	22.00														
J			0.00	15'	12,719.00	0.74	J	24,125.00	M1-2/R7A	4.60	0.50	3.40	4.80			82,300.00	9,350.00
	4968	9	0.00														
	4968	11	10.00														
	4968	13	0.00														
	4968	15	0.00														
K			0.00	25'	960.00	0.15	K	6,500.00	M1-2/R7A	4.60	0.50	3.40	4.80			20,000.00	5,525.00
	4968	21	0.00														
	4968	22	0.00														
	4968	23	0.00														
L			34.00	55'	15,800.00	0.69	L	22,755.00	M1-2/R7A	4.60	0.50	3.40	4.80			57,500.00	0.00
	4969	18	0.00														
	4969	21	0.00														
	4969	24	0.00														
	4969	25	0.00														
	4969	26	34.00														
	4969	27	0.00														
M	4963	221	0.00	15'	9,775.00	0.42	M	23,040.00	M1-1	0.00	0.00	1.00	1.00			0.00	0.00

RWCDS With Extra Height
Potential Development Site Summary

Site Information															
Site Numer	Block	Lot	Com Sf.							C.F. SF.	Total DU's	Aff Dus @ 25%	Aff Dus @ 30%	Res Pkg Prvd @ 25	Res Pkg Prvd @ 30
			Restaurant	Grocery Stores	Destination Retail	Hotels	Offices		Total						
A	4963	85	7,000.00		8,492.00	0.00	0.00		48,735.00	39,514.00	737.00	184	221	276.00	258.00
														276.38	257.95
B	4962	26			0.00	0.00	0.00		4,437.00	0.00	16.00	4	5	0.00	
														6.00	5.60
C	4962	19			0.00	0.00	0.00		4,770.00	0.00	16.00	4	5	0.00	
														6.00	5.60
D	4973	1			0.00	32,900.00	0.00		38,170.00	0.00	0.00	0	0	0.00	
														0.00	0.00
E	4972	59			0.00	0.00	0.00		6,067.00	6,200.00	15.00	4	5	0.00	
														5.63	5.25
F	4970	53				0.00	0.00		4,760.00	0.00	16.00	4	5	0.00	
														6.00	5.60
G					0.00	0.00	9,690.00		36,975.00	11,000.00	154.00	39	46	58.00	54.00
	4970	11												57.75	53.90
	4970	18													
H					0.00	0.00	0.00		6,975.00	11,900.00	66.00	17	20	25.00	23.00
	4970	20												24.75	23.10
	4970	39													
I						0.00	0.00		5,950.00	0.00	64.00	16	19	24.00	22.00
	4968	1												24.00	22.40
	4968	6													
J					0.00	0.00	0.00		9,350.00	0.00	82.00	21	25	31.00	29.00
	4968	9												30.75	28.70
	4968	11													
	4968	13													
	4968	15													
K					0.00	0.00	0.00		5,525.00	0.00	20.00	5	6	0.00	0.00
	4968	21												7.50	7.00
	4968	22													
	4968	23													
L					0.00	0.00	0.00		0.00	24,300.00	57.00	14	17	21.00	20.00
	4969	18												21.38	19.95
	4969	21													
	4969	24													
	4969	25													
	4969	26													
	4969	27													
M	4963	221			15,000.00	0.00	8,000.00		23,000.00		0.00	0	0	0.00	0.00

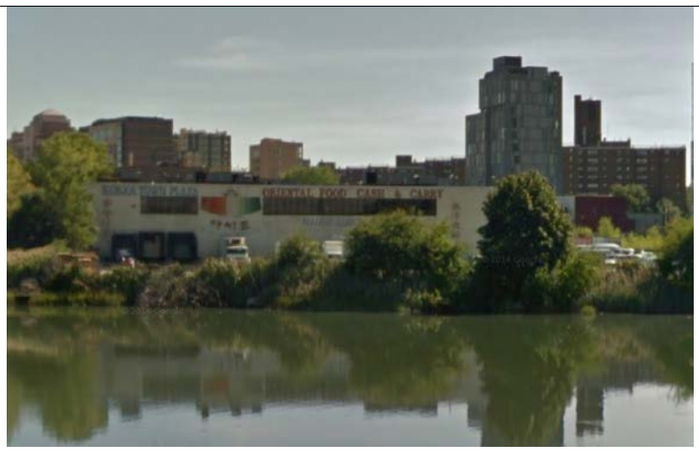
RWCDS With Extra Height
Potential Development Site Summary

Site Information											Increment							
Site Numer	Block	Lot	Com Pkg Prvd			Total Pkg Prvd @25	Total Pkg Prvd @30	Bldg. Height	Building Sf.	With Action FAR	Res SF	COM SF	CF SF	DUs	Aff DUs		Pkg	
A	4963	85	49.00	0.00	40.00	365.00	347.00	150'	825,576.00	4.80	300,827.00	-63,165.00	39,514.00	300.00	184	221	-314.00	-332.00
			48.74	0.00	39.51	364.62	346.20											
B	4962	26	0.00	0.00	0.00	0.00	0.00	65'	20,437.00	3.92	16,000.00	-12,063.00	0.00	16.00	4	5	0.00	0.00
			4.44	0.00	0.00	10.44	10.04											
C	4962	19	0.00	0.00	0.00	0.00	0.00	65'	20,770.00	3.70	16,000.00	-944.00	0.00	16.00	4	5	-8.00	-8.00
			4.77	0.00	0.00	10.77	10.37											
D	4973	1	0.00	0.00	0.00	0.00	0.00	65'	38,170.00	3.39	0.00	36,495.00	0.00	0.00	0	0	-5.00	-5.00
			5.27	5.48	0.00	10.75	10.75											
E	4972	59	0.00	0.00	0.00	0.00	0.00	75'	27,267.00	3.82	15,000.00	-17,333.00	6,200.00	15.00	4	5	0.00	0.00
			6.07	0.00	6.20	17.89	17.52											
F	4970	53	0.00	0.00	0.00	0.00	0.00	75'	20,960.00	3.74	16,200.00	-14,040.00	0.00	16.00	4	5	0.00	0.00
			4.76	0.00	0.00	10.76	10.36											
G			37.00	0.00	11.00	106.00	102.00	87'	201,975.00	4.70	154,000.00	-14,642.00	11,000.00	154.00	39	46	106.00	102.00
	4970	11	36.98	0.00	11.00	105.73	101.88											
	4970	18																
H			0.00	0.00	0.00	25.00	23.00	98'	85,375.00	4.80	66,500.00	6,975.00	11,900.00	66.00	17	20	15.00	13.00
	4970	20	6.98	0.00	11.90	43.63	41.98											
	4970	39																
I			0.00	0.00	0.00	24.00	22.00	75'	69,950.00	3.92	64,000.00	-8,750.00	0.00	64.00	16	19	24.00	22.00
	4968	1	5.95	0.00	0.00	29.95	28.35											
	4968	6																
J			0.00	0.00	0.00	31.00	29.00	85'	91,650.00	3.80	82,300.00	-3,369.00	0.00	82.00	21	25	31.00	29.00
	4968	9	9.35	0.00	0.00	40.10	38.05											
	4968	11																
	4968	13																
	4968	15																
K			0.00	0.00	0.00	0.00	0.00	75'	25,525.00	3.93	19,040.00	5,525.00	0.00	19.00	5	6	0.00	0.00
	4968	21	5.53	0.00	0.00	13.03	12.53											
	4968	22																
	4968	23																
L			0.00	0.00	0.00	21.00	20.00	100'	81,800.00	3.59	57,500.00	0.00	8,500.00	57.00	14	17	-13.00	-14.00
	4969	18	0.00	0.00	24.30	45.68	44.25											
	4969	21																
	4969	24																
	4969	25																
	4969	26																
	4969	27																
M	4963	221	0.00	0.00	0.00	0.00	0.00	25'	23,000.00	1.00	0.00	13,225.00	0.00	0.00	0	0	0.00	0.00

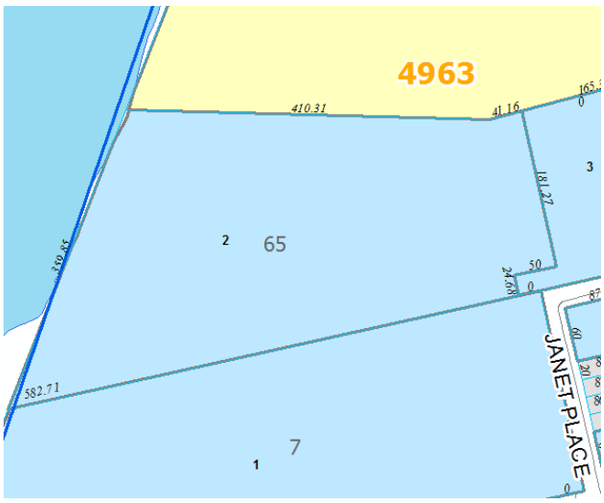
Appendix 2b
Snapshots of RWCDS Sites

RWCDS Sites - Without Extra Height

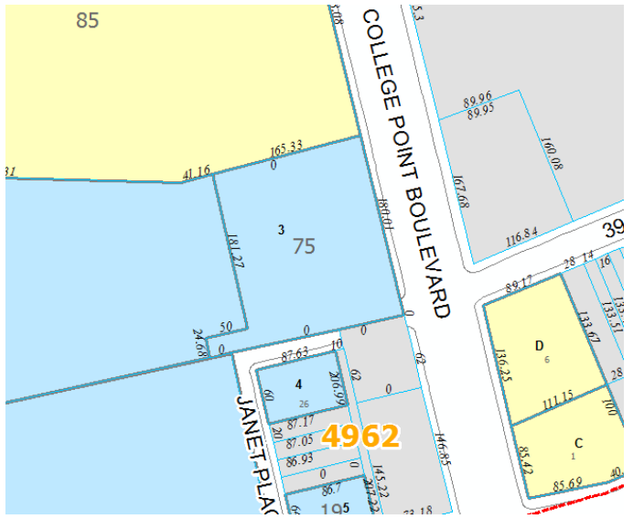
Projected Site 1
Address: 39-08 JANET PLACE
B: 4963 **L:** 1, 2, 7
Lot Area: 174,263 sf.
C4-2 **to C4-4A**
Description: Vacant lot
No Action:
35,550 sf. of local retail; 20,000 sf. of destination retail; 93,700 sf. of hotel – 188 rooms; 64,000 s.f. of offices; 22,500 sf. of community facility (ambulatory diagnostic facility/doctor's office); 313,500 sf. of residential – 313 units; 716 parking spaces; building height: 115'; built FAR: 3.15
With Action:
31,956 sf. of local retail; 6,500 s.f. of restaurant; 36,162sf. of destination retail; 6,289 s.f. of community facility (senior center); 609,591 sf. of residential – 609 units – 152 aff. units with 25% req. – 183 aff. units with 30% req.; 309 parking spaces with 25% aff. req. – 294 parking spaces with 30% aff. req; building height: 114'; with-action FAR: 3.96
Increment:
+ 296,091 sf. of residential
- 138,632 of commercial
-16,211.00 sf. of community facility
+ 296.00 residential units
+ 152 aff. units with 25% req./ + 183 aff. units with 30% req.
- 443 parking spaces with 25% aff. req. / - 458 parking spaces with 30% aff. req.



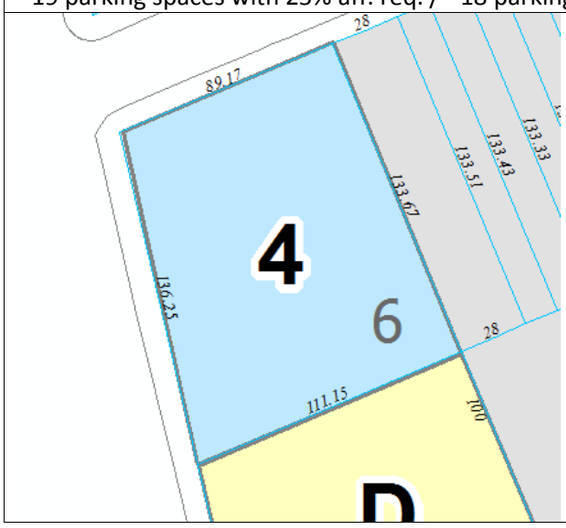
Projected Site 2
Address: 131-01 39TH AVENUE
B: 4963 **L:** 65
Lot Area: 139,378 sf.
C4-2 **to C4-4A**
Description: Former Assi Plaza (commercial food distribution)
No Action:
36,500 sf. of local retail; 22,200 sf. of offices; 13,000 sf. of community facility (ambulatory diagnostic facility/doctor's offices); 338,600 sf. of residential – 338 units; 475 parking spaces; building height: 115'; built FAR: 2.94
With Action:
With Action:
38,967 sf. of local retail; 27,209 s.f. of grocery store; 9,350 sf. of destination retail; 44,056 s.f. of above-grade accessory commercial parking; 7,833 sf. of community facility (day care); 417,576 sf. of residential – 417 units – 104 aff. units with 25% req. – 125 aff. units with 30% req.; 246 parking spaces with 25% aff. req. – 230 parking spaces with 30% aff. req.; building height: 114'; built FAR: 4.0
Increment:
+ 78,976 sf. of residential
+ 16,826 sf. of commercial
- 5,167 sf. of community facility
+ 104 aff. units with 25% req./ + 125 aff. units with 30% req.
- 229 parking spaces with 25% aff. req. / - 245 parking spaces with 30% aff. req.

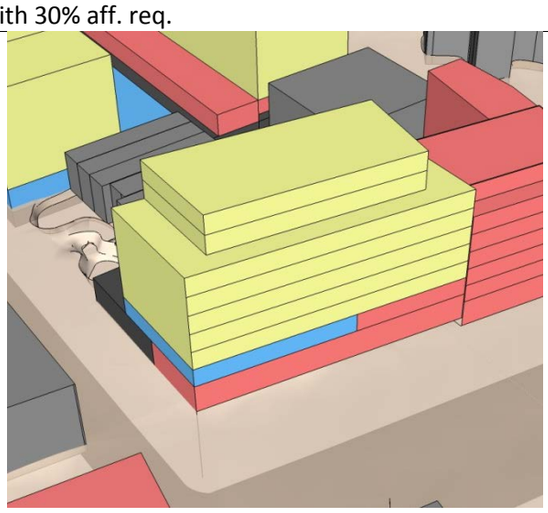


Projected Site 3
Address: 37-52 COLLEGE POINT BLVD
B: 4963 **L:** 75
Lot Area: 36,417 sf.
C4-2 **to C4-4A**
Description: One-story commercial building, Home Construction Supply
No Action:
14,250 sf. of local retail; 69,500 sf. of hotel – 139 units; 15,000 sf. of offices; 116 parking spaces; building height: 96’; built FAR: 2.71
With Action:
14,989 sf. of local retail; 108,347 sf. of hotels – 217 units; building height: 95’; built FAR: 3.39
Increment:
+24,586 sf. of commercial
- 116 commercial parking spaces

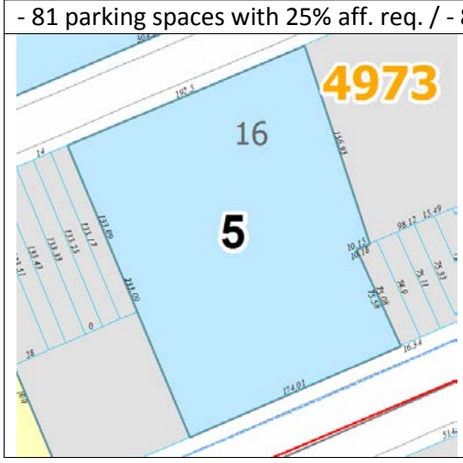


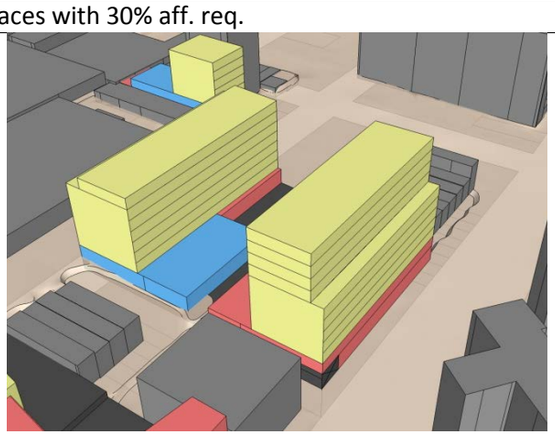
Projected Site 4
Address: 133-04 39th AVENUE
B: 4973 **L:** 6
Lot Area: 13,388 sf.
C4-2 **to C4-4A**
Description: One-story commercial building (AAFE) with parking lot, wedding studio
No Action:
Continuation of existing use: 2,000 sf. of office; 4,240 s.f. of retail; 9 parking spaces; building height: 15’; built FAR: .47
With Action:
5,525 sf. of local retail; 3,000 sf of office; 5,000 s.f. of community facility (urgent care center); 50,600 sf. of residential – 50 units – 13 aff. units with 25% req. – 15 aff units with 30% req.; 28 parking spaces with 25% aff. req. – 27 parking spaces with 30% aff. req.; building height: 95’; built FAR: 4.79
Increment:
+ 50,600 sf. of residential
+ 2,285 sf. of commercial
+ 5,000 sf. of community facility
+ 50 residential units
+ 13 aff. units with 25% req./ + 15 aff. units with 30% req.
- 19 parking spaces with 25% aff. req. / - 18 parking spaces with 30% aff. req.



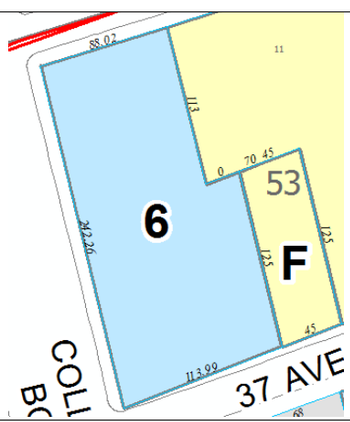


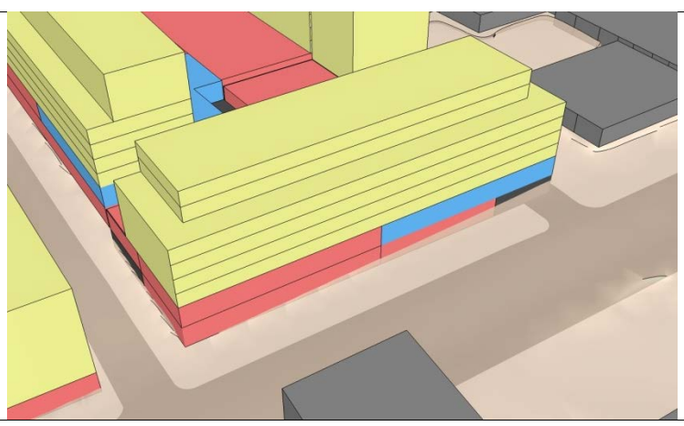
Projected Site 5
Address: 133-35 ROOSEVELT AVE.
B: 4973 **L:** 16
Lot Area: 42,600 sf.
C4-2 **to C4-4A**
Description: Two-story commercial – food court, bubble tea
No Action:
12,325 sf. of local retail; 9,350 sf. of destination retail; 13,000 sf. of offices; 99,000 sf. of residential – 99 units; 184 parking spaces; building height: 125'; built FAR: 3.14
With Action:
5,525 sf. of local retail; 24,750 sf. of destination retail; 9,435 sf. of community facilities (small branch library); 163,000 sf. of residential – 163 units – 41 aff. units with 25% req. – 49 aff. units with 30% req.; 103 parking spaces with 25% aff. req. – 99 parking spaces with 30% aff. req.; building height: 115'; built FAR: 4.76 Although residential square footage has increased, the building height was able to be decreased because the development was not constrained by the open space ratio.
Increment:
+ 64,000 sf. of residential
- 4,400 sf. of commercial
+ 9,435 sf. of community facility from targeted list
+ 64 residential units
+ 41 aff. units with 25% req./ + 49 aff. units with 30% req.
- 81 parking spaces with 25% aff. req. / - 85 parking spaces with 30% aff. req.



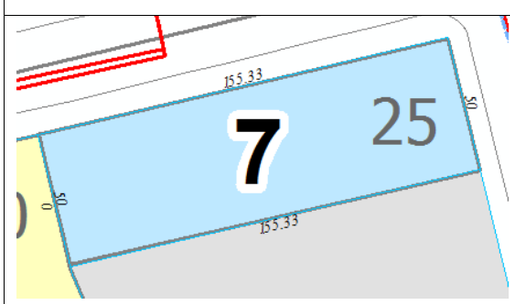


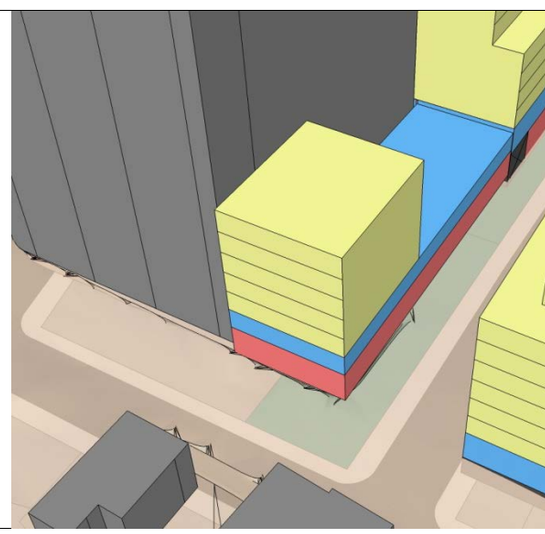
Projected Site 6
Address: 36-35 COLLEGE POINT BOULEVARD
B: 4970 **L:** 1
Lot Area: 24,221 sf.
C4-2 **to C4-4A**
Description: One story commercial building including electrical supplies, seafood restaurant supplies, door/cabinet renovations, signage and curtain supplies.
No Action:
17,100 sf. of local retail; 5,100 sf. of offices; 56,700 sf. of residential – 57 units; 114 parking spaces; building height: 115'; built FAR: 3.26
With Action:
16,100 sf. of local retail; 4,000 sf. of offices; 7,650 s.f. of community facility (community center); 85,000 sf. of residential – 85 units – 21 aff. units with 25% req. – 26 aff. units with 30% req.; 32 parking spaces with 25% aff. req. – 30 parking spaces with 30% aff. req.; building height: 90'; built FAR: 4.66 Although residential square footage has increased, the building height was able to be decreased because the development was not constrained by the open space ratio.
Increment:
+ 28,300 sf. of residential
- 2,100 sf. of commercial
+ 7,650 sf. of community facility
+ 28 residential units
+ 21 aff. units with 25% req./ + 26 aff. units with 30% req.
- 82 parking spaces with 25% aff. req. / - 84 parking spaces with 30% aff. req.

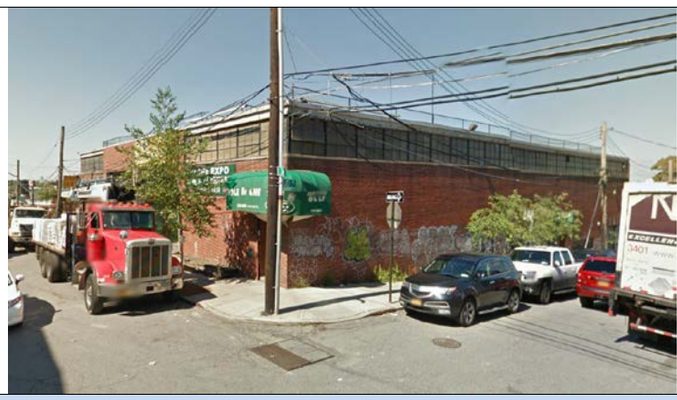




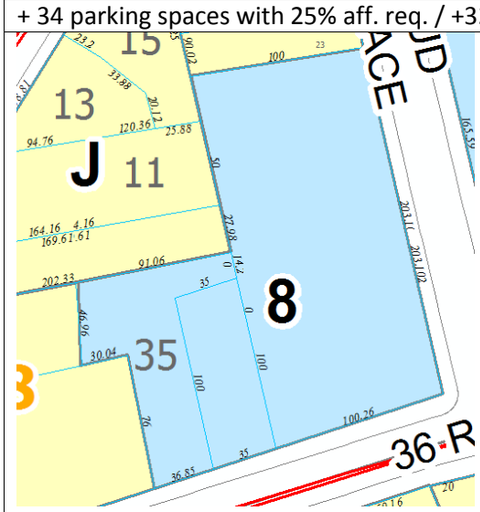
Projected Site 7
Address: 136-34 36th ROAD
B: 4970 **L:** 25
Lot Area: 7,766 sf
C4-2 **to C4-4A**
Description: One-story commercial building – available for lease
No Action:
26,400 sf. of hotel – 53 units; 3 parking spaces; building height: 60’; built FAR: 3.4
With Action:
6,601 sf. of local retail; 7,766 sf. of community facility; 15,000 sf of residential – 15 units – 4 aff. units with 25% req. – 5 aff. units with 30% req.; building height: 75’; built FAR: 3.78
Increment:
+ 15,000 sf. of residential
- 19,799 sf. of commercial
+ 7,766 sf. of community facility
+ 15 residential units
+ 4 aff. units with 25% req./ + 5 aff. units with 30% req.

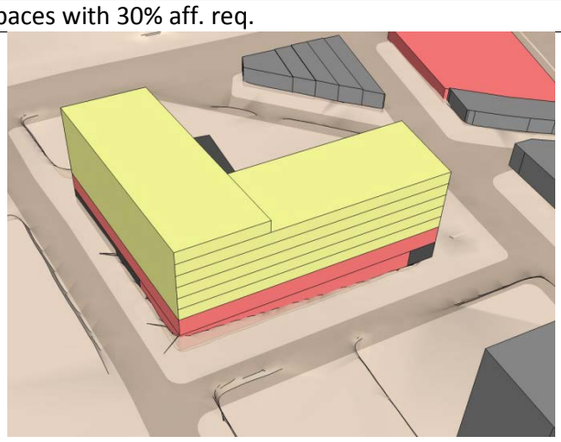




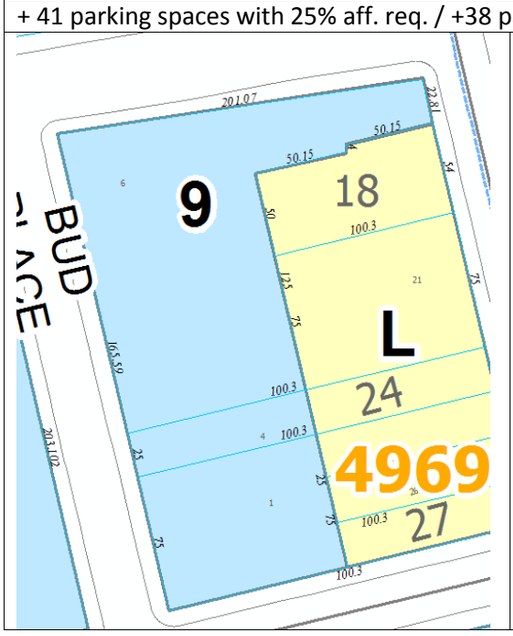


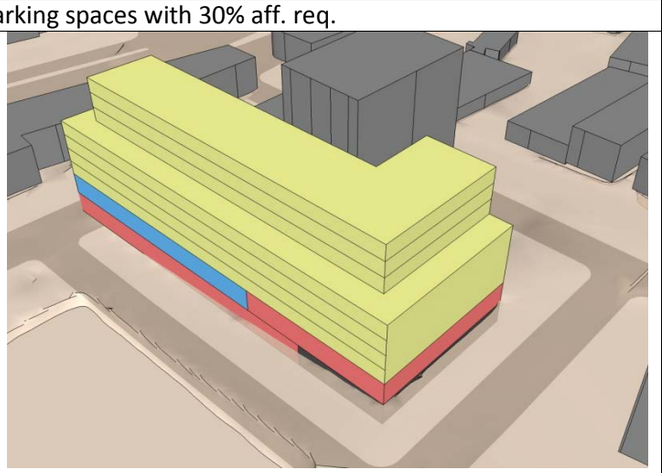
Projected Site 8
Address: 36-12 BUD PLACE
B: 4968 **L:** 24, 33, 35
Lot Area: 29,780 sf.
M1-1 **to M1-2/R7A**
Description: Hole in One Golf, Logo plumbing
No Action:
Continuation of existing use: 23,970 sf. of factory area; 1,700 sf. of offices; building height: 15’; built FAR: .86
With Action:
20,350 sf. of local retail; 7,905 sf. of office; 91,000 sf. of residential – 91 units – 23 aff. units with 25% req. – 27 aff. units with 30% req.; 34 parking spaces with 25% aff. req. – 32 parkings spaces with 30% aff. req.; building height: 75’; built FAR: 4.0
Increment:
+ 91,000 sf. of residential
+ 26,555 sf. of commercial
+ 91 residential units
+ 23 aff. units with 25% req./ + 27 aff. units with 30% req.
+ 34 parking spaces with 25% aff. req. / +32 parking spaces with 30% aff. req.



