



City Environmental Quality Review

ENVIRONMENTAL ASSESSMENT STATEMENT (EAS) SHORT FORM

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

Part I: GENERAL INFORMATION

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

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

CAL. NO.

2. Project Name Paragon Paint

3. Reference Numbers

CEQR REFERENCE NUMBER (to be assigned by lead agency)

BSA REFERENCE NUMBER (if applicable)

ULURP REFERENCE NUMBER (if applicable)

OTHER REFERENCE NUMBER(S) (if applicable)
(e.g., legislative intro, CAPA)

4a. Lead Agency Information

NAME OF LEAD AGENCY

Board of Standards & Appeals

NAME OF LEAD AGENCY CONTACT PERSON

Ryan Singer, Executive Director

ADDRESS 250 Broadway, 29th Floor

CITY New York

STATE NY

ZIP 10007

TELEPHONE

EMAIL

4b. Applicant Information

NAME OF APPLICANT

CSC 4540 LLC

NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON

James Heineman, Equity Environmental Engineering

ADDRESS 500 International Drive #150

CITY Mount Olive

STATE NJ

ZIP 07828

TELEPHONE

EMAIL

5. Project Description

The project sponsor proposes to develop a mixed residential and local retail project containing 248 dwelling units, as well as 9,288 gross square feet of local retail space, as well as a 9,195 square -foot publicly accessible waterfront area along Anable Basin.

Project Location

BOROUGH Queens

COMMUNITY DISTRICT(S) 2

STREET ADDRESS 45-24 Vernon Boulevard and 5-49 46th Avenue

TAX BLOCK(S) AND LOT(S) Block 26, Lots 4 and 8

ZIP CODE 11101

DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS Vernon Boulevard between 45th Road and 46th Avenue

EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY M1-4

ZONING SECTIONAL MAP NUMBER 9b

6. Required Actions or Approvals (check all that apply)

City Planning Commission: ☒ YES ☐ NO☐ UNIFORM LAND USE REVIEW PROCEDURE (ULURP)☐ CITY MAP AMENDMENT☒ ZONING CERTIFICATION☐ CONCESSION☐ ZONING MAP AMENDMENT☐ ZONING AUTHORIZATION☐ UDAAP☐ ZONING TEXT AMENDMENT☐ ACQUISITION—REAL PROPERTY☐ REVOCABLE CONSENT☐ SITE SELECTION—PUBLIC FACILITY☐ DISPOSITION—REAL PROPERTY☐ FRANCHISE☐ HOUSING PLAN & PROJECT☐ OTHER, explain:☐ SPECIAL PERMIT (if appropriate, specify type: ☐ modification; ☐ renewal; ☐ other); EXPIRATION DATE:

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION 62-50

Board of Standards and Appeals: ☒ YES ☐ NO☒ VARIANCE (use)☒ VARIANCE (bulk)☐ SPECIAL PERMIT (if appropriate, specify type: ☐ modification; ☐ renewal; ☐ other); EXPIRATION DATE:

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION 42-10; 44-20

Department of Environmental Protection: ☐ YES ☒ NO

If "yes," specify:

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

☐ LEGISLATION☐ FUNDING OF CONSTRUCTION, specify:☐ RULEMAKING☐ POLICY OR PLAN, specify:

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

- ☐ FUNDING OF PROGRAMS, specify:
☐ PERMITS, specify:

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

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

State or Federal Actions/Approvals/Funding: ☒ YES ☐ NO If "yes," specify: DEC wetland permit for bulkhead replacement

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

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

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

Physical Setting (both developed and undeveloped areas)

Total directly affected area (sq. ft.): 38,575

Waterbody area (sq. ft) and type:

Roads, buildings, and other paved surfaces (sq. ft.): 38,575

Other, describe (sq. ft.):

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

SIZE OF PROJECT TO BE DEVELOPED (gross square feet): 237,084

NUMBER OF BUILDINGS: 2

GROSS FLOOR AREA OF EACH BUILDING (sq. ft.): 26,907; 210,177

HEIGHT OF EACH BUILDING (ft.): 290'7"; 54'

NUMBER OF STORIES OF EACH BUILDING: 26; 4

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

If "yes," specify: The total square feet owned or controlled by the applicant:

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

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

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

AREA OF TEMPORARY DISTURBANCE: 38,575 sq. ft. (width x length)

VOLUME OF DISTURBANCE: 100,000 +/- cubic ft. (width x length x depth)

AREA OF PERMANENT DISTURBANCE: 23,475 sq. ft. (width x length)

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

	Residential	Commercial	Community Facility	Industrial/Manufacturing
Size (in gross sq. ft.)	210,162	9,288		
Type (e.g., retail, office, school)	248 units	local retail		

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

If "yes," please specify:

NUMBER OF ADDITIONAL RESIDENTS: approx 372

NUMBER OF ADDITIONAL WORKERS: approx 19

Provide a brief explanation of how these numbers were determined: approx 1.5 residents per dwelling unit, one retail employee per 500 square feet of retail floor area

Does the proposed project create new open space? ☒ YES ☐ NO If "yes," specify size of project-created open space: 9,195 square foot Waterfront Public Access Area; 5,857 square foot private open space for building residents sq. ft.

Has a No-Action scenario been defined for this project that differs from the existing condition? ☐ YES ☒ NO

If "yes," see Chapter 2, "Establishing the Analysis Framework" and describe briefly:

9. Analysis Year CEQR Technical Manual Chapter 2

ANTICIPATED BUILD YEAR (date the project would be completed and operational): 2019

ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: 24

WOULD THE PROJECT BE IMPLEMENTED IN A SINGLE PHASE? ☒ YES ☐ NO IF MULTIPLE PHASES, HOW MANY?

BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE:

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

<input checked="" type="checkbox"/> RESIDENTIAL	<input checked="" type="checkbox"/> MANUFACTURING	<input checked="" type="checkbox"/> COMMERCIAL	<input checked="" type="checkbox"/> PARK/FOREST/OPEN SPACE	<input type="checkbox"/> OTHER, specify:
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Part II: TECHNICAL ANALYSIS

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

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

	YES	NO
1. LAND USE, ZONING, AND PUBLIC POLICY: CEQR Technical Manual Chapter 4		
(a) Would the proposed project result in a change in land use different from surrounding land uses?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Would the proposed project result in a change in zoning different from surrounding zoning?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Is there the potential to affect an applicable public policy?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) If "yes," to (a), (b), and/or (c), complete a preliminary assessment and attach.		
(e) Is the project a large, publicly sponsored project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," complete a PlaNYC assessment and attach.		
(f) Is any part of the directly affected area within the City's Waterfront Revitalization Program boundaries ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o If "yes," complete the Consistency Assessment Form .		
2. SOCIOECONOMIC CONDITIONS: CEQR Technical Manual Chapter 5		
(a) Would the proposed project:		
o Generate a net increase of 200 or more residential units?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o Generate a net increase of 200,000 or more square feet of commercial space?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Directly displace more than 500 residents?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Directly displace more than 100 employees?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Affect conditions in a specific industry?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. COMMUNITY FACILITIES: CEQR Technical Manual Chapter 6		
(a) Direct Effects		
o Would the project directly eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, libraries, hospitals and other health care facilities, day care centers, police stations, or fire stations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Indirect Effects		
o Child Care Centers: Would the project result in 20 or more eligible children under age 6, based on the number of low or low/moderate income residential units? (See Table 6-1 in Chapter 6)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Libraries: Would the project result in a 5 percent or more increase in the ratio of residential units to library branches? (See Table 6-1 in Chapter 6)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Public Schools: Would the project result in 50 or more elementary or middle school students, or 150 or more high school students based on number of residential units? (See Table 6-1 in Chapter 6)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o Health Care Facilities and Fire/Police Protection: Would the project result in the introduction of a sizeable new neighborhood?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. OPEN SPACE: CEQR Technical Manual Chapter 7		
(a) Would the proposed project change or eliminate existing open space?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Is the project located within an under-served area in the Bronx , Brooklyn , Manhattan , Queens , or Staten Island ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," would the proposed project generate more than 50 additional residents or 125 additional employees?	<input type="checkbox"/>	<input type="checkbox"/>
(c) Is the project located within a well-served area in the Bronx , Brooklyn , Manhattan , Queens , or Staten Island ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," would the proposed project generate more than 350 additional residents or 750 additional employees?	<input type="checkbox"/>	<input type="checkbox"/>
(d) If the project is located in an area that is neither under-served nor well-served, would it generate more than 200 additional residents or 500 additional employees?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

	YES	NO
involve development on a site that is 1 acre or larger where the amount of impervious surface would increase?	<input type="checkbox"/>	<input type="checkbox"/>
(f) Would the proposed project be located in an area that is partially sewerage or currently unsewered?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a Wastewater Treatment Plant and/or generate contaminated stormwater in a separate storm sewer system?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(h) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
11. SOLID WASTE AND SANITATION SERVICES: CEQR Technical Manual Chapter 14		
(a) Using Table 14-1 in Chapter 14 , the project's projected operational solid waste generation is estimated to be (pounds per week): 11,669		
o Would the proposed project have the potential to generate 100,000 pounds (50 tons) or more of solid waste per week?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Would the proposed project involve a reduction in capacity at a solid waste management facility used for refuse or recyclables generated within the City?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
12. ENERGY: CEQR Technical Manual Chapter 15		
(a) Using energy modeling or Table 15-1 in Chapter 15 , the project's projected energy use is estimated to be (annual BTUs): 20,628,300		
(b) Would the proposed project affect the transmission or generation of energy?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
13. TRANSPORTATION: CEQR Technical Manual Chapter 16		
(a) Would the proposed project exceed any threshold identified in Table 16-1 in Chapter 16 ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) If "yes," conduct the screening analyses, attach appropriate back up data as needed for each stage and answer the following questions:		
o Would the proposed project result in 50 or more Passenger Car Equivalents (PCEs) per project peak hour?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If "yes," would the proposed project result in 50 or more vehicle trips per project peak hour at any given intersection? <i>**It should be noted that the lead agency may require further analysis of intersections of concern even when a project generates fewer than 50 vehicles in the peak hour. See Subsection 313 of Chapter 16 for more information.</i>	<input type="checkbox"/>	<input type="checkbox"/>
o Would the proposed project result in more than 200 subway/rail or bus trips per project peak hour?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If "yes," would the proposed project result, per project peak hour, in 50 or more bus trips on a single line (in one direction) or 200 subway trips per station or line?	<input type="checkbox"/>	<input type="checkbox"/>
o Would the proposed project result in more than 200 pedestrian trips per project peak hour?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
If "yes," would the proposed project result in more than 200 pedestrian trips per project peak hour to any given pedestrian or transit element, crosswalk, subway stair, or bus stop?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
14. AIR QUALITY: CEQR Technical Manual Chapter 17		
(a) Mobile Sources: Would the proposed project result in the conditions outlined in Section 210 in Chapter 17 ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Stationary Sources: Would the proposed project result in the conditions outlined in Section 220 in Chapter 17 ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o If "yes," would the proposed project exceed the thresholds in Figure 17-3, Stationary Source Screen Graph in Chapter 17 ? (Attach graph as needed)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Does the proposed project involve multiple buildings on the project site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(d) Does the proposed project require federal approvals, support, licensing, or permits subject to conformity requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) Does the proposed project site have existing institutional controls (e.g., (E) designation or Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15. GREENHOUSE GAS EMISSIONS: CEQR Technical Manual Chapter 18		
(a) Is the proposed project a city capital project or a power generation plant?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Would the proposed project fundamentally change the City's solid waste management system?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) If "yes" to any of the above, would the project require a GHG emissions assessment based on the guidance in Chapter 18 ?	<input type="checkbox"/>	<input type="checkbox"/>
16. NOISE: CEQR Technical Manual Chapter 19		
(a) Would the proposed project generate or reroute vehicular traffic?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Would the proposed project introduce new or additional receptors (see Section 124 in Chapter 19) near heavily trafficked roadways, within one horizontal mile of an existing or proposed flight path, or within 1,500 feet of an existing or proposed rail line with a direct line of site to that rail line?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c) Would the proposed project cause a stationary noise source to operate within 1,500 feet of a receptor with a direct line of sight to that receptor or introduce receptors into an area with high ambient stationary noise?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Does the proposed project site have existing institutional controls (e.g., (E) designation or Restrictive Declaration) relating to noise that preclude the potential for significant adverse impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
17. PUBLIC HEALTH: CEQR Technical Manual Chapter 20		

	YES	NO
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Air Quality; Hazardous Materials; Noise?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

(b) If "yes," explain why an assessment of public health is or is not warranted based on the guidance in [Chapter 20](#), "Public Health." Attach a preliminary analysis, if necessary. No impacts related to any of the constituent elements of public health are anticipated.

18. NEIGHBORHOOD CHARACTER: [CEQR Technical Manual Chapter 21](#)

(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Land Use, Zoning, and Public Policy; Socioeconomic Conditions; Open Space; Historic and Cultural Resources; Urban Design and Visual Resources; Shadows; Transportation; Noise?

☒☐

(b) If "yes," explain why an assessment of neighborhood character is or is not warranted based on the guidance in [Chapter 21](#), "Neighborhood Character." Attach a preliminary analysis, if necessary. No impacts related to any of the constituent elements of neighborhood character are anticipated.

19. CONSTRUCTION: [CEQR Technical Manual Chapter 22](#)

(a) Would the project's construction activities involve:

o Construction activities lasting longer than two years?

☐☒

o Construction activities within a Central Business District or along an arterial highway or major thoroughfare?

☐☒

o Closing, narrowing, or otherwise impeding traffic, transit, or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, etc.)?

☒☐

o Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out?

☐☒

o The operation of several pieces of diesel equipment in a single location at peak construction?

☐☒

o Closure of a community facility or disruption in its services?

☐☒

o Activities within 400 feet of a historic or cultural resource?

☐☒

o Disturbance of a site containing or adjacent to a site containing natural resources?

☐☒

o Construction on multiple development sites in the same geographic area, such that there is the potential for several construction timelines to overlap or last for more than two years overall?

☐☒

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

All construction activities would be performed subject to relevant Department of Buildings and Department of Transportation regulations

20. APPLICANT'S CERTIFICATION

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

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

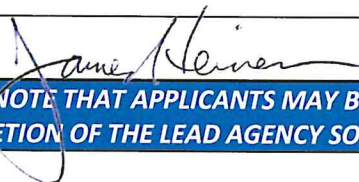
APPLICANT/REPRESENTATIVE NAME

James Heineman

DATE

August 30, 2017

SIGNATURE



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



FIGURE: TAX MAP

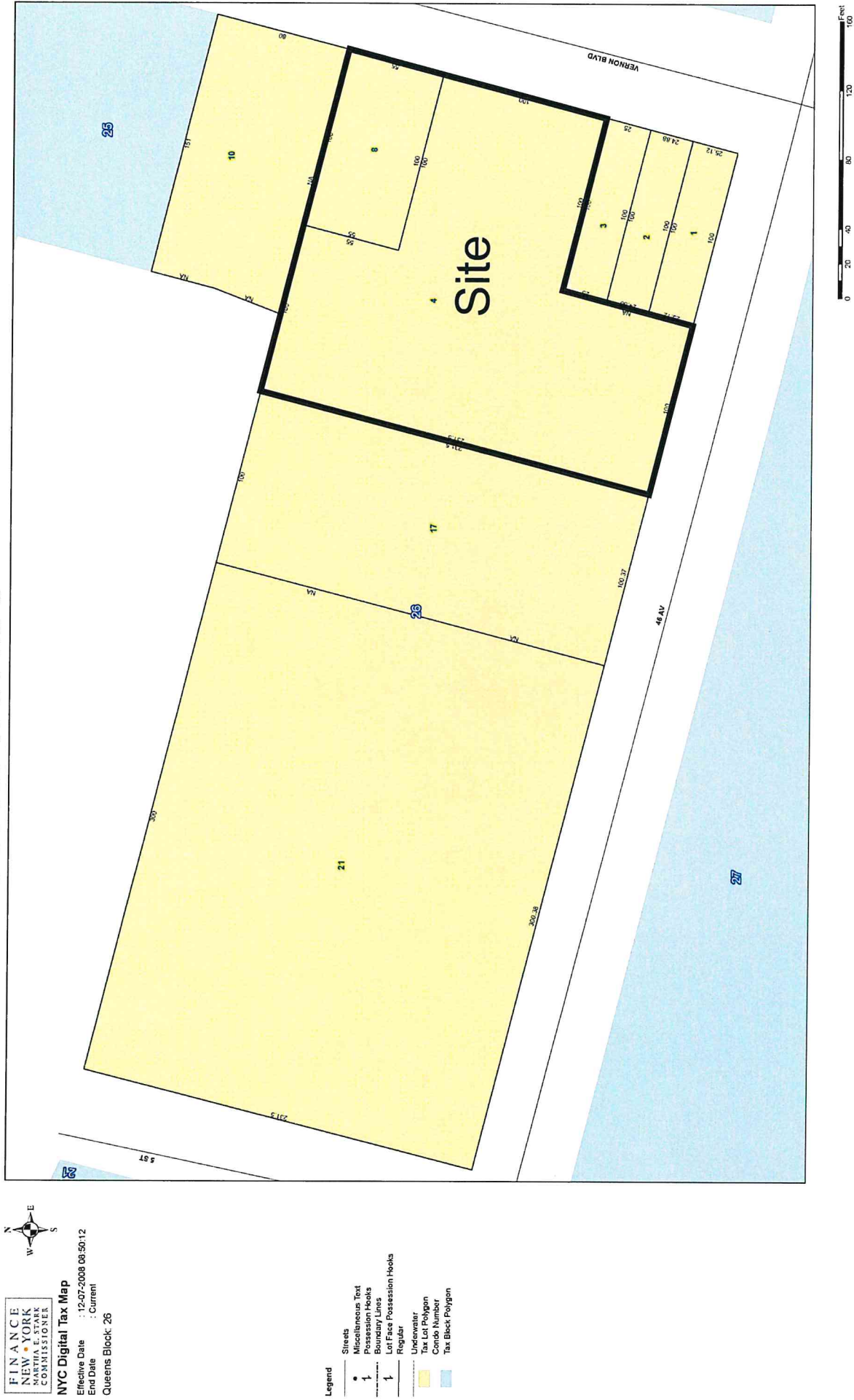
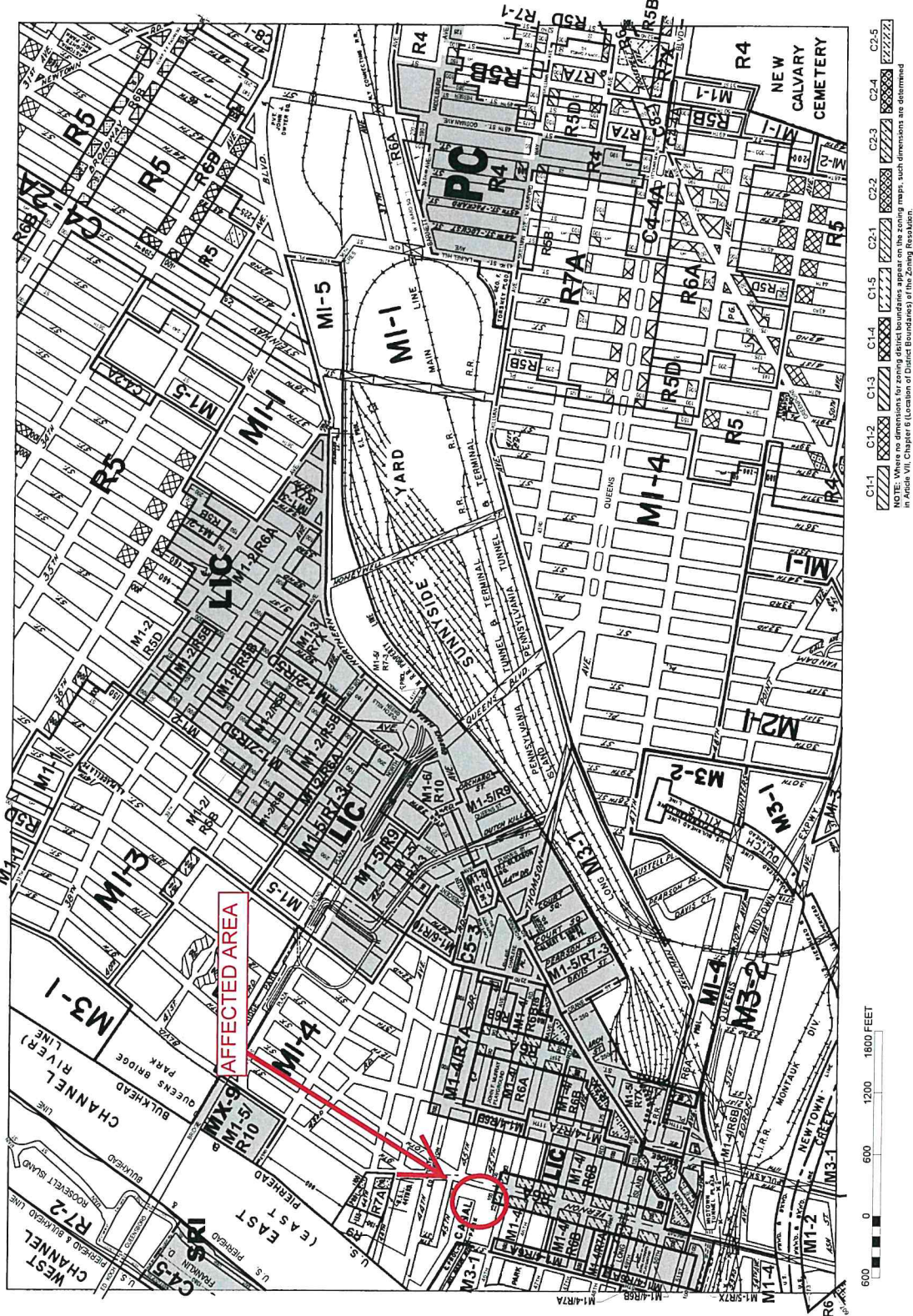


FIGURE: ZONING MAP



ZONING MAP

THE NEW YORK CITY PLANNING COMMISSION

Major Zoning Classifications:

The number(s) and/or letter(s) that follows an R, C or M District designation indicates use, bulk and other controls as described in the text of the Zoning Resolution.

R – RESIDENTIAL DISTRICT

C – COMMERCIAL DISTRICT

M – MANUFACTURING DISTRICT

SPECIAL PURPOSE DISTRICT

The letter(s) within the shaded area indicates the special purpose district as described in the text of the Zoning Resolution.

AREA(S) REZONED

Effective Date(s) of Rezoning:

07-24-2014 C 140275 ZWQ

Special Requirements:

For a list of lots subject to CEQR environmental requirements, see APPENDIX C.

For a list of lots subject to "D" restrictive declarations, see APPENDIX D.

For Inclusionary Housing designated areas on this map, see APPENDIX E.