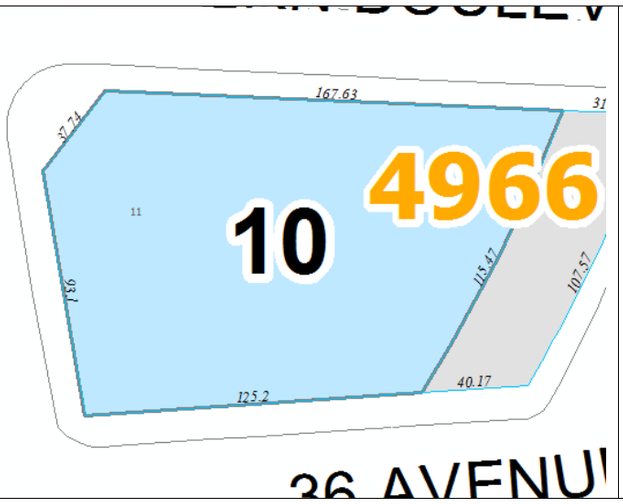


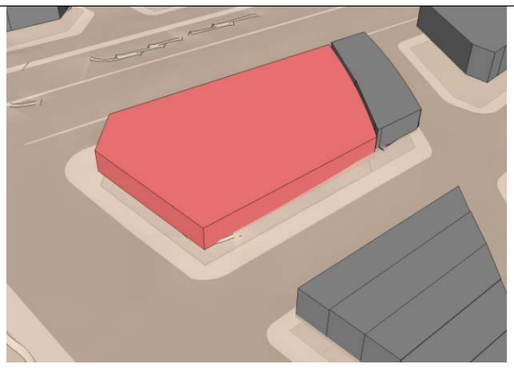
Projected Site 9
Address: 36-09 BUD PLACE
B: 4969 **L:** 1, 4, 6
Lot Area: 28,300 sf.
M1-1 **to M1-2/R7A**
Description: 3D HVAC supplies, Winstar construction company, plumbing supply
No Action:
Continuation of existing use: 20,273 sf. of local retail; 4,049 sf. of offices; 5,000 sf. of automotive use; 18 parking spaces; building height: 15’; built FAR: 1.04
With Action:
19,225 sf. of local retail; 8,500 sf. of community facility (dialysis center); 108,000 sf. of residential – 108 units – 27 aff. units with 25% req. – 32 aff. units with 30% req.; 41 parking spaces with 25% aff. req. – 38 parking spaces with 30% aff. req.; building height: 100’; built FAR: 4.8
Increment:
+ 108,000 sf. of residential
- 5,097 sf. of commercial
+ 8,500 sf. of community facility
+ 108 residential units
+ 27 aff. units with 25% req./ + 32 aff. units with 30% req.
+ 41 parking spaces with 25% aff. req. / +38 parking spaces with 30% aff. req.



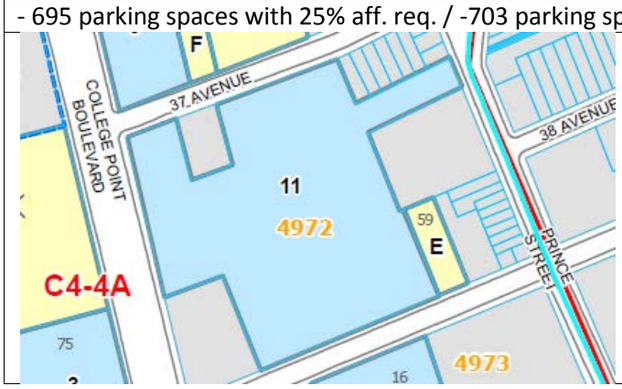


Projected Site 10
Address: 35-21 COLLEGE POINT BLVD
B: 4966 **L:** 11
Lot Area: 16,158 sf.
M1-1 **to M1-1**
Description: Vacant
No Action:
7,500 sf. of local retail; 25 parking spaces ; building height: 15’; built FAR: .46
With Action:
16,000 sf. of destination retail; building height: 15’; built FAR: .99
Increment:
+ 8,500 sf. of commercial
- 25 parking spaces



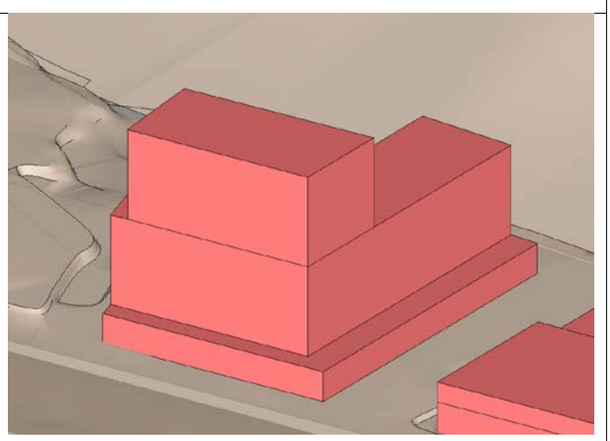


Projected Site 11
Address: 133-31 39th Ave
B: 4972 **L:** 65
Lot Area: 142,386 sf
C4-2 **to C4-4A**
Description: Flushing Mall
No Action:
179,808 s.f. of local retail; 40,000 s.f. of destination retail; 104,000 s.f. of hotels – 208 rooms; 22,000 s.f. of offices; 8,000 s.f. of community facility (ambulatory diagnostic/doctor's offices); 317,000 s.f. of residential – 317 units; 1,081 parking spaces; building height: 102'; built FAR: 4.72
With Action:
166,812 s.f. of local retail; 40,000 s.f. of destination retail; 104,000 s.f. of hotels – 208 rooms; 22,000 s.f. of offices; 20,996 s.f. of community facility (pre-k); 317,000 s.f. of residential – 317 units – 79 aff. units with 25% req. – 95 aff. units with 30% req.; 386 parking spaces with 25% aff. req. – 378 parking spaces with 30% aff. req.; building height: 102'; built FAR: 4.72
Increment:
-12,996 sf. of commercial
+12,996 of community facility
+79 aff. units with 25% req./ + 95 aff. units with 30% req.
- 695 parking spaces with 25% aff. req. / -703 parking spaces with 30% aff. req.

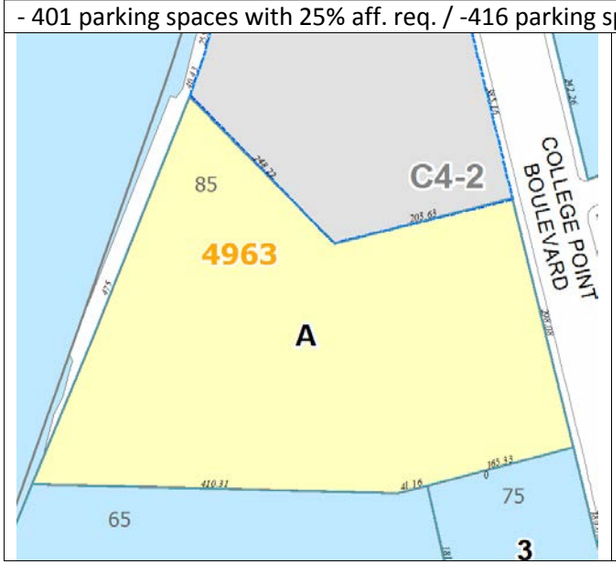


Projected Site 12
Address: 40-22 College Point Blvd
B: 5066 **L:** 7501
Lot Area: 581,295 sf
C4-2
Description: Flushing Town Center (Skyview Park)
No Action:
904,499 s.f. of destination retail; 117,559 s.f. of offices; 5,000 s.f. of community facility (ambulatory diagnostic/doctor's offices); 1,487,403 s.f. of residential – 1254 units; 2,673 parking spaces - 878 accessory residential – 1,795 accessory commercial and community facility; building height: 225'; built FAR: 4.26
With Action:
904,499 s.f. of destination retail; 117,559 s.f. of offices; 5,000 s.f. of community facility (ambulatory diagnostic/doctor's offices); 1,487,403 s.f. of residential – 1254 units; 2,673 parking spaces - 627 accessory residential – 2,046 accessory commercial and community facility; building height: 225'; built FAR: 4.26
Increment:
-251 accessory residential parking spaces
+251 accessory commercial and community facility spaces parking spaces

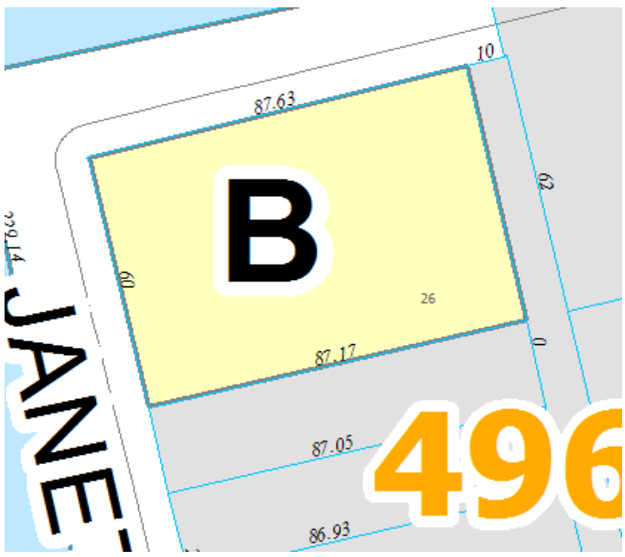
Projected Site 13
Address: 35-32 COLLEGE POINT BOULEVARD
B: 4963 **L:** 212, 249
Lot Area: 46,230 sf.
M3-1 to M1-1
Description: Scrap King
No Action:
Continuation of existing use: 2,800 sf. of office; building height: 15’; built FAR: 0.06
With Action:
91,500 sf. of hotels – 184 units; building height: 105’; built FAR: 1.98
Increment:
+ 88,700 sf. of commercial

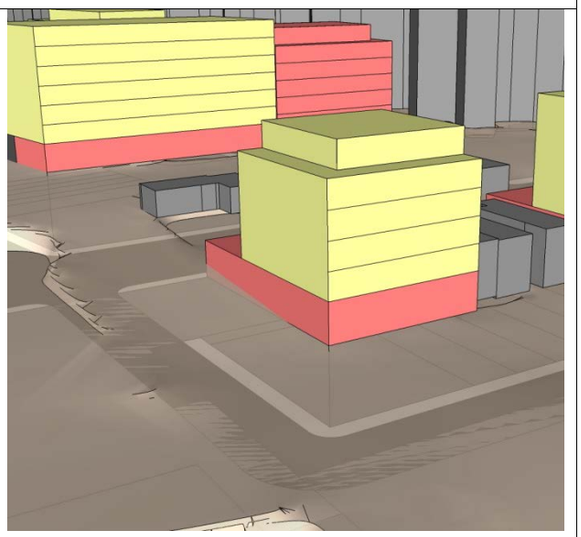


Potential Site A
Address: 37-02 COLLEGE POINT BLVD.
B: 4963 **L:** 85
Lot Area: 175,000 sf.
C4-2 **to C4-4A**
Description: Licensed parking lot
No Action:
35,000 sf. of local retail; 17,850 sf. of destination retail; 59,050 sf. of offices; 436,500 sf. of residential – 436 units; 679 parking spaces; building height: 116’; built FAR: 3.13
With Action:
33,543 sf. of local retail; 7,000 of restaurant; 16,984 sf. of destination retail; 5,917 sf. of community facility space (community center); 606,971 sf. of residential – 606 units – 152 aff. units with 25% req. – 182 aff. units with 30% req.; 291 parking spaces with 25% aff. req. – 276 parking spaces with 30% aff. req.; building height: 114’; built FAR: 3.9
Increment:
+ 170,471 sf. of residential
- 54,373 sf. of commercial
+5,917 s.f. of community facility
+ 169 residential units
+152 aff. units with 25% req./ + 182 aff. units with 30% req.
- 401 parking spaces with 25% aff. req. / -416 parking spaces with 30% aff. req.

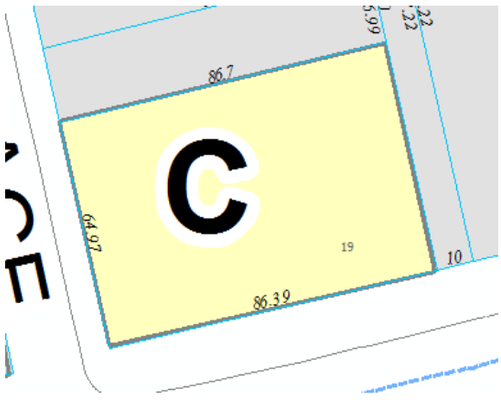


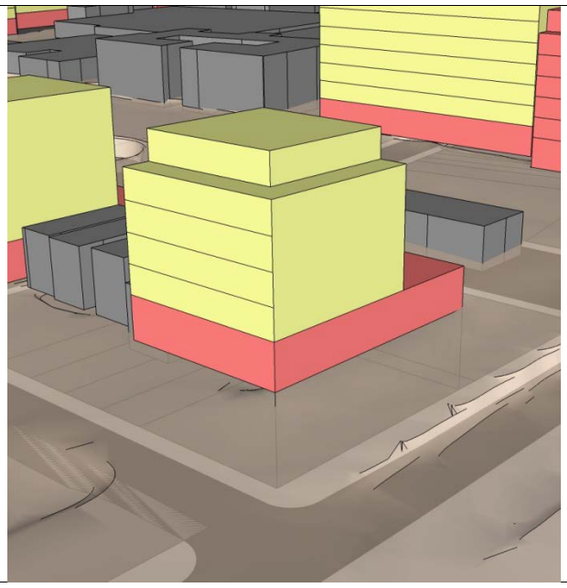
Potential Site B
Address: 131-98 39TH AVENUE
B: 4962 **L:** 26
Lot Area: 5,220 sf.
C4-2 **to C4-4A**
Description: Vacant lot
No Action:
16,500 sf. of hotel – 33 units; building height: 60’; built FAR: 3.16
With Action:
4,437 sf. of local retail; 16,000 sf. of residential – 16 units – 4 aff. units at 25% req. – 5 aff. units at 30% req.; building height: 65’; built FAR: 3.92
Increment:
+ 16,000 sf. of residential
- 12,063 sf. of commercial
+4 aff. units with 25% req./ + 5 aff. units with 30% req.





Potential Site C
Address: 132-01 ROOSEVELT AVENUE
B: 4962 **L:** 19
Lot Area: 5,612 sf.
C4-2 **to C4-4A**
Description: Two-story commercial building (dance studio, bath supplies and renovation, shipping retail center)
No Action:
Continuation of existing use: 2,857 sf. of local retail; 2,857 sf. of office; 8 parking spaces; building height: 25’; built FAR: 1.02
With Action:
4,770 sf. of local retail; 16,000 sf. of residential – 16 units – 4 aff. units at 25% req.- 5 aff units at 30% req.; building height: 65’; built FAR: 3.70
Increment:
+ 16,000 sf. of residential
-944 sf. of commercial
+ 16 residential units
+4 aff. units with 25% req./ + 5 aff. units with 30% req.





Potential Site D

Address: 133-11 ROOSEVELT AVE.

B: 4973 **L:** 1

Lot Area: 11,246 sf.

C4-2 **to C4-4A**

Description: Mobil gas station

No Action:

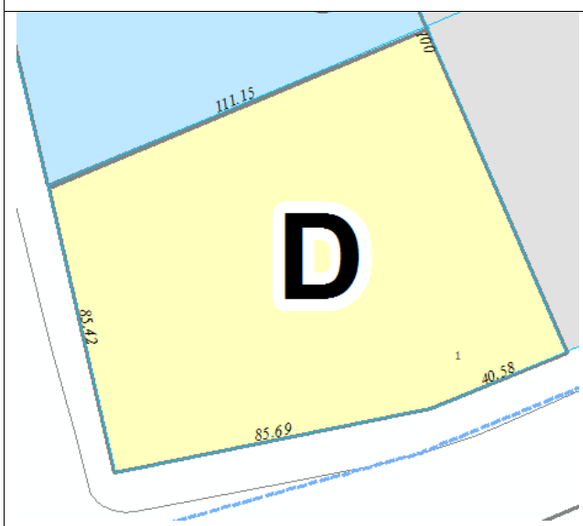
Continuation of existing use: 1,675 sf. of local retail; 5 parking spaces; building height: 15’; built FAR: .15

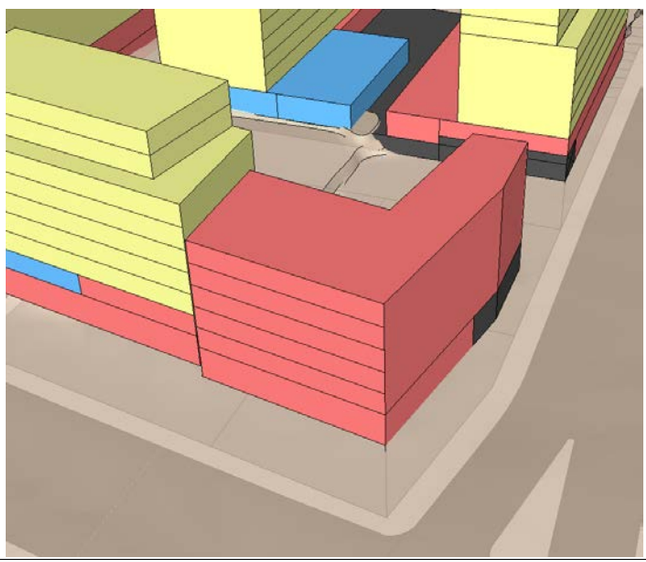
With Action:

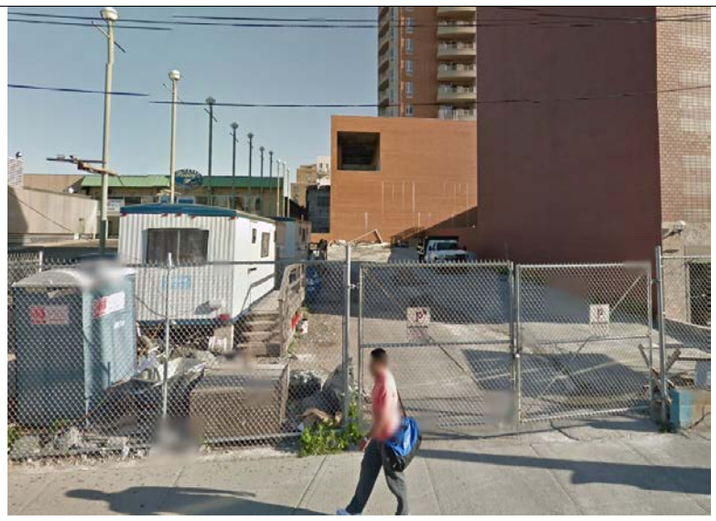
5,270 sf. of local retail; 32,900 sf. of hotel – 66 units; building height: 65’; built FAR: 3.39

Increment:

+ 36,495 sf. of commercial







Potential Site E

Address: 133-45 39th AVENUE

B: 4972 **L:** 59

Lot Area: 7,138 sf.

C4-2 **to C4-4A**

Description: Vacant lot

No Action:

23,400 sf. of hotel; building height: 90'; built FAR: 3.28

With Action:

6,067 sf. of local retail; 6,200 sf. of community facility; 15,000 sf. of residential – 15 units – 4 aff. units at 25% req. – 5 aff. units at 30% req.; building height: 75'; built FAR: 3.82

Floor plate depths of hotels are 10 to 15 feet narrower than those for residential buildings. As a result the hotel described in the the no action scenario would have a greater number of floors to accommodate a greater number of rooms. The mixed use building described in the with action scenario would be able to take advantage of wider floor plates to accommodate a greater amount of floor area without adding additional floors.

Increment:

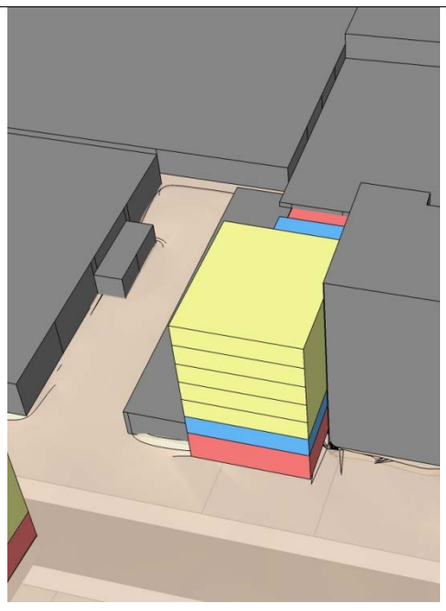
+ 15,000 sf. of residential

-17,333 sf. of commercial

+ 6,200 sf. of community facility

+ 15 residential units

+4 aff. units with 25% req./ + 5 aff. units with 30% req.



Projected Site F

Address: 113-17 37TH AVENUE

B: 4970 **L:** 53

Lot Area: 5,600 sf.

C4-2 **to C4-4A**

Description: Parking lot

No Action:

18,800 sf. of hotel – 37 units; building height: 90’; built FAR: 3.28

With Action:

4,760 sf. of local retail; 16,200 sf. of residential – 16 units – 4 aff. units at 25% req. – 5 aff. units at 30% req.; building height: 75’; built FAR: 3.74

Floor plate depths of hotels are 10 to 15 feet narrower than those for residential buildings. As a result the hotel described in the the no action scenario would have a greater number of floors to accommodate a greater number of rooms. The mixed use building described in the with action scenario would be able to take advantage of wider floor plates to accommodate a greater amount of floor area without adding additional floors.

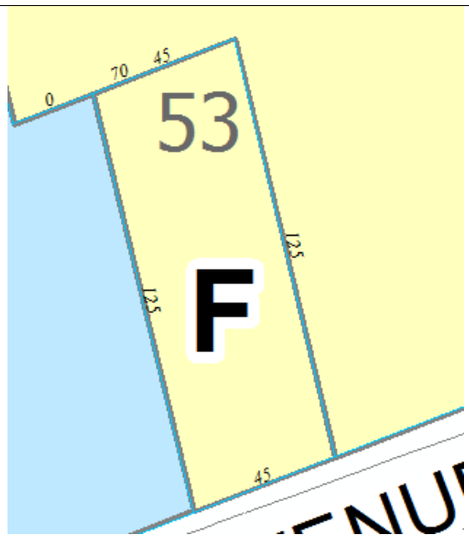
Increment:

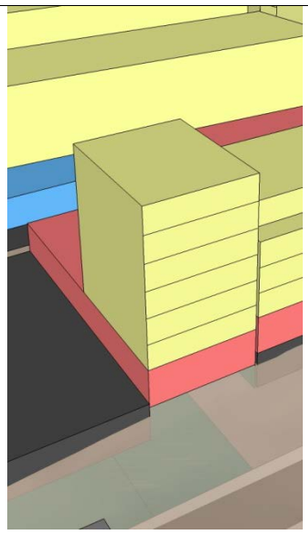
+ 16,200 sf. of residential

-14,040 sf. of commercial

+ 16 residential units

+4 aff. units with 25% req./ + 5 aff. units with 30% req.





Potential Site G

Address: 133-24 36th ROAD

B: 4970 **L:** 11, 18

Lot Area: 43,000 sf.

C4-2 **to C4-4A**

Description: Two-story commercial sheet metal, flooring supply

No Action:

Continuation of existing use: 26,673 sf. of factory area; 3,178 sf. of garage area; 21,766 sf. of office; building height: 25’; built FAR: 1.20

With Action:

27,285 sf. of local retail; 9,690 sf. of office; 11,000 sf. of community facility(non-profit visual and performing arts space); 154,000 sf. of residential – 154 units – 39 aff. units at 25% req. – 46 aff. units at 30% req.; 106 parking spaces with 25% aff. req. – 102 parkings spaces with 30% aff. req.; building height: 87’; built FAR: 4.7

Increment:

+ 154,000 sf. of residential

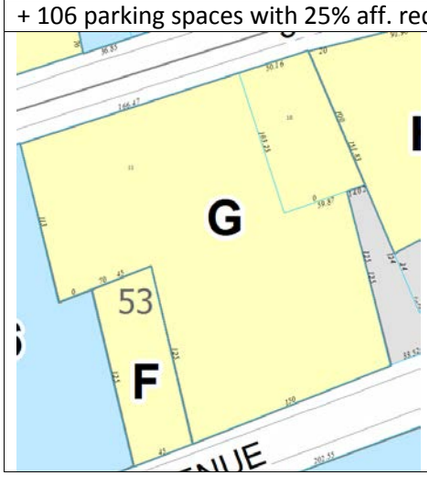
-14,642 sf. of commercial

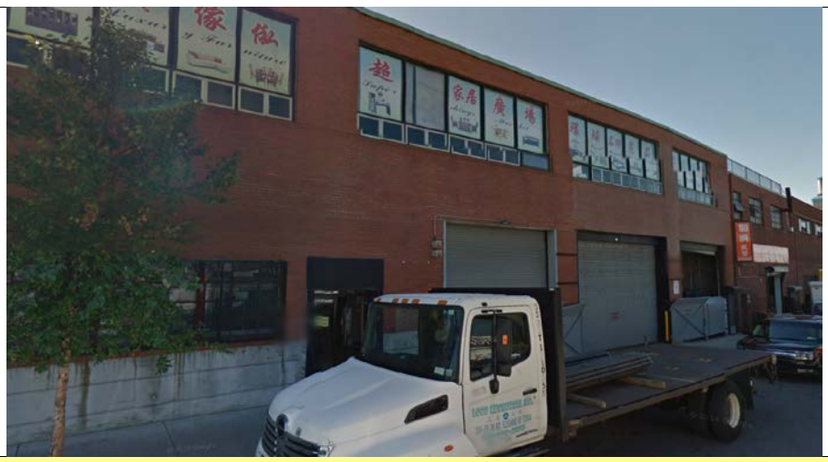
+ 11,000 sf. of community

+ 154 residential units

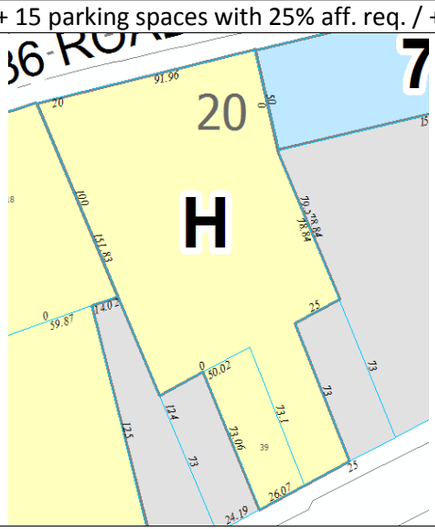
+ 39 aff. units with 25% req./ + 46 aff. units with 30% req.

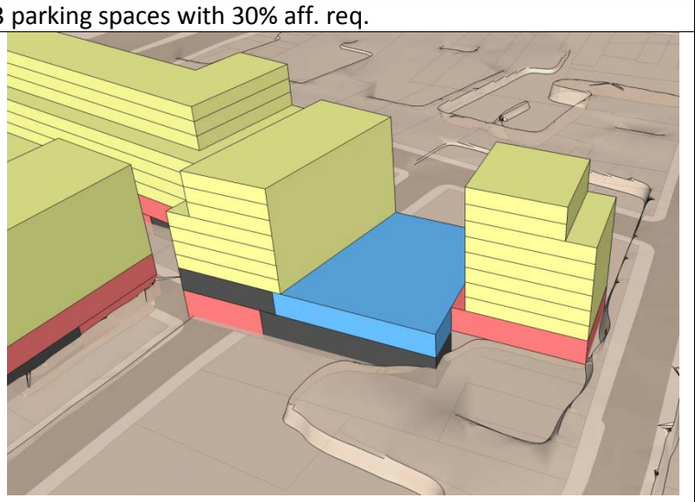
+ 106 parking spaces with 25% aff. req. / +102 parking spaces with 30% aff. req.

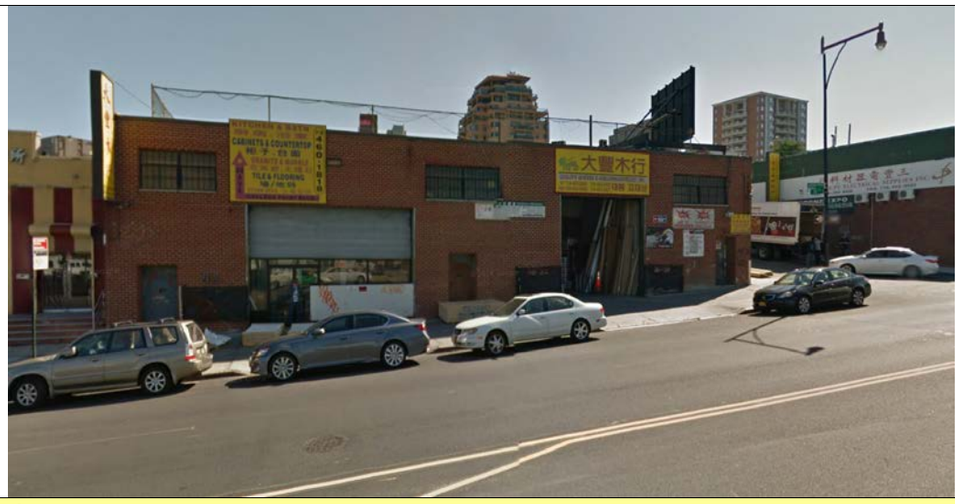




Potential Site H
Address: 133-34 36th ROAD
B: 4970 **L:** 20,39
Lot Area: 17,780 sf
C4-2 **to C4-4A**
Description: Two-story commercial building - furniture supply & showroom
No Action:
Continuation of existing use: 30,820 sf. of factory space; 10 parking spaces; building height: 25’; built FAR: 1.73
With Action:
6,975 sf. of local retail; 11,900 sf. of community facility(indoor recreation space); 66,500 sf. of residential – 66 units – 17 aff. units at 25% req. – 20 aff. units at 30% req. ; 25 parking spaces with 25% aff. req.- 23 parkings spaces with 30% aff. req.; building height: 98’; built FAR: 4.8
Increment:
+ 66,500 sf. of residential
- 30,820 sf. of factory space
+ 6,975 sf. of commercial space
+ 11,900 sf. of community
+ 66 residential units
+ 17 aff. units with 25% req./ + 20 aff. units with 30% req.
+ 15 parking spaces with 25% aff. req. / +13 parking spaces with 30% aff. req.







Projected Site I

Address: 36-25 COLLEGE POINT BOULEVARD

B: 4968 **L:** 1, 6

Lot Area: 17,825 sf

M1-1 **to C4-4A**

Description: Commercial building - kitchen and bath supply

No Action:

Continuation of existing use: 750 sf. of office 10,000 sf. of storage area; 3,950 sf. of garage; building height: 15’; built FAR: .82

With Action:

5,950 sf. of local retail; 64,000 sf. of residential – 64 units; 16 aff. units with 25% req. – 19 aff. units with 30% req.; 24 parking spaces with 25% aff. req. – 22 parkings spaces with 30% aff. req.; building height: 75’; built FAR: 3.92

Increment:

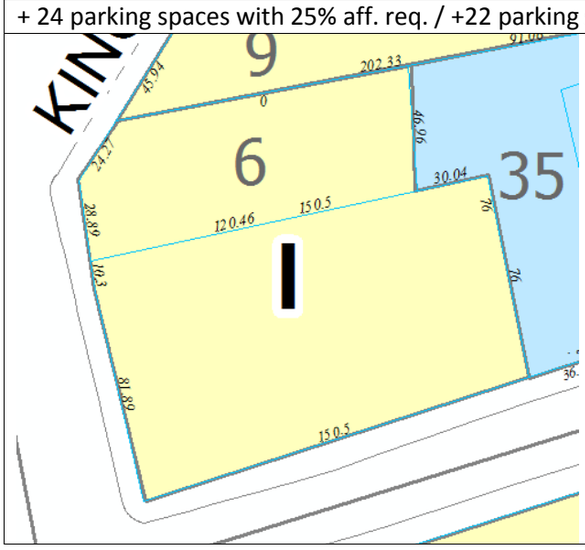
+ 64,000 sf. of residential

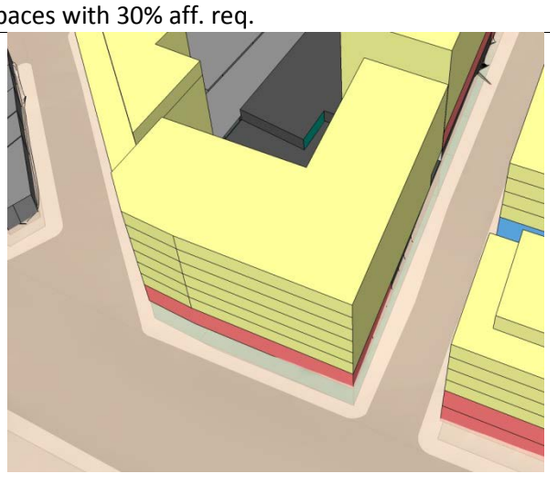
-8,750 sf. of commercial

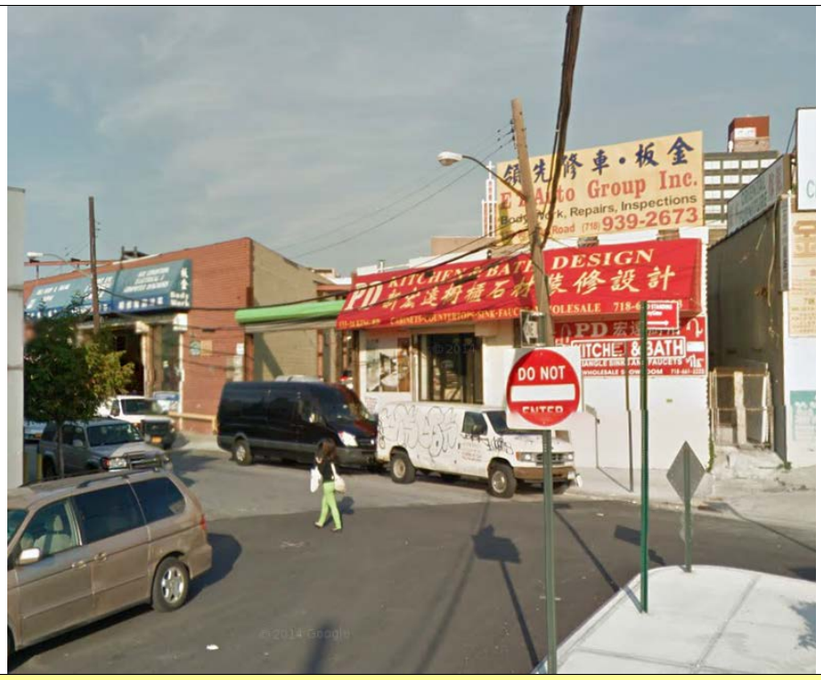
+ 64 residential units

+ 16 aff. units with 25% req./ + 19 aff. units with 30% req.

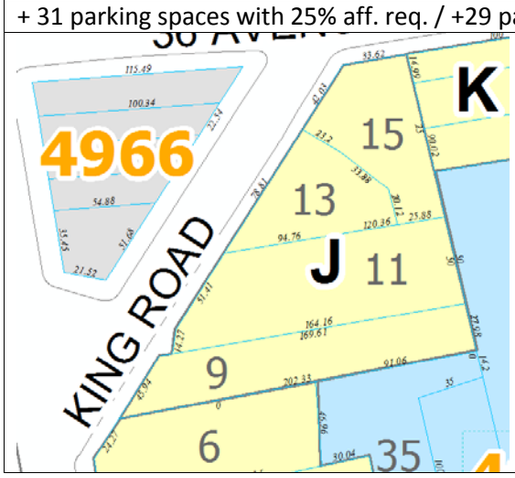
+ 24 parking spaces with 25% aff. req. / +22 parking spaces with 30% aff. req.

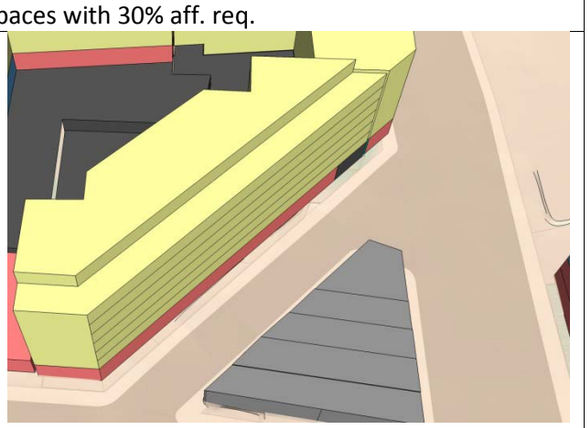


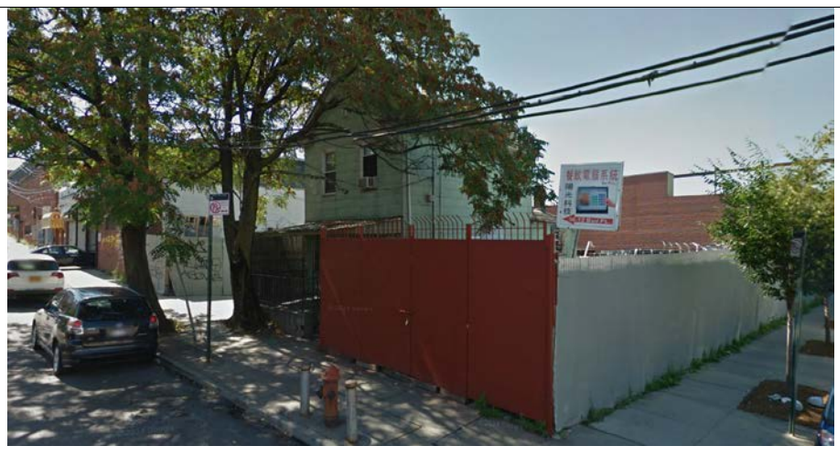




Potential Site J
Address: 133-16 KING ROAD
B: 4968 **L: 9,** 11, 13, 15
Lot Area: 24,125 sf.
M1-1 **to M1-2/R7A**
Description: One-story commercial –building supply
No Action:
Continuation of existing use: 3,331 sf. of local retail; 2,448 of garage; 6,490 of storage; building height: 15’; built FAR: 0.74
With Action:
9,350 sf. of local retail; 82,300 sf. of residential – 82 units – 21 aff. units with 25% req. – 25 aff units with 30% req.; 31 parking spaces with 25% aff. req. – 29 parking spaces with 30% aff. reg.; building height: 85’; built FAR: 3.80
Increment:
+ 82,300 sf. of residential
- 3,369 sf. of commercial
+ 82 residential units
+ 21 aff. units with 25% req./ + 25 aff. units with 30% req.
+ 31 parking spaces with 25% aff. req. / +29 parking spaces with 30% aff. req.







Projected Site K

Address: 36-04 BUD PLACE

B: 4968 **L:** 21, 22, 23

Lot Area: 6,500 sf.

M1-1 **to M1-2/R7A**

Description: Detached two-story single-family home and vacant lots

No Action:

Continuation of existing use: 960 sf. of residential – 1 unit; building height: 25’; built FAR: .15

With Action:

5,525 sf. of local retail; 20,000 sf. of residential – 20 units – 5 aff. units with 25% req. – 6 aff. units with 30% req.; building height: 75’; built FAR: 3.93

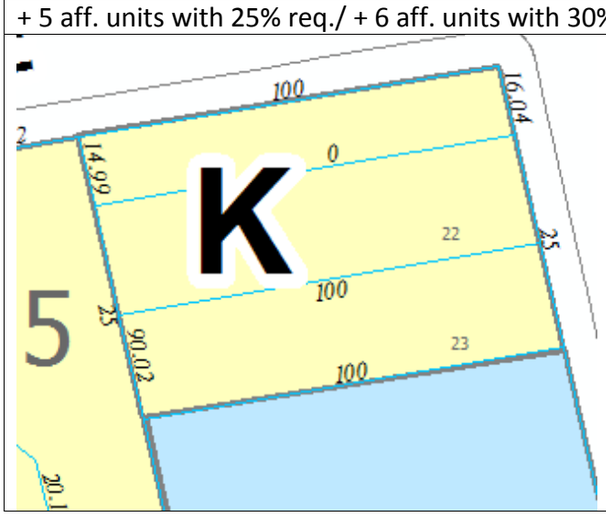
Increment:

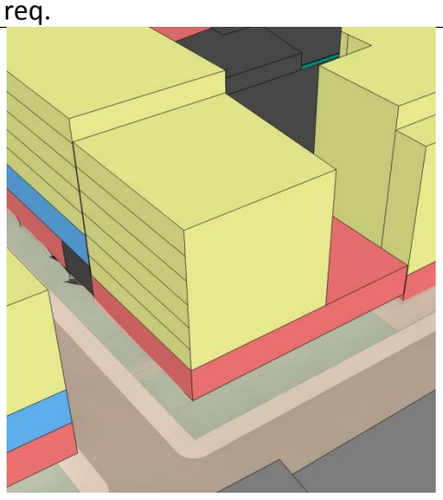
+ 19,040 sf. of residential

+ 5,525 sf. of commercial

+ 19 residential units

+ 5 aff. units with 25% req./ + 6 aff. units with 30% req.





Potential Site L

Address: 36-12 PRINCE STREET

B: 4969 **L:** 18, 21, 24, 25, 26, 27

Lot Area: 22,755 sf.

M1-1 **to C4-4A**

Description: Ebenezer Baptist Church parking lot

No Action:

Continuation of existing use: 15,800 sf. of community facility (house of worship); 34 parking spaces; building height: 55’; built FAR: 0.62

With Action:

8,500 sf. of community facility(senior center); 15,800 sf. of community facility (house of worship); 57,500 sf. of residential – 58 units – 14 aff. units with 25% req. – 17 aff. units with 30% req.; 21 parking spaces with 25% aff. req. – 20 parking spaces with 30% aff. req.; building height: 100’; built FAR: 3.59

The existing buildings would remain while the churches parking lot would be redeveloped.

Increment:

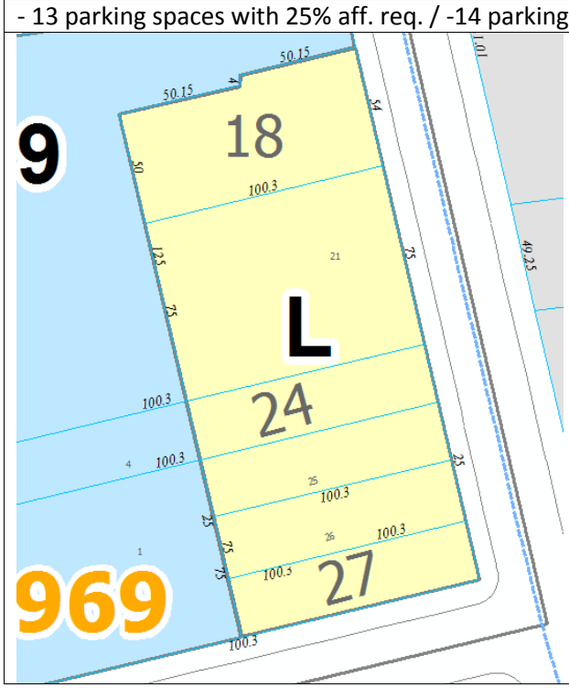
+ 57,500 sf. of residential

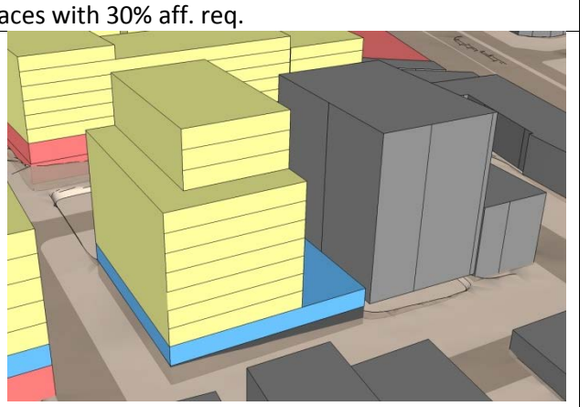
+ 8,500 sf. of community facility

+ 58 residential units

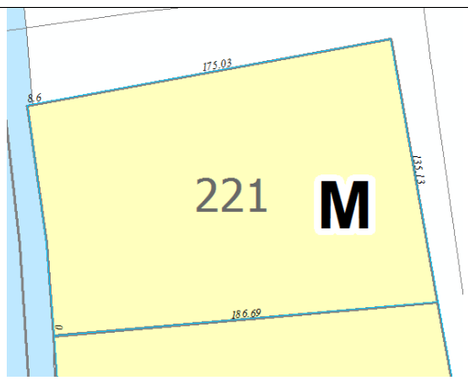
+ 14 aff. units with 25% req./ + 17 aff. units with 30% req.

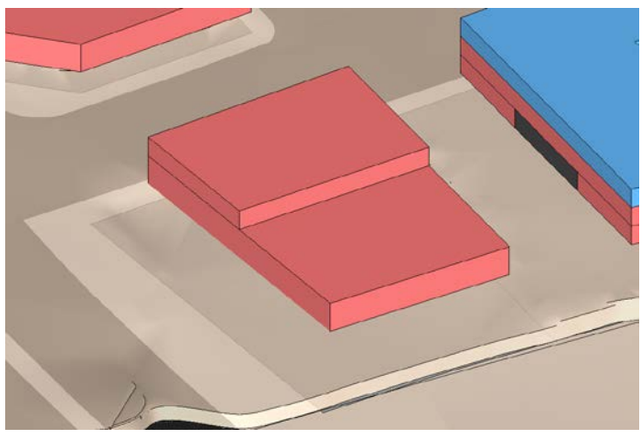
- 13 parking spaces with 25% aff. req. / -14 parking spaces with 30% aff. req.





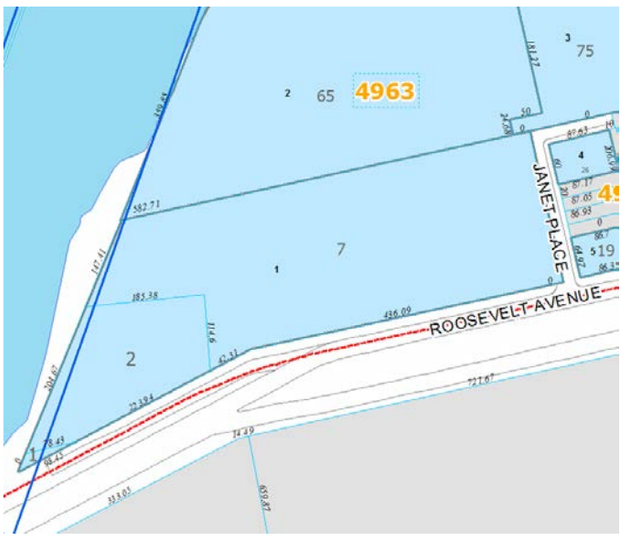
Potential Site M
Address: 35-20 COLLEGE POINT BOULEVARD
B: 4963 **L:** 221
Lot Area: 23,040 sf.
M3-1 **to M1-1**
Description: Lumber Yard
No Action:
Continuation of existing use: 9,775 sf. of destination retail; building height: 15’; built FAR: 0.42
With Action:
15,000 sf. of destination retail; 8,000 sf. of office; building height: 25’; built FAR: .99
Increment:
+ 13,225 sf. of commercial

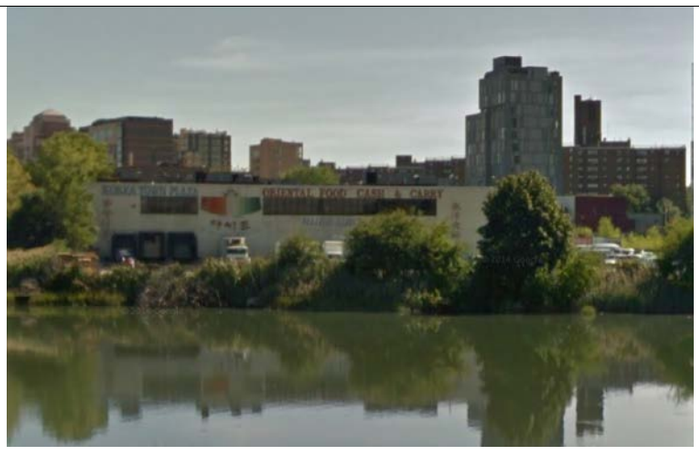




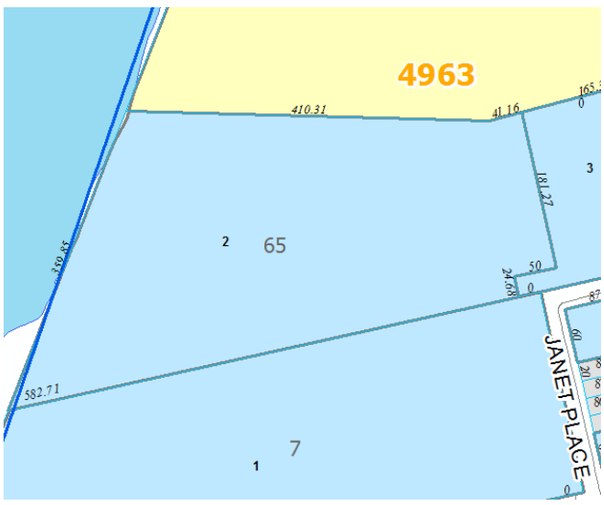
RWCDS Sites - With Extra Height

Projected Site 1
Address: 39-08 JANET PLACE
B: 4963 **L:** 1, 2, 7
Lot Area: 174,263 sf.
C4-2 **to C4-4A**
Description: Vacant lot
No Action:
35,550 sf. of local retail; 20,000 sf. of destination retail; 93,700 sf. of hotel – 188 rooms; 64,000 s.f. of offices; 22,500 sf. of community facility (ambulatory diagnostic facility/doctor's office); 313,500 sf. of residential – 313 units; 716 parking spaces; building height: 115'; built FAR: 3.15
With Action:
20,643 sf. of local retail; 6,500 s.f. of restaurant; 36,162sf. of destination retail; 36,162 s.f. of community facility (senior center); 737,437 sf. of residential – 737 units – 184 aff. units with 25% req.- 221 aff. units with 30% req.; 376 parking spaces with 25% aff. req.- 357 with parking spaces with 30% aff. req.; building height: 150'; with-action FAR: 4.8
Increment:
+ 423,937 sf. of residential
- 149,945 of commercial
+13,662.00 sf. of community facility
+ 424.00 residential units
+184 aff. units at 25% req. / + 221 aff. units at 30% req.
- 340 parking spaces with 25% aff. req. / - 359 parking spaces with 30% aff. req.

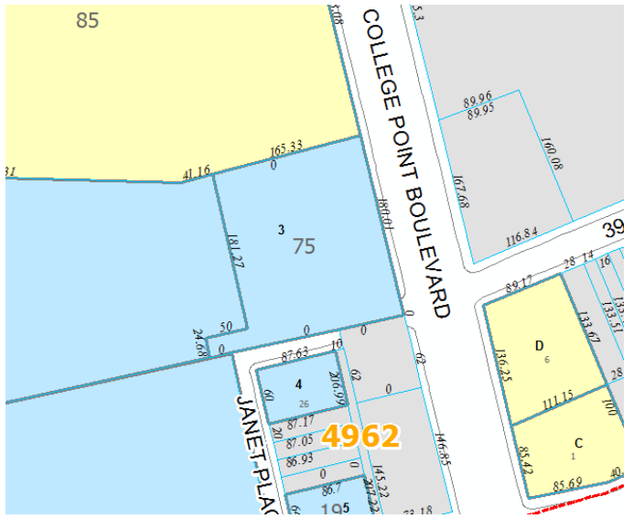




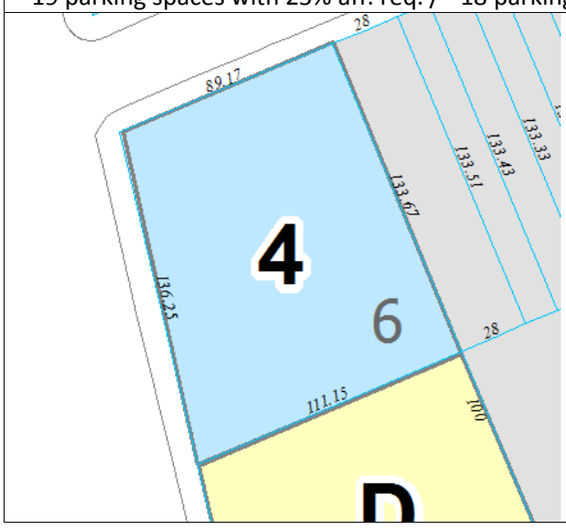
Projected Site 2
Address: 131-01 39TH AVENUE
B: 4963 **L:** 65
Lot Area: 139,378 sf.
C4-2 **to C4-4A**
Description: Former Assi Plaza (commercial food distribution)
No Action:
36,500 sf. of local retail; 22,200 sf. of offices; 13,000 sf. of community facility (ambulatory diagnostic facility/doctor's offices); 338,600 sf. of residential – 338 units; 475 parking spaces; building height: 115'; built FAR: 2.94
With Action:
38,967 sf. of local retail; 27,209 s.f. of grocery store; 9,350 sf. of destination retail; 44,056 s.f. of above-grade accessory commercial parking; 39,347 sf. of community facility (Pre-K); 496,048 sf. of residential – 496 units – 124 aff. units with 25% req. – 149 aff units with 30% req.; 301 parking spaces with 25% aff. req – 289 parking spaces with 30% aff. req.; building height: 150'; built FAR: 4.8
Increment:
+ 157,448 sf. of residential
+ 16,836 sf. of commercial
+ 26,347 sf. of community facility
+ 158 residential units.
+ 124 aff. units with 25% req./ + 149 aff. units with 30% req.
- 174 parking spaces with 25% aff. req. / - 186 parking spaces with 30% aff. req.

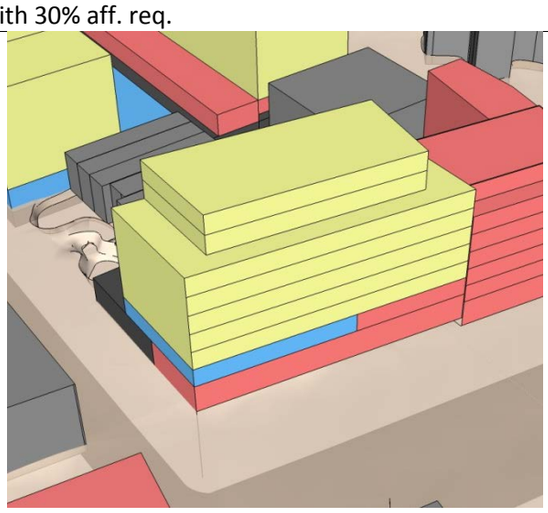


Projected Site 3
Address: 37-52 COLLEGE POINT BLVD
B: 4963 **L:** 75
Lot Area: 36,417 sf.
C4-2 **to C4-4A**
Description: One-story commercial building, Home Construction Supply
No Action:
14,250 sf. of local retail; 69,500 sf. of hotel – 139 units; 15,000 sf. of offices; 116 parking spaces; building height: 96’; built FAR: 2.71
With Action:
14,989 sf. of local retail; 108,347 sf. of hotels – 217 units; building height: 95’; built FAR: 3.39
Increment:
+24,586 sf. of commercial
- 116 commercial parking spaces

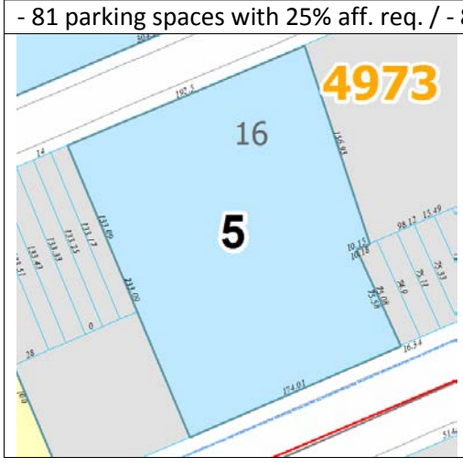


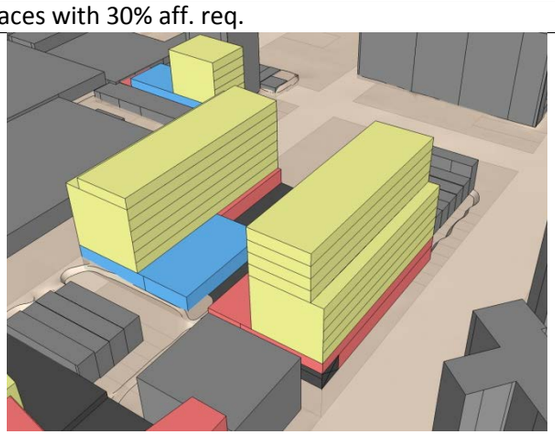
Projected Site 4
Address: 133-04 39th AVENUE
B: 4973 **L:** 6
Lot Area: 13,388 sf.
C4-2 **to C4-4A**
Description: One-story commercial building (AAFE) with parking lot, wedding studio
No Action:
Continuation of existing use: 2,000 sf. of office; 4,240 s.f. of retail; 9 parking spaces; building height: 15’; built FAR: .47
With Action:
5,525 sf. of local retail; 3,000 sf of office; 5,000 s.f. of community facility (urgent care center); 50,600 sf. of residential – 50 units – 13 aff. units with 25% req. – 15 aff units with 30% req.; 28 parking spaces with 25% aff. req. – 27 parking spaces with 30% aff. req.; building height: 95’; built FAR: 4.79
Increment:
+ 50,600 sf. of residential
+ 2,285 sf. of commercial
+ 5,000 sf. of community facility
+ 50 residential units
+ 13 aff. units with 25% req./ + 15 aff. units with 30% req.
- 19 parking spaces with 25% aff. req. / - 18 parking spaces with 30% aff. req.