ZONING MAP

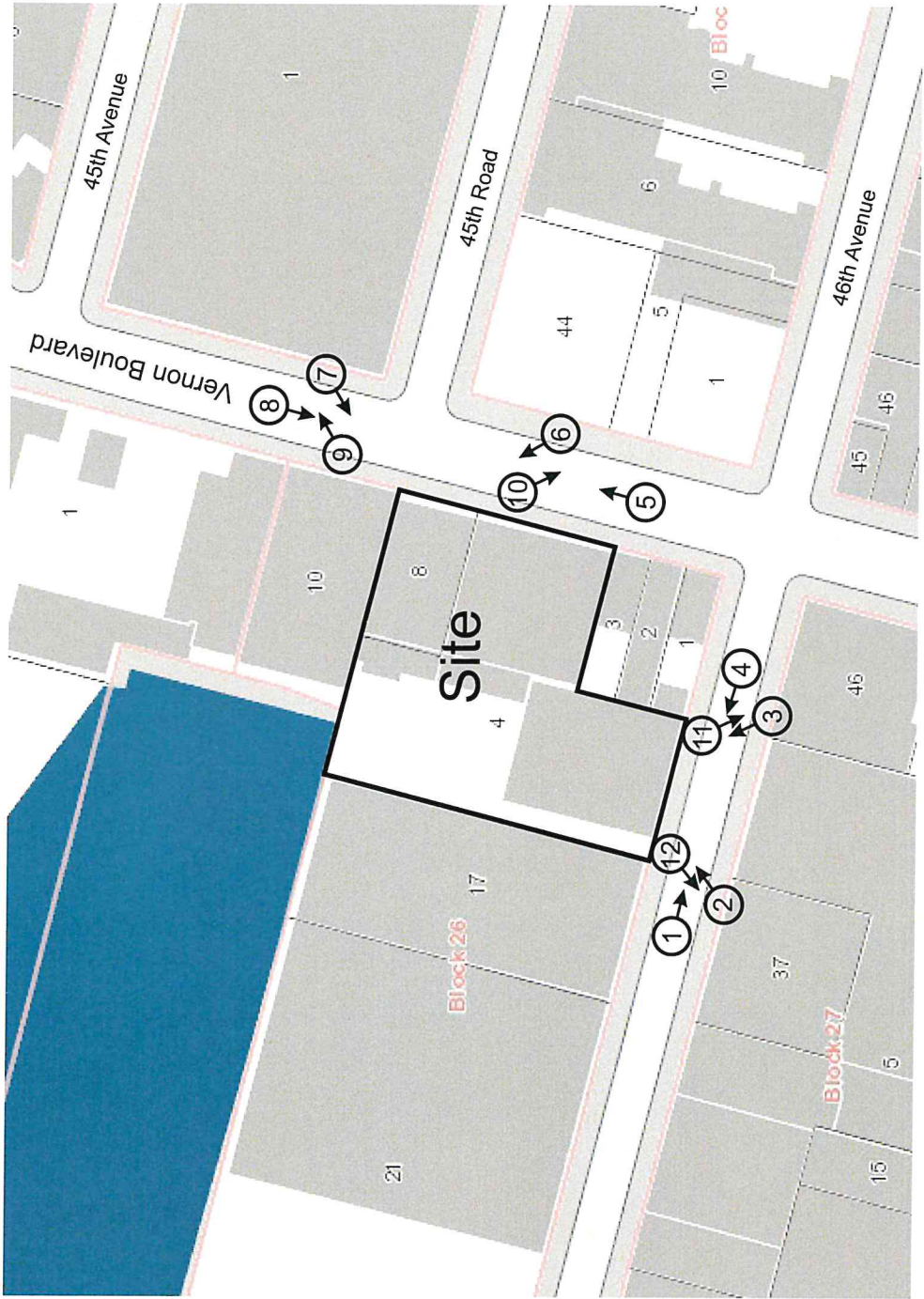
9b

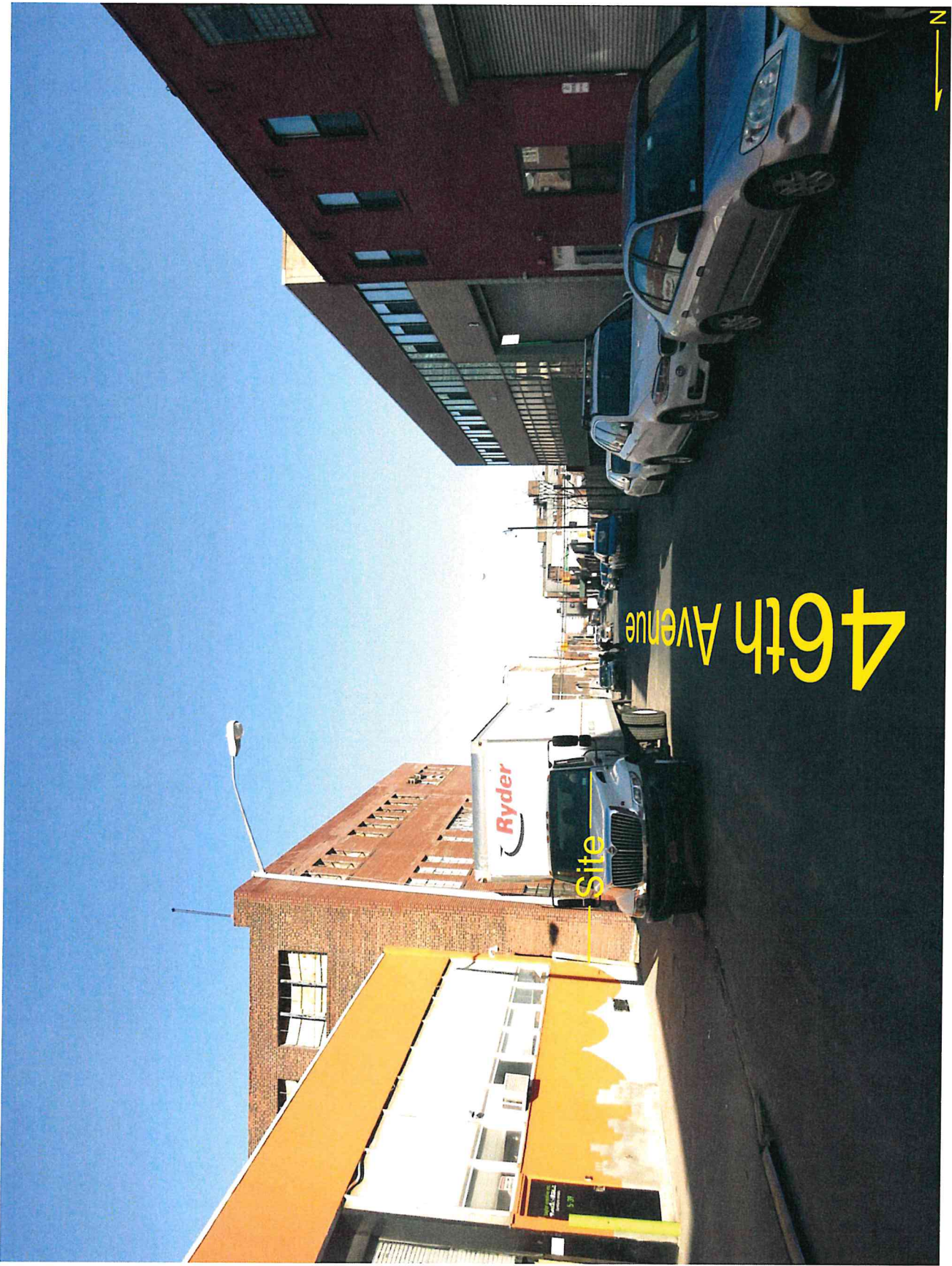
MAP KEY

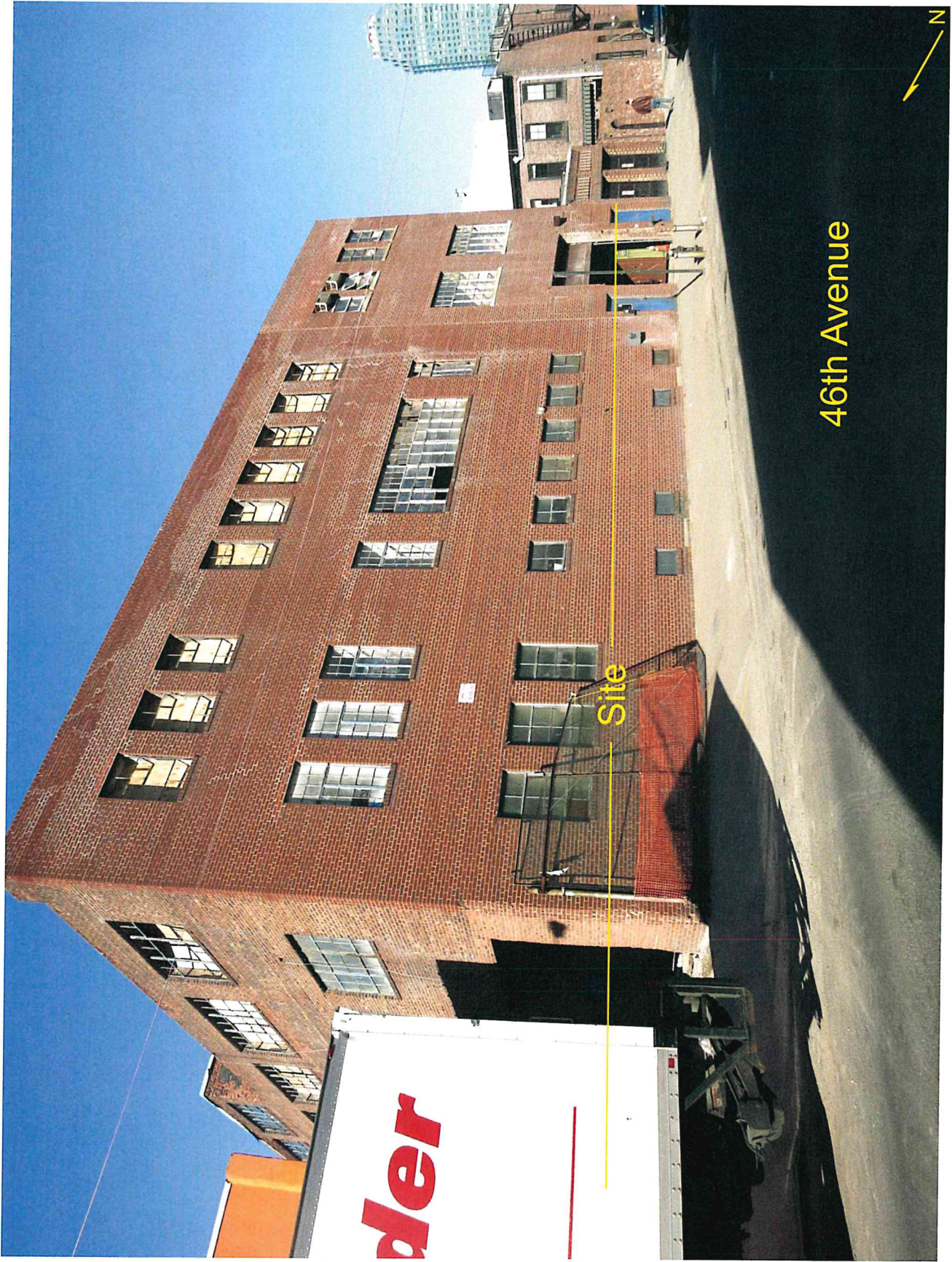
8c	9a	9c
8d	9b	9d
12c	13a	13c

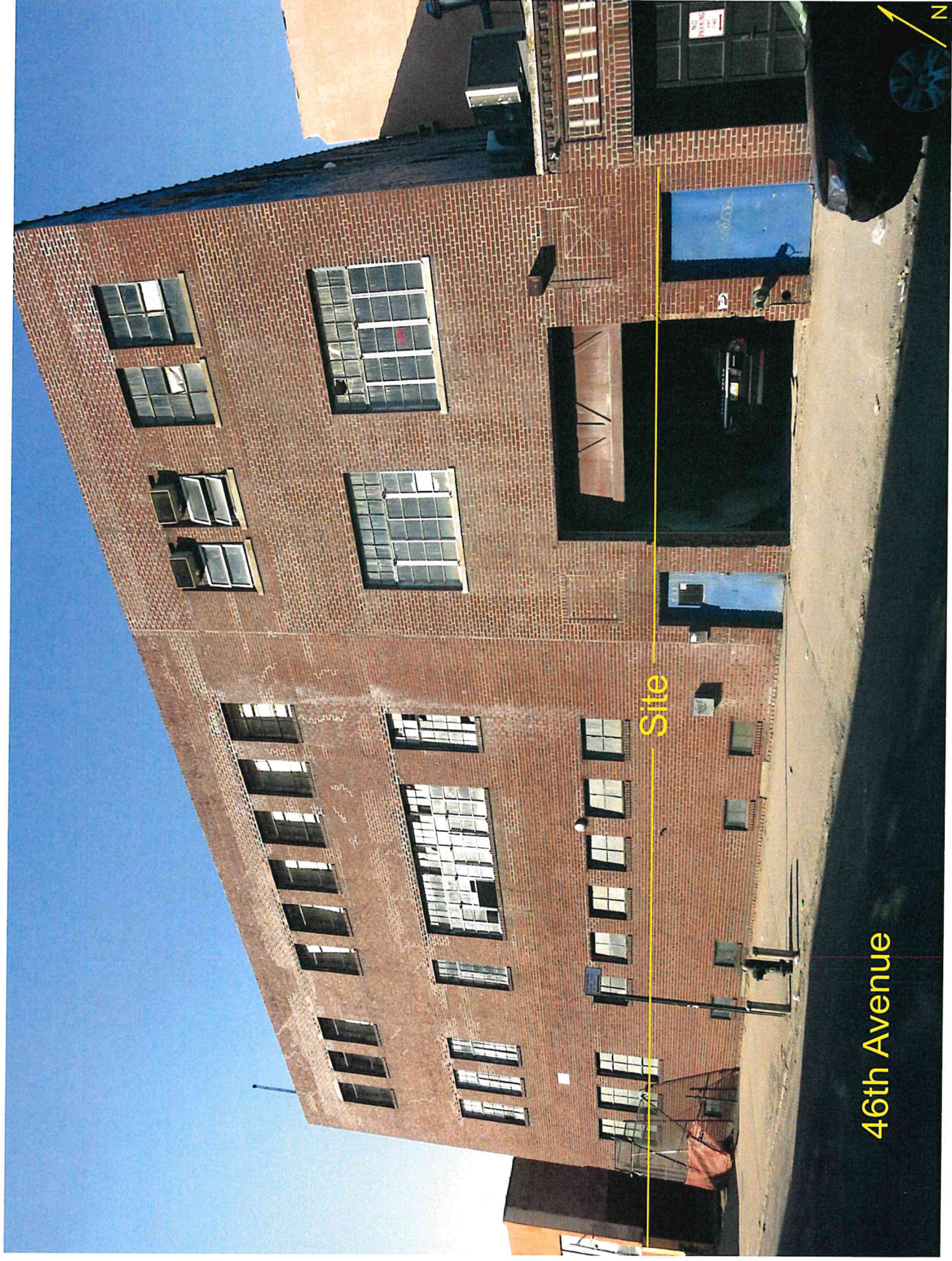
© Copyrighted by the City of New York

NOTE: Zoning information as shown on this map is subject to change. For the most up-to-date zoning information for this map, visit the Zoning section of the Department of City Planning website: www.dcp.nyc.gov/zoning or contact the Zoning Information Desk at (212) 312-3211.