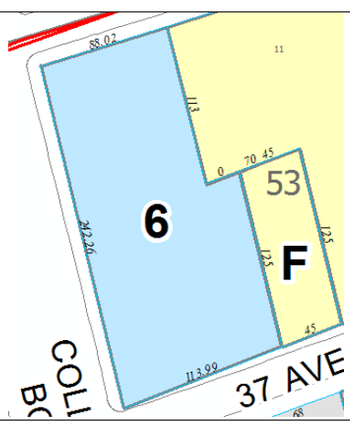


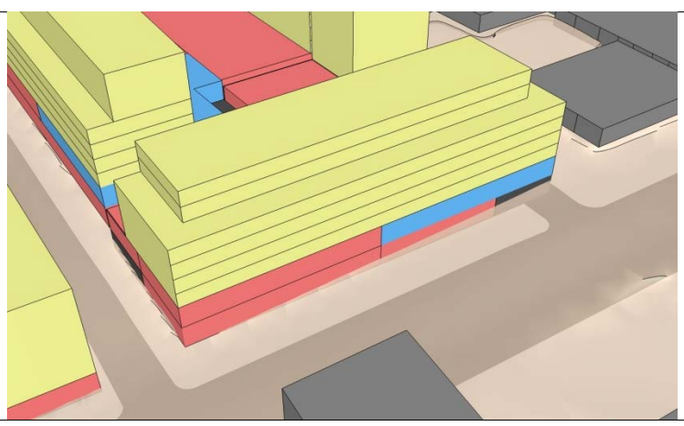
Projected Site 5
Address: 133-35 ROOSEVELT AVE.
B: 4973 **L:** 16
Lot Area: 42,600 sf.
C4-2 **to C4-4A**
Description: Two-story commercial – food court, bubble tea
No Action:
12,325 sf. of local retail; 9,350 sf. of destination retail; 13,000 sf. of offices; 99,000 sf. of residential – 99 units; 184 parking spaces; building height: 125'; built FAR: 3.14
With Action:
5,525 sf. of local retail; 24,750 sf. of destination retail; 9,435 sf. of community facilities (small branch library); 163,000 sf. of residential – 163 units – 41 aff. units with 25% req. – 49 aff. units with 30% req.; 103 parking spaces with 25% aff. req. – 99 parking spaces with 30% aff. req.; building height: 115'; built FAR: 4.76 Although residential square footage has increased, the building height was able to be decreased because the development was not constrained by the open space ratio.
Increment:
+ 64,000 sf. of residential
- 4,400 sf. of commercial
+ 9,435 sf. of community facility from targeted list
+ 64 residential units
+ 41 aff. units with 25% req./ + 49 aff. units with 30% req.
- 81 parking spaces with 25% aff. req. / - 85 parking spaces with 30% aff. req.



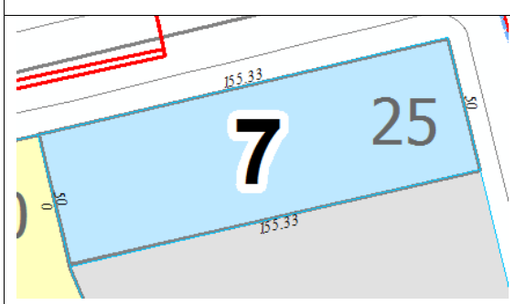


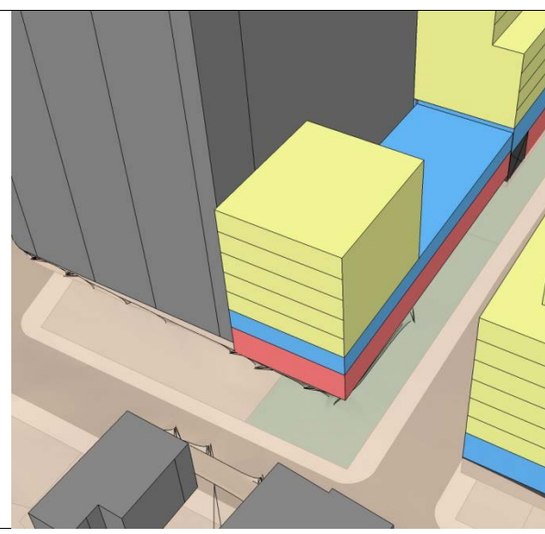
Projected Site 6
Address: 36-35 COLLEGE POINT BOULEVARD
B: 4970 **L:** 1
Lot Area: 24,221 sf.
C4-2 **to C4-4A**
Description: One story commercial building including electrical supplies, seafood restaurant supplies, door/cabinet renovations, signage and curtain supplies.
No Action:
17,100 sf. of local retail; 5,100 sf. of offices; 56,700 sf. of residential – 57 units; 114 parking spaces; building height: 115'; built FAR: 3.26
With Action:
16,100 sf. of local retail; 4,000 sf. of offices; 7,650 s.f. of community facility (community center); 85,000 sf. of residential – 85 units – 21 aff. units with 25% req. – 26 aff. units with 30% req.; 32 parking spaces with 25% aff. req. – 30 parking spaces with 30% aff. req.; building height: 90'; built FAR: 4.66 Although residential square footage has increased, the building height was able to be decreased because the development was not constrained by the open space ratio.
Increment:
+ 28,300 sf. of residential
- 2,100 sf. of commercial
+ 7,650 sf. of community facility
+ 28 residential units
+ 21 aff. units with 25% req./ + 26 aff. units with 30% req.
- 82 parking spaces with 25% aff. req. / - 84 parking spaces with 30% aff. req.

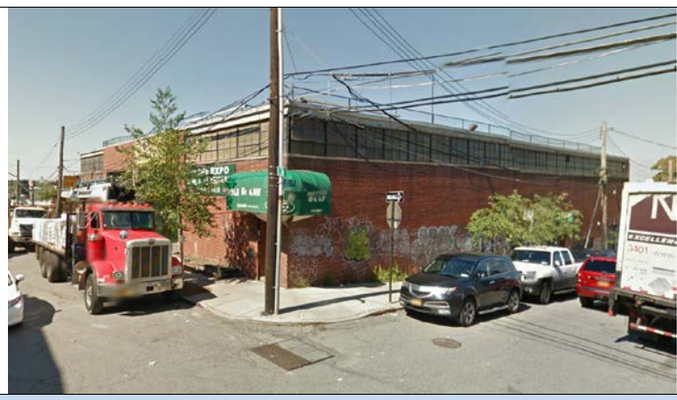




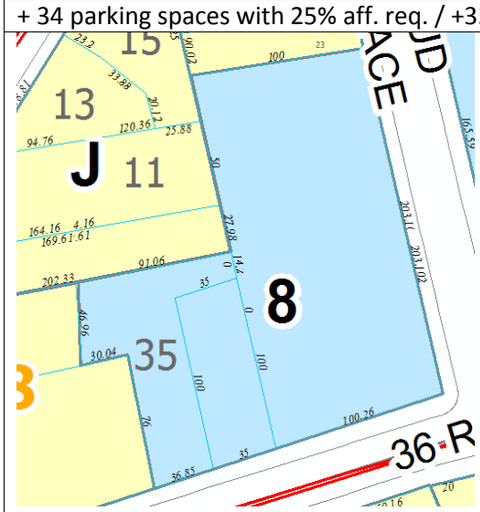
Projected Site 7
Address: 136-34 36th ROAD
B: 4970 **L:** 25
Lot Area: 7,766 sf
C4-2 **to C4-4A**
Description: One-story commercial building – available for lease
No Action:
26,400 sf. of hotel – 53 units; 3 parking spaces; building height: 60’; built FAR: 3.4
With Action:
6,601 sf. of local retail; 7,766 sf. of community facility; 15,000 sf of residential – 15 units – 4 aff. units with 25% req. – 5 aff. units with 30% req.; building height: 75’; built FAR: 3.78
Increment:
+ 15,000 sf. of residential
- 19,799 sf. of commercial
+ 7,766 sf. of community facility
+ 15 residential units
+ 4 aff. units with 25% req./ + 5 aff. units with 30% req.

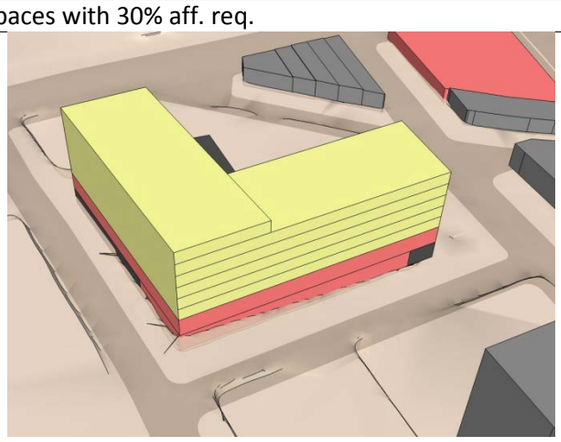




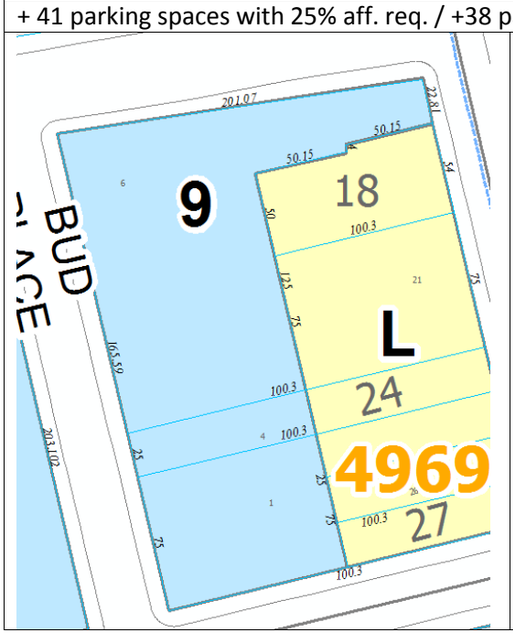


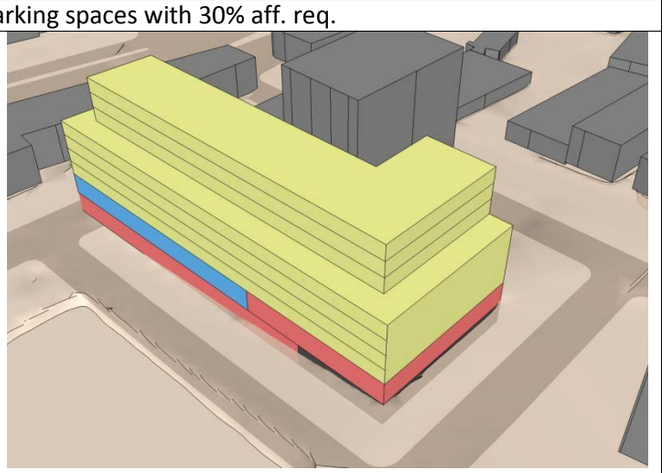
Projected Site 8
Address: 36-12 BUD PLACE
B: 4968 **L:** 24, 33, 35
Lot Area: 29,780 sf.
M1-1 **to M1-2/R7A**
Description: Hole in One Golf, Logo plumbing
No Action:
Continuation of existing use: 23,970 sf. of factory area; 1,700 sf. of offices; building height: 15’; built FAR: .86
With Action:
20,350 sf. of local retail; 7,905 sf. of office; 91,000 sf. of residential – 91 units – 23 aff. units with 25% req. – 27 aff. units with 30% req.; 34 parking spaces with 25% aff. req. – 32 parkings spaces with 30% aff. req.; building height: 75’; built FAR: 4.0
Increment:
+ 91,000 sf. of residential
+ 26,555 sf. of commercial
+ 91 residential units
+ 23 aff. units with 25% req./ + 27 aff. units with 30% req.
+ 34 parking spaces with 25% aff. req. / +32 parking spaces with 30% aff. req.



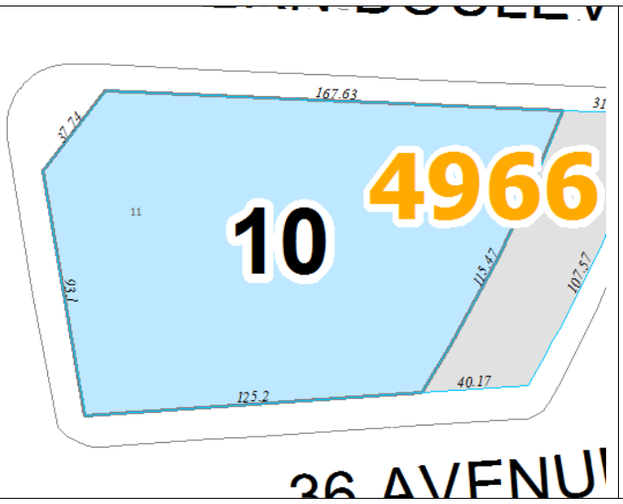


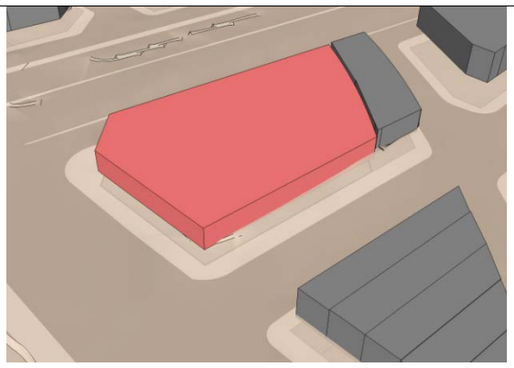
Projected Site 9
Address: 36-09 BUD PLACE
B: 4969 **L:** 1, 4, 6
Lot Area: 28,300 sf.
M1-1 **to M1-2/R7A**
Description: 3D HVAC supplies, Winstar construction company, plumbing supply
No Action:
Continuation of existing use: 20,273 sf. of local retail; 4,049 sf. of offices; 5,000 sf. of automotive use; 18 parking spaces; building height: 15’; built FAR: 1.04
With Action:
19,225 sf. of local retail; 8,500 sf. of community facility (dialysis center); 108,000 sf. of residential – 108 units – 27 aff. units with 25% req. – 32 aff. units with 30% req.; 41 parking spaces with 25% aff. req. – 38 parking spaces with 30% aff. req.; building height: 100’; built FAR: 4.8
Increment:
+ 108,000 sf. of residential
- 5,097 sf. of commercial
+ 8,500 sf. of community facility
+ 108 residential units
+ 27 aff. units with 25% req./ + 32 aff. units with 30% req.
+ 41 parking spaces with 25% aff. req. / +38 parking spaces with 30% aff. req.



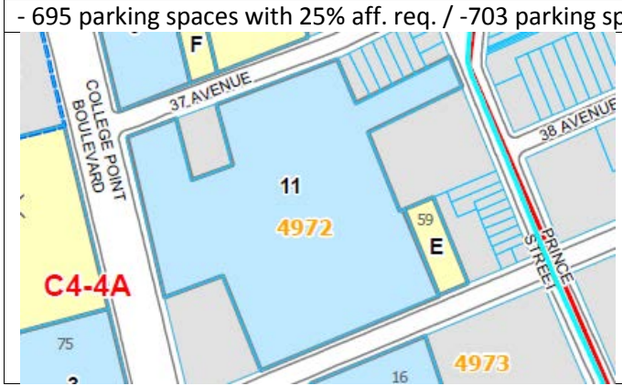


Projected Site 10
Address: 35-21 COLLEGE POINT BLVD
B: 4966 **L:** 11
Lot Area: 16,158 sf.
M1-1 **to M1-1**
Description: Vacant
No Action:
7,500 sf. of local retail; 25 parking spaces ; building height: 15’; built FAR: .46
With Action:
16,000 sf. of destination retail; building height: 15’; built FAR: .99
Increment:
+ 8,500 sf. of commercial
- 25 parking spaces



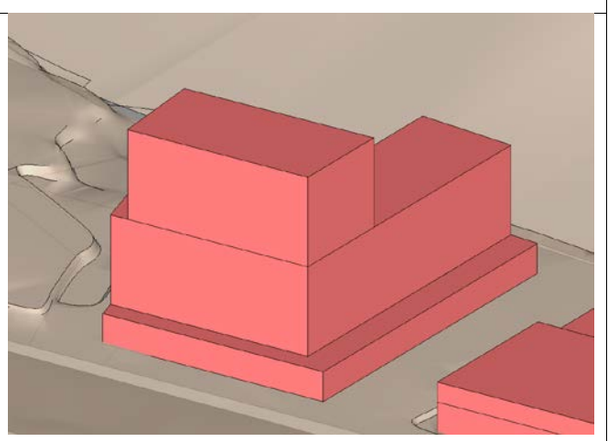


Projected Site 11
Address: 133-31 39th Ave
B: 4972 **L:** 65
Lot Area: 142,386 sf
C4-2 **to C4-4A**
Description: Flushing Mall
No Action:
179,808 s.f. of local retail; 40,000 s.f. of destination retail; 104,000 s.f. of hotels – 208 rooms; 22,000 s.f. of offices; 8,000 s.f. of community facility (ambulatory diagnostic/doctor's offices); 317,000 s.f. of residential – 317 units; 1,081 parking spaces; building height: 102'; built FAR: 4.72
With Action:
166,812 s.f. of local retail; 40,000 s.f. of destination retail; 104,000 s.f. of hotels – 208 rooms; 22,000 s.f. of offices; 20,996 s.f. of community facility (pre-k); 317,000 s.f. of residential – 317 units – 79 aff. units with 25% req. – 95 aff. units with 30% req.; 386 parking spaces with 25% aff. req. – 378 parking spaces with 30% aff. req.; building height: 102'; built FAR: 4.72
Increment:
-12,996 sf. of commercial
+12,996 of community facility
+79 aff. units with 25% req./ + 95 aff. units with 30% req.
- 695 parking spaces with 25% aff. req. / -703 parking spaces with 30% aff. req.

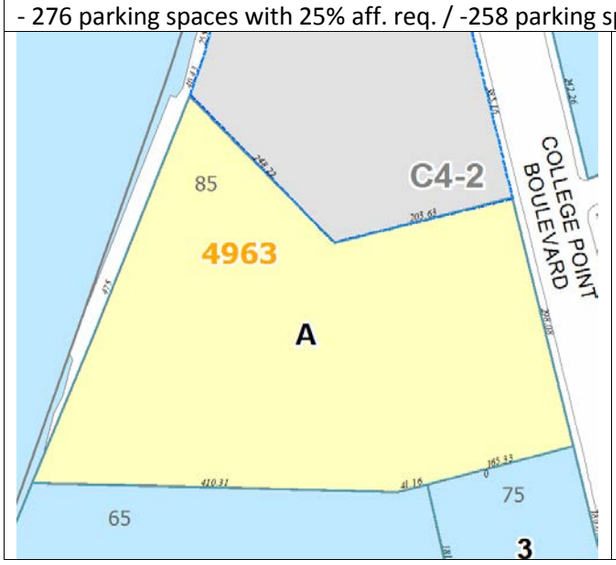


Projected Site 12
Address: 40-22 College Point Blvd
B: 5066 **L:** 7501
Lot Area: 581,295 sf
C4-2
Description: Flushing Town Center (Skyview Park)
No Action:
904,499 s.f. of destination retail; 117,559 s.f. of offices; 5,000 s.f. of community facility (ambulatory diagnostic/doctor's offices); 1,487,403 s.f. of residential – 1254 units; 2,673 parking spaces - 878 accessory residential – 1,795 accessory commercial and community facility; building height: 225'; built FAR: 4.26
With Action:
904,499 s.f. of destination retail; 117,559 s.f. of offices; 5,000 s.f. of community facility (ambulatory diagnostic/doctor's offices); 1,487,403 s.f. of residential – 1254 units; 2,673 parking spaces - 627 accessory residential – 2,046 accessory commercial and community facility; building height: 225'; built FAR: 4.26
Increment:
-251 accessory residential parking spaces
+251 accessory commercial and community facility spaces parking spaces

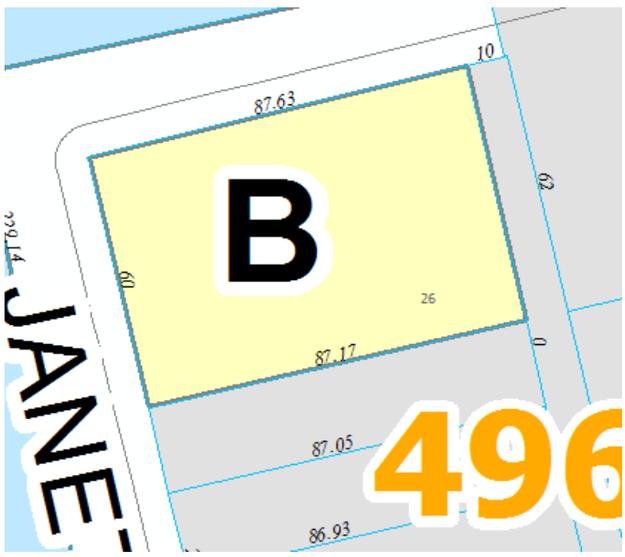
Projected Site 13
Address: 35-32 COLLEGE POINT BOULEVARD
B: 4963 **L:** 212, 249
Lot Area: 46,230 sf.
M3-1 to M1-1
Description: Scrap King
No Action:
Continuation of existing use: 2,800 sf. of office; building height: 15’; built FAR: 0.06
With Action:
91,500 sf. of hotels – 184 units; building height: 105’; built FAR: 1.98
Increment:
+ 88,700 sf. of commercial

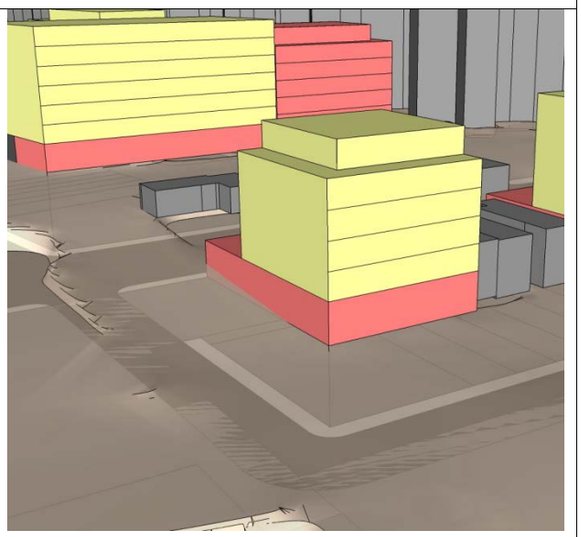


Potential Site A
Address: 37-02 COLLEGE POINT BLVD.
B: 4963 **L:** 85
Lot Area: 175,000 sf.
C4-2 **to C4-4A**
Description: Licensed parking lot
No Action:
35,000 sf. of local retail; 17,850 sf. of destination retail; 59,050 sf. of offices; 436,500 sf. of residential – 436 units; 679 parking spaces; building height: 116’; built FAR: 3.13
With Action:
33,243 sf. of local retail; 7,000 of restaurant; 8,492 sf. of destination retail; 39,514. of community facility space (Indoor Recreation Center); 737,327 sf. of residential – 737 units – 184 aff. units at 25% req – 221 aff. units at 30% req.; 276 parking spaces at 25% aff. req. – 258 parking spaces at 30% aff. req.; building height: 150’; built FAR: 4.8
Increment:
+ 300,827sf. of residential
- 63,165 sf. of commercial
+39,514 s.f. of community facility
+ 300 residential units
+184 aff. units with 25% req./ + 221 aff. units with 30% req.
- 276 parking spaces with 25% aff. req. / -258 parking spaces with 30% aff. req.

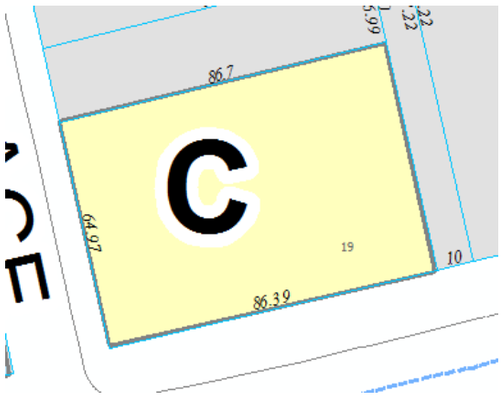


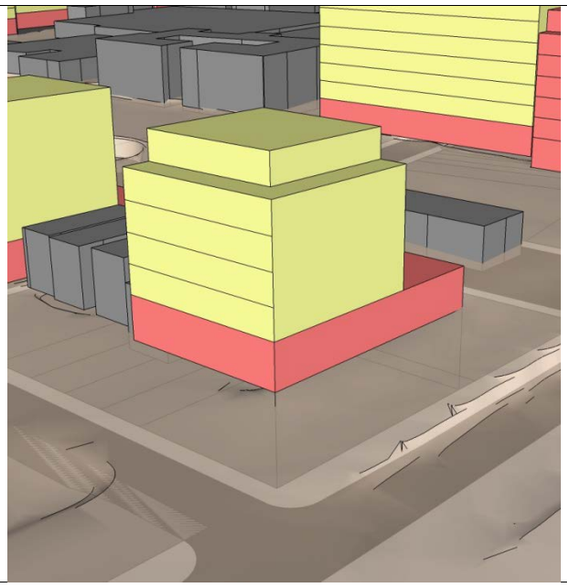
Potential Site B
Address: 131-98 39TH AVENUE
B: 4962 **L:** 26
Lot Area: 5,220 sf.
C4-2 **to C4-4A**
Description: Vacant lot
No Action:
16,500 sf. of hotel – 33 units; building height: 60’; built FAR: 3.16
With Action:
4,437 sf. of local retail; 16,000 sf. of residential – 16 units – 4 aff. units at 25% req. – 5 aff. units at 30% req.; building height: 65’; built FAR: 3.92
Increment:
+ 16,000 sf. of residential
- 12,063 sf. of commercial
+4 aff. units with 25% req./ + 5 aff. units with 30% req.





Potential Site C
Address: 132-01 ROOSEVELT AVENUE
B: 4962 **L:** 19
Lot Area: 5,612 sf.
C4-2 **to C4-4A**
Description: Two-story commercial building (dance studio, bath supplies and renovation, shipping retail center)
No Action:
Continuation of existing use: 2,857 sf. of local retail; 2,857 sf. of office; 8 parking spaces; building height: 25’; built FAR: 1.02
With Action:
4,770 sf. of local retail; 16,000 sf. of residential – 16 units – 4 aff. units at 25% req.- 5 aff units at 30% req.; building height: 65’; built FAR: 3.70
Increment:
+ 16,000 sf. of residential
-944 sf. of commercial
+ 16 residential units
+4 aff. units with 25% req./ + 5 aff. units with 30% req.





Potential Site D

Address: 133-11 ROOSEVELT AVE.

B: 4973 **L:** 1

Lot Area: 11,246 sf.

C4-2 **to C4-4A**

Description: Mobil gas station

No Action:

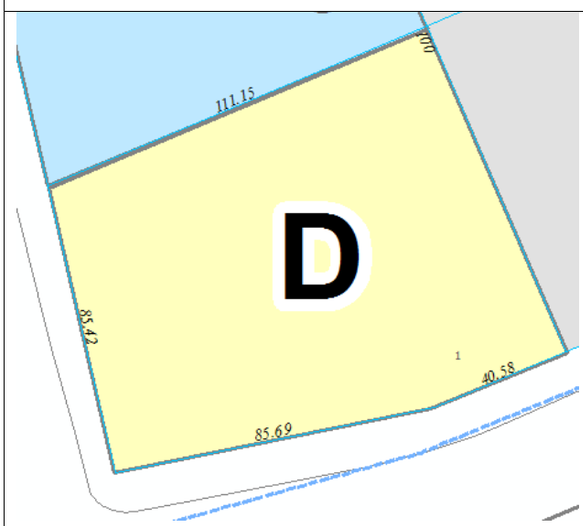
Continuation of existing use: 1,675 sf. of local retail; 5 parking spaces; building height: 15’; built FAR: .15

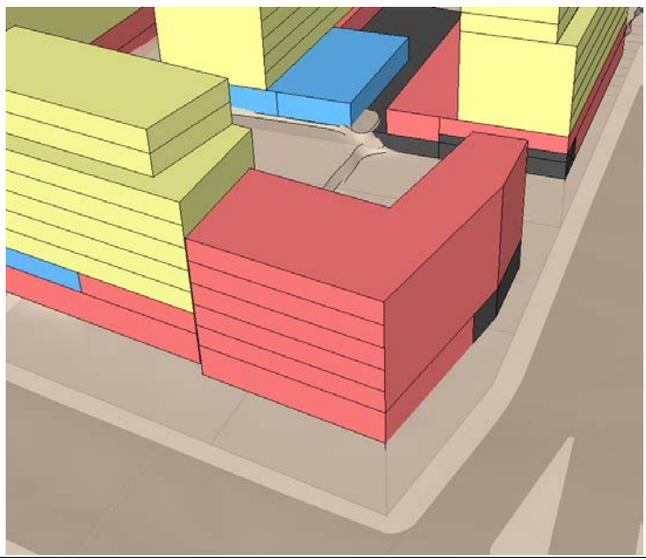
With Action:

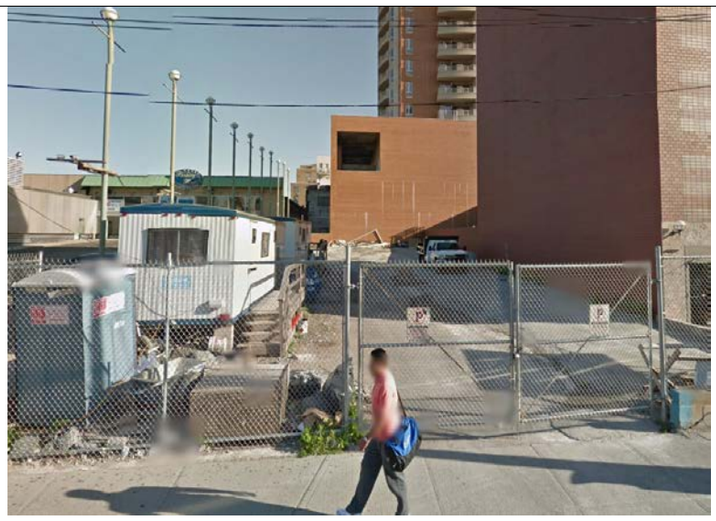
5,270 sf. of local retail; 32,900 sf. of hotel – 66 units; building height: 65’; built FAR: 3.39

Increment:

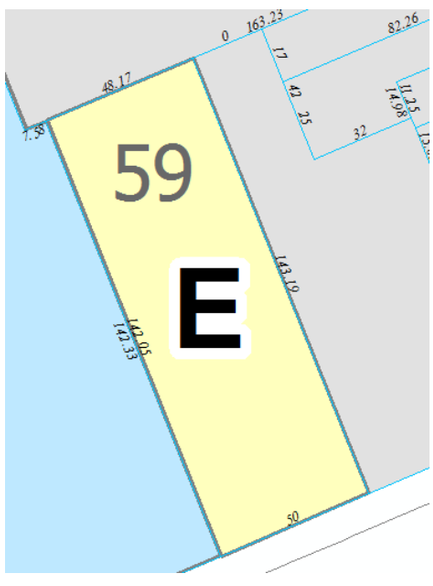
+ 36,495 sf. of commercial







Potential Site E
Address: 133-45 39th AVENUE
B: 4972 **L:** 59
Lot Area: 7,138 sf.
C4-2 **to C4-4A**
Description: Vacant lot
No Action:
23,400 sf. of hotel; building height: 90’; built FAR: 3.28
With Action:
6,067 sf. of local retail; 6,200 sf. of community facility; 15,000 sf. of residential – 15 units – 4 aff. units at 25% req. – 5 aff. units at 30% req.; building height: 75’; built FAR: 3.82 Floor plate depths of hotels are 10 to 15 feet narrower than those for residential buildings. As a result the hotel described in the the no action scenario would have a greater number of floors to accommodate a greater number of rooms. The mixed use building described in the with action scenario would be able to take advantage of wider floor plates to accommodate a greater amount of floor area without adding additional floors.
Increment:
+ 15,000 sf. of residential
-17,333 sf. of commercial
+ 6,200 sf. of community facility
+ 15 residential units
+4 aff. units with 25% req./ + 5 aff. units with 30% req.