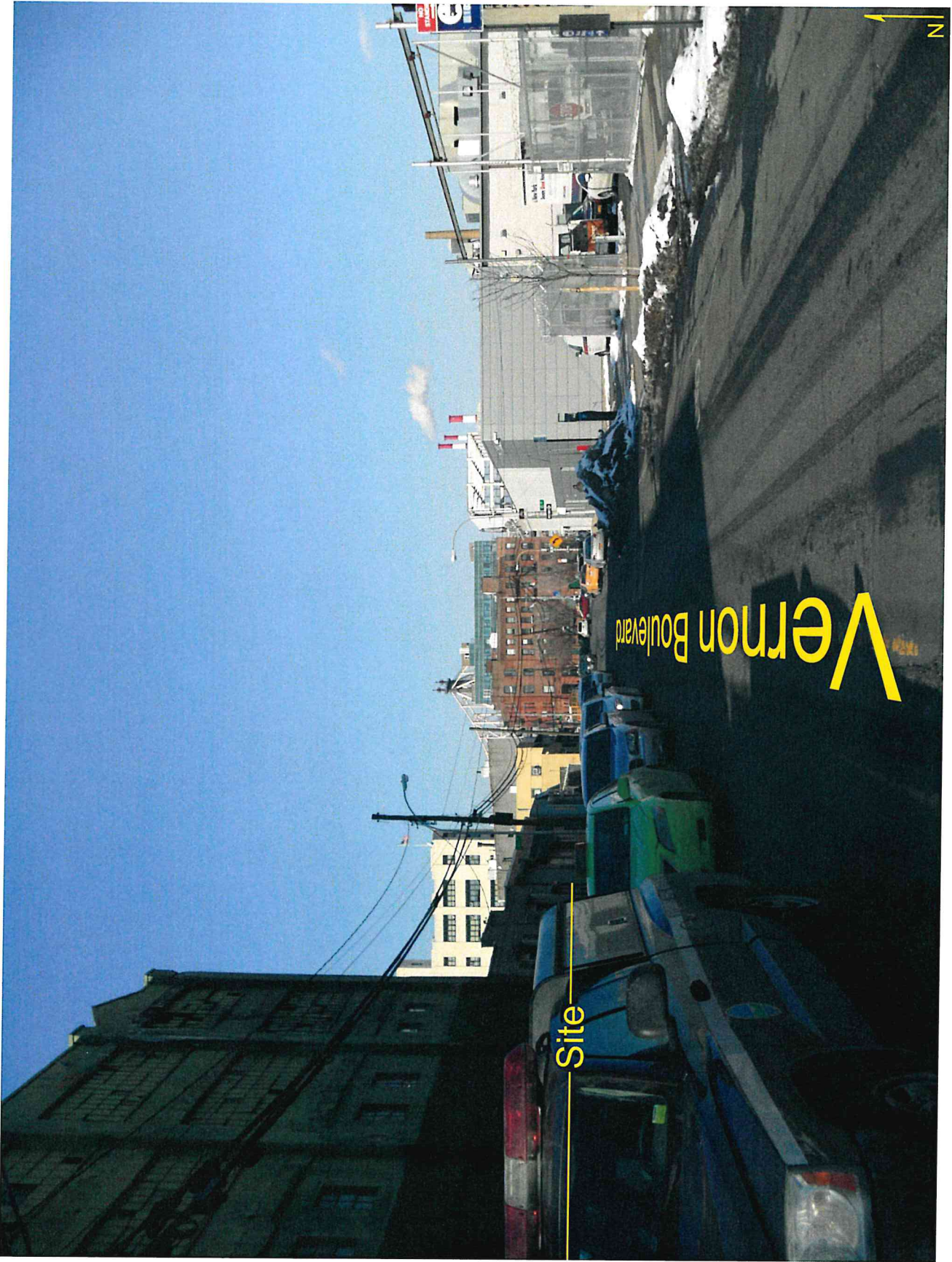


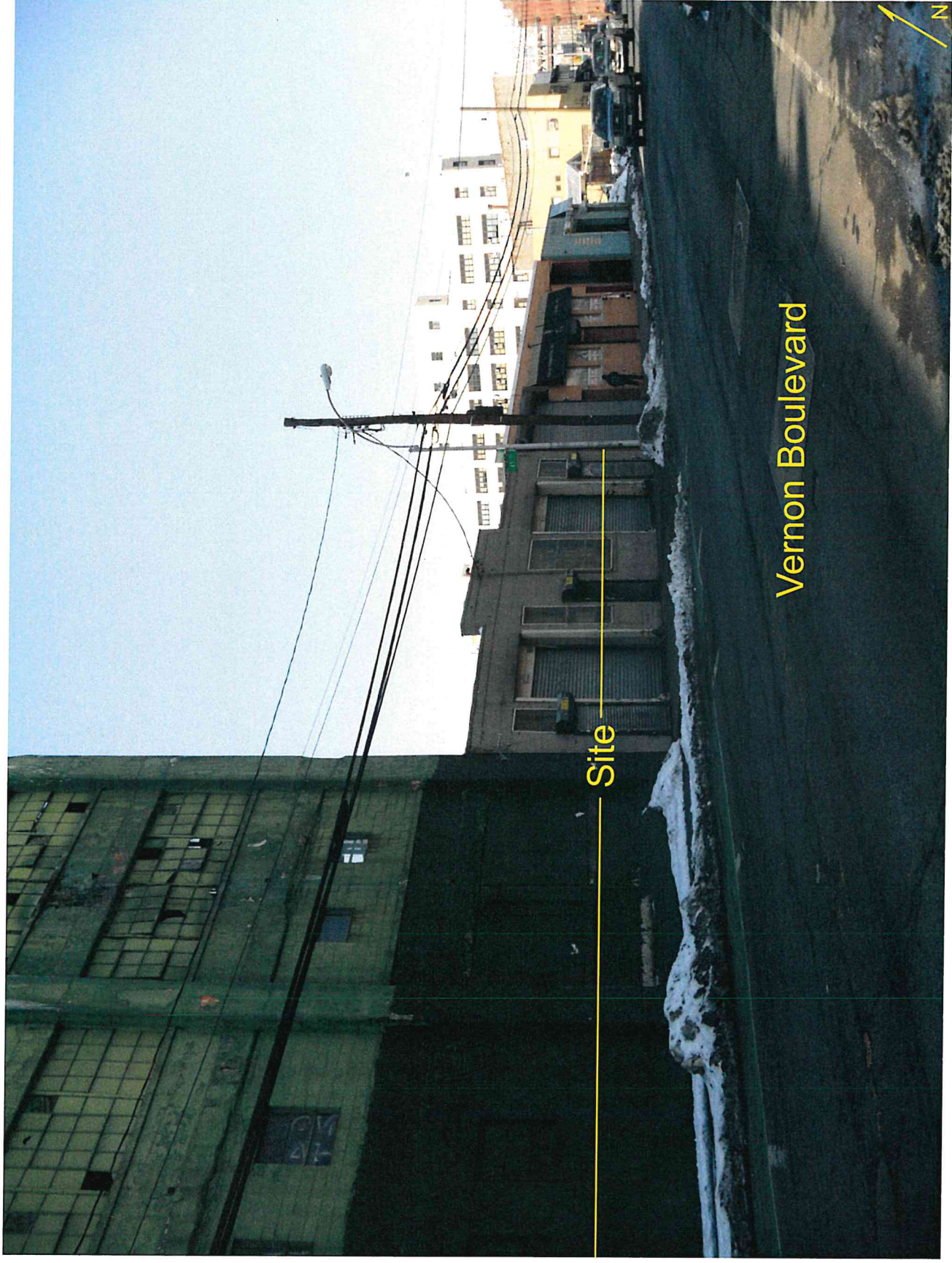




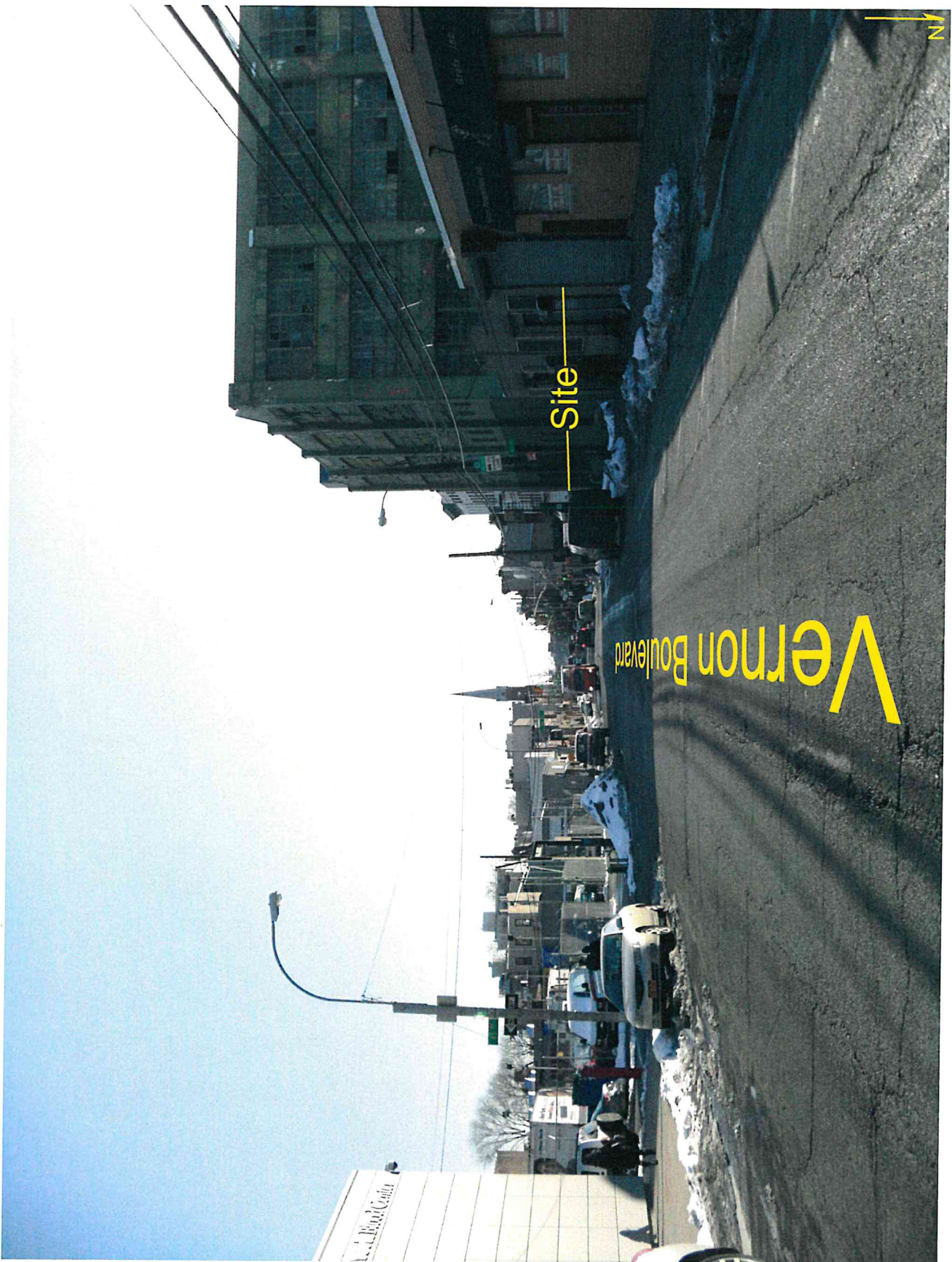


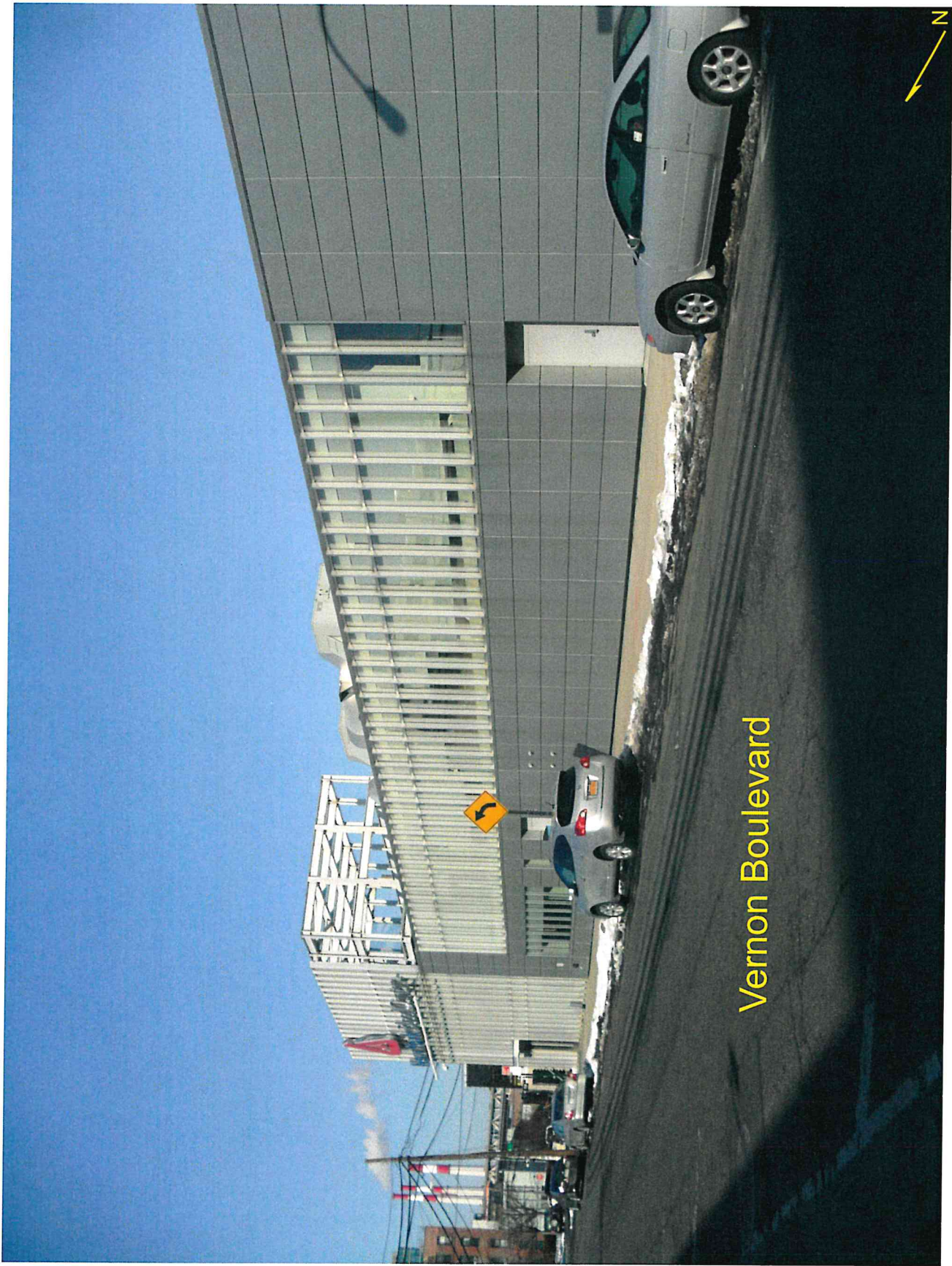


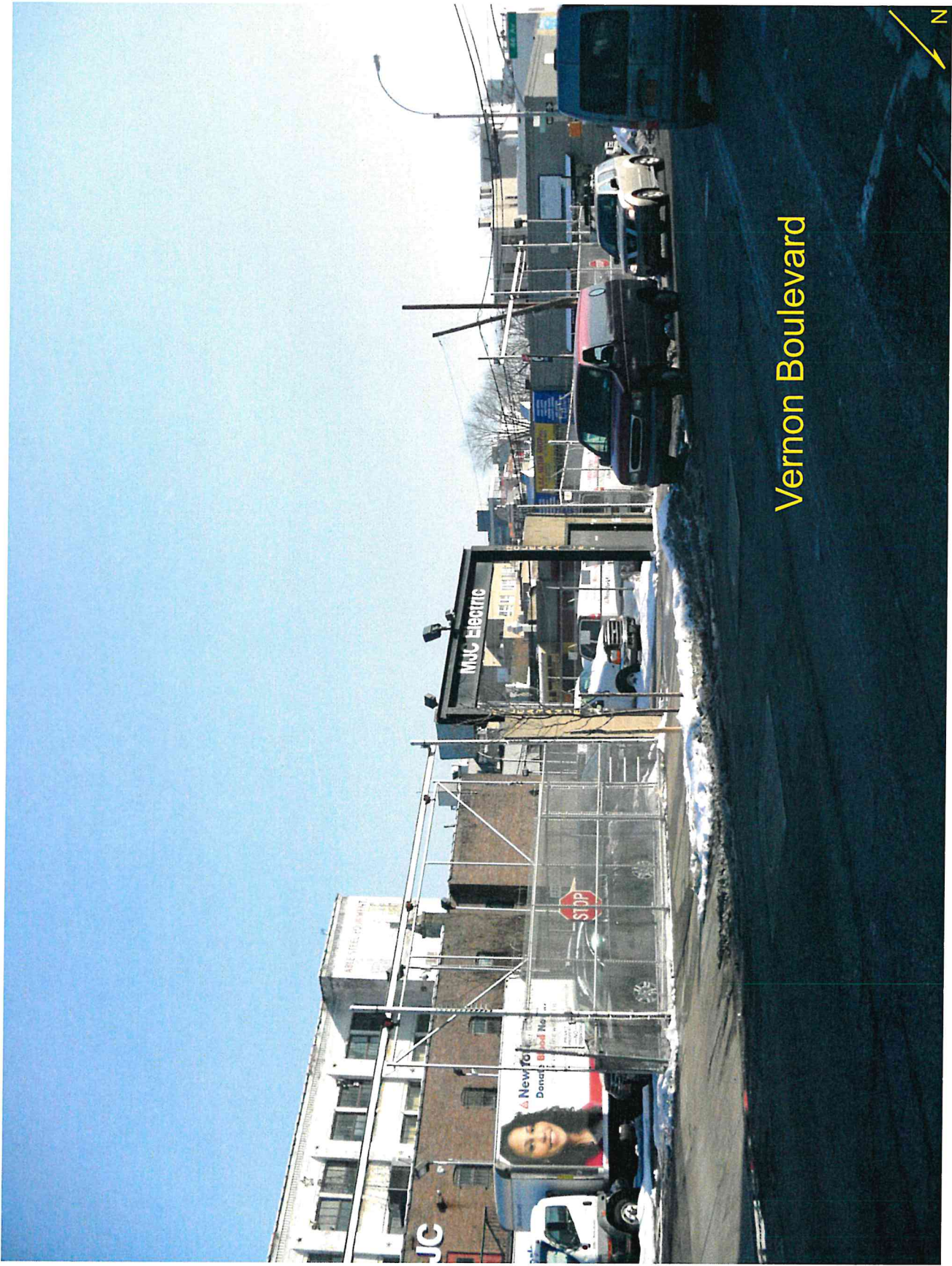


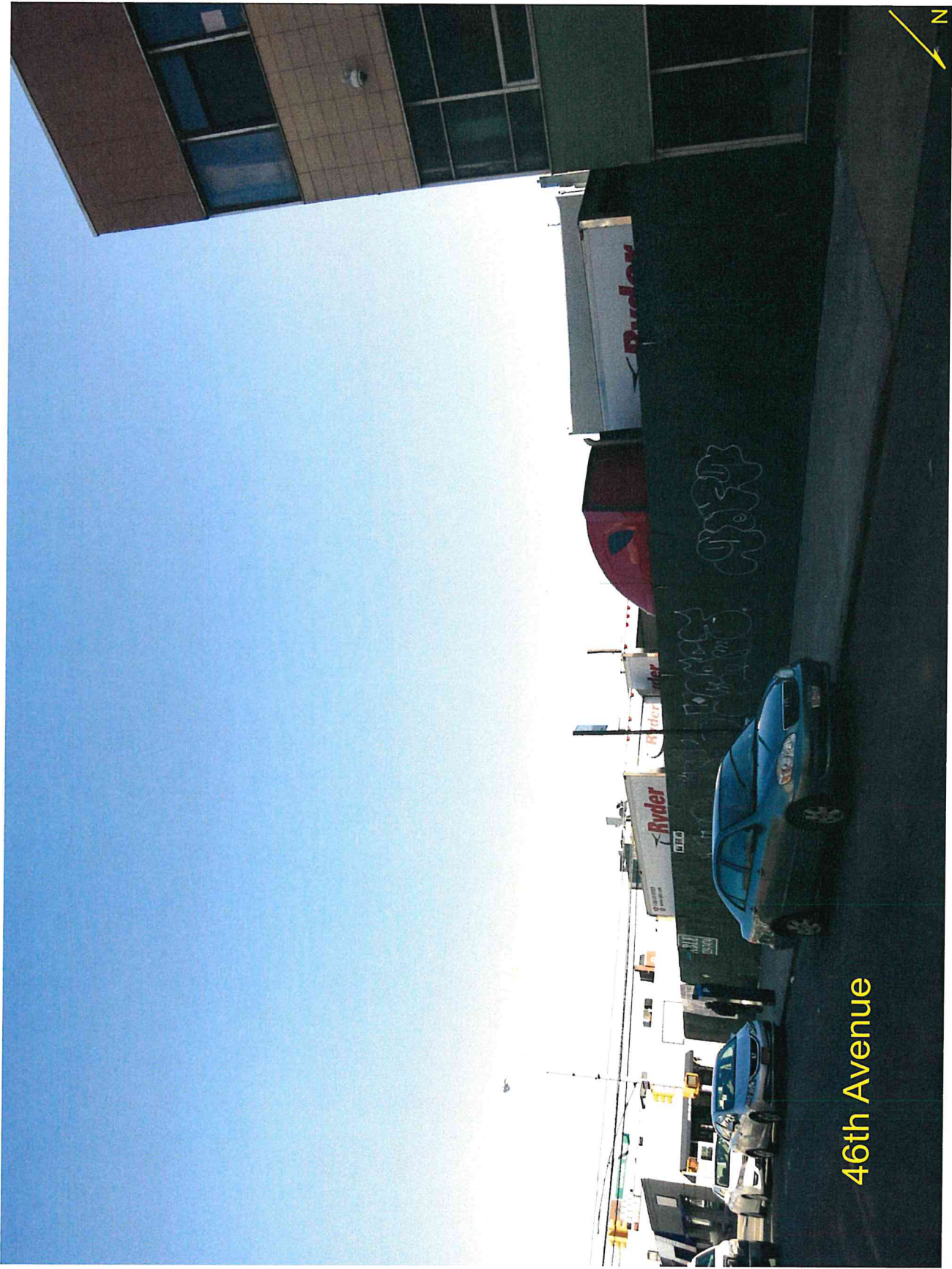




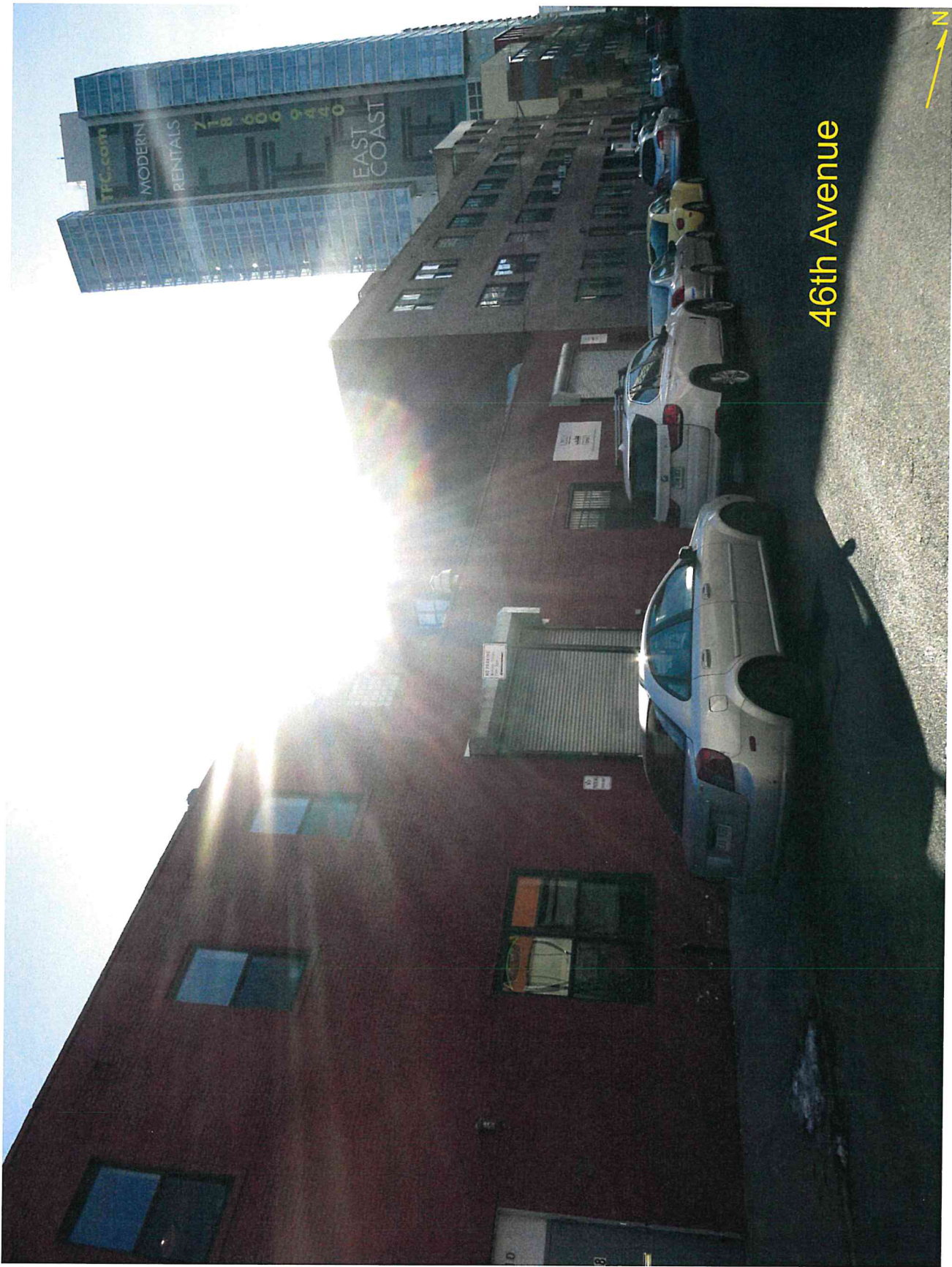








46th Avenue



NEW YORK CITY WATERFRONT REVITALIZATION PROGRAM

Consistency Assessment Form

Proposed actions that are subject to CEQR, ULURP or other local, state or federal discretionary review procedures, and that are within New York City's Coastal Zone, must be reviewed and assessed for their consistency with the [New York City Waterfront Revitalization Program \(WRP\)](#) which has been approved as part of the State's Coastal Management Program.

This form is intended to assist an applicant in certifying that the proposed activity is consistent with the WRP. It should be completed when the local, state, or federal application is prepared. The completed form and accompanying information will be used by the New York State Department of State, the New York City Department of City Planning, or other city or state agencies in their review of the applicant's certification of consistency.

A. APPLICANT INFORMATION

Name of Applicant: 4540 CSC LLC

Name of Applicant Representative: James Heineman, Equity Environmental Engineering LLC

Address: 500 International Drive #150, Mount Olive NJ 07828

Telephone: 973-527-7451x101 Email: james.heineman@equityenvironmental.com

Project site owner (if different than above): _____

B. PROPOSED ACTIVITY

If more space is needed, include as an attachment.

1. Brief description of activity

The project sponsor proposes the redevelopment of an underutilized parcel on the west side of Vernon Boulevard between 45th Road and 46th Avenue. The proposed development would consist of two buildings containing 248 dwelling units, as well as 9,288 gross square feet (9,009 zoning square feet) of local retail space. The development would consist of the conversion to residential with ground floor retail of a 4-story, 54' tall structure (the Paragon Paint Building), and a 26-story, 290.7' tall structure (the Anable Building). Additionally there would be a one-story extension of the Anable Building containing retail and amenity space, and a second entrance to the residential lobby. The project would include a Waterfront Public Access Area providing 9,195 square feet of publicly accessible open space along Anable Basin as well as a 5,857 square foot private open space.

2. Purpose of activity

The proposed action would allow redevelopment of underutilized property for a new mixed residential and commercial development that would extend the existing community to the waterfront and would provide a new publicly accessible waterfront open space on Anable Basin

C. PROJECT LOCATION

Borough: Queens Tax Block/Lot(s): Block 26, Lots 4 and 8

Street Address: 45-24 Vernon Boulevard and 5-49 46th Avenue, Long Island City NY

Name of water body (if located on the waterfront): Anable Basin

D. REQUIRED ACTIONS OR APPROVALS

Check all that apply.

City Actions/Approvals/Funding

City Planning Commission

☒ Yes ☐ No

- ☐ City Map Amendment
- ☐ Zoning Map Amendment
- ☐ Zoning Text Amendment
- ☐ Site Selection – Public Facility
- ☐ Housing Plan & Project
- ☐ Special Permit

- ☒ Zoning Certification
- ☐ Zoning Authorizations
- ☐ Acquisition – Real Property
- ☐ Disposition – Real Property
- ☐ Other, explain: _____

- ☐ Concession
- ☐ UDAAP
- ☐ Revocable Consent
- ☐ Franchise

(if appropriate, specify type: ☐ Modification ☐ Renewal ☐ other) Expiration Date: _____

Board of Standards and Appeals

☒ Yes ☐ No

- ☒ Variance (use)
- ☒ Variance (bulk)
- ☐ Special Permit

(if appropriate, specify type: ☐ Modification ☐ Renewal ☐ other) Expiration Date: _____

Other City Approvals

- ☐ Legislation
- ☐ Rulemaking
- ☐ Construction of Public Facilities
- ☐ 384 (b) (4) Approval
- ☐ Other, explain: _____

- ☐ Funding for Construction, specify: _____
- ☐ Policy or Plan, specify: _____
- ☐ Funding of Program, specify: _____
- ☐ Permits, specify: _____

State Actions/Approvals/Funding

- ☒ State permit or license, specify Agency: DEC Permit type and number: wetland for bulkhead replacement
- ☐ Funding for Construction, specify: _____
- ☐ Funding of a Program, specify: _____
- ☐ Other, explain: _____

Federal Actions/Approvals/Funding

- ☐ Federal permit or license, specify Agency: _____ Permit type and number: _____
- ☐ Funding for Construction, specify: _____
- ☐ Funding of a Program, specify: _____
- ☐ Other, explain: _____

Is this being reviewed in conjunction with a [Joint Application for Permits?](#) ☐ Yes ☐ No

E. LOCATION QUESTIONS

1. Does the project require a waterfront site? ☒ Yes ☐ No
2. Would the action result in a physical alteration to a waterfront site, including land along the shoreline, land under water or coastal waters? ☒ Yes ☐ No
3. Is the project located on publicly owned land or receiving public assistance? ☐ Yes ☒ No
4. Is the project located within a FEMA 1% annual chance floodplain? (6.2) ☒ Yes ☐ No
5. Is the project located within a FEMA 0.2% annual chance floodplain? (6.2) ☐ Yes ☒ No
6. Is the project located adjacent to or within a special area designation? See [Maps – Part III](#) of the NYC WRP. If so, check appropriate boxes below and evaluate policies noted in parentheses as part of WRP Policy Assessment (Section F).
 - ☐ Significant Maritime and Industrial Area (SMIA) (2.1)
 - ☐ Special Natural Waterfront Area (SNWA) (4.1)
 - ☐ Priority Maritime Activity Zone (PMAZ) (3.5)
 - ☐ Recognized Ecological Complex (REC) (4.4)
 - ☐ West Shore Ecologically Sensitive Maritime and Industrial Area (ESMIA) (2.2, 4.2)

F. WRP POLICY ASSESSMENT

Review the project or action for consistency with the WRP policies. For each policy, check Promote, Hinder or Not Applicable (N/A). For more information about consistency review process and determination, see **Part I** of the [NYC Waterfront Revitalization Program](#). When assessing each policy, review the full policy language, including all sub-policies, contained within **Part II** of the WRP. The relevance of each applicable policy may vary depending upon the project type and where it is located (i.e. if it is located within one of the special area designations).

For those policies checked Promote or Hinder, provide a written statement on a separate page that assesses the effects of the proposed activity on the relevant policies or standards. If the project or action promotes a policy, explain how the action would be consistent with the goals of the policy. If it hinders a policy, consideration should be given toward any practical means of altering or modifying the project to eliminate the hindrance. Policies that would be advanced by the project should be balanced against those that would be hindered by the project. If reasonable modifications to eliminate the hindrance are not possible, consideration should be given as to whether the hindrance is of such a degree as to be substantial, and if so, those adverse effects should be mitigated to the extent practicable.

		Promote	Hinder	N/A
I	Support and facilitate commercial and residential redevelopment in areas well-suited to such development.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.1	Encourage commercial and residential redevelopment in appropriate Coastal Zone areas.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.2	Encourage non-industrial development with uses and design features that enliven the waterfront and attract the public.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.3	Encourage redevelopment in the Coastal Zone where public facilities and infrastructure are adequate or will be developed.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.4	In areas adjacent to SMIA's, ensure new residential development maximizes compatibility with existing adjacent maritime and industrial uses.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
1.5	Integrate consideration of climate change and sea level rise into the planning and design of waterfront residential and commercial development, pursuant to WRP Policy 6.2.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

		Promote	Hinder	N/A
2	Support water-dependent and industrial uses in New York City coastal areas that are well-suited to their continued operation.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2.1	Promote water-dependent and industrial uses in Significant Maritime and Industrial Areas.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.2	Encourage a compatible relationship between working waterfront uses, upland development and natural resources within the Ecologically Sensitive Maritime and Industrial Area.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.3	Encourage working waterfront uses at appropriate sites outside the Significant Maritime and Industrial Areas or Ecologically Sensitive Maritime Industrial Area.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.4	Provide infrastructure improvements necessary to support working waterfront uses.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.5	Incorporate consideration of climate change and sea level rise into the planning and design of waterfront industrial development and infrastructure, pursuant to WRP Policy 6.2.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3	Promote use of New York City's waterways for commercial and recreational boating and water-dependent transportation.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3.1.	Support and encourage in-water recreational activities in suitable locations.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.2	Support and encourage recreational, educational and commercial boating in New York City's maritime centers.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.3	Minimize conflicts between recreational boating and commercial ship operations.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.4	Minimize impact of commercial and recreational boating activities on the aquatic environment and surrounding land and water uses.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.5	In Priority Marine Activity Zones, support the ongoing maintenance of maritime infrastructure for water-dependent uses.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4	Protect and restore the quality and function of ecological systems within the New York City coastal area.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.1	Protect and restore the ecological quality and component habitats and resources within the Special Natural Waterfront Areas.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.2	Protect and restore the ecological quality and component habitats and resources within the Ecologically Sensitive Maritime and Industrial Area.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.3	Protect designated Significant Coastal Fish and Wildlife Habitats.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.4	Identify, remediate and restore ecological functions within Recognized Ecological Complexes.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.5	Protect and restore tidal and freshwater wetlands.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.6	In addition to wetlands, seek opportunities to create a mosaic of habitats with high ecological value and function that provide environmental and societal benefits. Restoration should strive to incorporate multiple habitat characteristics to achieve the greatest ecological benefit at a single location.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.7	Protect vulnerable plant, fish and wildlife species, and rare ecological communities. Design and develop land and water uses to maximize their integration or compatibility with the identified ecological community.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.8	Maintain and protect living aquatic resources.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Promote	Hinder	N/A
5 Protect and improve water quality in the New York City coastal area.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5.1 Manage direct or indirect discharges to waterbodies.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5.2 Protect the quality of New York City's waters by managing activities that generate nonpoint source pollution.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5.3 Protect water quality when excavating or placing fill in navigable waters and in or near marshes, estuaries, tidal marshes, and wetlands.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5.4 Protect the quality and quantity of groundwater, streams, and the sources of water for wetlands.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5.5 Protect and improve water quality through cost-effective grey-infrastructure and in-water ecological strategies.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6 Minimize loss of life, structures, infrastructure, and natural resources caused by flooding and erosion, and increase resilience to future conditions created by climate change.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6.1 Minimize losses from flooding and erosion by employing non-structural and structural management measures appropriate to the site, the use of the property to be protected, and the surrounding area.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6.2 Integrate consideration of the latest New York City projections of climate change and sea level rise (as published in <i>New York City Panel on Climate Change 2015 Report, Chapter 2: Sea Level Rise and Coastal Storms</i>) into the planning and design of projects in the city's Coastal Zone.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6.3 Direct public funding for flood prevention or erosion control measures to those locations where the investment will yield significant public benefit.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.4 Protect and preserve non-renewable sources of sand for beach nourishment.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7 Minimize environmental degradation and negative impacts on public health from solid waste, toxic pollutants, hazardous materials, and industrial materials that may pose risks to the environment and public health and safety.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7.1 Manage solid waste material, hazardous wastes, toxic pollutants, substances hazardous to the environment, and the unenclosed storage of industrial materials to protect public health, control pollution and prevent degradation of coastal ecosystems.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7.2 Prevent and remediate discharge of petroleum products.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7.3 Transport solid waste and hazardous materials and site solid and hazardous waste facilities in a manner that minimizes potential degradation of coastal resources.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8 Provide public access to, from, and along New York City's coastal waters.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8.1 Preserve, protect, maintain, and enhance physical, visual and recreational access to the waterfront.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8.2 Incorporate public access into new public and private development where compatible with proposed land use and coastal location.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8.3 Provide visual access to the waterfront where physically practical.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8.4 Preserve and develop waterfront open space and recreation on publicly owned land at suitable locations.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

		Promote	Hinder	N/A
8.5	Preserve the public interest in and use of lands and waters held in public trust by the State and City.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8.6	Design waterfront public spaces to encourage the waterfront's identity and encourage stewardship.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9	Protect scenic resources that contribute to the visual quality of the New York City coastal area.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9.1	Protect and improve visual quality associated with New York City's urban context and the historic and working waterfront.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9.2	Protect and enhance scenic values associated with natural resources.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10	Protect, preserve, and enhance resources significant to the historical, archaeological, architectural, and cultural legacy of the New York City coastal area.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10.1	Retain and preserve historic resources, and enhance resources significant to the coastal culture of New York City.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10.2	Protect and preserve archaeological resources and artifacts.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

G. CERTIFICATION

The applicant or agent must certify that the proposed activity is consistent with New York City's approved Local Waterfront Revitalization Program, pursuant to New York State's Coastal Management Program. If this certification cannot be made, the proposed activity shall not be undertaken. If this certification can be made, complete this Section.

"The proposed activity complies with New York State's approved Coastal Management Program as expressed in New York City's approved Local Waterfront Revitalization Program, pursuant to New York State's Coastal Management Program, and will be conducted in a manner consistent with such program."

Applicant/Agent's Name: James Heineman, Equity Environmental Engineering LLC

Address: 500 International Drive #150, Mount Olive NJ 07828

Telephone: 973-527-7451x101

Email: james.heineman@equityenvironmental.com

Applicant/Agent's Signature: 

Date: April 21, 2017

✓

Introduction

Introduction

The project applicant, 4540 CSCE, is seeking a Zoning Variance to permit a mixed residential and local retail development of an underutilized site located on the west side of Vernon Boulevard between 45th Road and 46th Avenue, in the Long Island City section of Queens Community District 2. The site consists of Block 26, lots 4 and 8.

Pursuant to the proposed waivers of the M1-4 district's bulk, use and off-street loading provisions, the applicant proposes to build a new development consisting of two buildings and containing 248 dwelling units, as well as 9,288 gross square feet (9,009 zoning square feet) of local retail space. The development would consist of the conversion to residential with ground floor retail of the 4-story, 54' tall structure (the Paragon Paint Building), and a 26-story, 290.7' tall structure (the Anable Building). Additionally there would be a one-story extension of the Anable Building containing retail and amenity space, and a second entrance to the residential lobby. The proposed development is depicted in Figure 1 (proposed rendering), Figure 2 (proposed site plan), Figure 3 (north elevation), Figure 4 (east elevation), Figure 5 (south elevation), and Figure 6 (south elevation).

In addition to the discretionary land use approval described above, the proposed project, which has forty-two linear feet of shoreline on Anable Basin, may require certification of a waterfront public access area from the Chair of the City Planning Commission.

Project Description

The Project Site is located in the Long Island City section of Queens Community District 2 within an M1-4 zoning district. The site consists of Block 26, Lots 4 and 8, and has 100' of frontage on 46th Avenue between 5th Street and Vernon Boulevard, and 154'6" of frontage on Vernon Boulevard between 45th Avenue and 46th Avenue. The site has forty-two linear feet of shoreline on the southern edge of Anable Basin. Total lot area is 33,038 square feet on Lot 4 and 5,537 square feet on Lot 8, for a total of 38,575 square feet.

Lot 4 contains a four-story manufacturing building (the Paragon Paint Building) fronting on Vernon Boulevard as well as three-story and one-story warehouse structures fronting on 46th Avenue that are part of the Paragon Paint facility, but not part of the Paragon Paint Building proper, with an open yard in the rear. Lot 8 is used as a storage facility for food vendor carts.

The project sponsor seeks to retain and renovate the Paragon Paint Building, and clear the remainder of the site for redevelopment. The project would consist of 4-story, and 26-story elements, with a one-story extension. The project would include a Waterfront Public Access Area providing 9,195 square feet of publicly accessible open space along Anable Basin as well as a 5,857 square foot private open space.

When completed, the project would provide 248 residential units as well as 9,288 square feet of ground floor retail space.

Analysis Framework

This environmental assessment considers the potential effects of the proposed action compared to future conditions without the approvals sought by the project sponsor. In the future under the existing zoning, the site could be developed as of right for hotel use. Additionally, the project site is within an area proposed for rezoning to a Mixed-Use district permitting new residential, commercial, and light industrial development. However to provide a conservative analysis framework, it is assumed that existing zoning designations would remain in place and existing uses on the site would remain in the future without the proposed action.

The future with-action condition would consider the project as proposed, and as illustrated in the attached figures.

Build Year:

Factoring the BZ process, closing for financing sources, and an 18-24 month construction schedule, the projected build year will be 2019.

Purpose and Need:

The Project Site's existing M1-4 zoning precludes development of economically feasible mixed residential and commercial development. Due to the site's high water table and extensive groundwater and soil contamination, costs associated with mitigating and developing the site make development of the site for uses and bulk permitted under existing zoning financially infeasible.

The proposed action would result in new housing that is similar in bulk and density to recent waterfront development at Queens West, and would provide a publicly accessible waterfront open space feature along Anable Basin, and ground-level retail space that would enliven the sidewalks surrounding the project site, and serve local residents.

Land Use, Zoning, and Public Policy

This chapter considers existing conditions, development trends, and zoning and other public policies in relation to the project site and the surrounding area as well as the larger area in which the proposed actions may have an effect. Because the proposed action would require waivers of the site's M1-4 use, bulk, and off-street loading regulations to allow a mixed residential and retail development, a preliminary assessment of Land Use, Zoning, and Public Policy is provided.

Existing Conditions

Land Use

The proposed development site is an L-shaped lot containing two contiguous lots (4 and 8) of Block 26 with frontage on Vernon Boulevard and 46th Avenue in Long Island City, NY. Lot 4 (33,038 square feet) consists of the Paragon warehouse fronting 46th Avenue to the south, a loading area to the north the four-story Paragon loft building fronting on Vernon Boulevard to the east. Lot 8 (5,537 square feet) is occupied by a one-story vendor car warehouse fronting on Vernon Boulevard north of the Paragon building.



Three-story Paragon warehouse on 46th Avenue within Lot 4.



Four-story Paragon loft building on Vernon Boulevard within Lot 4.



*Active vendor cart warehouse (Lot 8) on left side;
active signage shop (Lot 10 – not within project site) on right side.*

The immediate area surrounding the subject property was formerly primarily industrial, and includes a mix of industrial, mixed use, commercial and residential buildings. The subject

property wraps around two- and three-story residential buildings (lots 1, 2, and 3), two of which contain ground floor local commercial uses.

The surrounding area contains a mix of industrial and automotive uses, older low-rise residential and new higher density residential, and local commercial uses. Generally, the area west of Vernon Boulevard is an emerging medium- to high-rise waterfront residential area, while the inland area east of Vernon Boulevard retains a mixed manufacturing and low-rise residential context. Multiple sites in the area between Vernon Boulevard and the East River have been recently redeveloped or are the subject of ongoing development projects.

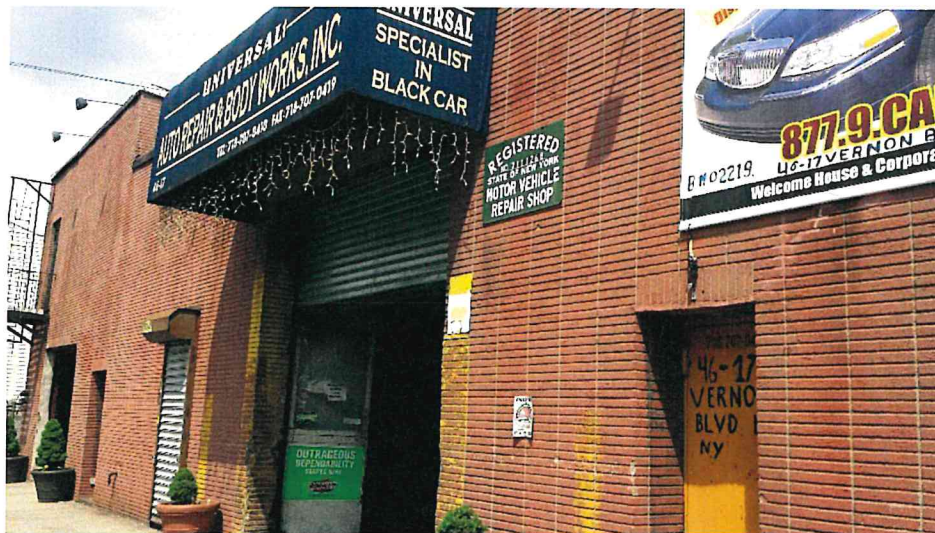
A plastics fabricating facility (“Plaxall”) is located to the southwest of the subject site directly across 46th Avenue. This facility spans across 46th Avenue and 46th Road, and houses seven tall tanks (called silos) for bulk storage of plastic pelletized resins. This site was sold in 2015 and is the subject of a redevelopment proposal that would require a rezoning that is proposed to include the entire Anable Basin waterfront including the project site. There is a metal work fabricator (“Empire City Iron Works”) located to the east of the subject property east of Vernon Boulevard between 46th Avenue and 45th Road. There are also several commercial businesses in the surrounding area, including an auto body repair shop (“Universal Auto Repair & Body Works Inc.”) located on Vernon Boulevard to the southeast of the subject property, and two vehicle fueling stations (NYC Taxi and Ryder Truck Rental) to the north with two fuel dispensers each. Adjacent to the subject property at the northwest intersection of Vernon Boulevard and 46th Avenue are three mixed commercial and residential buildings. Similarly, on Vernon Boulevard to the west of 46th Road are several three-story buildings with ground-level commercial use and upper level residential use. To the west of the subject property are several high-rise residential buildings, as well as a public parking garage, within the waterfront area centered on Center Boulevard.



Plastics manufacturing facility (7 silos) across 46th Avenue to the southwest.



Metal fabricating yard to the east between 46th Avenue and 45th Road.



Auto repair and body shop on Vernon Boulevard to the southeast.



NYC Taxi fueling station on Vernon Boulevard to the north.



Ryder Truck Rental fueling station on 44th Drive to the north.

Mixed commercial and residential buildings adjacent to the subject property.



Mixed commercial and residential buildings on Vernon Boulevard near 46th Road.



Several high-rise residential buildings and a public parking garage to the west.

The project site is immediately adjacent to an R6A residence district within the Long Island City Special District, and is in close proximity to other districts where residential development of similar scale and bulk has occurred and is ongoing. The proposed development is consistent with City policy calling for high-density development in areas of Long Island City that are no longer in use for heavy manufacturing activity, have good transit access, and can provide new opportunities for waterfront public access. The proposed development would allow construction of an approximately 219,450- gross square foot (212,867 zoning square foot) mixed residential and commercial development consisting of two separate buildings ranging in height from 20 feet to 290.7 feet. The buildings would have ground floor local retail use and amenity space, and a total of approximately 248 dwelling units. The building would provide a 9,195 square foot publicly accessible waterfront open space adjacent to Anable Basin.

Future Without the Proposed Action

Project Site: Under the Project Site's M1-4 zoning, the site could be redeveloped for manufacturing or commercial use at a Floor Area Ratio of 2.0, or for community facility use at a floor area ratio of 6.5. The most likely as-of-right development of the Project Site would be for a 10-story, 132-unit hotel containing approximately 81,243 gross square feet (77,181 zoning square feet) of floor area.

Because of unique site conditions including a high water table and extraordinary remediation costs, an as-of-right hotel development under existing zoning would not be financially feasible. Therefore in the future without the proposed action, it is assumed the site would remain in its current condition.

The project site is within an area proposed for rezoning from M1-4 to a mixed-use district that would allow new development at up to 6.5 FAR. Additionally the project site would be within a Mandatory Inclusionary Housing Area and a Waterfront Access Plan. If approved, this rezoning would likely result in redevelopment of the project site for mixed residential and commercial development with new waterfront public access. Between 25 and 30% of the new residential floor area allowed by the proposed rezoning would be affordable housing under the provisions of Mandatory Inclusionary Housing. The project site would be part of a new Waterfront Access Plan on Anable Basin to be created under the proposed rezoning. Because this proposal is in its early stages, it is assumed the site's M1-4 zoning would remain in place in the future without the proposed action..

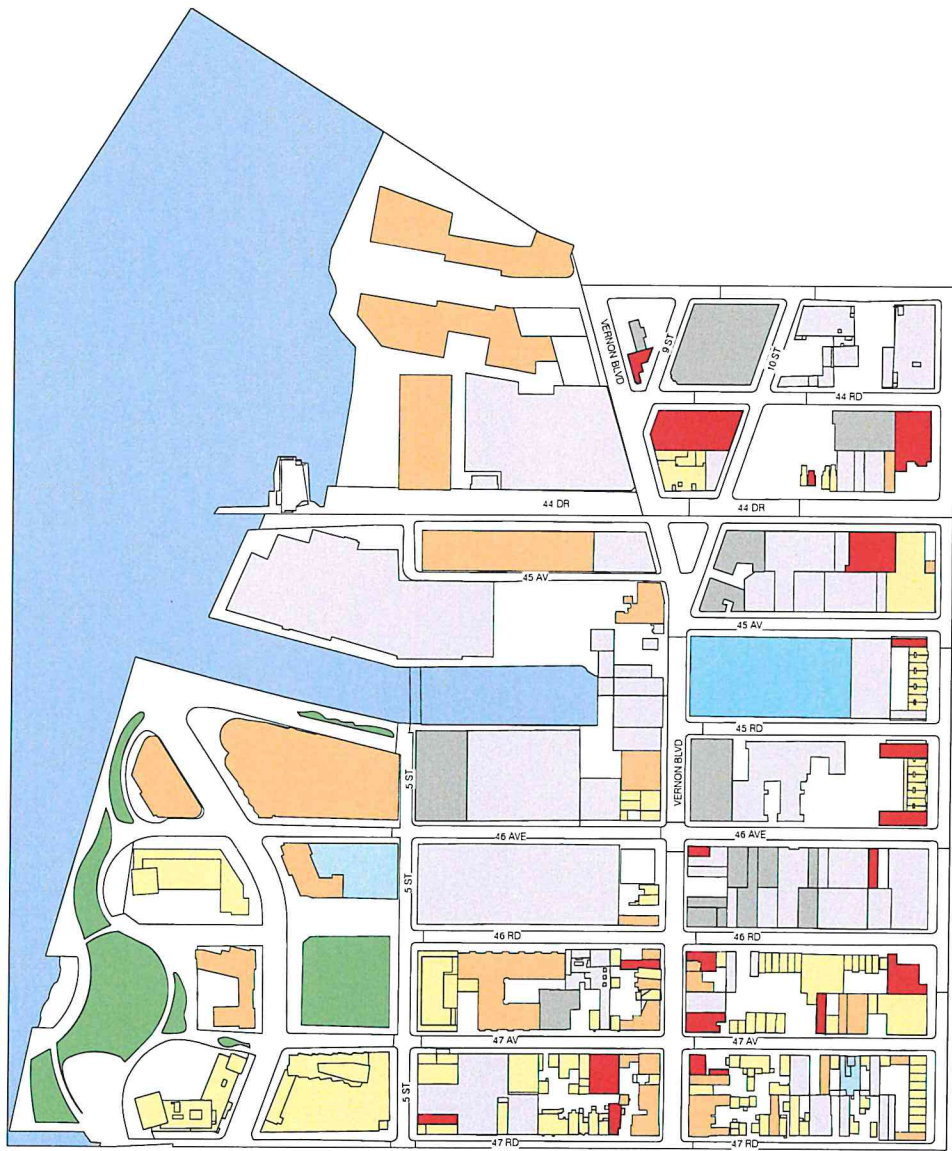
Surrounding Area:

Much of Long Island City was rezoned to promote mixed use development in 2001, as illustrated on the Zoning Map included in this document. Within areas zoned for mixed use development, new residential and commercial development is an ongoing trend. One block west of the Project Site, the Queens West development centered on Center Boulevard south of Anable Basin, consists of high-rise residential and commercial buildings, as well as public waterfront open spaces.

The Long Island City waterfront is undergoing a transition as former industrial sites in the area west of Vernon Boulevard are redeveloped as a residential community. The following maps documenting existing land uses and proposed land uses document this trend.

These existing land use patterns and trends in the project vicinity are expected to remain in the future without the proposed action. As documented in the section on Socioeconomic Conditions, the Long Island City area has experienced significant new residential development in recent years, a trend that would continue.