Projected Site F

Address: 113-17 37TH AVENUE

B: 4970 **L:** 53

Lot Area: 5,600 sf.

C4-2 **to C4-4A**

Description: Parking lot

No Action:

18,800 sf. of hotel – 37 units; building height: 90’; built FAR: 3.28

With Action:

4,760 sf. of local retail; 16,200 sf. of residential – 16 units – 4 aff. units at 25% req. – 5 aff. units at 30% req.; building height: 75’; built FAR: 3.74

Floor plate depths of hotels are 10 to 15 feet narrower than those for residential buildings. As a result the hotel described in the the no action scenario would have a greater number of floors to accommodate a greater number of rooms. The mixed use building described in the with action scenario would be able to take advantage of wider floor plates to accommodate a greater amount of floor area without adding additional floors.

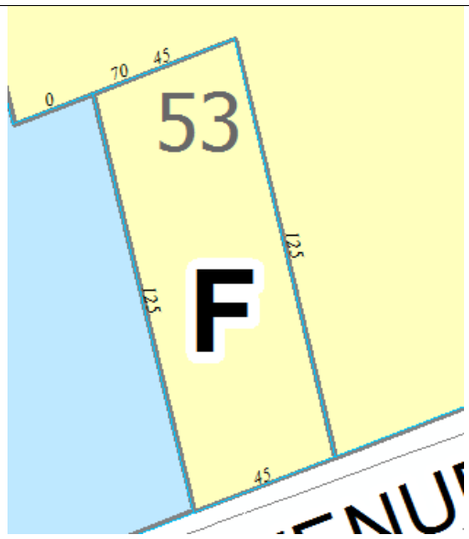
Increment:

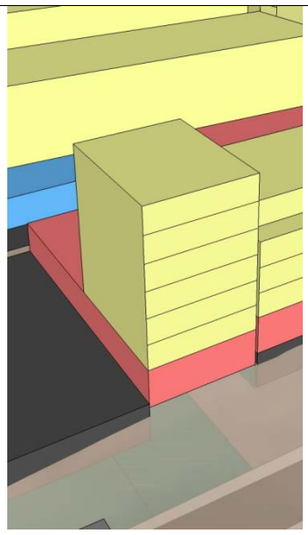
+ 16,200 sf. of residential

-14,040 sf. of commercial

+ 16 residential units

+4 aff. units with 25% req./ + 5 aff. units with 30% req.





Potential Site G

Address: 133-24 36th ROAD

B: 4970 **L:** 11, 18

Lot Area: 43,000 sf.

C4-2 **to C4-4A**

Description: Two-story commercial sheet metal, flooring supply

No Action:

Continuation of existing use: 26,673 sf. of factory area; 3,178 sf. of garage area; 21,766 sf. of office; building height: 25’; built FAR: 1.20

With Action:

27,285 sf. of local retail; 9,690 sf. of office; 11,000 sf. of community facility(non-profit visual and performing arts space); 154,000 sf. of residential – 154 units – 39 aff. units at 25% req. – 46 aff. units at 30% req.; 106 parking spaces with 25% aff. req. – 102 parkings spaces with 30% aff. req.; building height: 87’; built FAR: 4.7

Increment:

+ 154,000 sf. of residential

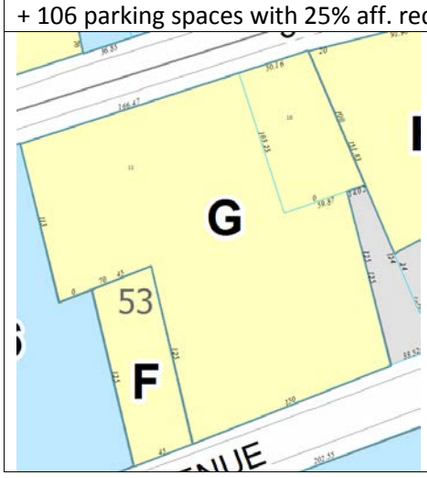
-14,642 sf. of commercial

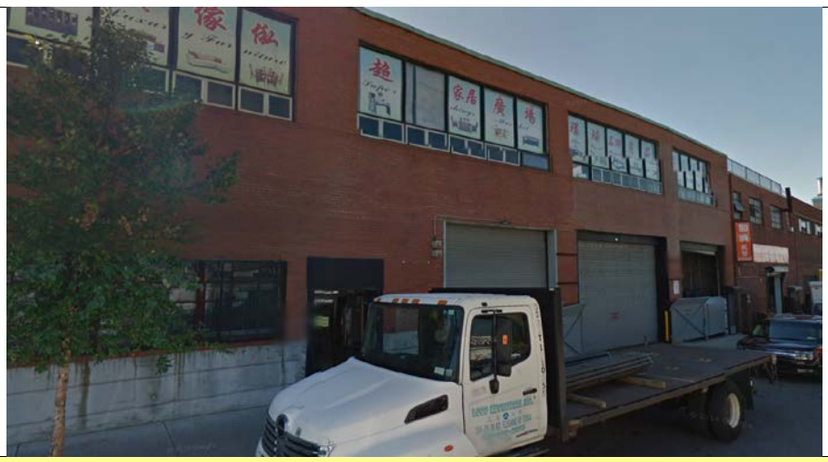
+ 11,000 sf. of community

+ 154 residential units

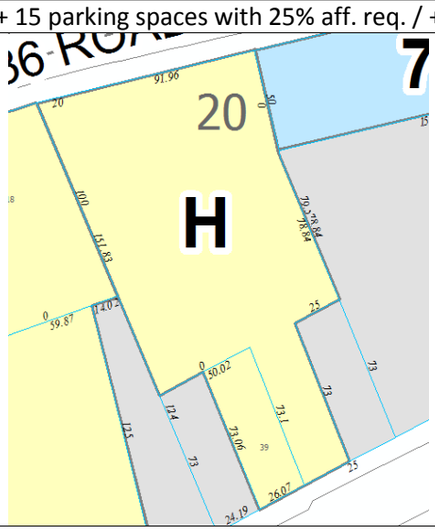
+ 39 aff. units with 25% req./ + 46 aff. units with 30% req.

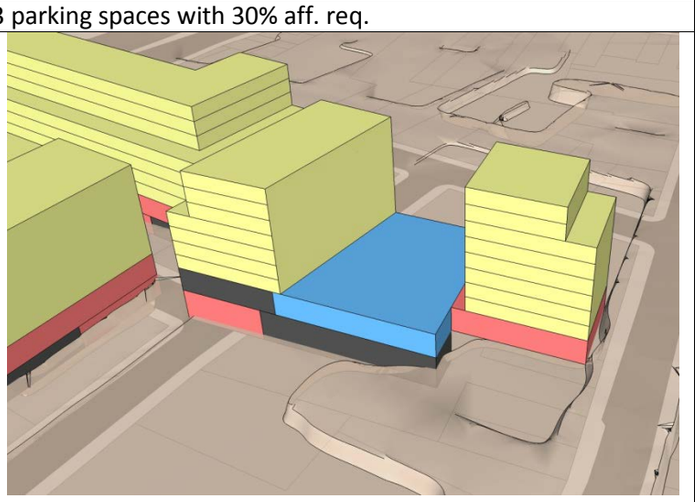
+ 106 parking spaces with 25% aff. req. / +102 parking spaces with 30% aff. req.

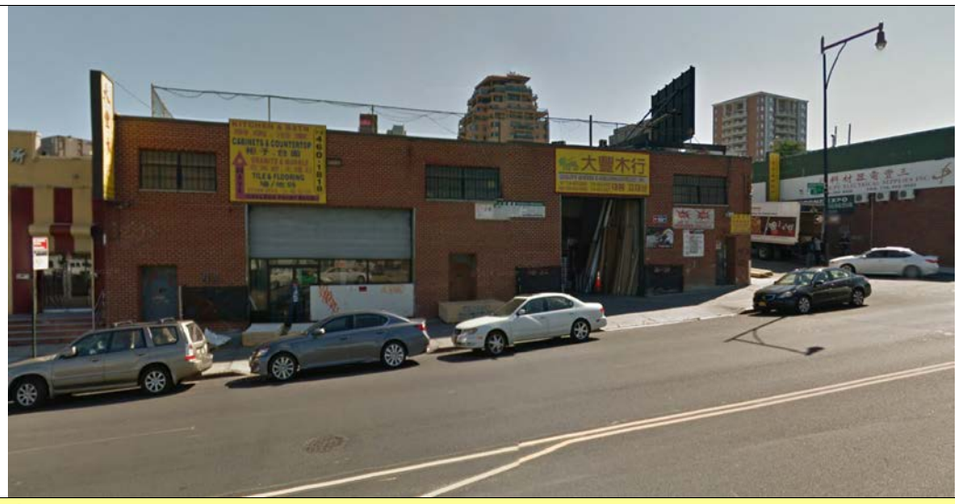




Potential Site H
Address: 133-34 36th ROAD
B: 4970 **L:** 20,39
Lot Area: 17,780 sf
C4-2 **to C4-4A**
Description: Two-story commercial building - furniture supply & showroom
No Action:
Continuation of existing use: 30,820 sf. of factory space; 10 parking spaces; building height: 25’; built FAR: 1.73
With Action:
6,975 sf. of local retail; 11,900 sf. of community facility(indoor recreation space); 66,500 sf. of residential – 66 units – 17 aff. units at 25% req. – 20 aff. units at 30% req. ; 25 parking spaces with 25% aff. req.- 23 parkings spaces with 30% aff. req.; building height: 98’; built FAR: 4.8
Increment:
+ 66,500 sf. of residential
- 30,820 sf. of factory space
+ 6,975 sf. of commercial space
+ 11,900 sf. of community
+ 66 residential units
+ 17 aff. units with 25% req./ + 20 aff. units with 30% req.
+ 15 parking spaces with 25% aff. req. / +13 parking spaces with 30% aff. req.







Projected Site I

Address: 36-25 COLLEGE POINT BOULEVARD

B: 4968 **L:** 1, 6

Lot Area: 17,825 sf

M1-1 **to C4-4A**

Description: Commercial building - kitchen and bath supply

No Action:

Continuation of existing use: 750 sf. of office 10,000 sf. of storage area; 3,950 sf. of garage; building height: 15’; built FAR: .82

With Action:

5,950 sf. of local retail; 64,000 sf. of residential – 64 units; 16 aff. units with 25% req. – 19 aff. units with 30% req.; 24 parking spaces with 25% aff. req. – 22 parkings spaces with 30% aff. req.; building height: 75’; built FAR: 3.92

Increment:

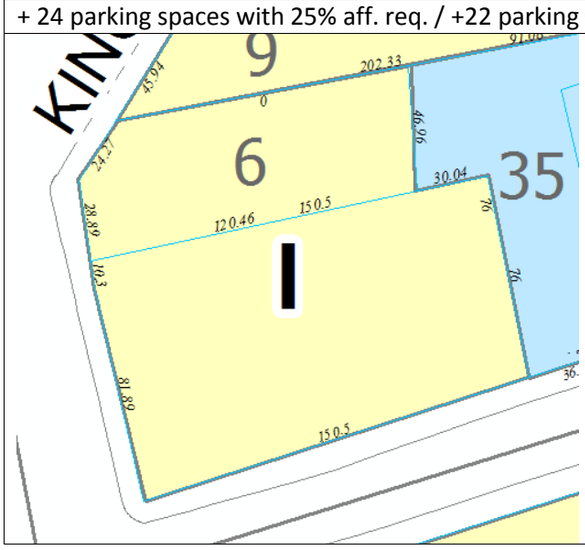
+ 64,000 sf. of residential

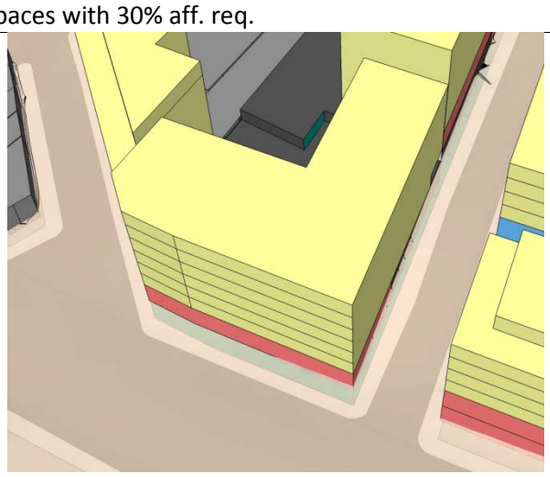
-8,750 sf. of commercial

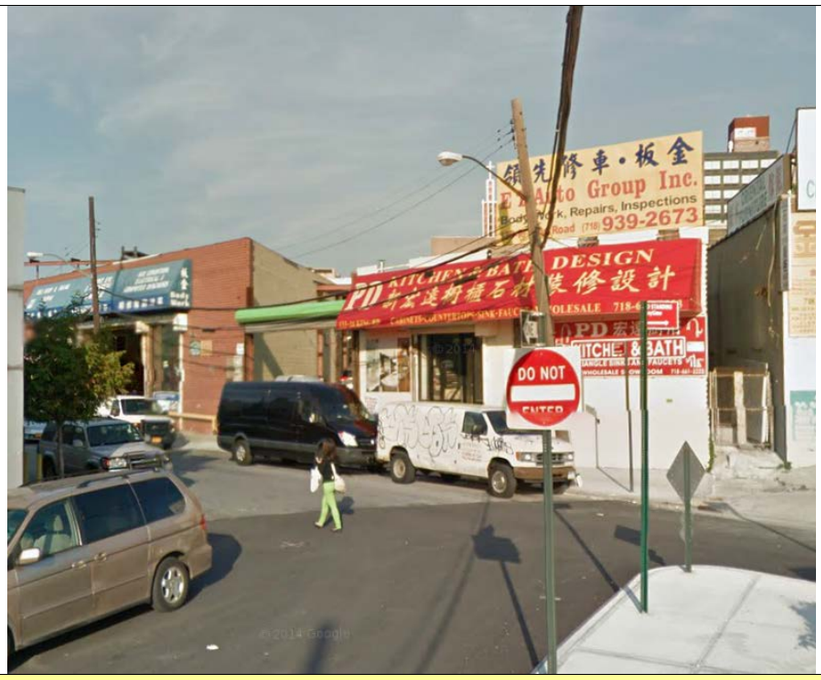
+ 64 residential units

+ 16 aff. units with 25% req./ + 19 aff. units with 30% req.

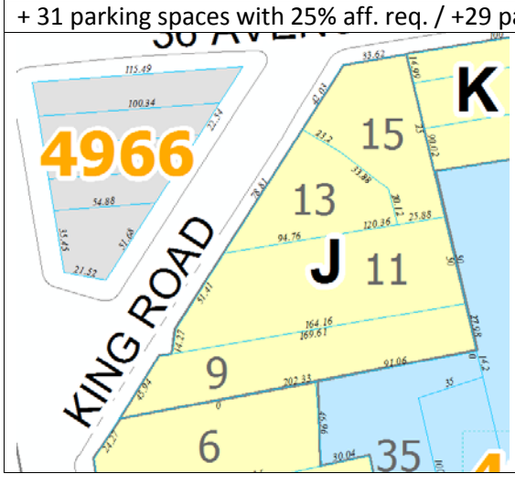
+ 24 parking spaces with 25% aff. req. / +22 parking spaces with 30% aff. req.

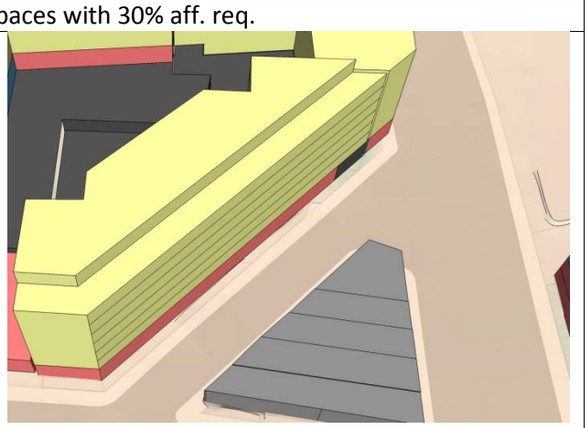


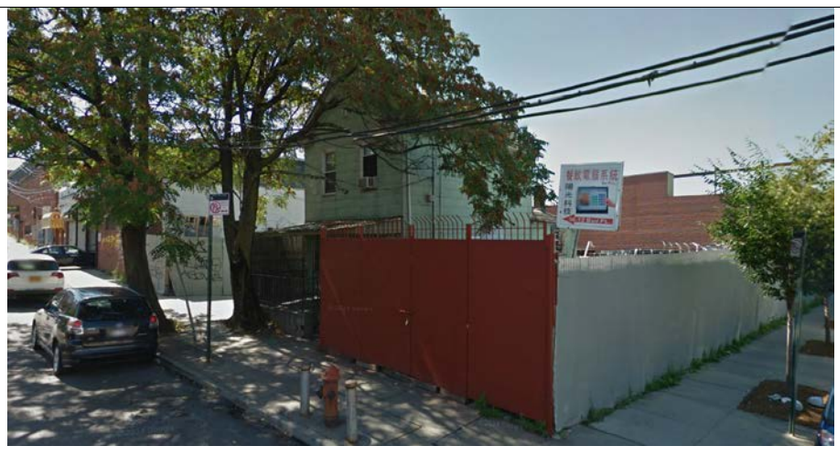




Potential Site J
Address: 133-16 KING ROAD
B: 4968 **L: 9,** 11, 13, 15
Lot Area: 24,125 sf.
M1-1 **to M1-2/R7A**
Description: One-story commercial –building supply
No Action:
Continuation of existing use: 3,331 sf. of local retail; 2,448 of garage; 6,490 of storage; building height: 15’; built FAR: 0.74
With Action:
9,350 sf. of local retail; 82,300 sf. of residential – 82 units – 21 aff. units with 25% req. – 25 aff units with 30% req.; 31 parking spaces with 25% aff. req. – 29 parking spaces with 30% aff. reg.; building height: 85’; built FAR: 3.80
Increment:
+ 82,300 sf. of residential
- 3,369 sf. of commercial
+ 82 residential units
+ 21 aff. units with 25% req./ + 25 aff. units with 30% req.
+ 31 parking spaces with 25% aff. req. / +29 parking spaces with 30% aff. req.







Projected Site K

Address: 36-04 BUD PLACE

B: 4968 **L:** 21, 22, 23

Lot Area: 6,500 sf.

M1-1 **to M1-2/R7A**

Description: Detached two-story single-family home and vacant lots

No Action:

Continuation of existing use: 960 sf. of residential – 1 unit; building height: 25’; built FAR: .15

With Action:

5,525 sf. of local retail; 20,000 sf. of residential – 20 units – 5 aff. units with 25% req. – 6 aff. units with 30% req.; building height: 75’; built FAR: 3.93

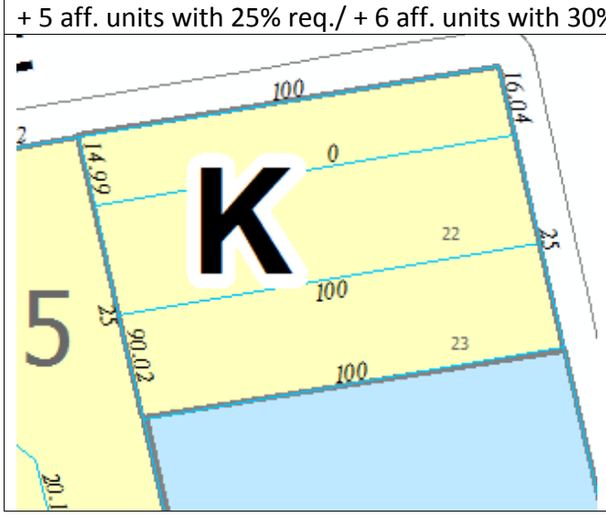
Increment:

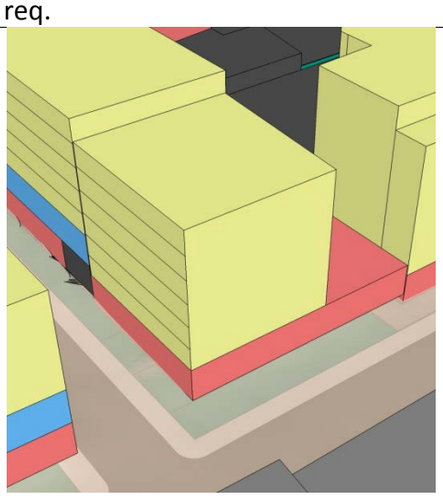
+ 19,040 sf. of residential

+ 5,525 sf. of commercial

+ 19 residential units

+ 5 aff. units with 25% req./ + 6 aff. units with 30% req.





Potential Site L

Address: 36-12 PRINCE STREET

B: 4969 **L:** 18, 21, 24, 25, 26, 27

Lot Area: 22,755 sf.

M1-1 **to C4-4A**

Description: Ebenezer Baptist Church parking lot

No Action:

Continuation of existing use: 15,800 sf. of community facility (house of worship); 34 parking spaces; building height: 55’; built FAR: 0.62

With Action:

8,500 sf. of community facility(senior center); 15,800 sf. of community facility (house of worship); 57,500 sf. of residential – 58 units – 14 aff. units with 25% req. – 17 aff. units with 30% req.; 21 parking spaces with 25% aff. req. – 20 parking spaces with 30% aff. req.; building height: 100’; built FAR: 3.59

The existing buildings would remain while the churches parking lot would be redeveloped.

Increment:

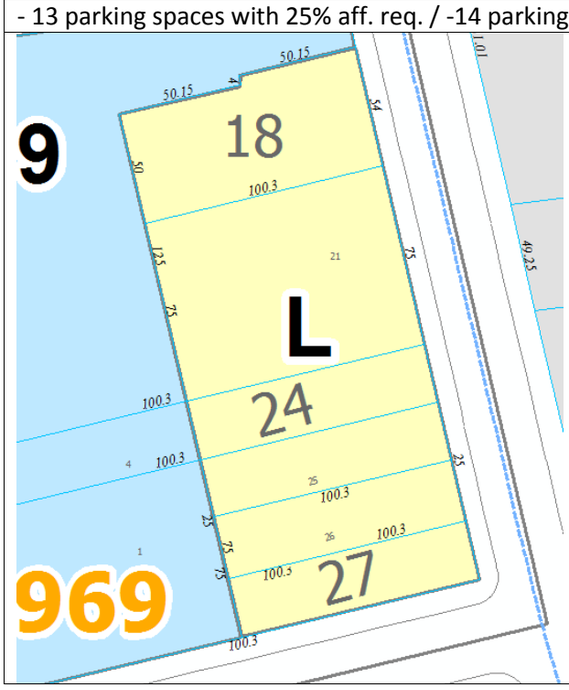
+ 57,500 sf. of residential

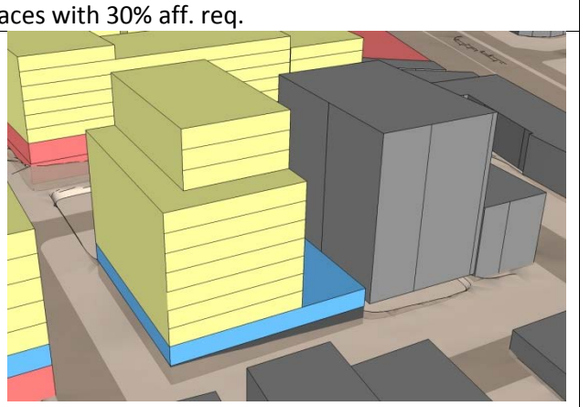
+ 8,500 sf. of community facility

+ 58 residential units

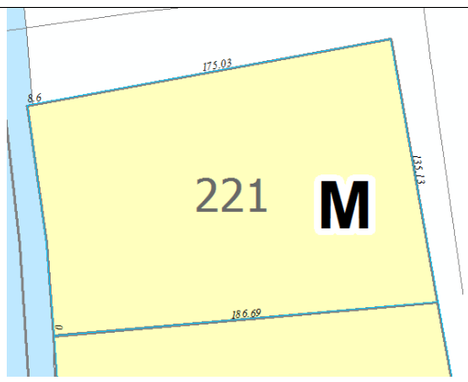
+ 14 aff. units with 25% req./ + 17 aff. units with 30% req.

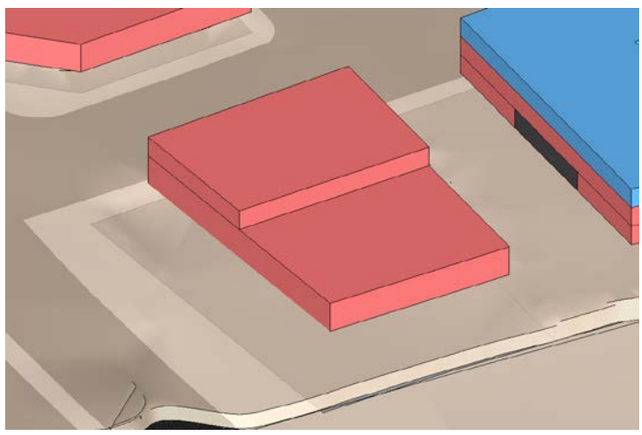
- 13 parking spaces with 25% aff. req. / -14 parking spaces with 30% aff. req.





Potential Site M
Address: 35-20 COLLEGE POINT BOULEVARD
B: 4963 **L:** 221
Lot Area: 23,040 sf.
M3-1 **to M1-1**
Description: Lumber Yard
No Action:
Continuation of existing use: 9,775 sf. of destination retail; building height: 15’; built FAR: 0.42
With Action:
15,000 sf. of destination retail; 8,000 sf. of office; building height: 25’; built FAR: .99
Increment:
+ 13,225 sf. of commercial





Appendix 3
Draft Transportation Planning Factors and Travel Demand Forecast Memorandum

AECOM
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Memorandum

Date: June 2, 2015 (updated September 30, 2015)

To: Glen A. Price III, Director
Studies Implementation Division
NYC Department of City Planning

From: Atma Sookram, AICP, PP, PTP
Matt Lorenz, PE, PTOE

Subject: Flushing West Rezoning EIS: Preliminary Transportation Planning Factors

cc: Bob Michel, AICP
David Cuff, AICP

This memorandum summarizes AECOM's transportation planning factors (revised as of September 14, 2015) proposed to be used for the analyses of Traffic, Parking, Transit, Pedestrian, and Construction conditions for the proposed Flushing West Rezoning EIS in Queens.

PROJECTED DEVELOPMENT SITES AND REZONING AREA

The New York City Department of City Planning (DCP) is proposing to rezone the 13 projected development sites (Sites 1 to 13) in Flushing, Queens, shown in **Figure 1**. As depicted in **Figure 1**, the rezoning area is generally delineated by Flushing Creek to the west, 40th Road and Roosevelt Avenue to the south, Prince Street to the east, and Northern Boulevard to the north.

PRELIMINARY TRANSPORTATION PLANNING FACTORS

The transportation planning factors used to estimate trip generation for each land use, during each of the peak hours, are shown in **Table 1** and discussed below. The trip generation rates, temporal distributions, modal splits, directional splits, vehicle occupancies, and truck trip factors corresponding to each of the land uses were largely provided by the New York City Department of City Planning, following consultation with representatives from New York City Department of Transportation (Excel file: *Flushing West_Transportation Planning Factors_080315.xlsx*). Where available, the trip generation rates and temporal distributions published in the *CEQR Technical Manual* were used for corresponding land uses.

Figure 1: Rezoning Area and Projected Development Sites

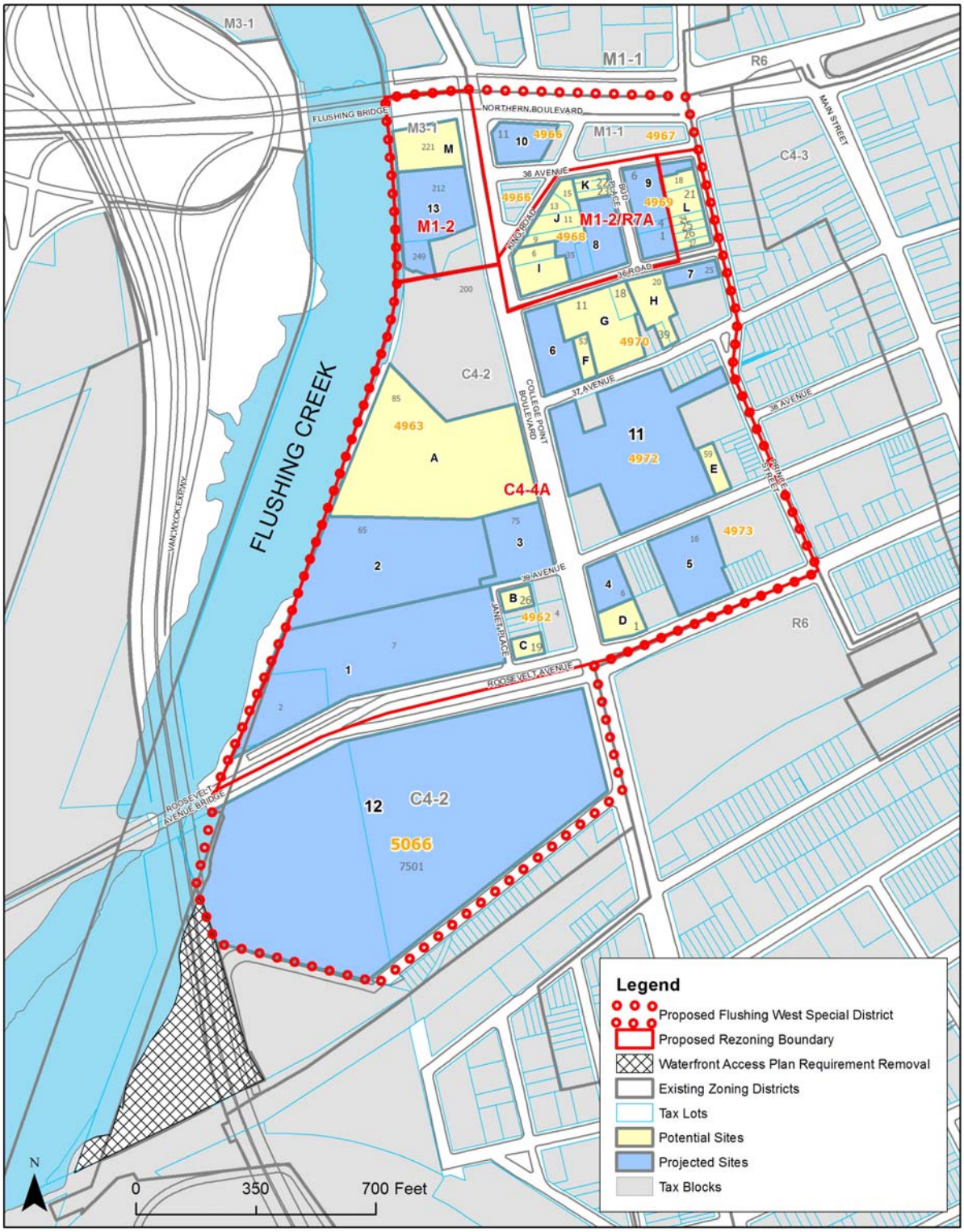


Table 1: Transportation Planning Factors (revised September 28, 2015)

Land Use:	Office	Local Retail	Destination Retail	Hotel	Community Facility Uses: Doctor's Office	Large Health Care (Staff)	Large Health Care (Patients)	Large Health Care (Visitors)	Pre-K (Students)	Pre-K (Parents)	Pre-K (Faculty/ Staff)	Day Care Center	Small Branch Library	Senior Center	Community Center	Indoor Recreational Center	Restaurant	Super-market	Auto Repair Shop	Light Industrial	Open Space	Residential (Market Rate)	Residential (Affordable)
Trip Generation:	(1)	(1)	(1)	(1)	(2)	(3)	(3)	(3)	(4)	(4)	(4)	(5)	(6)	(6)	(6)	(6)	(7)	(1)	(2)	(2)	(1)	(1)	(1)
Weekday	18.0	205	78.2	9.4	127.0	7.69	5.94	4.69	17.66	35.32	2.42	33	44.7	44.7	44.7	44.7	173	175	19.42	14.7	139	8.075	8.075
Saturday	3.9	240	92.5	9.4	127.0	7.69	5.94	4.69	0.00	0.00	0.00	2	26.1	26.1	26.1	26.1	170	231	19.42	2.2	196	9.6	9.6
	per 1,000 sf	per 1,000 sf	per 1,000 sf	per room	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf	per acre	per DU	per DU
Temporal Distribution:	(1)	(1)	(1)	(1)	(2)	(3)	(3)	(3)	(4)	(4)	(4)	(5)	(6)	(6)	(6)	(6)	(7)	(1)	(2)	(2)	(1)	(1)	(1)
AM	12.0%	3.0%	3.0%	8.0%	4.0%	26.4%	8.5%	11.0%	50.0%	25.0%	40.0%	16.0%	4.0%	4.0%	4.0%	4.0%	1.0%	5.0%	13.2%	13.2%	3.0%	10.0%	10.0%
Midday	15.0%	19.0%	9.0%	14.0%	11.0%	17.0%	12.0%	14.5%	0.0%	0.0%	0.0%	5.0%	9.0%	9.0%	9.0%	9.0%	13.7%	6.0%	11.0%	11.0%	5.0%	5.0%	5.0%
PM	14.0%	10.0%	9.0%	13.0%	12.0%	26.4%	11.1%	12.2%	50.0%	25.0%	40.0%	19.0%	5.0%	5.0%	5.0%	5.0%	7.7%	10.0%	14.2%	14.2%	6.0%	11.0%	11.0%
Saturday Midday	17.0%	10.0%	11.0%	9.0%	11.0%	17.0%	12.0%	14.5%	0.0%	0.0%	0.0%	12.0%	9.0%	9.0%	9.0%	9.0%	11.7%	9.0%	10.7%	10.7%	6.0%	8.0%	8.0%
Modal Spilts:	(8)	(7)	(7)	(7)	(2)	(8)	(9)	(10)	(11)	(11)	(11)	(12)	(5)	(5)	(5)	(12)	(7)	(12)	(2)	(8) AM/ PM/ SAT / (2) Midday	(13)	(14)	(14)
	All Periods	All Periods	All Periods	All Periods	All Periods	All Periods	All Periods	All Periods	All Periods	All Periods	All Periods	All Periods	All Periods	All Periods	All Periods	All Periods	All Periods	All Periods	All Periods		All Periods	All Periods	All Periods
Auto	42.8%	15.0%	59.0%	70.0%	30.0%	42.8%	14.0%	25.0%	0.0%	0.0%	34.0%	40.0%	4.0%	4.0%	4.0%	40.0%	8.0%	32.0%	85.0%	42.8% / 2.0%	5.0%	23.4%	18.7%
Auto Drop-off/Pick-up	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	17.0%	17.0%	13.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0% / 0.0%	0.0%	0.0%	0.0%
Taxi	0.0%	0.0%	3.0%	15.0%	2.0%	0.0%	19.0%	25.0%	0.0%	0.0%	0.0%	0.0%	9.0%	9.0%	9.0%	0.0%	2.0%	8.0%	5.0%	0.0% / 3.0%	5.0%	0.1%	0.0%
Subway	20.0%	5.0%	15.0%	5.0%	33.0%	20.0%	18.0%	29.0%	18.0%	18.0%	41.0%	20.0%	12.0%	12.0%	12.0%	20.0%	0.0%	5.0%	1.0%	20.0% / 6.0%	5.0%	37.7%	41.3%
Railroad	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0% / 0.0%	0.0%	0.76%	0.37%
Bus	18.5%	10.0%	18.0%	5.0%	18.0%	18.5%	4.0%	11.0%	26.0%	26.0%	6.0%	10.0%	5.0%	5.0%	5.0%	10.0%	0.0%	5.0%	1.0%	18.5% / 6.0%	5.0%	16.6%	19.7%
Walk	13.9%	70.0%	5.0%	5.0%	17.0%	13.9%	11.0%	10.0%	39.0%	39.0%	6.0%	30.0%	70.0%	70.0%	70.0%	30.0%	90.0%	50.0%	8.0%	13.9% / 83.0%	80.0%	17.7%	17.7%
Ambulance	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	22.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0% / 0.0%	0.0%	0.0%	0.0%
Ambulette	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0% / 0.0%	0.0%	0.0%	0.0%
Other	4.8%	0.0%	0.0%	0.0%	0.0%	4.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.8% / 0.0%	0.0%	3.74%	2.20%
	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0% / 100.0%	100.0%	100.0%	100.0%
In/Out Splits:	(15)	(7)	(7)	(7)	(2)	(3)	(3)	(3)	(4)	(4)	(4)	(5)	(2)	(2)	(2)	(2)	(7)	(13)	(2)	(2)	(13)	(7)	(7)
	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
AM	96% 4%	50% 50%	61% 39%	41% 59%	89% 11%	95% 5%	50% 50%	56% 44%	100% 0%	50% 50%	100% 0%	53% 47%	61% 39%	61% 39%	61% 39%	61% 39%	94% 6%	45% 55%	65% 35%	88% 12%	50% 50%	20% 80%	20% 80%
Midday	39% 61%	50% 50%	55% 45%	68% 32%	51% 49%	35% 65%	54% 46%	56% 44%	0% 0%	0% 0%	0% 0%	50% 50%	55% 45%	55% 45%	55% 45%	55% 45%	65% 35%	46% 54%	50% 50%	50% 50%	50% 50%	51% 49%	51% 49%
PM	5% 95%	50% 50%	47% 53%	59% 41%	48% 52%	15% 85%	50% 50%	44% 56%	0% 100%	50% 50%	0% 100%	47% 53%	29% 71%	29% 71%	29% 71%	29% 71%	65% 35%	47% 53%	50% 50%	12% 88%	50% 50%	65% 35%	65% 35%
Saturday Midday	60% 40%	50% 50%	51% 49%	56% 44%	41% 59%	35% 65%	54% 46%	56% 44%	0% 0%	0% 0%	0% 0%	47% 53%	49% 51%	49% 51%	49% 51%	49% 51%	51.5% 48.5%	46% 54%	50% 50%	47% 53%	50% 50%	57% 43%	57% 43%
Vehicle Occupancy:	(17)	(7)	(7)	(7)	(5)	(3)	(3)	(3)	(4)	(4)	(4)	(5)	(5)	(5)	(5)	(5)	(7)	(13)	(2)	(2)	(13)	(16)	(16)
	All Periods	All Periods	All Periods	All Periods	All Periods	All Periods	All Periods	All Periods	All Periods (Drop-Off/ Pick-Up)	All Periods (Drop-Off/ Pick-Up)	All Periods Auto only	All Periods Drop-Off/ Pick-Up	All Periods	All Periods	All Periods	All Periods	All Periods	All Periods	All Periods	All Periods	All Periods	All Periods	All Periods
Auto	1.15	2.00	2.05	1.60	1.50	1.18	2.27	1.65	1.30	1.30	1.10	1.00	1.65	1.40	1.40	1.40	1.40	2.30	1.65	1.30	1.20	2.00	1.37	1.37
Taxi	1.40	2.00	2.05	1.40	1.50	1.40	2.08	1.20	-	-	-	-	1.40	1.40	1.40	1.40	1.40	2.30	1.40	1.30	1.20	2.00	1.40	1.40
Truck Trip Generation:	(1)	(7)	(7)	(7)	(2)	(3)			(11)			(5)	(2)	(2)	(2)	(2)	(7)	(2)	(2)	(2)		(1)	(1)
Weekday	0.32	0.70	0.70	0.24	0.29	0.40			0.26			0.07	0.29	0.29	0.29	0.29	3.60	0.35	0.89	0.67	N/A	0.06	0.06
Saturday	0.01	0.04	0.04	0.08	0.29	0.40			0.00			0.00	0.29	0.29	0.29	0.29	3.60	0.04	0.89	0.67	N/A	0.02	0.02
	per 1,000 sf	per 1,000 sf	per 1,000 sf	per room	per 1,000 sf	per 1,000 sf			per 1,000 sf			per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf		per DU	per DU
Truck Temporal Distribution:	(1)	(7)	(7)	(7)	(2)	(3)						(5)	(2)	(2)	(2)	(2)	(7)	(2)	(2)	(2)		(1)	(1)
AM	10.0%	7.7%	7.7%	12.0%	3.0%	10.0%			9.6%			9.6%	9.6%	9.6%	9.6%	9.6%	6.0%	10.0%	14.0%	14.0%	N/A	12.0%	12.0%
Midday	11.0%	11.0%	11.0%	9.0%	11.0%	9.0%			0.0%			11.0%	11.0%	11.0%	11.0%	11.0%	6.0%	8.0%	9.0%	9.0%	N/A	9.0%	9.0%
PM	2.0%	1.0%	1.0%	0.0%	1.0%	5.0%			1.0%			1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	5.0%	1.0%	1.0%	N/A	2.0%	2.0%
Saturday Midday	11.0%	11.0%	11.0%	9.0%	0.0%	9.0%			0.0%			0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	10.0%	9.0%	0.0%	N/A	9.0%	9.0%
Truck Direction Distribution:	In Out	In Out	In Out	In Out	In Out	In Out			In Out			In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
All time periods	50% 50%	50% 50%	50% 50%	50% 50%	50% 50%	50%		50%	50%		50%	50% 50%	50% 50%	50% 50%	50% 50%	50% 50%	50% 50%	50% 50%	50% 50%	50% 50%	N/A N/A	50% 50%	50% 50%

Footnotes:

(1) *CEQR Technical Manual,* March 2014 Edition, Table 16-2.
(2) *East New York Rezoning Transportation Planning Factors and Travel Demand Forecast Memorandum* , Table 3.
(3) *Saint Vincents Campus Redevelopment EIS* , Table 14-3.
(4) *Proposed Pre-Kindergarten Center, 369-381 93rd Street, Brooklyn: Level 1 and Level 2 Screening Analysis Results and Detailed Analysis Work Plan* , Table 1.
(5) *No. 7 Subway Extension - Hudson Yards Rezoning and Development Program FGEIS* , 2014.
(6) Adapted from *CEQR Technical Manual* , March 2014 Edition, Table 16-2.
(7) *Flushing Commons FEIS* .
(8) Reverse-journey-to-work census data.
(9) SVMC Travel Demand Survey (April 2009).
(10) 506 East 76 Street Rezoning (2009) / SVMC Travel Demand Survey (April 2009).
(11) *Proposed Pre-K Center at 46-16 76th Street, Queens: Supplemental Environmental Studies.*
(12) Adapted from Day Care Center land use in *No. 7 Subway Extension - Hudson Yards Rezoning and Development Program FGEIS, 2014* . Auto and taxi modal splits combined to auto.
(13) Domino Sugar Factory study.
(14) Journey-to-work census data for PUMA 4103.
(15) *Downtown Brooklyn Development FEIS* , Table 14-8.
(16) Calculated from journey-to-work census data for tracts 849, 853, 855 and 857.
(17) Calculated from reverse-journey-to-woork census data for tracts 849, 853, 855 and 857.
N/A = Not applicable.

Office

All trip generation rates, temporal distributions, and truck trip factors for office uses were based on data from the *CEQR Technical Manual*. The modal split was based on reverse-journey-to-work census data. The vehicle occupancy rates were based on reverse-journey-to work data for census tracts and the directional splits were based on the *Downtown Brooklyn Development FEIS*.

Local Retail

The trip generation rates and temporal distributions for local retail uses were based on data from the *CEQR Technical Manual*. The modal split, vehicle occupancy rates, directional splits, and truck trip factors were based on the *Flushing Commons EIS*. A 25 percent linked-trip credit was assumed for the local retail uses.

Destination Retail

The trip generation rates and temporal distributions for destination retail uses were based on data from the *CEQR Technical Manual*. The modal split, vehicle occupancy rates, directional splits, and truck trip factors were based on the *Flushing Commons EIS*.

Hotel

The trip generation rates and temporal distributions for hotel uses were based on data from the *CEQR Technical Manual*. The modal split, vehicle occupancy rates, directional splits, and truck trip factors were based on the *Flushing Commons EIS*.

Community Facilities

The community facility uses are envisioned to include a range of specific users/tenants—including doctor's offices (ambulatory diagnostic treatment centers), large health care space, pre-K school, day care center, small branch library, senior center, and indoor recreational center—as well as generic community center space. The following is a summary of the transportation planning assumptions for each specific community facility use:

> **Doctor's Office** – All transportation planning factors for doctor's office (ambulatory diagnostic treatment center) were obtained from the *East New York Rezoning Transportation Planning Factors and Travel Demand Forecast Memorandum*, with the exception of the vehicle occupancies which were obtained from the covenant house/health clinic land use from the *No. 7 Subway Extension – Hudson Yards Rezoning and Development Program FGEIS, 2014.*
>
> **Large Health Care** – Trip generation rates for Large Health Care uses were based on calculated rates for staff, patients, and visitors on a per-square-foot basis obtained from the *Saint Vincents Campus Redevelopment EIS*. Temporal distributions, directional splits, vehicle occupancies, and truck trip factors were also obtained from the *Saint Vincents Campus Redevelopment EIS*. The modal split for staff based on reverse-journey-to-work census data, whereas the modal splits for patients and visitors were based on the April 2009 SVMC travel demand survey and the *506 East 76 Street Rezoning* (2009), respectively.
>
> **Pre-K School** – All trip generation rates for pre-K school uses were based on calculated rates for students, parents, and staff on a per-square-foot basis obtained from the *Proposed Pre-Kindergarten Center, 369-381 93rd Street, Brooklyn: Level 1 and Level 2 Screening Analysis Results and Detailed Analysis Work Plan.* The temporal distributions, directional splits, and vehicle occupancy rates were also obtained from this same source. Mode splits were obtained from the *Proposed Pre-K Center at 46-16 76th Street, Queens: Supplemental Environmental Studies*.

Day Care Center – All transportation planning factors for day care center were obtained from the day care land use in the *No. 7 Subway Extension – Hudson Yards Rezoning and Development Program FGEIS, 2014*. The modal splits for auto and taxi were combined to auto for purposes of this study.

Small Branch Library, Senior Center, and Community Center – The same transportation planning factors were used for all three of these land uses. Trip generation rates and temporal distributions for these uses were obtained from the health club land use in the *CEQR Technical Manual*. The modal splits, vehicle occupancies were obtained from the recreation center land use in the *No. 7 Subway Extension – Hudson Yards Rezoning and Development Program FGEIS, 2014.* The directional splits and truck trip factors were obtained from the *East New York Rezoning Transportation Planning Factors and Travel Demand Forecast Memorandum.*

Indoor Recreational Center – Trip generation rates and temporal distributions for these uses were obtained from the health club land use in the *CEQR Technical Manual*. The modal splits were taken from the day care center land use in the *No. 7 Subway Extension – Hudson Yards Rezoning and Development Program FGEIS, 2014* with the auto and taxi mode splits combined to auto. The vehicle occupancies were obtained from the recreation center land use in the *No. 7 Subway Extension – Hudson Yards Rezoning and Development Program FGEIS, 2014.* The directional splits and truck trip factors were obtained from the *East New York Rezoning Transportation Planning Factors and Travel Demand Forecast Memorandum.*

Restaurant

All of the transportation planning factors for restaurant uses—including trip generation rates, temporal distributions, modal splits, directional splits, vehicle occupancy rates, and truck trip factors—were based on the *Flushing Commons EIS*.

Supermarket

The trip generation rates and temporal distributions for supermarket uses were based on data from the *CEQR Technical Manual*. The modal split was provided by the New York City Department of City Planning following consultation with representatives from New York City Department of Transportation. The directional distributions and vehicle occupancies were based on environmental studies for the Domino Sugar Factory. The truck trip factors were based on the *East New York Rezoning Transportation Planning Factors and Travel Demand Forecast Memorandum.*

Auto Repair Shop

All of the transportation planning factors for auto repair shop uses—including trip generation rates, temporal distributions, modal splits, directional splits, vehicle occupancy rates, and truck trip factors—were based on the *East New York Rezoning Transportation Planning Factors and Travel Demand Forecast Memorandum.*

Light Industrial

The trip generation rates, temporal distributions, weekday midday modal split, directional splits, vehicle occupancy rates, and truck trip factors for the factor use were based on the *East New York Rezoning Transportation Planning Factors and Travel Demand Forecast Memorandum.* The weekday AM, weekday PM, and Saturday midday modal splits were obtained based on reverse-journey-to-work census data.

Open Space

The trip generation rates and temporal distributions for open space uses were based on data from the *CEQR Technical Manual*. The modal splits, vehicle occupancy rates, and directional splits were based on environmental studies for the Domino Sugar Factory.

Residential (Market Rate and Affordable)

The trip generation rates, temporal distributions, and truck trip factors for residential uses—both market rate housing and affordable housing—were based on data from the *CEQR Technical Manual*. The modal splits were based on journey-to-work census data for PUMA 4103. The directional splits were based on *Flushing Commons EIS* and the vehicle occupancies were based on journey-to-work census data for tracts 849, 853, 855, and 857.

VEHICLE TRIP DISTRIBUTION PATTERN

Figure 2 shows the vehicle trip distribution for office and light industrial trips for the proposed rezoning area. This distribution was based on reverse journey-to-work trips using 2010 US Census data for tracts 869 and 871.

Figure 3 shows the vehicle trip distribution for residential (both affordable and market rate) and hotel trips for the proposed rezoning area. This distribution was based on journey-to-work trips using 2010 US Census data for tracts 869 and 871.

Figure 4 shows the vehicle trip distribution for all other uses in the proposed rezoning area. These uses include all retail and community facility uses, specifically: local retail, destination retail, doctor's office, large health care, pre-K school, day care center, small branch library, senior center, community center, indoor recreational center, restaurant, supermarket, auto repair shop, and open space. This distribution was based on population density for census tracts within an approximate ½ mile distance of the proposed rezoning area.

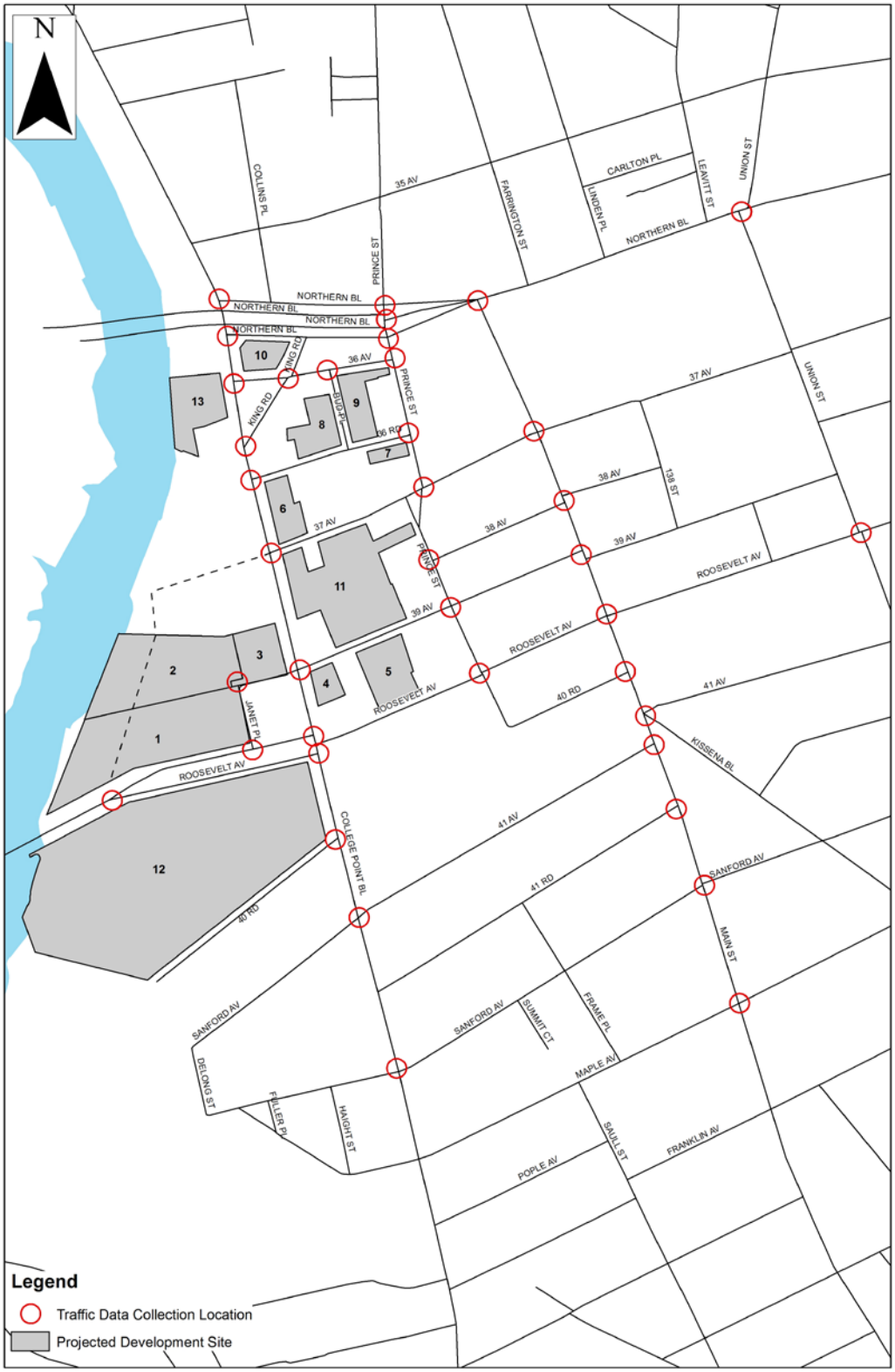
Figure 5 shows potential study area intersections where project generated vehicles would exceed 50 trips and would warrant analysis.

Figure 2: Estimated Vehicle-Trip Distribution Pattern: Office and Light Industrial

Figure 3: Estimated Vehicle-Trip Distribution Pattern: Residential and Hotel

Figure 4: Estimated Vehicle-Trip Distribution Pattern: Retail and Community Facility

Figure 5: Traffic Data Collection Locations



TRANSIT AND PEDESTRIAN TRIP DISTRIBUTION PATTERNS

The following are the transit and pedestrian trip distribution assumptions:

- **Subway/Rail** – Flushing is served by one subway station, the "Flushing-Main Street" station, which is the easterly terminus of the #7 subway line and the Flushing LIRR station. All pedestrians using the Subway/Rail mode were assumed to use these stations, using the most direct and logical paths to and from each development site. Subway and rail service in the area is shown in **Figure 6**.

- **Bus** – For pedestrians using the Bus mode, it was assumed that 90 percent would travel to and from the bus terminal on Main Street between Roosevelt Avenue and 39th Avenue (where the majority of the bus routes are aligned) and 10 percent would be assigned to/from the nearest bus stop relative to each site. The most direct and logical paths to and from each development site were assumed. Bus service in the area is shown in **Figure 7**.

- **Walk** – For walk-only pedestrian trips, Flushing Creek forms a natural barrier to the west, and the concentration of pedestrian activity is largely focused towards the Main Street corridor, located one block east of the rezoning area. Therefore, it was assumed that, for each site, walk-only pedestrian trips would be distributed as follows:

    - 25% to/from the north,
    - 25% to/from the south, and
    - 50% to/from the east.

Based on the transportation planning factors and trip distribution patterns described above, the numbers of pedestrian trips generated by Projected Development Sites 1 through 13 will be estimated in order to identify those pedestrian elements that would be expected to experience the greatest net incremental volume increase between the Future No-Action and Future With-Action conditions. Detailed pedestrian assignments will be performed during the analysis for the weekday AM, weekday PM, and Saturday midday peak hours. **Figure 8** shows potential study area intersections where project generated pedestrians would exceed 200 trips and would warrant analysis.

PARKING

As per the *CEQR Technical Manual, Chapter 16, Section 313.4. Parking*, a parking analysis may be needed if a quantified traffic analysis is necessary based on the initial screening analyses. However, parking demand associated with development under the proposed action is not projected to exceed the provided parking supply under the proposed action.

A preliminary hourly parking demand profile will be developed for the 13 projected development sites under the Future With-Action condition under typical weekday and Saturday conditions. This profile will then be compared to the total on-site parking supply (i.e., parking spaces) that will be provided under the Future With-Action condition to determine whether there is a potential for overflow of parking demand onto public streets and public parking garages in the rezoning area.