FIGURE: EXISTING LAND USES



- MIXED USE
- RESIDENTIAL
- COMMERCIAL
- PARKING
- INDUSTRIAL/MANUFACTURING
- PUBLIC FACILITIES AND INSTITUTIONS

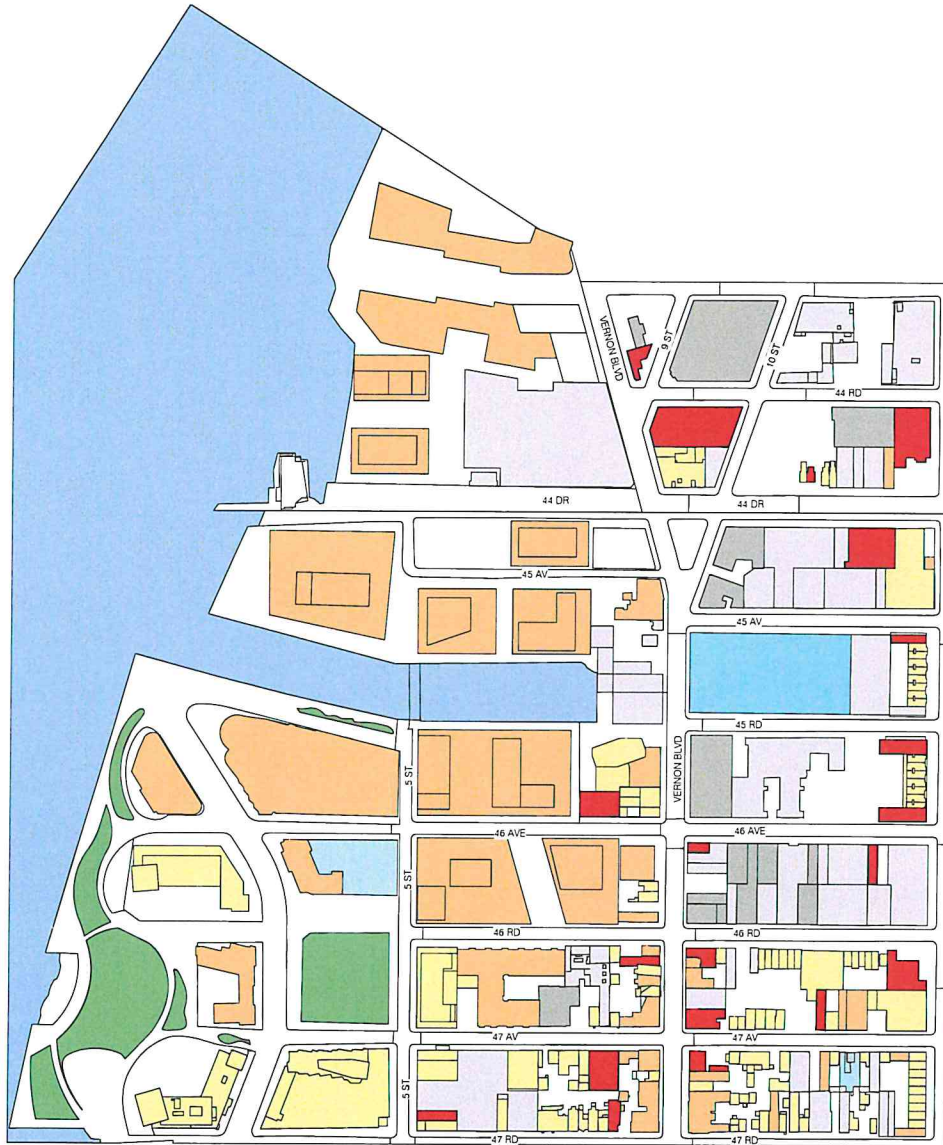
BUILDING USE EXISTING

1" = 300'-0"

1	
A-200.00	Z-26.01

SEAL AND SIGNATURE

FIGURE: PROPOSED LAND USES



- MIXED USE
- RESIDENTIAL
- COMMERCIAL
- PARKING
- INDUSTRIAL/MANUFACTURING
- PUBLIC FACILITIES AND INSTITUTIONS

BUILDING USE PROPOSED

1" = 300'-0"

1	
A-200.00	Z-26.02

SEAL AND SIGNATURE

sh p
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VERNON BOULEVARD
5.49 ACR. AVE.
LONG ISLAND CITY, NY 11101

BUILDING USE
PROPOSED
DRAFT



JOB # | 233-15 BZ
DATE | 3/30/2017 4:29:11 PM
SCALE | 1" = 300'-0"
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Future With the Proposed Action

Project Site: Under the proposed action, the Project Sponsor would build a new development consisting of two buildings and containing 248 dwelling units, as well as 9,288 square feet of local retail space and a 9,195-square foot waterfront open space. The development would consist of the four-story, 54' Paragon Building on Vernon Boulevard, and a 26-story, 290.7' building (the Anable Building).

The proposed use is consistent with the emerging land use pattern of high-density residences in the area west of Vernon Boulevard. The proposed development would not introduce a new land use into the area, would not create conflicts with existing land uses or established development patterns, and would not alter the overall land use pattern in the area.

Zoning**Existing Conditions**

The Project Site is within an M1-4 zoning district that is mapped over a large area from the Queensboro Bridge in the north to an irregular southern border between approximately 45th Avenue and 47th Avenue. Areas to the south and east are mapped with a variety of mixed-use zoning districts within the Special Long Island City District. To the west and southwest of the Project Site is an M3-1 district, the provisions of which have been overridden by New York State in its establishment of the Queens West development area. Additionally, a waterfront area at the terminus of 44th Avenue, north of the Project Site, is mapped R9 and R7A.

Future Without the Proposed Action

No zoning changes are anticipated in the zoning pattern in the project vicinity. A Pre-Application Statement has been filed for a rezoning application sponsored by Design Center Realty affecting the land surrounding Anable Basin including the project site, as well as the Plaxall Site located adjacent to the project site to the west, as well across 46th Avenue to the south and on the northern side of Anable Basin. This application, if approved, would rezone an existing M1-4 district (including the project site) and a mixed-use M1-4/R6A district to mixed use M1-4/R7, M1-4/R8, and M1-4/R9 districts. The project site would be zoned for mixed-use development at up to 6.5 FAR. This action would continue the established pattern of the conversion of former industrial properties west of Vernon Boulevard into dense mixed residential and commercial projects.

Future With the Proposed Action

The proposed action consists of the granting of a zoning variance from the use provisions of the site's M1-4 district. There would be no changes to the zoning pattern in the area. Zoning policy in New York City includes the availability of a variance to provide relief from zoning provisions that preclude economically viable use of a site.

The proposed mixed residential and local commercial development would be compatible with nearby mixed-use zoning districts, as well as the development regulations of the state-sponsored Queens West development, which overrides local zoning.

Public Policy

Public policy for land use in the area is established by the area's zoning. New York City land use law includes the availability of a zoning variance providing relief from the provisions of the zoning where certain findings are met. The proposed action would be supportive of public policy goals calling for the redevelopment of underutilized manufacturing land which is in close proximity to existing residential areas and is well supported by mass transit and local commercial services, as well as policies calling for the remediation and redevelopment of sites that may be affected with hazardous materials, and policies calling for the development of publicly accessible waterfront open space as a component of new development.

Waterfront Revitalization Program

Because the Project Site is within the Coastal Management Zone, it is subject to consistency review under the New York City Waterfront Revitalization Program (WRP). The WRP Form was completed, and is attached. Based on the information provided in the WRP Form, the proposed project requires assessment relative to the following policies:

Policy 1.1 Encourage commercial and residential redevelopment in appropriate coastal zone areas. The proposed action is consistent with this policy. It would allow redevelopment of an underutilized site in close proximity to established and newly emerging residential areas that is well served by public transit, local commercial services, and open space and community facilities. It would extend the Long Island City community to the waterfront by providing a new public waterfront open space on Anable Basin.

Policy 1.2 Encourage non-industrial development with uses and design features that enliven the waterfront and attract the public. The proposed action is consistent with this policy. The proposed development would include provision of a publicly accessible waterfront area, creating a new amenity for the surrounding community.

Policy 1.3 Encourage redevelopment in the Coastal Zone where public facilities and infrastructure are adequate or will be developed. The proposed action is consistent with this policy. The project would redevelop an underutilized site for residential and commercial uses in close proximity to mass transit infrastructure and would integrate the site into the surrounding area. The project would include local retail space serving project occupants and the surrounding community.

Policy 1.5 Integrate consideration of climate change and sea level rise into the planning and design of waterfront residential and commercial development pursuant to WRP Policy 6.2. The proposed action is consistent with this policy. The new development would incorporate building features as required by the New York City Building Code Appendix G Flood Resistant Construction Standards.

Policy 4.5 Protect and restore tidal and freshwater wetlands. The proposed action is consistent with this policy. It would include restoration of existing shoreline structures to stabilize the site, as well as creation of a public waterfront area adjacent to Anable Basin. This work at and within the water's edge would be designed to be protective of the waters of Anable Basin and would be subject to NYSDEC and USACE review and permitting.

The shoreline work will involve the installation of 42 linear feet of new sheet-pile bulkhead to replace the existing timber bulkhead where the southern perimeter of Anable Basin meets the project site.

Policy 6.1 Minimize losses from flooding and erosion by employing non-structural and structural design measures appropriate to the site, the use of the property to be protected, and the surrounding area. The proposed action is consistent with this policy. The new development would incorporate building features as required by the New York City Building Code Appendix G Flood Resistant Construction Standards.

Policy 6.2 Integrate consideration of the latest New York City projections of climate change and sea level rise (As published in New York City Panel on Climate Change 2015 Report, Chapter 2: Sea Level Rise and Coastal storms) into the planning and design of projects in the city's Coastal Zone. The proposed action is consistent with this policy. The new development would incorporate building features as required by the New York City Building Code Appendix G Flood Resistant Construction Standards.

Policy 7.1 Manage solid waste material, hazardous wastes, toxic pollutants, substances hazardous to the environment, and the unenclosed storage of industrial materials to protect public health, control pollution and prevent degradation of coastal ecosystems. The proposed action is consistent with this policy. It would allow for the remediation and reuse of a site that has been adversely affected by hazardous materials.

Policy 8. Provide public access to, from, and along New York City's coastal waters. The proposed action is consistent with this policy. The new development would result in creation of new publicly accessible open space along Anable Basin. This would be a new amenity for project occupants, as well as residents and visitors to the surrounding community.

Policy 9.1 Protect scenic resources that contribute to the visual quality of the New York City coastal area. The proposed action is consistent with this policy. The new development would allow for public access to the Anable Basin waterfront

SOCIOECONOMIC CONDITIONS

The proposed action would not result in any adverse impacts related to Socioeconomic Conditions. Pursuant to the *CEQR Technical Manual*, a socioeconomic assessment should be conducted if an action may be reasonably expected to create substantial socioeconomic changes within the area affected by the action that would not be expected to occur absent the proposed actions. The following circumstances are identified as typically requiring a socioeconomic assessment:

- a) *direct displacement of residential population so that the socioeconomic profile of the neighborhood would be substantially altered.*
- b) *direct displacement of substantial numbers of businesses or employees or a business or institution that is unusually important.*
- c) *substantial new development that is markedly different from existing uses, development, and activities within the neighborhood. Residential development of 200 units or less or commercial development of 200,000 square feet or less would typically not result in significant socioeconomic impacts.*

The applicant's proposed development under the proposed action would consist of new development and conversion of the former Paragon Paint building to provide 248 new dwelling units, along with ground floor retail and publicly accessible waterfront open space. This type of development would be consistent with existing land use patterns and built form in the area, which contains a series of mixed, manufacturing and residential uses and economic activities. Recent land use trends in the area, including the development of the Queens West project along Center Boulevard one block to the west of the project site.

The proposed project includes 248 new dwelling units, which exceeds the 200-unit threshold identified as having the potential for significant socioeconomic impacts. At an average of 1.53 persons per household, this would add approximately 379 new residents to the area's population. This development would be part of a preexisting, ongoing real estate trend. Long Island City has experienced significant population growth in recent years, and several major developments are planned, approved, or under construction, which would add to this trend. Between 2000 and 2010, the population of the census tracts that are located within ¼ mile of the project site grew by 74.6%. Community District 2 as a whole grew by 3%. Based on the visible construction activity in Long Island City, it is apparent that this trend of population growth is continuing. In this context of strong, areawide growth, the development that is expected to occur as a result of the proposed action would be a continuation of existing trends, and would not be 'markedly different from existing uses, development, and activities within the neighborhood.

None of the circumstances identified as having the potential to result in significant adverse impacts to socioeconomic conditions would occur under the proposed rezoning. Therefore, the proposed action does not have the potential for adverse impacts related to socioeconomic conditions.

COMMUNITY FACILITIES AND SERVICES

A community facilities assessment may be necessary if an action could potentially affect the provision of services provided by public or publicly funded community facilities such as schools, hospitals, libraries, day care/Head Start facilities, and fire and police protection. According to the screening levels established in the *CEQR Technical Manual*, there are direct and indirect effects. An assessment of the project's effects on community facilities is generally warranted if:

- a project would add new population to an area that would increase the demand for services and cause potential indirect effects on service delivery. Depending on the size, income characteristics, and age distribution of the new population there may be effects on public or publicly funded schools, libraries, health care facilities, or day care/Head Start facilities.
- a project would physically alter a community facility, whether by displacement of the facility or other physical change. This direct effect triggers the need to assess the service delivery of the facility and the potential effect that the change may have on that service delivery.

The Proposed Development would add 248 new residential units. Based on a preliminary assessment of CEQR thresholds for analysis, as shown in Table Community Facilities-1, this project does not trigger a detailed *CEQR* analysis for libraries, publicly funded day care and head start, health care facilities, or Police and Fire Protection services. However, there is a potential impact to public schools. A preliminary assessment was conducted to determine the necessity of additional analysis.

Public Schools

Based on this analysis, the proposed action is not expected to have a significant adverse impact on public schools in the study area, defined as Community School District 30. The proposed action is projected to result in the development of approximately 248 new dwelling units. Pursuant to the *CEQR Technical Manual* Table 3C-2, the proposed increment of 248 dwelling units would result in the introduction of 69 elementary school students and 30 middle school students to the school district.

An assessment has been made of the utilization rate of local public elementary and middle schools, to determine their ability to accommodate any project-related increase in enrollment. Information on school enrollment and capacity was obtained from the Department of Education's Utilization Profiles: Enrollment/Capacity/Utilization Report 2015-2016.

Table Community Facilities-1: Preliminary Assessment of *CEQR* Thresholds

Community Facility	Threshold	248 DUs		Exceeds Criteria Threshold
Public Schools	>50 elementary and middle school children (combined)	0.28	69	Yes
Elementary School and Middle School Students		0.12	30	(Total of 99 elementary and middle school)
High School Students	>150 high school students (see 2014 <i>CEQR Technical Manual</i> , Table 6-1a)	0.14	48	No
Libraries	>622 DUs in Queens (<i>CEQR Technical Manual</i> Table 3C-3)		NA	No
>5% Increase in ratio of residential units				
Health Care Facilities	NA		NA	No
>600 low or low-to-moderate income units				
Publicly Funded Day Care/Head Start Facilities	> 20 children	0.14	0	No
<6 years old	139 low-to-moderate income DUs in Queens generate a total of 20 children (see 2014 <i>CEQR Technical Manual</i> , Table 6-1b)			(Proposed project would be for market rate housing)
Fire Protection	Direct Effect			No
Police Protection	Direct Effect			No

The study area consists of public elementary and middle schools within Community School District 30, Subdistrict 3. Table Community Facilities-2 provides their location, enrollment capacity and utilization rate:

According to the *CEQR Technical Manual*, if a proposed action would cause an increase of five percent or more in deficiency of available seats in the affected schools there may be a significant adverse impact on schools. The affected area is defined as Subdistrict 3 of Community School District 30. As shown in the following tables, Subdistrict 3 has a capacity of 3,036 seats at the elementary level, with an enrollment of 3,036 students. There are currently 768 available elementary seats. In the future without the action, the Board of Education anticipates enrollment at the elementary level will increase by 3,488,646 students, while 1,184 seats of additional capacity would be produced. These changes in no-action conditions would result in a shortfall of 694 seats, and a utilization rate of 114%. The proposed action would result in 69 additional

students at the elementary level, thereby increasing the shortfall to 763 seats, at a utilization rate of 115%

According to the 2014 CEQR Technical Manual, a significant adverse impact may occur where the collective utilization rate of the elementary or intermediate schools is equal or greater than 100% in the with-action condition, and there is an increase of five percent or more in the collective utilization rate between the no-action and with-action condition. This analysis indicates that the proposed action would increase elementary school utilization by two percent. Therefore the proposed action would not result in significant adverse impacts related to elementary school utilization.

**Table Community Facilities-2 Elementary School Enrollment and Capacity
Community School District 30; Subdistrict 3**

School Address	Enrollment	Capacity	Over/Under	% Utilization
PS 76: 36-10 10 th Street	557	767	210	73
PS 78: 46-08 5 th Street	285	434	149	66
PS/IS 78: 48-09 Center Boulevard	200	242	-42	83
PS 17: 28-39 29 th Street	109	82	27	133
PS/IS 126: 31-51 21 st Street	51	118	-67	43
PS/IS 111: 37-15 13 th Street	189	393	-204	48
PS 112: 25-05 37 th Avenue	524	392	132	134
PS 234: 30-15 29 th Street	600	575	25	104
PS 171: 14-14 29 th Avenue	521	801	-280	65
Existing Totals	3036	3804	768	79
No-Action Increment	3488	1184		
No-Action Totals	5682	4988	-694	114
With Action Increment	69			
With Action Totals	5751	4988	-763	115

As shown in the following tables, Subdistrict 3 has a capacity of 2,947 seats at the intermediate level, with an enrollment of 2,115 students. There are currently 832 available middle school seats. In the future without the action, the Board of Education anticipates enrollment at the intermediate level will increase by 597 students, reducing the number of available seats to 235. The proposed action would result in 30 additional students at the middle school level, thereby reducing the number of available seats to 205. This analysis indicates that the proposed action therefore would not result in significant adverse impacts related to middle school utilization, since there would be adequate middle school capacity.

**Table Community Facilities-3 Middle School Enrollment and Capacity
Community School District 30; Subdistrict 3**

School Address	Enrollment	Capacity	Over/Under	% Utilization
PS/IS 78: 46-08 5 th Street	57	88	-31	
PS/IS 78: 48-09 Center Boulevard	41	49	-8	
PS/IS 111 37-15 13 th Street	96	199	-103	
IS 126: 31-51 21 st Street	581	787	-206	
IS 204: 36-41 28 th Street	495	898	-403	
IS 235: 30-15 29 th Street	150	199	-49	
Young Women's Leadership School: 23-15 Newtown Avenue	245	235	10	
Hunters Point Community Middle School: 1-50 51 st Avenue	374	397	-23	
PS 17:28-37 29 th Street	52	39	13	
IS 126: 31-51 21 st Street	24	56	-32	
Existing Totals	2,115	2,947	-832	72
No-Action Increment	597			
No-Action Totals	2,712	2,947	-235	92
With Action Increment	30			
With Action Totals	2,742	2,947	-205	93

OPEN SPACE

Pursuant to the *CEQR Technical Manual*, an open space assessment may be necessary if an action could potentially have a direct or indirect effect on open space resources in the affected area. A direct impact would occur if the proposed action would physically change, diminish, or eliminate an open space or reduce its utilization or aesthetic value. Introduction of a substantial new user population that would create or exacerbate an over utilization of open space resources would result in an indirect impact.

I. Introduction

Under the City's Environmental Review Procedures (CEQR), an analysis of open space is conducted to determine whether a proposed action would have either a direct impact resulting from elimination or alteration of open space, or an indirect impact resulting from overtaxing available open space resources.

The proposed action would not directly displace any open space and would not significantly affect the utilization of existing open space resources. Development would include provision of a new, publicly accessible 9,348-square foot open space along Anable Basin as well as a 5,857-square foot private court for building residents' use. The potential for the project to cast shadows that could adversely affect nearby open space resources is considered in the SHADOWS section of this document. Additionally, since the proposed action could result in the development of approximately 248 new dwelling units, and would increase the residential user population by approximately 379 new residents (at 1.53 persons per household), an open space analysis has been conducted to determine if the increase in the number of potential users would result in indirect impacts on the area's open space resources.

II. Methodology

According to the guidelines of the City's *CEQR Technical Manual* for analysis of residential development, census tracts with at least half of their geographic area within a one-half mile radius of the development site should comprise the open space study area. Using current population figures, an open space ratio is calculated for both the future no-action and future action scenarios, expressed as the amount of open space acreage per 1,000 user population. Typically, a comparison is made to the median open space ratio of the City, which is 1.50 acres per 1,000 residents. A reduction in the open space ratio increment of more than 5 percent over future no-action conditions generally warrants a more detailed analysis, unless the open space ratio is below the citywide average, in which case even a small reduction could be considered significant.

In addition to field surveys, information from the NYC Department of City Planning's Community District Needs Statements, NYC Parks Department website, and Census 2010 data were utilized in preparing the open space analysis.

III. Study Area Definition

In accordance with the guidelines established in the City's 2014 *CEQR Technical Manual*, the open space study area is defined to analyze both the nearby open spaces and the population using those open space resources. It is generally defined by a reasonable walking distance that users would travel to reach local open spaces and recreational areas. The study area is typically a one-half-mile radius from residential users. Since the proposed action would not introduce a significant daytime user population (i.e., workers), the 0.5 mile study area is used for a residential population.

IV. Existing Conditions

Study Area Population

Because the proposed project would generate new residents, a study area based on a one-half mile distance from the project site was used. The study area was further adjusted to include all census tracts falling entirely within the one-half mile radius of the project site as well as census tracts that have 50 percent or more of their area within that radius. Using this methodology, the resultant open space study area is shown on Figure OS-1.

Secondary sources were used to determine the residential and non-residential populations served by the existing open space resources in the study area. To estimate the total residential population, tables of 2010 Census data for New York City developed by the Department of City Planning's (DCP) Population Division were used.

An assessment of open space utilization was conducted pursuant to CEQR Technical Manual methodology. This requires delineating a half-mile radius study area, and identifying all census tracts with at least 50% of their area within the half-mile radius, as well as all open spaces within the study area. Using these criteria, the census tracts that fall within the ½ mile study area are 1, 7, and 19. As shown in the Table OS1 above, the study area is comprised of Community District 2 census tracts 1, 7, and 19, and has a total combined residential population of 4,532 persons as shown in Table OS-1, below.