The projected development sites are all located within Parking Zone 2 in Flushing. As stated in the *CEQR Technical Manual*, within Parking Zone 2: "the inability of the proposed project or the surrounding area to accommodate a project's future parking demands is considered a parking shortfall, but is generally not considered significant due to the magnitude of available alternative modes of transportation." The project's location in Parking Zone 2 will be considered when determining if a detailed analysis of parking is warranted. A figure showing the study area for a parking analysis is shown in Figure 9.

Figure 6: Rezoning Area Rail and Subway Stations

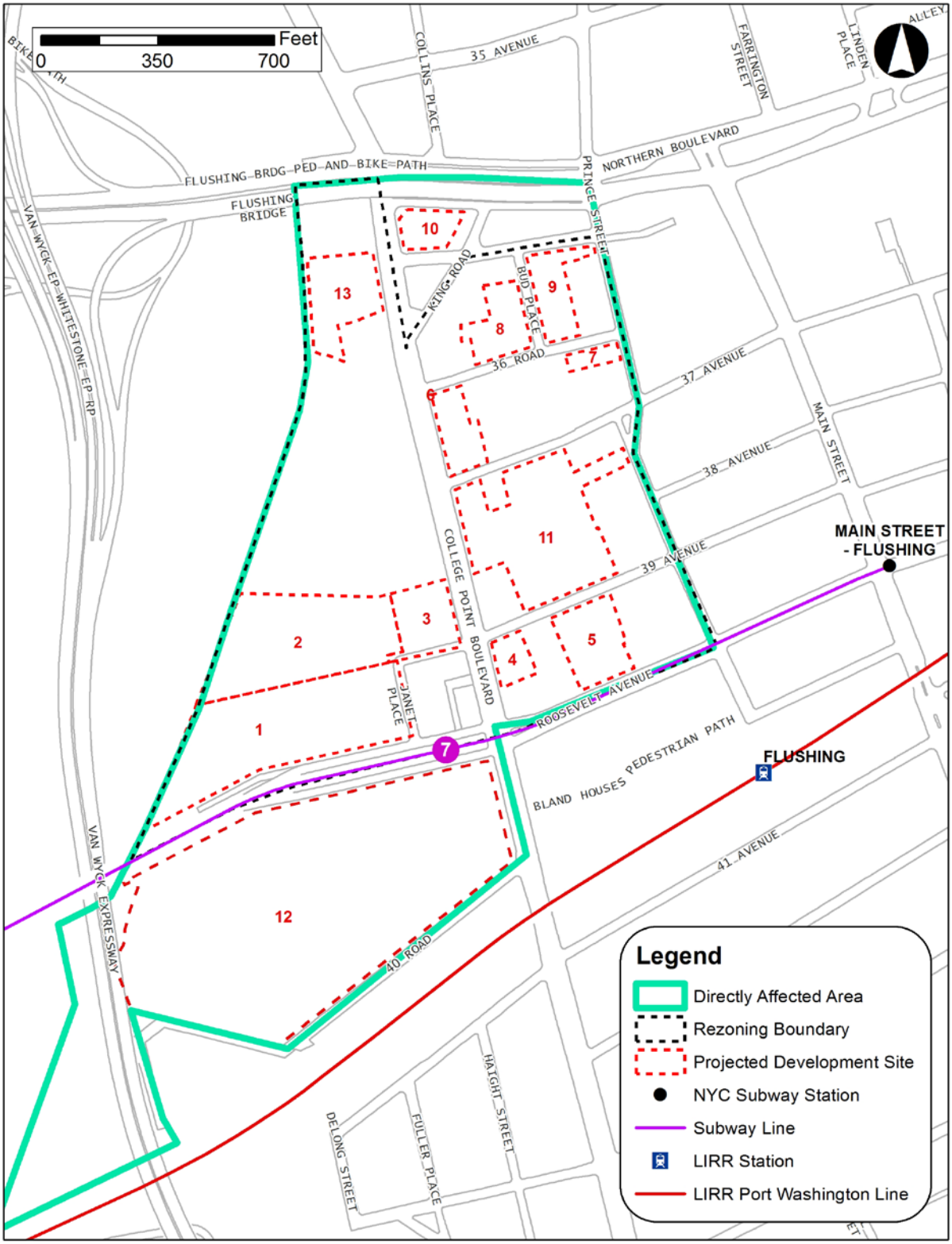


Figure 7: Rezoning Area Bus Service

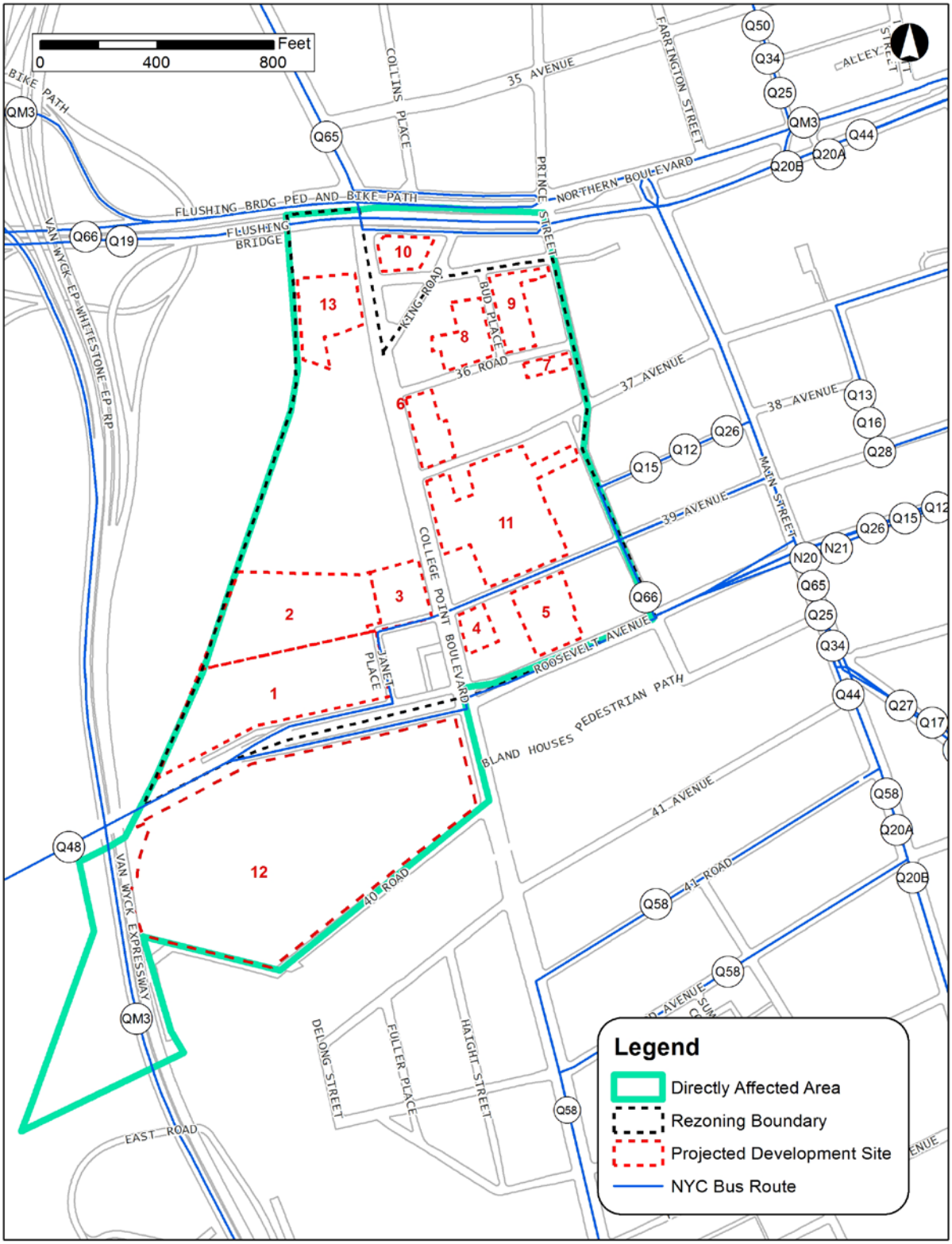


Figure 8: Pedestrian Data Collection Locations

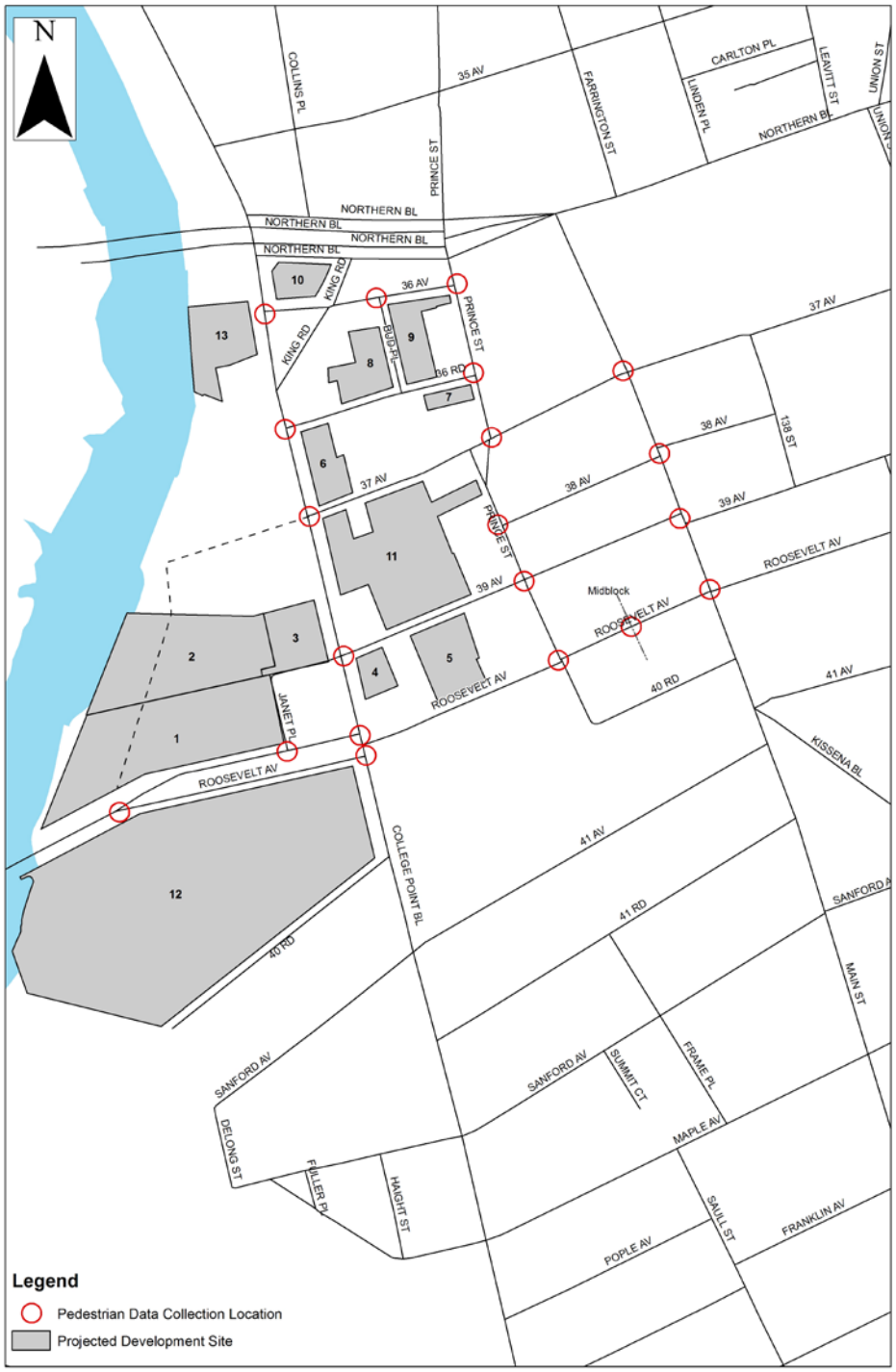
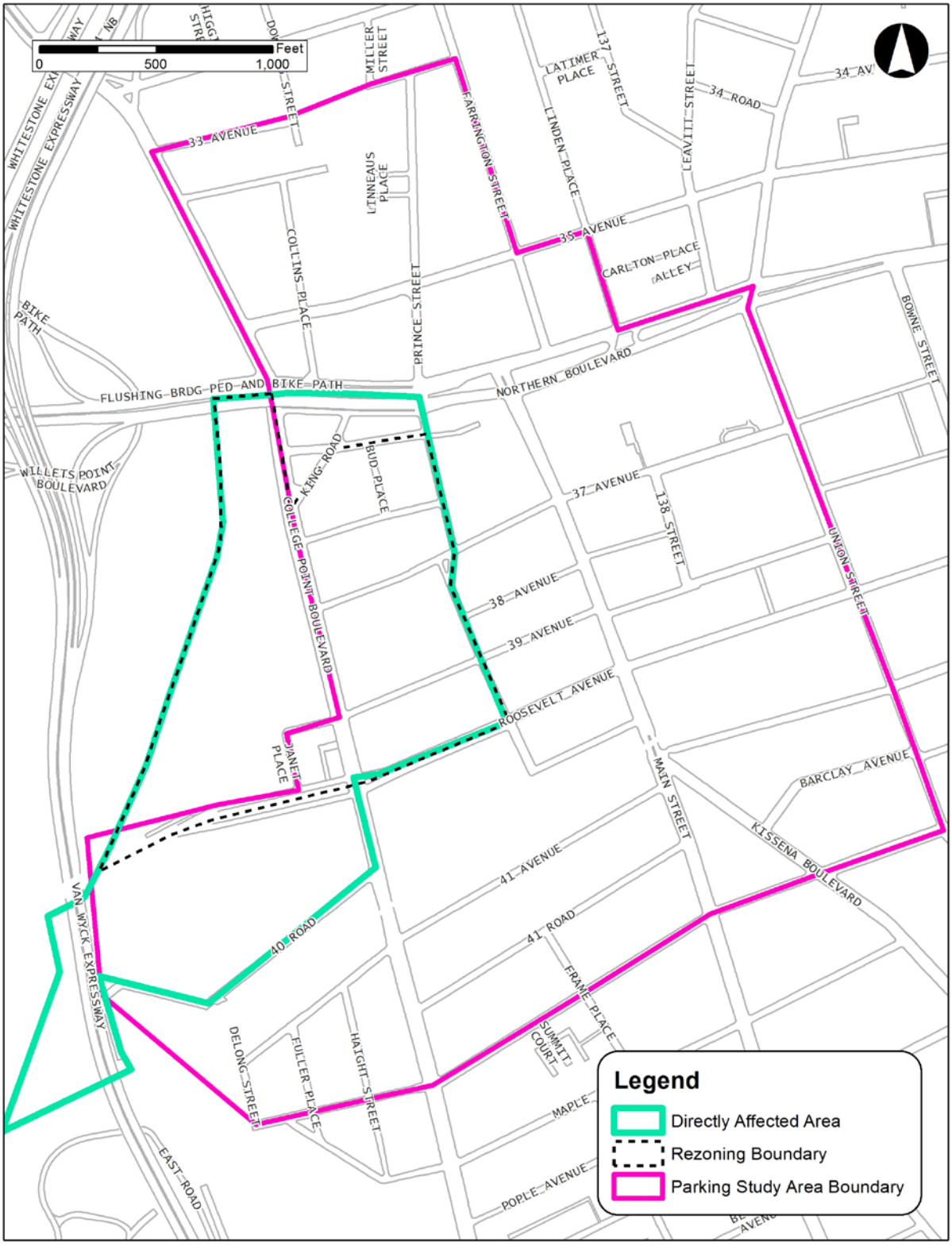


Figure 9: Parking Study Area Analysis



CONSTRUCTION TRAFFIC

The incremental average daily construction worker and truck activities will be forecasted for each of the 13 projected development sites involving new construction to identify if *CEQR Technical Manual* screening thresholds of 50 PCEs per hour would be exceeded under construction conditions. For a conservative reasonable worst-case analysis of potential construction traffic impacts, the peak levels of construction in each calendar quarter will be used as the basis for estimating peak hour construction traffic volumes. Construction activities at each of the 13 projected development sites will be assumed to take place over a 10-year period from 2016 to 2025, with construction activities at each individual site taking two years. The future traffic forecast will also take into account the overlap between construction traffic generated by sites that are under construction and operational traffic associated with sites where construction is complete.

It is anticipated that construction workers' travel to and from projected development sites would be primarily by auto (approximately 70 percent), with a lesser percentage by transit (approximately 30 percent) at an average occupancy of approximately 1.20 persons per auto.[2] The construction schedule assumes that all site activities would take place during the typical construction shift of 7:00 AM to 3:30 PM. Construction worker travel would largely take place during the hours before and after the work shift, with 80 percent of all workers arriving and departing in the 60-minute period before and after each shift. Construction truck trips would occur throughout the day (with higher numbers of trips during the early morning), and trucks would assumed to be in the area for relatively short durations.

The estimated daily vehicle trips will be distributed to various hours of the day based on typical work shift allocations and conventional arrival/departure patterns of construction workers and trucks. For construction workers, as noted above, the substantial majority (80 percent) of the arrival and departure trips will be expected to take place during the hour before and after each shift. For construction trucks, deliveries will occur throughout the time period while the construction site is active. However, to avoid traffic congestion and ensure that materials are on-site for the start of each shift, construction truck deliveries will be assumed to peak during the hour before the regular day shift (25 percent of shift total), overlapping with construction worker arrival traffic. **Table 2** shows the assumed temporal distributions for both construction workers' vehicles and construction trucks during all hours of a typical weekday.

[2] Source: *Flushing Commons EIS*.

Table 2: Projected Daily Construction Vehicle Temporal Distributions by Hour: Workers' Vehicles and Construction Trucks

Hour of Day	Construction Temporal Distributions			
	Workers IN	Workers Out	Trucks IN	Trucks OUT
12-1AM	0%	0%	0%	0%
1-2 AM	0%	0%	0%	0%
2-3AM	0%	0%	0%	0%
3-4AM	0%	0%	0%	0%
4-5AM	0%	0%	0%	0%
5-6AM	0%	0%	0%	0%
6-7AM	80%	0%	25%	25%
7-8AM	20%	0%	10%	10%
8-9AM	0%	0%	10%	10%
9-10AM	0%	0%	10%	10%
10-11AM	0%	0%	10%	10%
11AM-12PM	0%	0%	10%	10%
12-1PM	0%	0%	10%	10%
1-2PM	0%	0%	10%	10%
2-3PM	0%	0%	5%	5%
3-4PM	0%	80%	0%	0%
4-5PM	0%	10%	0%	0%
5-6PM	0%	10%	0%	0%
6-7PM	0%	0%	0%	0%
7-8PM	0%	0%	0%	0%
8-9PM	0%	0%	0%	0%
9-10PM	0%	0%	0%	0%
10-11PM	0%	0%	0%	0%
11PM-12AM	0%	0%	0%	0%
TOTAL =	**100%**	**100%**	**100%**	**100%**

Source: *Bedford-Stuyvesant North Rezoning EAS*.

Appendix 4
Draft Air Quality and Noise Impact Analysis

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Memorandum

Date: October 15, 2015

To: Glen A. Price III, Director
Studies Implementation Division
NYC Department of City Planning

From: Fang Yang

Subject: Flushing West Rezoning EIS: Draft Air Quality and Noise Impact Analysis Protocols – Revision 3

cc: Bob Michel, AICP
David Cuff, AICP

1. INTRODUCTION

The New York City Department of City Planning (DCP) is proposing a series of land use actions (collectively the "Proposed Actions") to implement recommendations of the Flushing West Plan (the "Plan"). The Plan is the subject of an ongoing community process intended to create opportunities for new mixed-income housing, community facilities, economic development and new public access areas along the Flushing Creek waterfront within an approximately 11-block area in the western portion of Downtown Flushing in Queens, Community District 7. The affected area covers approximately 45 acres and is generally bounded by Northern Boulevard to the north, Prince Street to the east, 40th Rd to the south and Flushing Creek to the west. DCP has to date identified a total of 26 development sites consisting of 13 projected sites and 13 potential sites marked in a numerical and an alphabetic order on **Figure 1**.

2. AIR QUALITY IMPACT ANALYSIS APPROACH

This section provides a summary of the methodology and assumptions to be used for both mobile and stationary source air quality impact analyses for the proposed action.

MOBILE SOURCE ANALYSIS

Screening Analysis

A screening analysis which assesses the effect of the future incremental traffic volumes on the network around the project area will be first conducted to determine the level of detailed analysis, if any, that is required.

The mobile source analysis would evaluate the proposed action for potential impacts from carbon monoxide (CO), and fine particulate matter less than 2.5 microns in diameter ($PM_{2.5}$) due to vehicular

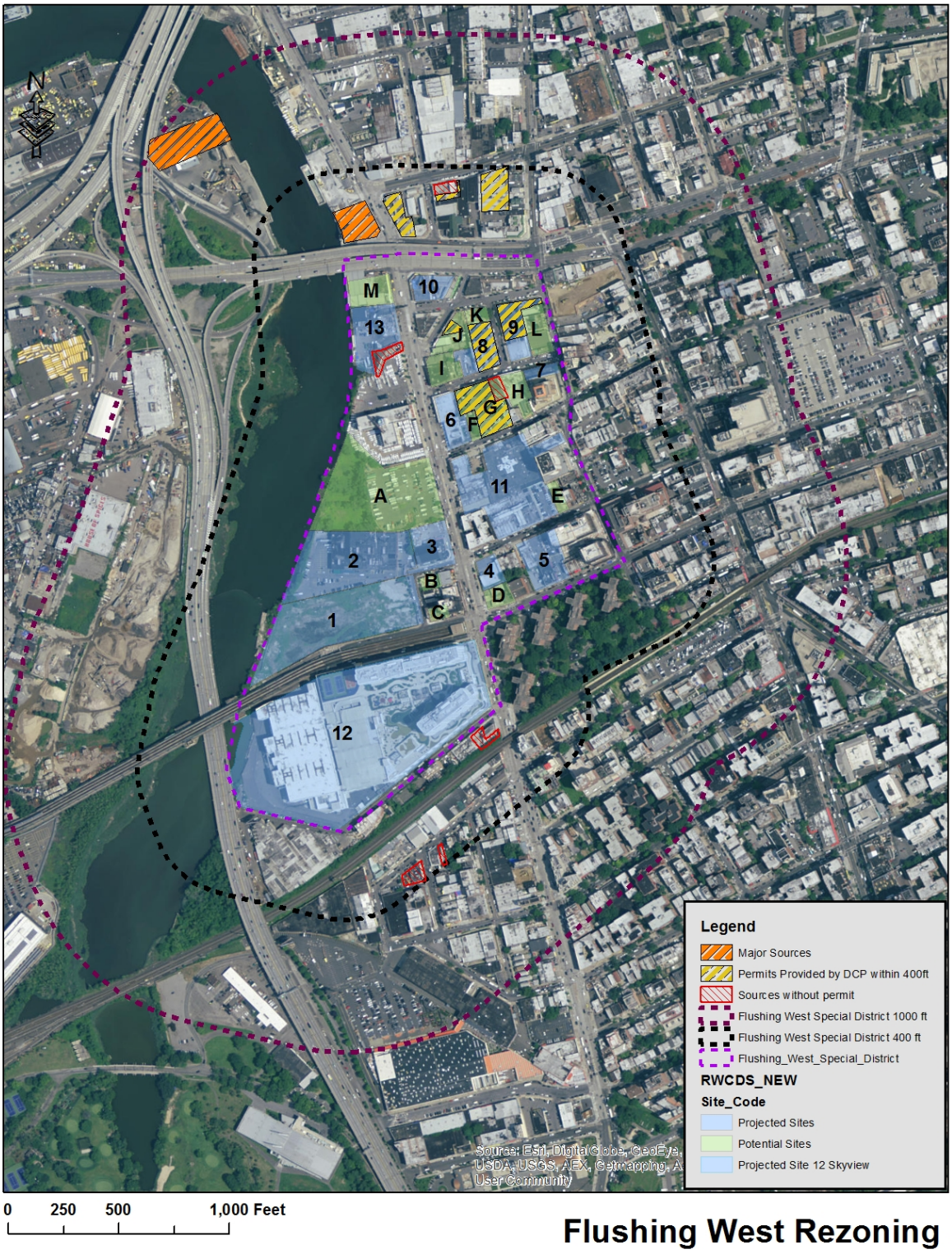

Figure 1 - Project Sites Map

traffic anticipated to be generated by the proposed action. Based on a preliminary screening of the project-generated auto and truck trips at each impact intersection, a total of three (3) worst-case intersection groups (see **Table 1** and **Figure 2**) are identified to fail the CO and/or $PM_{2.5}$ screening threshold with respective to their roadway types and selected for a further refined dispersion modeling based on their high approaching volumes and congestion under the existing condition. The backup screening worksheet is attached to this protocol revision. The intersection grouping (#1 and #2) was made based on the close proximity among the intersections within each group to be considered together in the model set up. A microscale dispersion modeling at these worst-case intersection groups would be conducted using the dispersion methods described below.

Table 1

Screened Worst-case Intersections

Intersection Group	Intersection	Sub-intersection
1	Roosevelt Avenue/ College Point Boulevard	Roosevelt Avenue WB/College Point Boulevard
		Roosevelt Avenue EB/College Point Boulevard
2	Northern Boulevard / Prince Street + 36th Avenue/ Prince Street	Northern Boulevard WB Service Road/Prince Street
		Northern Boulevard WB mainline/Prince Street
		Northern Boulevard EB mainline/Prince Street
		Northern Boulevard EB Service Road/Prince Street
		36th Avenue/Prince Street
3	Roosevelt Avenue/ Prince Street	n/a
4	College Point Boulevard/ 36^{th} Ave	n/a

Refined Analysis

As listed in Table 1, a total of three intersection groups (**Table 1** and **Figure 2**) will be considered in a microscale dispersion modeling for both CO and $PM_{2.5}$. Additionally the existing major arterial roadway traffic could have potential to result in mobile source air quality impacts at below sensitive development sites that are within 200 feet from these roadways requiring refined analysis of both CO and $PM_{2.5}$:

- Sites 1 and 12 from I-678.
- Site 10 from Northern Blvd.

The free flow volumes and mix along Northern Blvd would be obtained from the traffic study to be performed for the EIS. The traffic volumes along I-678 would be derived from the data available on The New York City Department of Transportation (DOT)'s online traffic database, TIMS. Potential receptors to be considered in the modeling analysis are those to be placed on residential building windows facing the two modeled major roadways and exterior activity areas, if applicable, within each site.

Figure 2 – Intersection Locations for Microscale Dispersion Modeling

Dispersion Modeling

The CO mobile source analysis would be conducted using the US Environmental Protection Agency (EPA) CAL3QHC model Version 2.0. The CAL3QHC model employs a Gaussian (normal distribution) dispersion assumption and includes an algorithm for estimating vehicular queue lengths at signalized intersections. CAL3QHC calculates emissions and dispersion of CO from idling and moving vehicles. The queuing algorithm includes site-specific traffic parameters, such as signal timing and delay, saturation flow rate, vehicle arrival type, and signal actuation characteristics to project the number of idling vehicles. CAL3QHC computations would be performed using a wind speed of 1 meter per second, and the neutral stability class D. In order to ensure that reasonable worst-case meteorology would be used in estimating impacts, CO concentrations would be calculated for all wind directions and use an assumed surface roughness of 3.21 meters. The 8-hour average CO concentrations would be estimated from the predicted 1-hour average CO concentrations using a factor of 0.7 to account for persistence of meteorological conditions and fluctuations in traffic volumes.

If maximum predicted CO concentrations result in a potential impact, a refined (Tier 2) version of the model, CAL3QHCR, would be used at the affected intersections. CAL3QHCR is an extended module of the CAL3QHC model which allows for the incorporation of hourly traffic and meteorological data. Five years of meteorological data from LGA airport and concurrent upper air data from Brookhaven, New York would be used in the refined modeling. Off-peak traffic volumes would be determined by adjusting the peak period volumes by the 24-hour distributions of actual vehicle counts collected at appropriate locations. This model would also be used for microscale analysis of $PM_{2.5}$ if such an analysis is warranted after the PM2.5 screening analysis.

Multiple receptors would be modeled at each of the selected sites; receptors would be placed at sidewalks along approach and departure links at spaced intervals, at a pedestrian height of 1.8 meters. Based on the New York City Department of Environmental Protection (DEP) guidance for neighborhood-scale corridor PM2.5 modeling, receptors in that analysis would be placed at a distance of 15 meters, from the nearest moving lane at each analysis location.

Emission Factors

Vehicular cruise and idle CO and PM emission factors to be utilized in the dispersion modeling would be computed using EPA's Motor Vehicle Emission Simulator (MOVES). This emissions model is capable of calculating engine emission factors for various vehicle types, based on the fuel type (gasoline, diesel, or natural gas), meteorological conditions, vehicle speeds, vehicle age, roadway types, number of starts per day, engine soak time, and various other factors that influence emissions, such as inspection maintenance programs. Project specific traffic data obtained through field studies as well as county-specific hourly temperature and relative humidity data obtained from the New York State Department of Environmental Conservation (NYSDEC) would be used.