Figure OS-1
OPEN SPACE STUDY AREA CENSUS TRACTS

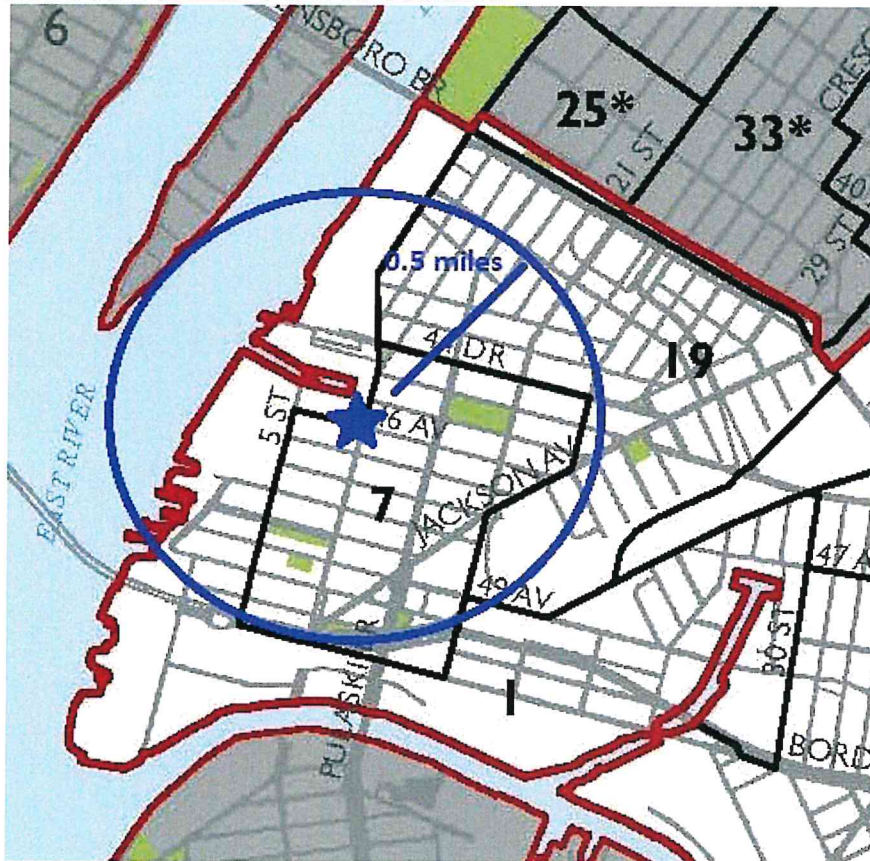


TABLE OS-1
Population by Census Tract

Census Tract	Population
CT 1	4,949
CT 7	4,790
CT 19	1,076
Total	10,815

Open Space Inventory

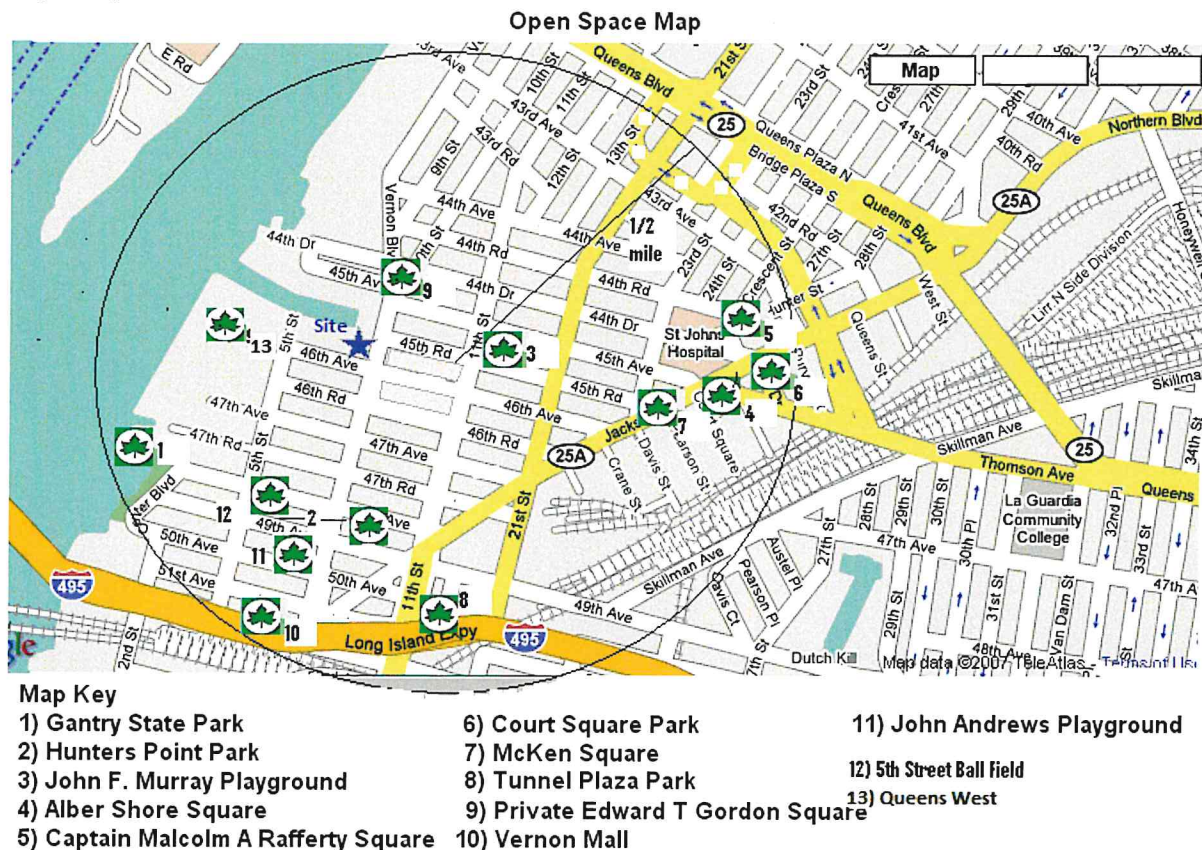
John F. Murray Playground, a large, well-equipped neighborhood playground, is located across 11th Avenue from the affected area. It features seating areas, a hardtop baseball diamond, handball and basketball courts, and playground equipment. Other major open spaces in the area include Gantry Plaza State Park on the East River shoreline, waterfront open spaces associated with the Queens West development one block west of the project site, and John Andrews Playground, on 49th Avenue between 5th Street and Vernon Boulevard. Other open spaces in the area include small plazas and seating areas. The following open space resources are entirely or mostly within the study area:

TABLE OS-2: OPEN SPACE INVENTORY

Key #	Name	Address	Ownership	Acreage	%Active	%Passive	Total Active	Total Passive	Utilization	Quality	Features
1	Gantry Plaza State Park	48 th Avenue East River	NYS PRHP	2.5	50	50	1.25	1.25	Moderate	Acceptable	Fishing, Be, BF
2	Hunters Point Park	48 th Ave., 11 th St., 5 th St.	NYC DPR	2.6	50	50	1.3	1.3	Moderate	Acceptable	BF
3	John F. Murray Plgd.	21 st St. 45 th Ave., 11 th St., 45 th Rd	NYC DPR	2.5	75	25	1.9	.6	Moderate	Acceptable	BR, HC, PG
4	Albert Short Square	Jackson Avenue, 45 th Rd., 23 rd St.	NYC DPR	0.1	0	100	0	.1	Low	Acceptable	Be
5	Capt. Malcolm A. Rafferty Square	44 th Dr., Hunter St., Crescent Ave.	NYC DPR	0.1	0	100	0	.1	Low	Acceptable	Be
6	Court Square Park	Jackson Ave., Thompson Ave., Court Sq.	NYC DPR	0.3	0	100	0	.3	Low	Acceptable	Be
7	McKenna Square	Jackson Ave., Thompson Ave., 45 th St.	NYC DPR	0.1	0	100	0	.1	Low	Acceptable	Be
8	Park (Tunnel)	Tunnel Plaza, 50 th Ave., 11 th St.	NYC DPR	0.3	0	100	0	.3	Moderate	Acceptable	HC, PG
9	Pvt. Edward T. Gordon Square	10 St., 44 th Dr., Vernon Blvd.	NYC DPR	0.8	0	100	0	.8	Low	Acceptable	BE
10	Vernon Mall	51 Ave. Vernon Blvd., 52 Ave.	NYC DPR	0.1	0	100	0	.1	Low	Acceptable	Be
11	John Andrews Plgd.	49 th Ave., Vernon Blvd, 5 th St.	NYC DPR	.5	50	50	.25	.25	Moderate	Acceptable	BR, PG
12	5 th Street Ball field	49 th Ave., Vernon Blvd, 5 th St.	QWDC	1.9	100	0	1.9	0	Moderate	Acceptable	BF, Be
13	Queens West Waterfront	Center Boulevard	QWDC	13	50	50	6.5	6.5	Moderate	Acceptable	Be, Wa, SF
	Total			24.9			13.1	11.8			

Features: BC=Basketball Courts HB=Handball Courts PG=Playground
 BR=Bathrooms BF=Baseball fields FE=Fitness Equip
 RT=Running track VC=Volleyball courts SF=Soccer Fields
 Be=Benches Wa=Walkways

**Figure OS-2:
Open Space Resources**



Qualitative Assessment

The study area has 24.9 acres of open space and an existing residential population, based on 2010 census data, of 10,815 persons. The open space ratio under existing conditions is 2.3 acres per thousand residents. In the future without the proposed action, it is expected that population growth in the area would continue recent trends. Between 2000 and 2010, population in the study area increased by 74.6%, or 7.46% per annum. At this rate of growth, area population by the project's expected build year of 2019 would be 67% higher than in 2010, or 18,061. With this population, the open space ratio would be 1.38 acres per thousand people.

The proposed project would result in the development of 248 new dwelling units. With an expected average occupancy of 1.53 persons, the resulting increase in population would be 379 people. This would increase population in the with-action condition to 18,440. The proposed project would include 9,195 square feet (0.22 acres) of publicly accessible waterfront open space. With these additions to area population and open space resources, the open space ratio would decrease from 1.38 to 1.37 acres per thousand residents. This represents a decrease of approximately 0.7 percent. Under both no-action and with-action conditions, open space ratio in the area would be slightly below acres per thousand residents, which is the citywide average. The decrease in open space ratio, of 0.7%, would be insignificant, and there would be no adverse

impacts related to Open Space. The proposed project would include a new public waterfront area on Anable Basin, providing an open space resource for area residents, workers, and visitors, as well as a private court for building residents' use. Further, area residents have access to regional parks in Queens and Manhattan via readily accessible public transportation. Such access is not reflected in the quantitative analysis. Based on the modest decrease in open space ratio, the provision of new publicly accessible open space, and the area's transit access to multiple open space resources throughout the region, no significant adverse impact associated with open space would occur.

SHADOWS

The Proposed Actions would result in buildings with a total height of up to 290.7 feet. Because the Proposed Actions would result in new development in excess of 50 feet, a Shadows analysis was performed by SHOP Architects PC, pursuant to the methodology of the 2014 *CEQR Technical Manual*.

TIER 1 SCREENING ASSESSMENT

To determine if a detailed shadow analysis is warranted, the first step is to determine if there are any sunlight sensitive receptors within the area that could be affected by project-generated shadows. The longest shadow that could be cast by the structure is 4.3 times the height of the structure and occurs on December 21, the winter solstice. Based on the proposed building height of 290.7 feet, a shadow length of 1,250 feet defines the potentially affected radius. The following public open spaces are within this radius:

- 1) Queens West Open Spaces/Gantry Plaza State Park
- 2) 44th Drive Street End
- 3) Gordan Triangle
- 4) Murray Playground
- 5) Hunters Point Park

Figure Shadows – 1: Tier 1 Screening: Potential Shadow Radius

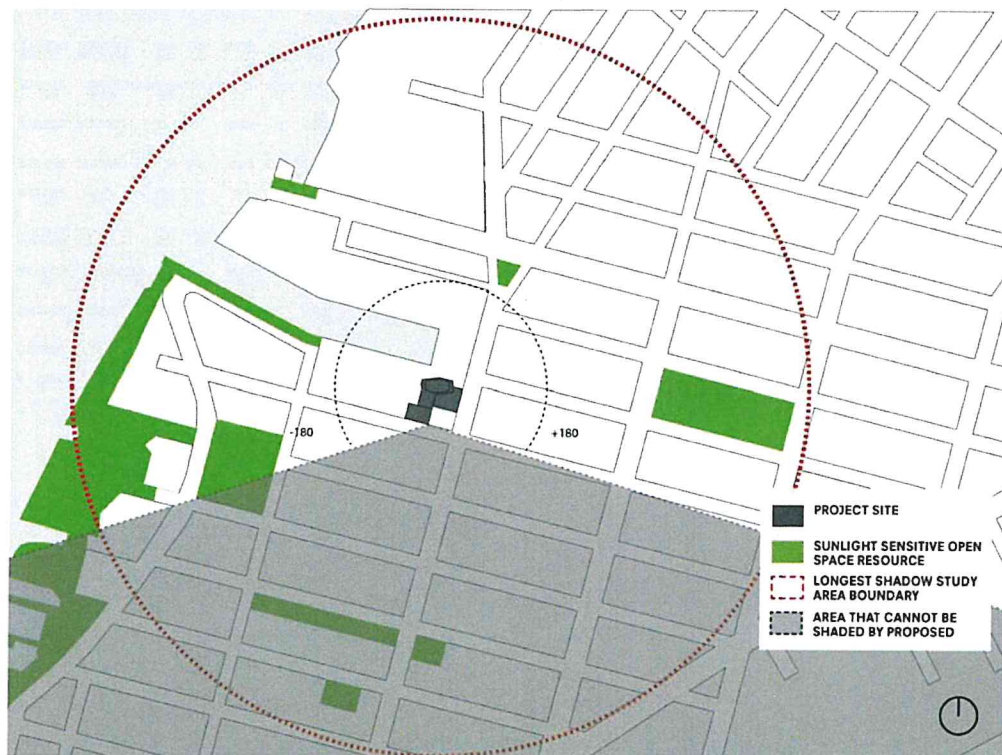


TIER 2 SCREENING ASSESSMENT

Pursuant to 2014 CEQR Technical Manual methodology, if any portion of a sunlight-sensitive resource lies within the longest shadow study area, a Tier 2 Screening Assessment is warranted. Because of the path the sun travels across the sky in the northern hemisphere, no shadow can be cast in a triangular area south of any given shadow source. In New York City, this area lies between -108° and $+108^{\circ}$ from true north. Figure Shadows-2 shows the results of this Tier 2 Screening.

Figure Shadows – 2: Tier 2 Screening: Area of No Shadow Impact

SHADOWS// TIER 2



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sh p

TIER 3 SCREENING ASSESSMENT

The Tier 3 screening assessment for the proposed building showed that in the absence of intervening buildings, shadows from the proposed building would reach sunlight sensitive resources on three of the representative analysis days, and therefore, a detailed shadow analysis is warranted for those days. On the winter solstice, project-generated shadows would affect the 44th Drive street end open space during the morning period, and Gordon Triangle during the mid-afternoon. On the equinox, an early morning shadow would affect a portion of the Queens West waterfront open space. On May 6, an early morning shadow would affect a portion of the Queens West waterfront open space and a late afternoon shadow would affect a small corner of

Murray Playground. On the summer solstice, a very early morning shadow would affect a portion of the Queens West waterfront open space.

Table Shadows 1 – Tier III Screening Assessment Results*Daylight savings time has not been used*

Analysis Day	December 21	March 21	May 6	June 21
Analysis Hours	8:51 am – 2:53 pm	7:36 am – 4:29 pm	6:27 am – 5:18 pm	5:57 am – 6:01 pm
Resource 1: Queens West Waterfront/Gantry Plaza State Park				
Shadow enter/exit times	N.A.	7:26-8:30 am	6:17 – 6:45 am	5:57 – 6:28 am
shadow duration		1:04	0:28	0:31
Resource 2: 44th Drive Waterfront				
Shadow enter/exit times	8:51-10:00 am	N.A.	N.A.	N.A.
shadow duration	1:09			
Resource 3: Gordon Triangle				
Shadow enter/exit times	2:00-3:01 pm	N.A.	N.A.	N.A.
shadow duration	1:01			
Resource 4: Murray Playground				
Shadow enter/exit times	N.A.	N.A.	5:00-5:27 pm	N.A.
shadow duration			0:27	

*Daylight Savings Time has not been used

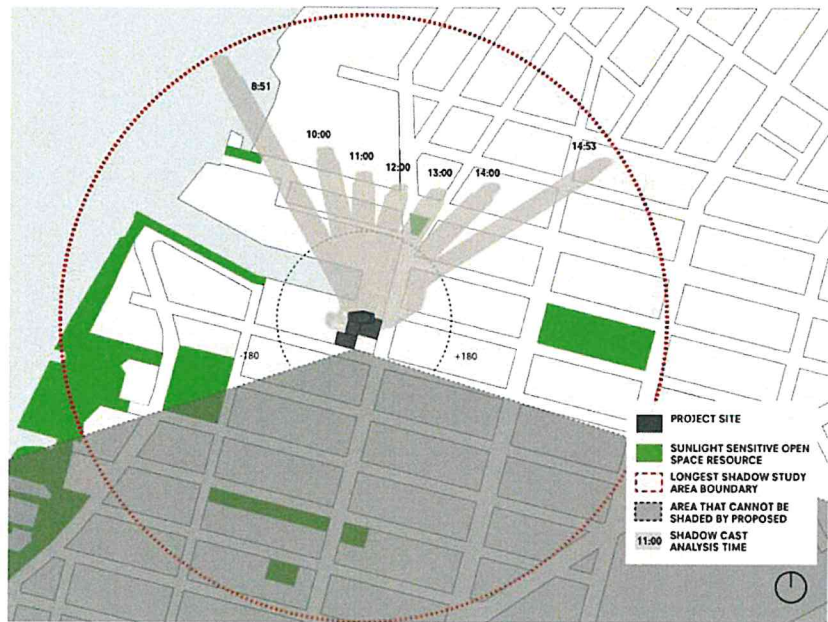
DETAILED SHADOW ANALYSIS

The detailed shadow figures below identifies incremental shadow from the proposed project that may affect sunlight sensitive ('SS') open space resources.

December 21 Analysis

On the winter solstice, an early morning shadow from the proposed development would affect the 44th Drive waterfront open space between 8:51 and 10 am, a period of slightly over one hour, and a midday shadow would affect Gordon Triangle between 2:00 and 3:01 pm, a period of approximately one hour. Both these open spaces are small passive recreation areas with landscaping and seating. Both new shadows would affect these resources for a relatively brief period. This shadow occurs in winter when vegetation is dormant, and use of these passive open spaces is light. This brief new shadow on these passive open spaces would not create significant adverse impacts related to their use.

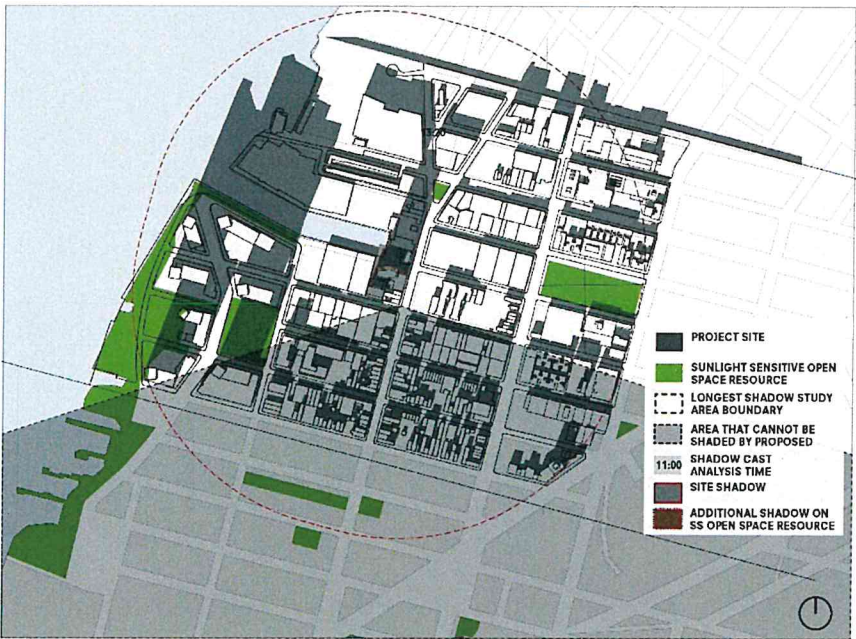
SHADOWS// TIER 3 - DEC 21ST 2015



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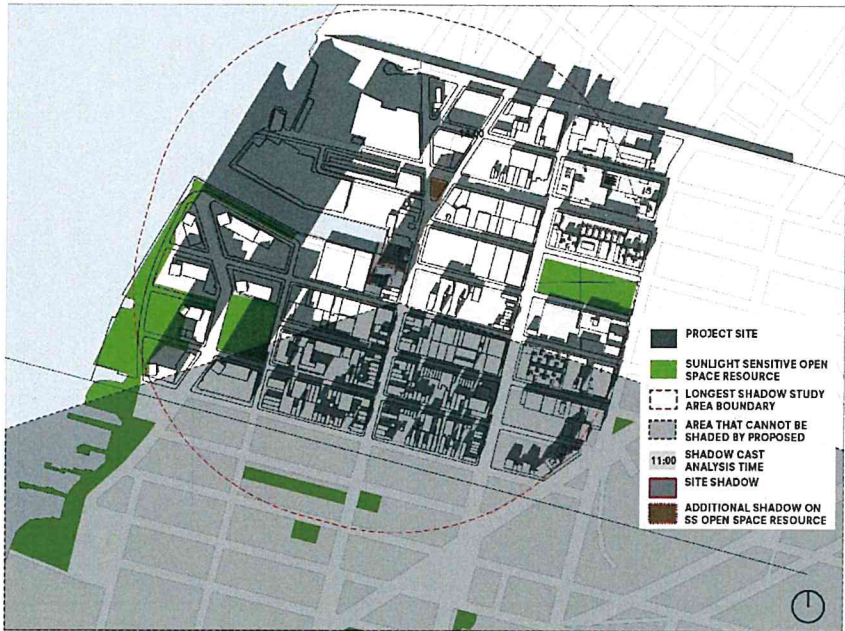
SHADOWS// TIER 3 - DEC 21ST 2015 13:20



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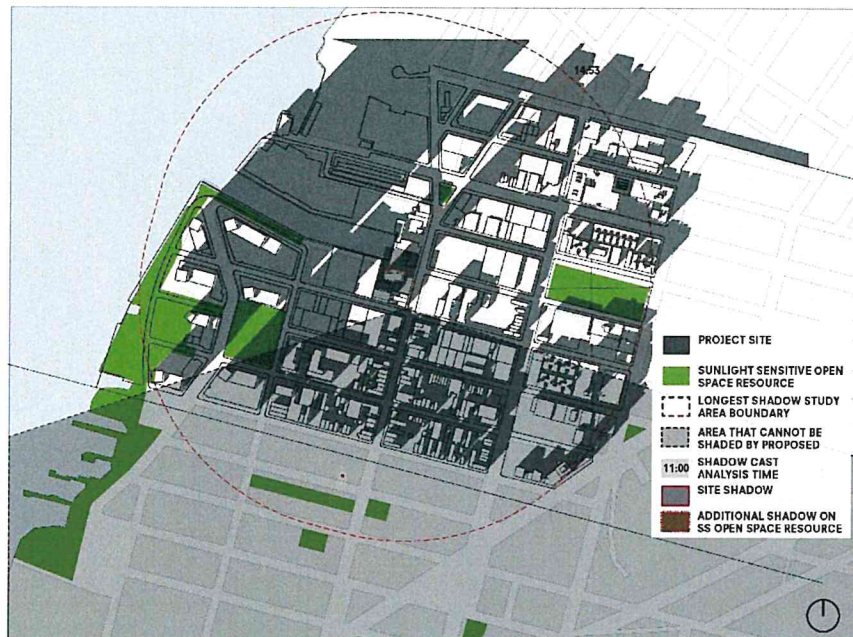
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SHADOWS// TIER 3 - DEC 21ST 2015 14:53

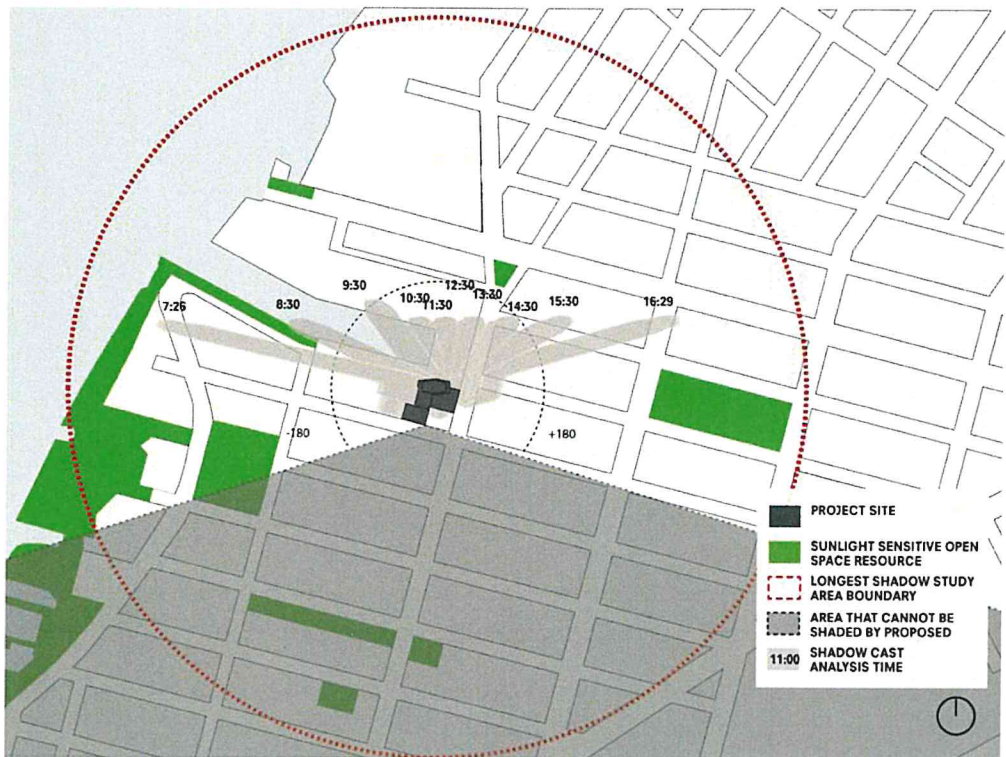
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March 21/September 21 Analysis

On the equinox, the project would cast an early morning shadow on a small portion of the Queens West waterfront open space adjacent to Anable Basin, between approximately 7:26 and 8:30 am, a period of one hour. The affected area is a narrow strip with paved walkway and native vegetation, which connects to the more extensive open spaces along the East River. This brief shadow coverage would occur during a morning period when use is not heavy, and would affect only a very small section of the Queens West open space. The incremental shadow would be of brief duration and would not affect growth of vegetation. No significant impacts would result from this increase in shadows.

SHADOWS// TIER 3 - MAR 21ST 2015



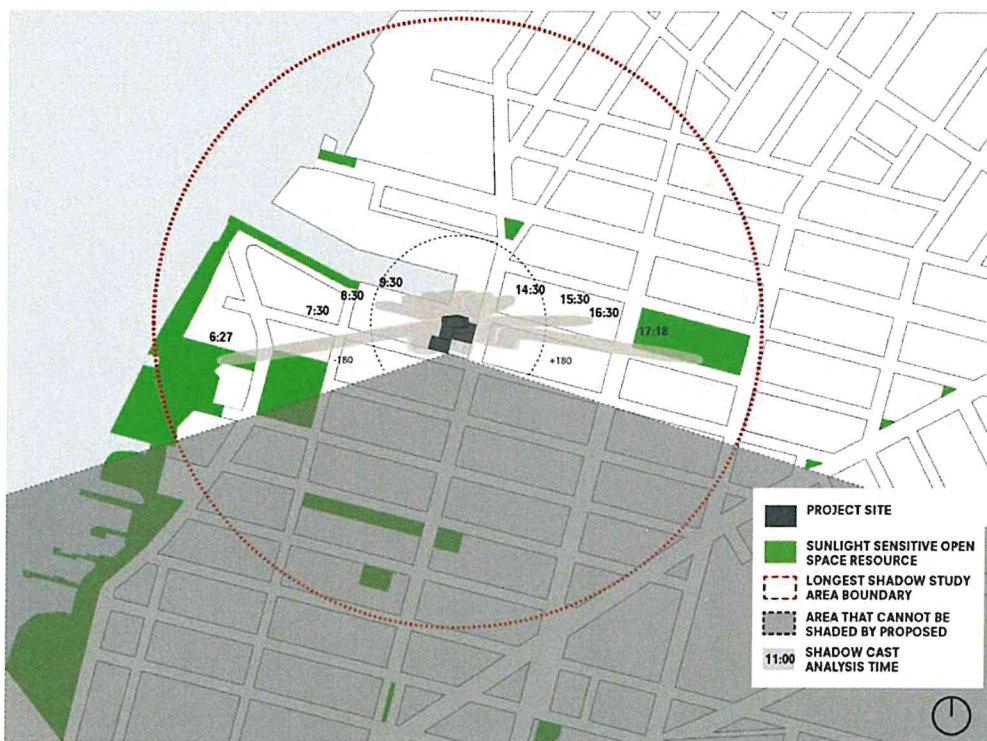
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May 6/August 6 Analysis

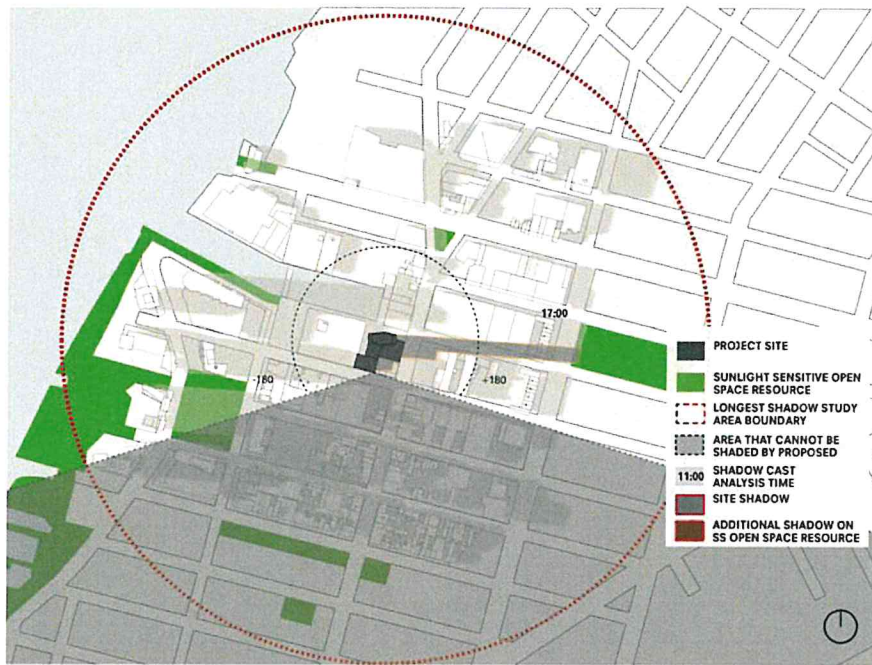
On the date midway between the equinox and the summer solstice, the project would cast a brief early morning shadow on a small part of an athletic field that is part of the Queens West open space, and a brief late afternoon shadow on a corner of Murray Playground. Both shadows would be of a duration of less than a half-hour, and would affect a small corner of these active recreation resources. The usability of these open spaces would not be adversely affected by this brief, small shadow coverage. The Queens West athletic field has a synthetic surface, and the affected corner of Murray Playground is an asphalt court, so there would be no effects on vegetation. No significant impacts would result from this increase in shadows.

SHADOWS// TIER 3 - MAY 6TH 2015



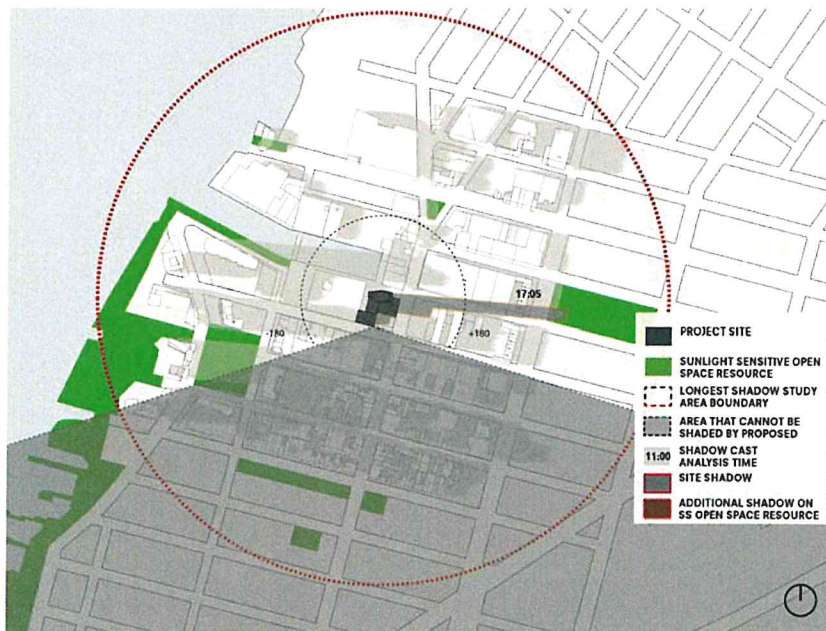
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SHADOWS// TIER 3 - MAY 6TH 2015 17:00

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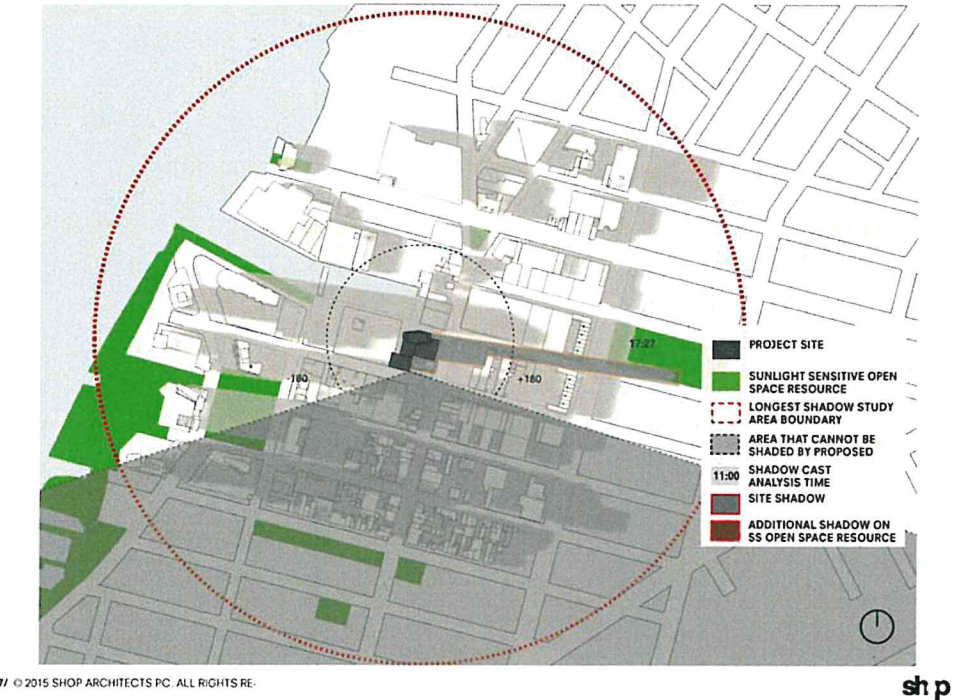
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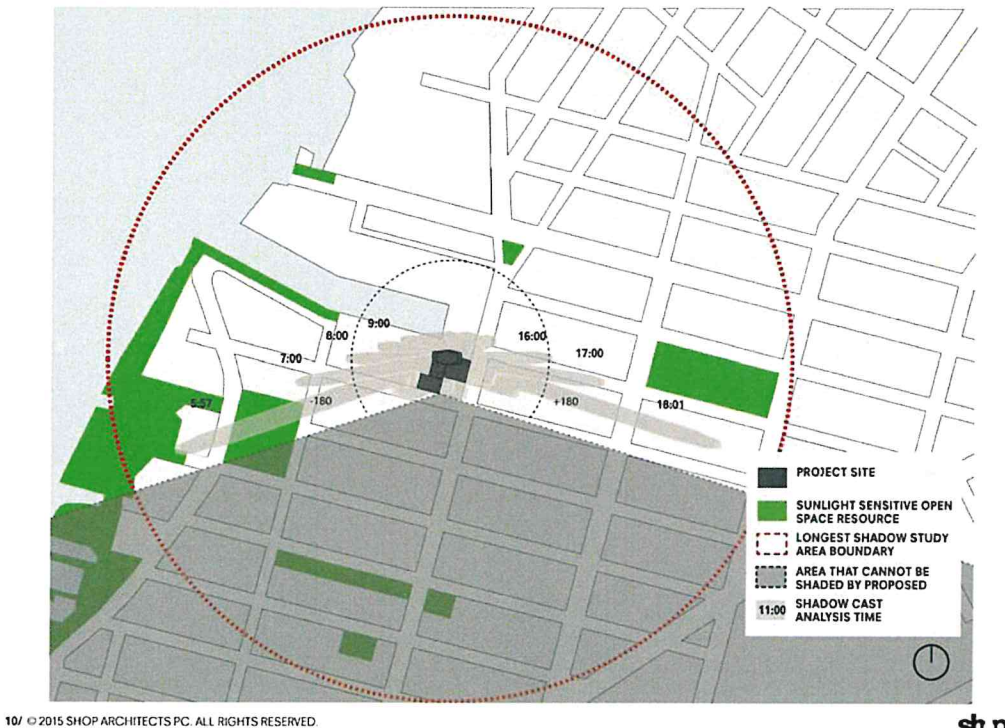
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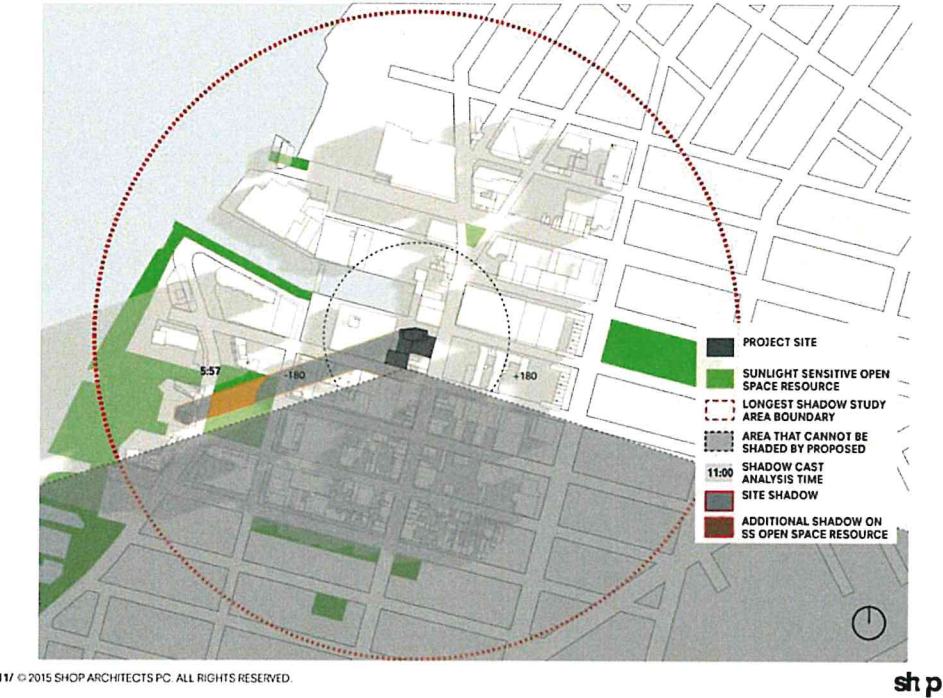
June 21 Analysis

On the summer solstice a brief early morning shadow from the project would affect the synthetic athletic field within the Queens West open space. This shadow would occur from 5:57 to 6:28 am, a period of one-half hour, during an early morning period when there would be little if any use of the field. The field has a synthetic surface and therefore there would be no effect on vegetation growth. No significant impacts would result from this increase in shadows.

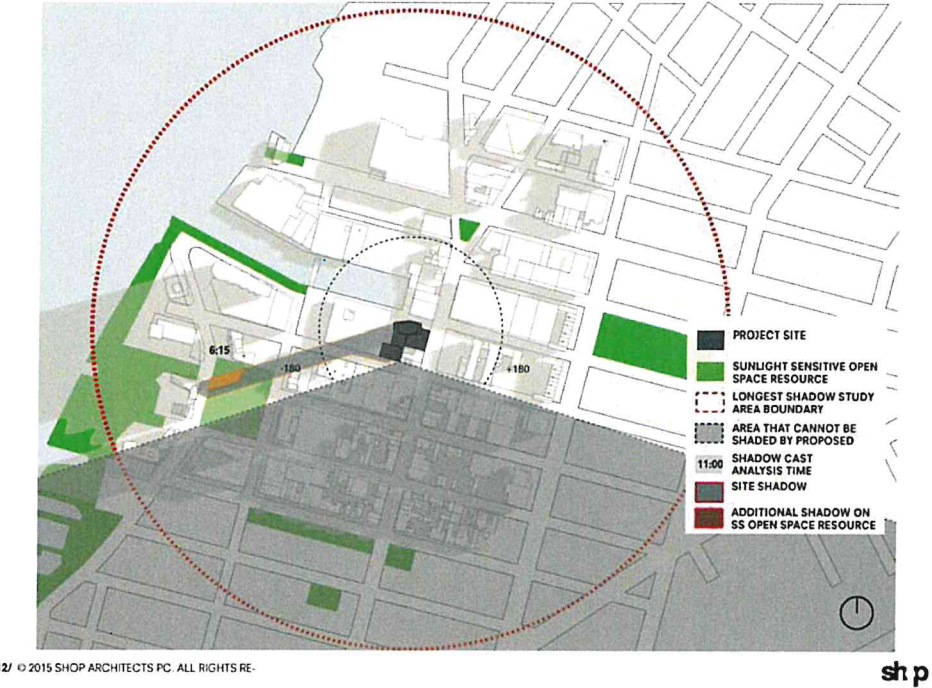
SHADOWS// TIER 3 - JUNE 21ST 2015



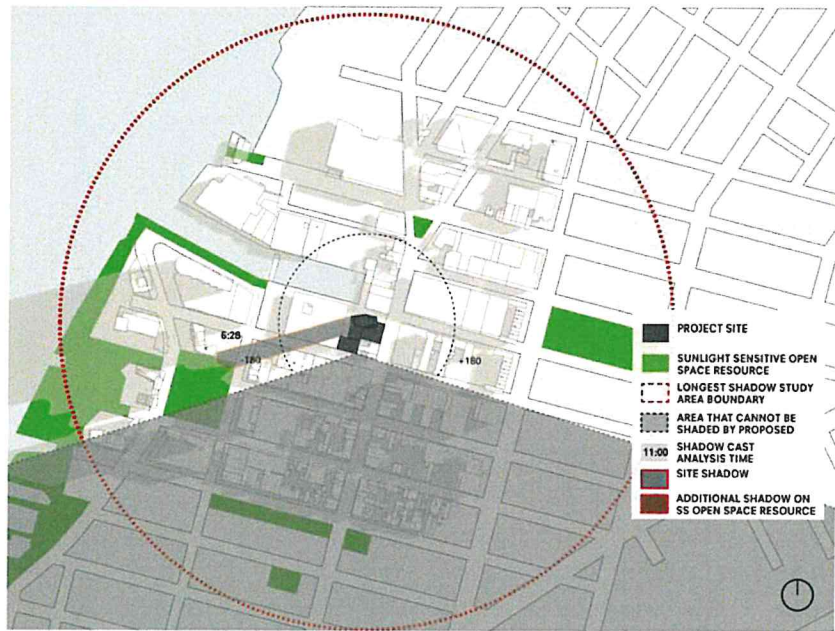
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SHADOWS// TIER 3 - JUNE 21ST 2015 06:15



SHADOWS// TIER 3 - JUNE 21ST 2015 06:28



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URBAN DESIGN AND VISUAL RESOURCES

The proposed action would not result in any adverse impacts related to Urban Design. The midrise and highrise development would be consistent with recent development patterns in Long Island City, including at Queens West one block west of the site. As described previously, multiple sites west of Vernon Boulevard have been or are proposed to be redeveloped for residential use, often with ground floor retail or community facility space. The provision of ground floor retail space at the project site would create an attractive pedestrian environment on surrounding sidewalks, and the provision of a new waterfront public access area would create new access to visual resources including the view across the East River to the midtown skyline.

Pursuant to the *CEQR Technical Manual*, in an urban design assessment under CEQR, one considers whether and how a project may change the experience of a pedestrian in the project area. The assessment focuses on the components of a proposed project that may have the potential to alter the arrangement, appearance, and functionality of the built environment. A preliminary assessment 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, including the following:

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

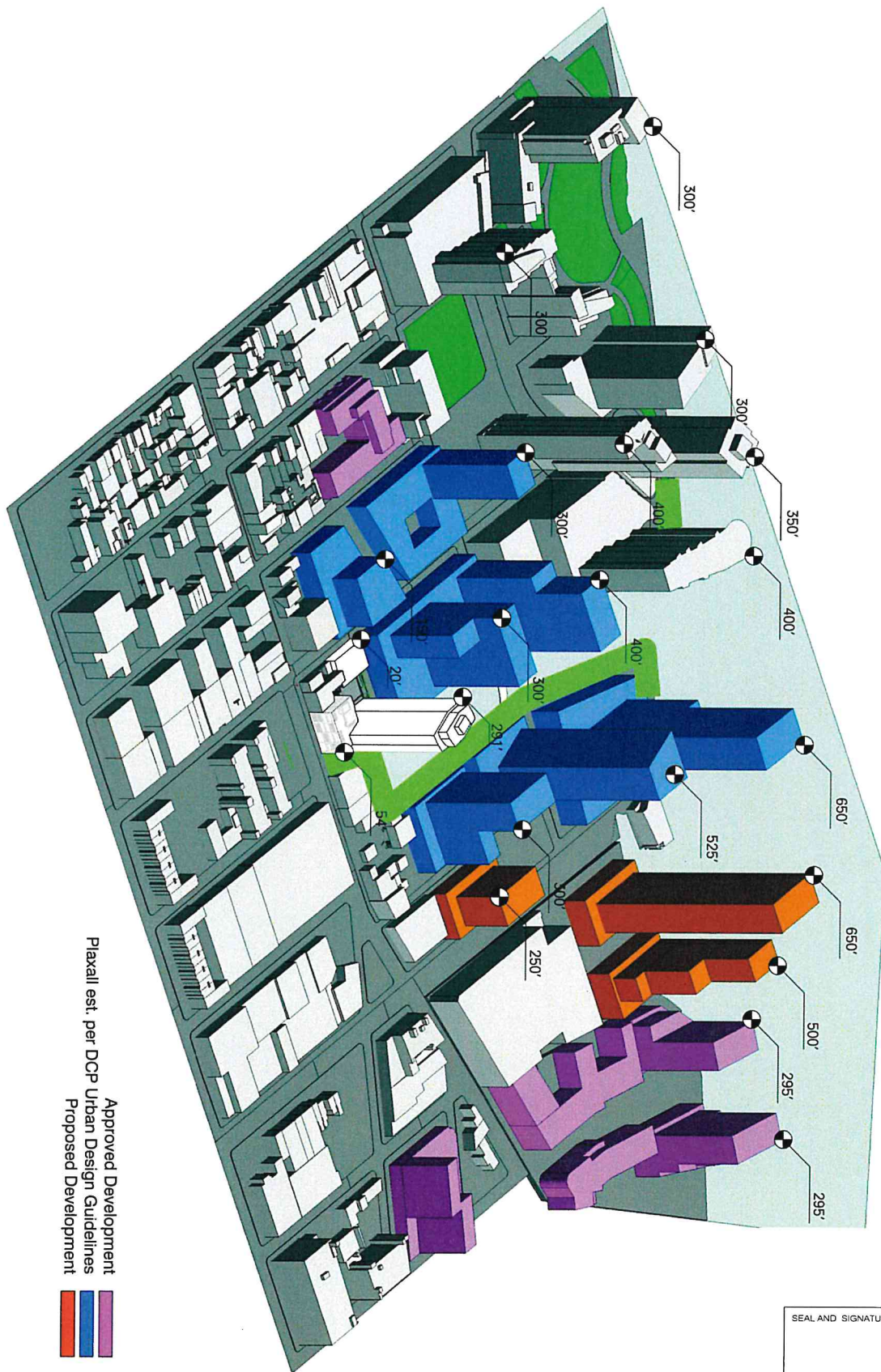
The applicant's proposed development under the proposed action would consist of new development and conversion of the former Paragon Paint building to provide 248 new dwelling units, along with ground floor retail and publicly accessible waterfront open space. This type of development would exceed the allowable Floor Area Ratio within the M1-4 district, and would introduce a building type, midrise and high rise residential, that is not permitted.