In order to account for the suspension of fugitive road dust in air from vehicular traffic in the local microscale analysis, $PM_{2.5}$ emission rates would include fugitive road dust. However, since the DEP considers fugitive road dust to have an insignificant contribution on a neighborhood scale, fugitive road dust would not be included in the neighborhood scale $PM_{2.5}$ microscale analyses. Road dust emission factors would be calculated according to the latest procedure delineated by EPA.

Fugitive road dust emissions should be accounted for according to the guidelines and formulas contained in Chapter 13 of the EPA's Compilation of Air Pollutant Emission Factors (AP-42). One of the key inputs to the fugitive dust formula is the silt loading factor. Based on data collected in New York City, for paved roadways in New York City, the following silt factors would be used: 0.015 g/m^2 for expressways and limited access roadways, 0.10 g/m^2 for principal and minor arterials, 0.16 g/m^2 for collector type roadways, and 0.4 g/m^2 for paved roads with fewer than 5,000 average daily traffic volumes (ADT). Based on the latest AP-42 guidance, an unpaved road silt content of 8.5 percent is generally assumed for unpaved areas. Fugitive dust levels are inversely affected by frequency of precipitation. A conservative assumption of "dry" conditions is used for short term calculations. Based on national precipitation

measurement data contained in AP-42, 130 days of precipitation are assumed for annual calculations in the NY metro area, which is the number of days in the year with more than 0.01 inches of rain.

If maximum predicted $PM_{2.5}$ concentrations result in a potential impact, refinements to the analysis would be implemented. Seasonal and off-peak emission factors can be prepared using additional runs of the MOVES model in order to capture the effect of temperature differences as well as changing vehicular classification mixes in off peak hours. If further refinements are necessary, the potential for additional and/or more detailed traffic data to be used within the air quality analysis would be discussed with DCP.

Parking Garage Analysis

It is anticipated that a number of projected development sites would have parking garages, particularly the larger sites. Based on projected parking garage locations and sizes (to be provided by DCP), an analysis of CO and PM emissions would be performed for the parking facilities that would have the greatest potential for impact on air quality.

Multilevel, naturally ventilated parking facilities

Emissions estimates for CO and PM would be calculated using the EPA MOVES program, using the same ambient temperature profile utilized for the roadway intersection modeling. Additional information required for the mobile emission model includes the following: the dimensions (i.e., length and width) of the parking lot; idle emission factors; emission factors at 5 miles per hour; and hour-by-hour vehicular entrances to and exits from ("ins and outs") the parking facilities (typically, the eight hours with the highest volumes). Peak 1-hour averaging periods' emission rates are typically calculated for the build year, assuming that autos idle for 1 minute before starting to travel to the parking facility exit(s). The traveling distance within the facility by vehicles entering and exiting the lot is usually conservatively estimated by calculating this mean travel distance as one half of the shortest and two-thirds of the maximum travel distance from the entrance/exit of the facility to the farthest parking space. The 1-hour and (in most cases) 8-hour averaging periods with the largest total number of departing autos yield the highest CO emission rates for these respective time averaging periods. For PM, the averaging time period would be either 1-hour or 24-hour. However, the CO/ PM emissions from arriving and departing vehicles will be distributed over the various levels and ramps of the parking facility.

Potential cumulative CO/PM impacts on the near and far sidewalks adjacent to the garage vent(s), if applicable, are calculated by adding the impact from the garage exhaust to on-street sources following a methodology similar to that employed for naturally ventilated parking facilities.

Emissions from multilevel parking facilities would be modeled as line sources in CAL3QHC or CAL3QHCR (for source heights less than 30 feet) for assessing cumulative emissions adjacent to on-street sources.

Parking garages

These include any parking facilities – whether multi- or single-level, below- or above-grade – that would be enclosed and include a ventilation system. Similar to at-grade lots and multi-level, naturally ventilated facilities, CO and PM are the primary pollutants of concern for automobile parking garages, and PM is of concern when heavy-duty diesel trucks or buses use the garage. In either case, pollutants would be present within the garage and would be exhausted by the garage's vent(s) as part of the mechanical ventilation system. Thus, pollutant levels could be elevated near the vents outside of the garage. The vents are considered stationary sources, similar to stacks. The analysis of pollutant concentrations within and outside parking garages is described below.

- For CO and PM concentrations within the garage, emissions would be conservatively estimated at an ambient temperature of 45°F. Total CO and PM emissions rates (for 1-hour, 8-hour, or 24-hour averaging periods, as appropriate) within the garage are calculated following the same

procedures for the multilevel, naturally ventilated garage, and all of the emissions from the different levels are added together.

- These total emission rates are then divided by the minimum ventilation rate required by the New York City Building Code (i.e., 1 cubic foot per minute of fresh air per gross square foot of garage area), to determine the maximum impacts within the garage.

- The appropriate background concentrations are then added to the predicted concentrations.

- For concentrations near the garage vents, the concentrations predicted within the garage are then used in the calculations. The garage vent(s) are converted into "virtual point sources" using equations listed in the EPA's AP-26, and the concentrations within the garage are used to estimate the initial dispersion at the garage vent(s). These equations will be used to estimate impacts at nearby elevated receptors (e.g., tall residential buildings nearby) if the effluent is exhausted at an elevated height, or at pedestrian-level height (for lower exhaust vents).

- Potential cumulative CO/PM impacts on the near and far sidewalks adjacent to the garage vent(s) are calculated by adding the impact from the garage exhaust to on-street sources following a methodology similar to that employed for naturally ventilated parking facilities.

Cumulative impacts from on-street sources and emissions from parking garages would be calculated, where appropriate. AECOM would provide DCP with a list of parking facilities to be analyzed. It is assumed that up to a maximum of two (2) parking facilities would be analyzed.

Alternative Bus Depot Operational Impact Analysis

Under the Bus Depot Alternative, the transit bus peak hour, daily and annual trips generated from the site to be discussed in the EIS traffic impact section would be used to determine transit bus short-term and long-term emissions rates at the Bus Deport. The same methodologies implemented for a parking facility as described above will be used for analyzing potential air quality impacts associated with the applicable parking facility design configuration.

STATIONARY SOURCE ANALYSIS

Heating, Ventilation, And Air Conditioning (HVAC) Systems Impact Analysis

Projected and Potential Development Site Screening

The impact analysis of the HVAC systems of the proposed development sites would first perform a screening to determine the potential for impacts on existing developments as well as “project-on-project impacts” for both projected and potential development sites. The nearest existing building and/or projected development of a similar or greater height would be analyzed as the potential receptor. Since information on the HVAC systems’ design is not available, it is assumed that exhaust stacks from applicable systems would be located three feet above roof height and No. 2 fuel oil would be utilized to power each system to be considered.

If the screening results fail with No. 2 fuel oil using the screening chart shown in **Figure 3**, a detail analysis, utilizing a step dispersion modeling approach by using the EPA AERSCREEN first and then the AERMOD if AERSCREEN fails (see below discussion under *Refined Modeling Analysis*), will be conducted for Fuel Oil #2.

The AERSCREEN model is a screening version of the AERMOD refined model and would be used for determining maximum concentrations from a single source using predefined meteorological conditions. The AERSCREEN analysis would be performed to identify potential impacts of SO_2, NO_2, PM_{10}, and $PM_{2.5}$ emissions. An estimate of the emissions from the HVAC systems would be made based on the

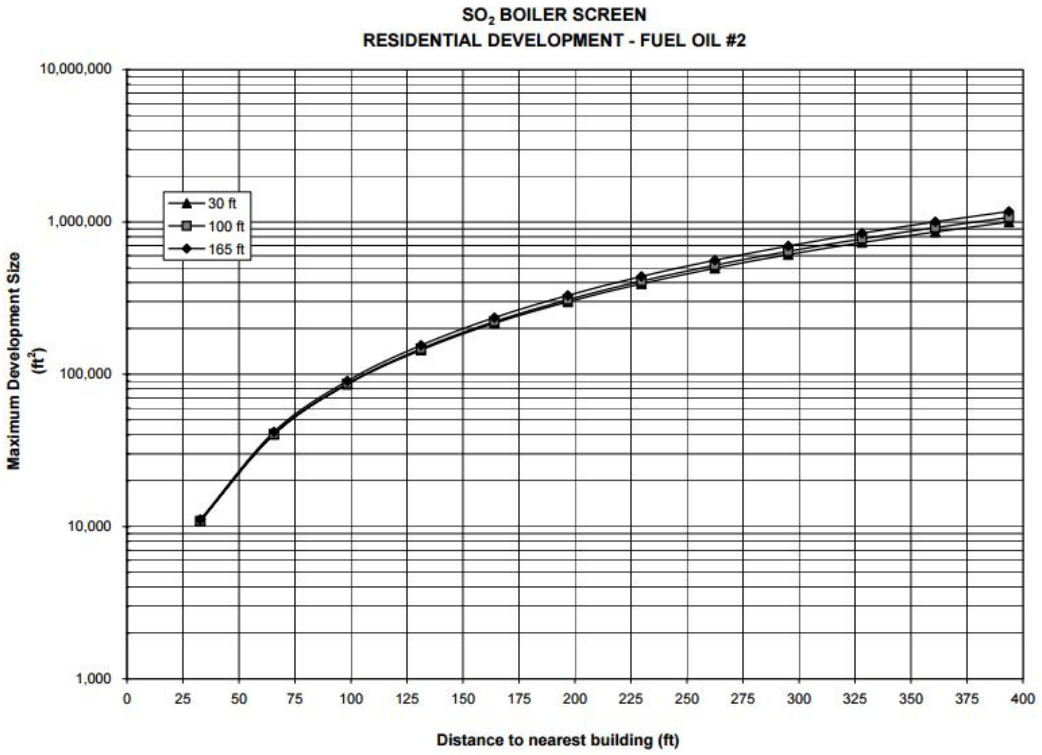

Figure 3 - Screening Charts for No. 2 Fuel Oil

proposed development size under the Reasonable Worst Case Development Scenario (RWCDS), type of fuel used and type of construction with below fuel consumptions rates:

- For residential developments, 60.3 ft^3/ft^2-year and 0.43 gal/ft^2-year would be used for natural gas and fuel oil, respectively; and
- For commercial developments, 45.2 ft^3/ft^2-year and 0.21 gal/ft^2-year would be used for natural gas and fuel oil, respectively.

Short-term factors would be determined by using peak hourly fuel consumption estimates for heating, hot water and cooling systems.

Emission factors for each fuel would be obtained from the EPA *Compilation of Air Pollutant Emission Factors, AP-42, Fifth Edition, Volume I: Stationary Point and Area Sources*. The SO_2 emissions rates would be calculated based on a maximum fuel oil sulfur content of 0.0015 percent (based on use of ultra-low sulfur No. 2 oil) using the appropriate AP-42 formula.

The AERSCREEN model would be used to predict impacts over a 1-hour average using default meteorology. In order to predict pollutant concentrations over longer periods of time, EPA-referenced persistence factors would be used consisting of 0.6 and 0.1 for the 24-hour and annual average periods, respectively.

If the analyzed development site HVAC systems still show violations of the NAAQS after implementing AERSCREEN and AERMOD, a cleaner burning fuel, natural gas, would be assumed for these HVAC systems and a subsequent screening analysis would be conducted and comparisons with the screening charts shown in **Figure 4** would be performed to determine whether a potential air quality impacts would occur. In the event that violations of standards are predicted, an air quality E-designation would be

proposed for the site, providing the fuel and/or HVAC exhaust stack restrictions that would be required to avoid a significant adverse air quality impact.

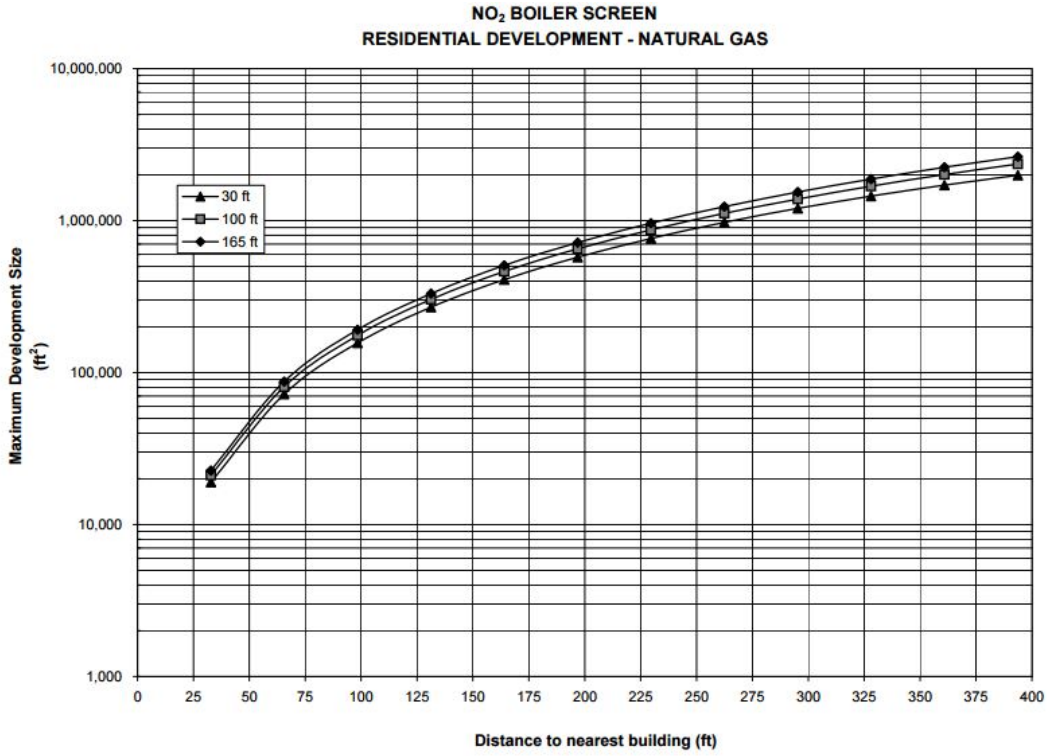

Figure 4 - Screening Charts for Natural Gas

Refined Modeling Analysis

If the screening analysis fails, a refined modeling analysis would be performed for that development site using the AERMOD model. For this analysis, five (5) recent years (2010 through 2014) of meteorological data from the LGA Airport National Weather Service station and concurrent upper air data from Brookhaven, New York, would be utilized for the simulation program. Concentrations of nitrogen dioxide (NO_2), sulfur dioxide (SO_2), and particulate matter (PM_{10} and $PM_{2.5}$) would be determined at affected sites. Receptors would be placed at elevated locations on all facades at multiple elevations on buildings that would have the potential to be impacted based on the pervious screening analysis to identify the maximum pollutant concentrations. Predicted concentrations would be compared with the National Ambient Air Quality Standards (NAAQS) for NO_2, SO_2 and PM_{10}, and the City's CEQR *de minimis* criteria for $PM_{2.5}$. In the event that violations of standards are predicted, an air quality E-designation would be proposed for the site, establishing the fuel and/or HVAC exhaust stack restrictions that would be required to avoid a significant adverse air quality impact.

HVAC Cluster Analysis

A cumulative HVAC impact analysis would be performed for development and/or potential sites with buildings at similar height located in close proximity to one another (i.e., site clusters). The proposed project area would be studied to determine the cluster selection. Development sites would be grouped based on the following criteria:

- Density and scale of development;
- Similarity of building height; and

- Proximity to other nearby buildings (existing or projected) in a similar or greater height.

The following three (3) building clusters are expected to be considered for the air quality impact analysis (see **Figure 1**):

- Project Sites 1, 2, & 3 and Potential Sites A, B & C;
- Project Sites 8 & 9 and Potential Sites I, J, K, & L; and
- Projected Site 10 and Potential Sites M & N.

The final recommendation for the specific cluster locations to be analyzed would be submitted to DCP for approval, after a review of the selected RWCDS. If an additional cluster warrants an analysis, justification for its inclusion in the EIS would be provided to DCP for review and concurrence. It is assumed that up to three (3) clusters in total would be analyzed.

The HVAC cluster analysis would be first performed using the most recent version of the AERSCREEN Model. The distance from the source clusters to the nearest buildings would be used in the modeling analysis. The analysis would exam existing buildings or other projected or potential development sites which are of a similar or greater height than the source cluster.

The results of the analysis would be added to background concentrations to determine whether impacts are below ambient air quality standards. The maximum concentrations from a cluster would be predicted for both fuel oil and national gas types. In the event that an exceedance of a standard for a specific pollutant is predicted with either No. 2 fuel oil or natural gas, a refined modeling analysis using the AERMOD model would be performed. Buildings within the cluster would be modeled individually since the AERMOD model is capable of analyzing impacts from multiple pollutant sources. In the event that violations of standards are predicted, an air quality E-designation would be proposed for the site, providing the fuel and/or HVAC exhaust stack restrictions that would be required to avoid a significant adverse air quality impact.

Industrial Source Impact Analysis

Non-major Sources within 400-ft Radius

Based on a search of the MAPPLUTO database, it was found that many potential process and manufacturing sources including those to be demolished after the proposed action are located within a radius of 400 feet of the development sites. After a review of the DEP permit database, a total of sevent (7) permits were found to be within 400-ft radius of the project boundary as summarized in **Table 2**. Among these existing permitted industrial facilities, within the project boundary, a total of three (3) facilities would be potential sites and a total of two (2) facilities would become projected sites as summarized in **Table 2**.

Table 2

DEP Air Permits Summary

No.	Block	Lot	Permit No.	Address	Current Use	Status
1	4970	11	PB489503R	133-20 36th Road	Peter Auto Repair & Body	Potential Site G
2	4946	165	PB008010J	133-16 35th Ave	New Win Auto Repair	
3	4968	24	PA064498L	36-14 Bud Place	Right Point Auto Service	Projected Site 8*
4	4968	6	PA047390P	36-07 Bud Place	Yonke Auto Body Works Inc.	Projected Site 9*
5	4968	13	PB010511P	133-22 King Road	E.T. Auto Group, Inc.	Potential Site J
6	4945	1	PB028812J	35-01 College Point Blvd	Lottee & Hanmi II, Auto Repair	
7	4946	84	PB489503R	35-05 Collins Place	35 Auto Repair & Body Corp	

*On-site sources would not be considered in the impact analysis

It is assumed that two (2) on-site sources that would become projected sites would be eliminated under the proposed action and they would not be considered in the impact analysis. The emissions from other six (6) permitted facilities would be considered in the industrial source impact analysis. Among these facilities as identified as potential development sites, the industrial source impacts from these sites would be performed assuming they would remain in operation as permitted under the proposed condition.

For those sensitive project sites where no industrial sources would be within 400-ft radius from them, no industrial source impact analysis would be conducted at these project sites.

In addition to the permitted sources shown in **Table 2**, a site survey was conducted and it was found that a total of six (6) autobody/repair shops that are currently operating without a permit within 400-ft radius of the project boundary (see **Table 3**). Potential air quality impacts from these autobody facilities would be analyzed using the methodologies established and approved by the DCP (generic analysis).

Cumulative analysis for each toxic pollutant from these auto and truck facilities will be conducted from all sources. NYSDEC Annual Guideline Concentration (AGC) and Short-term Guideline Concentration (SGC) would be used as the thresholds to determine impact significance. If the screening modelpredicts exceedances of an AGC or SGC, a refined modeling analysis using the AERMOD model would be performed in association with the five-year meteorological data to determine if significant air quality impacts on proposed sensitive development sites would result from existing toxic emissions sources.

Table 3

Industrial Sources without Permit

No.	Block	Lot	Address	Name
1	4963	210	35-50 College Point Blvd	Advance Autosport
2	4970	18	133-28 36th RD	Geton Auto
3	4946	85	35-01 Collins Pl	PIT Stop Garage
4	5062	4	131-34 41st Ave	Okay Auto Center
5	5061	6	131-20 41st Ave	Truck Repair
6	5060	37	133-66 40th Rd	Elite Auto & Body Repair

Large or Major Sources within 1,000-ft Radius

A review of NYSDEC Title V and the EPA Envirofacts database would be performed to identify any federal or state-permitted of large and major facilities with potential to emit within 1,000-ft radius of the development sites. **Table 4** shows two known major sources, and asphalt and a concrete plant which are operating under the NYSDEC permits and would be considered in the large source impact analysis.

Table 4

Major Industrial Sources within 1,000-ft Radius

No.	Block	Lot	Permit No.	Address	Type
1	1791	68	2-6302-00138/00028	30-01 Harper St	Asphalt Plant
2	4942	1	PA070290N	35-10 College Point Blvd	Concrete Plant

The impact analysis of large and major emitting sources within 1,000-ft radius of the development sites would be conducted through a dispersion modeling based on the permitted or predicted emissions rates for each source as described above. The AERSCREEN model would be employed first to assess the worst-case concentration levels from each source. The combined conservative worst-case concentration levels from all sources plus applicable ambient background levels would be compared with the applicable NAAQS for criteria pollutants and the DEP de minimis criteria for $PM_{2.5}$. If the screening model predicts exceedances of an NAAQS, a refined modeling analysis using the AERMOD model would be performed in association with the five-year meteorological data to determine if significant air quality impacts on proposed sensitive development sites would result from existing source emissions. Cumulative analysis for each pollutant from the large and major sources will be conducted.

3. NOISE IMPACT ANALYSIS APPROACH

Potential noise impacts as a result of the proposed project are anticipated to occur primarily at the sensitive land developments on site from high ambient noise levels contributed from various sources such as aircraft, train, industrial facility operations, and heavy traffic around the project area. Although the proposed action would generate traffic from new on-site operations, the incremental traffic would be unlikely to result in a doubling of existing traffic within the roadway network around the development sites. Therefore, the noise impact analysis would focus on the comprehensive ambient noise monitoring program to determine noise levels from existing noise sources within the proposed rezoning area that may result in zoning requirements for implementation of building noise abatement measures at applicable development sites under the guidelines contained in **Table 5**.

Table 5
Required Attenuation Values to Achieve Acceptable Interior Noise Levels

	Marginally Unacceptable				Clearly Unacceptable
Noise Level With Proposed Actions	$70 < L_{10} \leq 73$	$73 < L_{10} \leq 76$	$76 < L_{10} \leq 78$	$78 < L_{10} \leq 80$	$80 < L_{10}$
Attenuation[A]	(I) 28 dB(A)	(II) 31 dB(A)	(III) 33 dB(A)	(IV) 35 dB(A)	$36 + (L_{10} - 80)$[B] dB(A)

Notes:

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

[B] Required attenuation values increase by 1 dB(A) increments for L_{10} values greater than 80 dBA.

Source: New York City Department of Environmental Protection.

Project Site Impact on Other Project Site and/or Off-site Receptors

Mobile Source Noise Impact Analysis

Although, it is anticipated that the project generated trips would not double the existing traffic in the project area, the comparison of Passenger Car Equivalents (PCEs) along the traffic routes analyzed with and without the proposed action would be made to demonstrate that the project induced traffic would not result in any significant traffic noise impacts.

Stationary Source Noise Impact Analysis

Building HVAC system would have potential noise impacts on other buildings within the project area and off-site sensitive land uses, if applicable. Fundamental acoustic principles would be used to predict potential noise impacts per the CEQR requirements. The potential mitigation measures to these new HVAC systems would be discussed if warranted.

Existing Source Noise Impact on Sensitive Receptors within Project Site

According to field observations, in general, vehicular traffic and aircraft flight operations are the dominant noise sources in the study area although stationary sources, i.e., industrial facility operations, also contribute ambient noise levels as well. The ambient noise levels are therefore primarily influenced by the amount of traffic on immediately adjacent roadways. However, within specific project sites, additional noise sources exist such as:

- In areas along Roosevelt Avenue between College Point Blvd and Flushing Creek, elevated No. 7 train operation is the dominant noise source; and
- At the corner of College Point Blvd and 40th Road, noise from elevated MTA LIRR track could be major noise contributor.

In order to evaluate future noise conditions on the projected sites contributed from existing noise sources, a noise measurement program would be taken to determine the potential noise impacts on the sensitive development projected sites and subsequent noise mitigation measures, if required.

Selection of Noise Receptor Locations

Given the complexity of noise contributors discussed above, representative noise monitoring locations were selected based on the following considerations:

- Representing projected and potential development sites under the Reasonable Worst Case Development Scenario (RWCDS);
- Reflecting existing land use patterns around the project area (e.g., receptors along major commercial roads, near major stationary noise sources, etc.); and
- Covering geographic areas across the entire study area in order to obtain site-specific ambient noise environment.

A total of 12 receptors would be selected for noise monitoring to characterize the noise environment within the project area. The noise levels to be monitored at these receptors are anticipated to provide ambient noise levels at the projected and potential development sites for the future under the proposed action condition. **Table 6** provides a summary of each selected monitoring site and **Figure 5** depicts the location of each selected monitoring site.

Noise Monitoring

Ambient noise monitoring would include:

- 24-hour continuous measurement at one (1) locations (R06) primarily for evaluating aircraft flight noise effects;
- 1-hour spot noise measurement at one (1) locations (R01) during typical weekday AM (7-8 am), Mid-day (11am -1pm), PM(5-6 pm), and nighttime(10-11pm) periods primarily for evaluating train noise effects;
- 20-minute spot measurements at eight (8) locations during 1) typical weekday AM, Mid-day, PM, and nighttime periods and 2) Saturday PM period for evaluating vehicular traffic noise effects; and
- Traffic, train and airplane counts will be conducted during short-term measurements.

Noise measurements would be performed using Type 1 or Type II Sound Level Meter (SLM) instrument according to ANSI Standard S1.4-1983 (R2006). Each SLM would have a valid laboratory calibration certificate when measurements occur. All measurement procedures would be based on the guidelines outlined in ANSI Standard S1.13-2005.

It is also proposed that the aircraft flight noise would not be removed from the noise measurements. Thus potential acceptable building interior noise levels to be recommended would take the aircraft noise component into account. Furthermore, publicly available La Guardia International Airport (FAA contour maps) future noise contours developed in terms of day and night average noise levels would be referenced in evaluating potential aircraft noise impacts on the proposed development sites.

Table 6

Proposed Noise Receptors List

Receptor	Duration	Projected	Potential	Location
R01	1 hr	1,12		Roosevelt Ave (north side, opposite to Skyview Park Parking Exit)
R02	20 min	4,5	C,D	College Point Blvd and Roosevelt Ave
R03	20 min	5,11	D	Roosevelt Ave between College Point Blvd and Prince St
R04	20 min	5,7,11	E,L	39th Ave and Prince St
R05	20 min	1,2,3	B,C	39th Ave And Janet Pl
R06*	24 hr	1,2	A	Flushing Creek Side
R07	20 min	3,6,11	A,F,G	College Point Blvd and 39th Ave
R08	20 min	7,8,9	G,H,I,L	Bud Place and 36th Rd
R09	20 min	7,9	J,K,L	Prince St and 36th Ave
R10	20 min	10	M,N	College Point Blvd and Northern Blvd

Note:

* R06 would be used as a reference of the ground level flight noise contributions, excluding traffic noise.

Figure 5 - Proposed Noise Measurement Sites

4. CONSTRUCTION PERIOD IMPACT ANALYSIS APPROACH

Air Quality Impact Analysis

Given the scale of anticipated project construction schedule that would likely occur beyond two-year duration, a construction period worst-case air quality impact analysis would be conducted. Based on the construction schedule for each project site to be provided by the DCP, a construction resource estimate would be conducted using RS MEANS construction planning handbook to predict the likely type, number, and usage data for each applicable equipment including on-site trucks during various construction phases on a likely monthly basis. Monthly and annual emission levels would be predicted based on the resource data in association with the emission factors to be predicted using the EPA NONROAD model.

The worst-case scenarios would be determined for short-term (i.e., highest monthly emissions) and long-term (highest annual emissions) and these scenarios would likely be contributed from multiple sites when construction activities occur within the same month and same year. The daily emission rates will be derived from the monthly rates over the number of working days. The hourly emission rates will be derived from the daily rates over the number of construction hours per day. These short-term and long-term rates will be averaged over the applicable project site areas and modeled as ground level area sources. Therefore, it is anticipated that the receptors closest to these sites would experience the greatest air quality impacts.

The closest sensitive receptors including those on-project site sensitive buildings if they were constructed prior to the identified worst-case years (short-term or long-term worst-case year) around each identified worst-case sites would then be modeled using the same dispersion modeling approach for stationary sourced determine potential worst-case air quality impacts within or around the project area. The AERMOD would be used for dispersion modeling. For cost estimate purposes, up to two (2) worst-case year conditions would be modeled. The analysis year for long term and short term construction analysis will be submitted to DCP for approval.

Noise Impact Analysis

Construction equipment generate relatively high noise particularly from those impact equipment such as a pile driver. High noise levels may cause hearing loss and stress-related illnesses, disrupt sleep, interrupt activities requiring concentration, etc. Similar to the air quality impact analysis for construction activities, given the lengthy activities on site, the construction activity noise impact analysis would use the same construction resource data to be developed under the air quality task and employ SoundPLAN software to predict noise impacts at sensitive receptors within and/or around the project area for up to two (2) worst-case scenarios.

However given the difference noise reference levels for each equipment, an evaluation of the noise emission combinations under various monthly distributions would be made to select the highest short-term noise impact periods. The longest average noise duration would also likely be comparable to the annual worst-case condition for air quality impact analysis. An evaluation of average noise source levels would be made to determine the likely worst-case long-term noise scenario. Potential health effects caused by construction noise will be discussed qualitatively. The analysis year for short term noise analysis will be submitted to DCP for approval.