The existing urban design context of the project area is varied and consists of open parking lots and low-rise industrial buildings, some multi-story industrial lofts, older two-and three-story attached and semi-attached residences, and newer multiple dwelling midrise and high rise apartment buildings along the waterfront west and south of the development site. Additional mid-rise and high-rise residential development is ongoing or proposed for other sites west of Vernon Boulevard.

The following illustrations show existing streetscapes and those streetscapes with the proposed development. As shown, the new buildings would differ from the low rise aspects of the area's development but would be consistent with the element comprising new waterfront high rises with waterfront public open space and would be consistent with recent land use trends in the area, including the development of the Queens West project along Center Boulevard one block to the west of the project site.

The proposed action would provide a public waterfront access area and visual corridors to the waterfront as required under the provisions of waterfront zoning.

None of the circumstances identified as having the potential to result in significant adverse impacts to urban design and visual resources would occur under the proposed action. Therefore, the proposed action does not have the potential for adverse impacts related to urban design and visual resources.



Approved Development
Plaxall est. per DCP Urban Design Guidelines
Proposed Development



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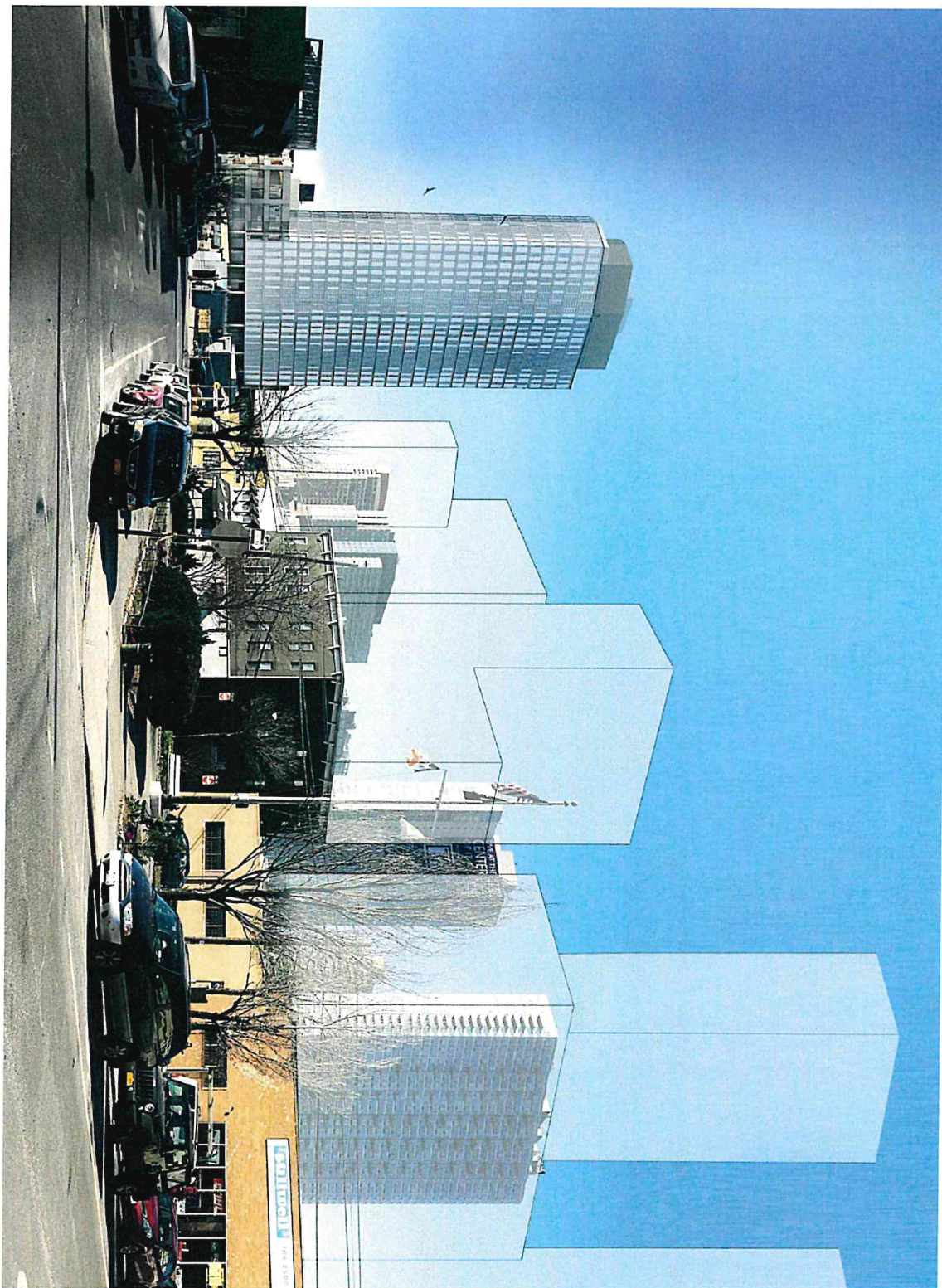
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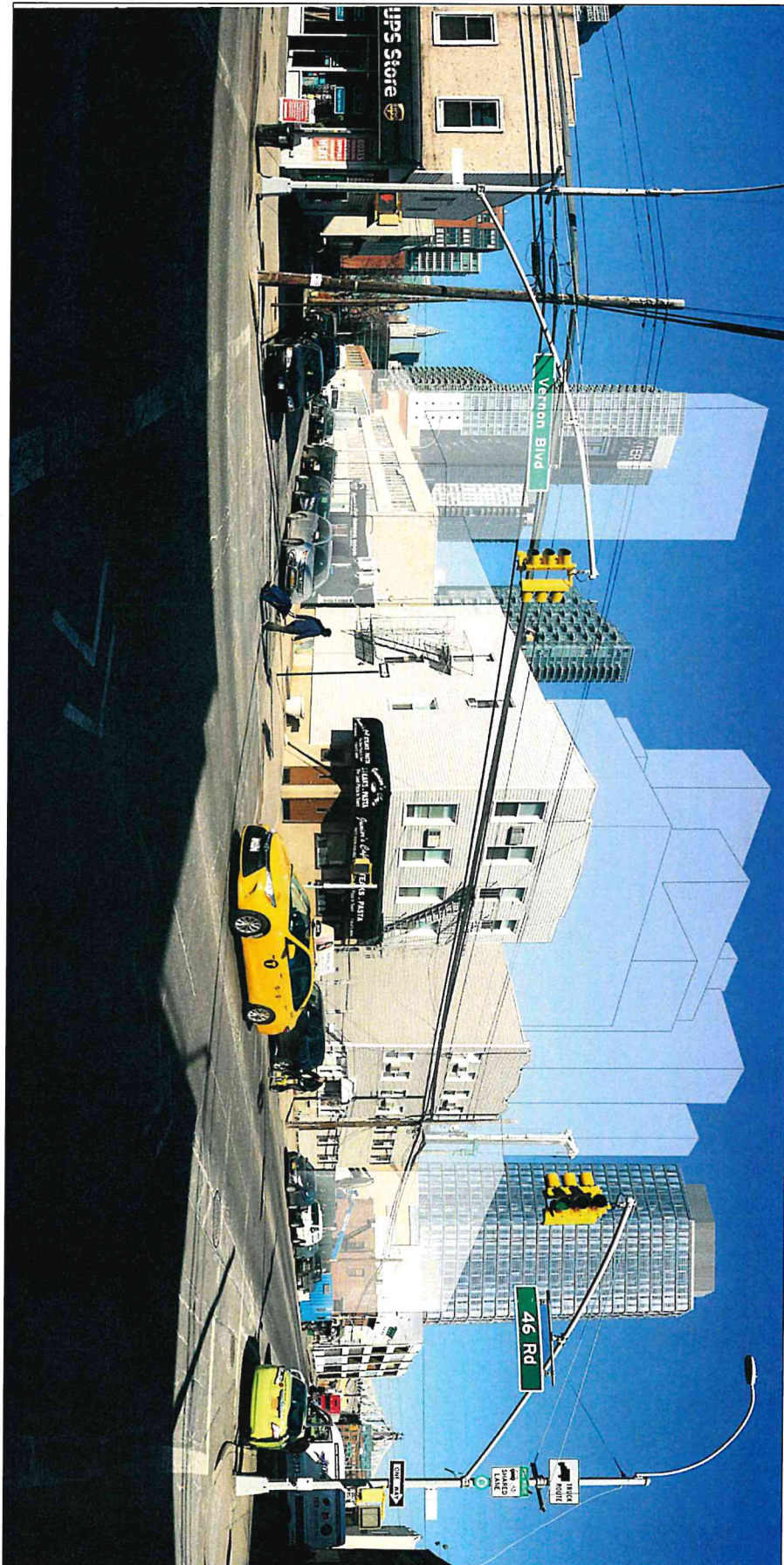
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HAZARDOUS MATERIALS

According to the CEQR Technical Manual, the potential for significant impacts from hazardous materials can occur when: (a) hazardous material exists on a site, and (b) an action would increase pathways to their exposure, or (c) an action would introduce new activities or processes using hazardous materials. Since the proposed action would allow new development for residential and retail use with waterfront public open space, no new activities or processes using hazardous materials would be introduced to the site.

A Phase I Environmental Site Assessment (ESA) was performed in April 2015 by Equity Environmental Engineering. The ESA report notes that Lot 4 is undergoing remediation for releases from numerous underground storage tanks, some of which remain on site but are not active, and is undergoing a Resource Conservation and Recovery Act (RCRA) closure. There is an estimated eight feet of free product consisting of mineral spirits on the groundwater. Lead-based paint was identified on building walls and floors. Soil and groundwater contamination includes metals and volatile organic compounds (VOCs). The primary contaminants of concern include mineral spirits, heavy metals, VOCs, SVOCs, and petroleum products.

Two Light Non-Aqueous Phase Liquid (LNAPL) plumes exist on site. The first one is a mineral spirits plume, which exists under the courtyard, the driveway, the shed, and the warehouse. The second LNAPL plume is a petroleum plume under the driveway. There is evidence of VOCs in soils under the warehouse and the factory. Historic fill is present on the site and contamination consists of metals and Semi-Volatile Organic Compounds (SVOCs). The following SVOCs were detected in soil above the restricted residential Soil Cleanup Objectives (SCO): Benzo[a]anthracene, Benzo[a]pyrene, Benzo[b]fluoranthene, Benzo[k]fluoranthene, Chrysene, Dibenzo[a,h]anthracene, and Indeno[1,2,3-cd]pyrene. Metals in soil above the SCOs were: Arsenic, Barium, Copper, Lead, Manganese, and Mercury.

PCBs and Pesticides were not detected in soil samples above the restricted residential standards. Groundwater samples showed concentrations above the DEC AWQSGVs for the following compounds: acetone, isopropylbenzene, and xylenes. The following SVOCs were detected above the DEC AWQSGVs: Benzo[a]anthracene, Benzo[a]pyrene, Benzo[b]fluoranthene, Benzo[k]fluoranthene, Bis(2-ethylhexyl) phthalate, Chrysene, Fluoranthene, Indeno[1,2,3-cd]pyrene, Naphthalene, and Phenanthrene. The following metals were detected above the DEC AWQSGVs: Antimony, Barium, Cadmium, Iron, Lead, Manganese, and Sodium.

Other than their proximity to known contamination on Lot 4, no Recognized Environmental Conditions (RECs) were identified for lot 8. Based on the information available, the potential for a Vapor Encroachment Condition (VEC) cannot be ruled out for lot 8, based on the free product on the groundwater and the storage tanks that may not have been remediated.

Investigation and remediation of the development site has continued under a Remedial Action Work Plan approved by DEC. The results of this remediation were presented in a Final Engineering Report submitted to DEC in 2016. All of the work required by the RAWP and the Brownfield Cleanup Program, except for ongoing site management, has been completed to the satisfaction of DEC, which issued a Certificate of Completion in January 2017.

With the remediation complete, and with implementation of the required Site Management Plan, the proposed action does not have the potential for significant adverse impacts related to hazardous materials.

TRANSPORTATION

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

Area Transportation Context

The project site is located in an area that is well-served by mass transit. It is within 0.5 miles of stations of the E, G, M, and 7 trains, and is served by the Q103 and B32 buses, operating on Vernon Boulevard and on 11th Street, respectively. A Citibike docking station is located at 46th Avenue and 5th Street, one block west of the project site. Zip Cars are available at the public parking garage located at 45-05 Center Boulevard, one block west of the project site.

Trip Generation

The proposed action would not result in development that would directly affect any element of the transportation system. According to Table 16-1 of the 2014 *CEQR Technical Manual*, a residential development of fewer than 240 residential units or 15,000 square feet of local retail typically does not warrant further assessment of the potential for adverse effects on Transportation. The proposed project's 248 dwelling units exceed the threshold, while the proposed 9,288 square feet of local retail does not. Because the proposed project contains both residential and commercial elements, further assessment is warranted. The initial step in determining this potential is to analyze the proposed trip generation characteristics. According to the *CEQR Technical Manual*, a proposed action that would generate over fifty vehicular trips during the peak travel hour, over 200 transit trips, or over 200 walking trips, would warrant more detailed study.

The Development would provide 248 units of housing. To assess the trip generation characteristics of the proposed development, the following sources were used: Daily trip generation per dwelling unit, and temporal distribution of those trips throughout the day, were based on trip generation rates contained in Pushkarev & Zupan: Urban Space for Pedestrians, as modified to account for the nature of the proposed development. Pushkarev & Zupan states that an average of 8.075 daily trips is associated with each dwelling unit.

Based on data from the 2008-2010 U.S. Census American Community Survey, it was determined that 17.4% of area residents' travel is by private car, 1.7% is by taxi, 65.0% is by subway, 4.5% is by bus, 1.8% by railroad, and 6.9% of trips are walk or bicycle. The remainder are work-at-home.

Pushkarev and Zupan also provides information on temporal distribution and direction of those trips, as presented in Table Transportation-1: Transportation Planning Assumptions for Project Components

The project would include 9,288 square feet of local retail space that would serve the surrounding community. Trip generation, temporal distribution, and travel mode for the retail component were taken from the 2014 *CEQR Technical Manual*, Chapter 16. A 25% linked trip credit is applied to retail travel, to account for patronage of local retail establishments that occurs while en route to other destinations, rather than as a stand-alone trip.

Applying these trip generation assumptions to the proposed project and the projected development, as presented in Table Transportation-2 below, the proposed action has the potential to generate up to 39 vehicular trips during the p.m. peak hour. Since this is below the 50-vehicle threshold, and these trips would be dispersed between nearby public parking garages and taxi drop-off locations, no further assessment of vehicular traffic is warranted. The project would generate 115 subway trips, 28 bus trips, and 196 walk-only trips during the midday period, and 167 subway trips, 39 bus trips and 109 walk-only trips during the p.m. peak hour. Adding together bus, subway, and walk-only trips, the maximum total number of trips including a pedestrian component would be 339, during the midday peak period. Since in all instances, vehicular trip generation and transit trip generation would be below the relevant thresholds, no further assessment is warranted, and no impacts are anticipated.

The proposed project would generate in excess of 200 pedestrian trips during the midday (339 trips) and p.m. (315 trips) analysis periods. Accordingly the next step in the CEQR analysis is to assign those trips to the local pedestrian network, to determine if any individual element (subway station, sidewalk, crosswalk, corner) would experience incremental traffic in excess of 200 hourly pedestrian trips.

Transportation -1: Transportation Planning Assumptions

SUMMARY - Transportation Planning Assumptions for Project Components

Land Use		Residential		Local Commercial		
Daily Trip Generation		8.075 (per d.u.)		205 (per 1,000 gsf)		
Temporal Distribution	AM (8-9)	9.1%		3.1%		
	MD(12-1)	4.7%		19.0%		
	PM(5-6)	10.7%		9.6%		
Modal Split	Auto	17.4%		2.0%		
	Taxi	1.7%		3.0%		
	Subway	65.0%		20.0%		
	Bus	4.5%		99.7%	5.0%	
	Rail road	1.8%				
	Bicycle	0.8%				
	Walk-only	6.1%			70.0%	
	Work at Hon	2.4%				
Vehicle Occupancy	Auto	1.22		2.0		
	Taxi	1.4		2.0		
Directional Distribution		Inbound	Outbound	Inbound	Outbound	
	AM (8-9)	17%	83%	50%	50%	
	MD(12-1)	40%	60%	50%	50%	
	PM(5-6)	67%	33%	50%	50%	
Daily Truck Trip Gen.		0.07 (trips/d.u.)		0.35 (trips/1,000 gsf)		
Truck Trip	AM (8-9)	12%		8%		
Temporal	MD(12-1)	9%		11%		
Distribution	PM(5-6)	2%		2%		
sources:						
residential trip generation, temporal distribution, directional distribution from Pushkarev & Zupan, Urban Space for Pedestrians						
residential mode split and vehicle occupancy from US Census 2008-2012 American Community Survey						
local commercial trip generation, mode split, vehicle occupancy, and directional distribution from 2014 CEQR Technical Manual						
residential and commercial truck trip generation, temporal distribution from 2014 CEQR Technical Manual						

Transportation- 2: Project Trip Generation

Residential Trip Generation									
Residential Component Trip Generation									
Residential Units =	248	AM	9.1%	Peak Hours of daily trips	Inbound	17%	Outbound	83%	
Person Trips/Unit/Day =	8.075	Midday	4.7%	of daily trips		40%		60%	
Daily Person Trips =	2002.6	PM	10.7%	of daily trips		67%		33%	
Percent Auto Use =	17.4%								
Auto Occupancy =	1.22								
Percent Subway Use =	65.0%			Peak Hour Auto Trips					
Percent Bus Use =	14.9%			Arriving	Departing	Total			
Percent Taxi Use =	1.7%	AM		4	22	26			
Taxi Occupancy =	1.4	Midday		5	8	13			
Percent Walk Only =	6.1%	PM		20	10	31			
Peak Hour Person Trips									
	Inbound	Outbound	Total	Peak Hour Taxi Trips					
AM	31	151	182		Arriving	Departing	Total		
Midday	38	56	94	AM	0	2	2		
PM	144	71	214	Midday	0	1	2		
				PM	2	1	3		
Peak Hour Person Trips by Auto									
	Arriving	Departing	Total	Peak Hour Taxi Trips Balanced*					
AM	5	26	32		Arriving	Departing	Total		
Midday	7	10	16	AM	2	2	4		
PM	25	12	37	Midday	1	1	2		
				PM	2	2	4		
Peak Hour Person Trips by Taxi									
	Arriving	Departing	Total	Peak Hour Vehicle Trips auto, taxi, truck					
AM	1	3	3		Arriving	Departing	Total		
Midday	1	1	2	AM	7	24	31		
PM	2	1	4	Midday	7	10	17		
				PM	23	12	35		
Daily Truck									
Trip Gen.	0.07	(trips/d.u.)		Peak Hour Subway Trips					
Truck Trip	AM (8-9)	8%			Arriving	Departing	Total		
Temporal	MD(12-1)	11%		a.m.	20	98	118		
Distribution	PM(5-6)	2%		middy	24	37	61		
				p.m.	93	46	139		
Daily Truck Trips									
17				Peak Hour Bus Trips					
					Arriving	Departing	Total		
Balanced Truck Trips				a.m.	5	23	27		
	Inbound	Outbound	Total	middy	6	8	14		
AM	1	1	1	p.m.	21	11	32		
Midday	1	1	2	Peak Hour Walk-only Trips					
PM	0	0	0		Arriving	Departing	Total		
				a.m.	2	9	11		
				middy	2	3	6		
				p.m.	9	4	13		

Transportation- 2: Project Trip Generation (cont.)

Retail Trip Generation									
Floor area (1000 square foot)	9.288			Peak Hour Trips		Percent Auto Use =	2%		
Daily visitors (per 1000 ft)	205			a.m.	3.1%	Auto Occupancy =	2		
Daily visitors	1904			midday	19.0%	Percent Taxi Use=	3%		
				p.m.	9.6%	Taxi Occupancy=	2		
Peak Hour Person Trips						Percent Bus Use=	5%		
Inbound	Outbound	Total				Percent Subway Use=	20%		
AM	30	30	59			Percent Walk=	70%		
Midday	181	181	362			Directional Distribution	50%/50%		
PM	91	91	183			(all periods)			
Net Peak Hour Person Trips									
Inbound	Outbound	Total							
AM	22	22	44						
Midday	136	136	271						
PM	69	69	137						
Peak Hour Person Trips by Auto				Peak Hour Auto Trips					
Arriving	Departing	Total		Arriving	Departing	Total			
AM	0	0	1	AM	0	0	0		
Midday	3	3	5	Midday	1	1	2		
PM	1	1	0	PM	1	1	2		
Peak Hour Person Trips by Taxi				Peak Hour Taxi Trips					
Arriving	Departing	Total		Arriving	Departing	Total			
AM	1	1	1	AM	0	0	1		
Midday	4	4	8	Midday	2	2	2		
PM	2	2	4	PM	1	1	2		
Daily Truck Trip Gen.	0.35			Peak Hour Subway Trips					
	(trips/1,000 gsf)			Arriving	Departing	Total			
Truck Trip	AM (8-9)	8%		a.m.	4	4	9		
Temporal	MD(12-1)	11%		midday	27	27	54		
Distribution	PM(5-6)	2%		p.m.	14	14	27		
Daily Truck Trips				Peak Hour Bus Trips					
3				Arriving	Departing	Total			
Balanced Truck Trips				a.m.	1	1	2		
Inbound	Outbound	Total		midday	7	7	14		
AM	1	1	2	p.m.	3	3	7		
Midday	1	1	2	Peak Hour Walk-only Trips					
PM	0	0	0	Arriving	Departing	Total			
				a.m.	15	15	31		
				midday	95	95	190		
				p.m.	48	48	96		

Transportation- 2: Project Trip Generation (cont.)

PROJECT TOTAL - COMBINED COMPONENTS									
Peak Hour Person Trips					Peak Hour Auto Trips				
	Arriving	Departing	Total			Arriving	Departing	Total	
AM	53	173	227		AM	5	22	26	
Midday	173	192	365		Midday	6	9	15	
PM	212	139	351		PM	21	11	33	
Peak Hour Person Trips by Auto					Peak Hour Taxi Trips				
	Arriving	Departing	Total			Arriving	Departing	Total	
AM	6	27	33		AM	1	2	3	
Midday	9	13	22		Midday	2	3	5	
PM	26	14	40		PM	3	2	5	
Peak Hour Person Trips by Taxi					Peak Hour Taxi Trips - Balanced				
	Arriving	Departing	Total			Arriving	Departing	Total	
AM	1	3	4		AM	2	2	4	
Midday	5	5	10		Midday	3	3	6	
PM	4	3	8		PM	3	3	6	
Peak Hour Subway Trips					Daily Truck Trips				
	Arriving	Departing	Total						
a.m.	25	103	127		21				
midday	52	64	115						
p.m.	107	60	167						
Peak Hour Bus Trips					Balanced Truck Trips				
	Arriving	Departing	Total			Inbound	Outbound	Total	
a.m.	6	24	29		AM	2	2	3	
midday	12	15	28		Midday	2	2	4	
p.m.	25	14	39		PM	0	0	0	
Peak Hour Walk-only Trips					Total Vehicle Trips - Cars, Taxis, Trucks				
	Arriving	Departing	Total			Inbound	Outbound	Total	
a.m.	17	25	42		AM	9	26	34	
midday	97	98	196		Midday	11	14	25	
p.m.	57	52	109		PM	24	14	39	
Peak Hour Total Walk Trips									
	Arriving	Departing	Total						
a.m.	48	151	199						
midday	161	177	339						
p.m.	189	126	315						

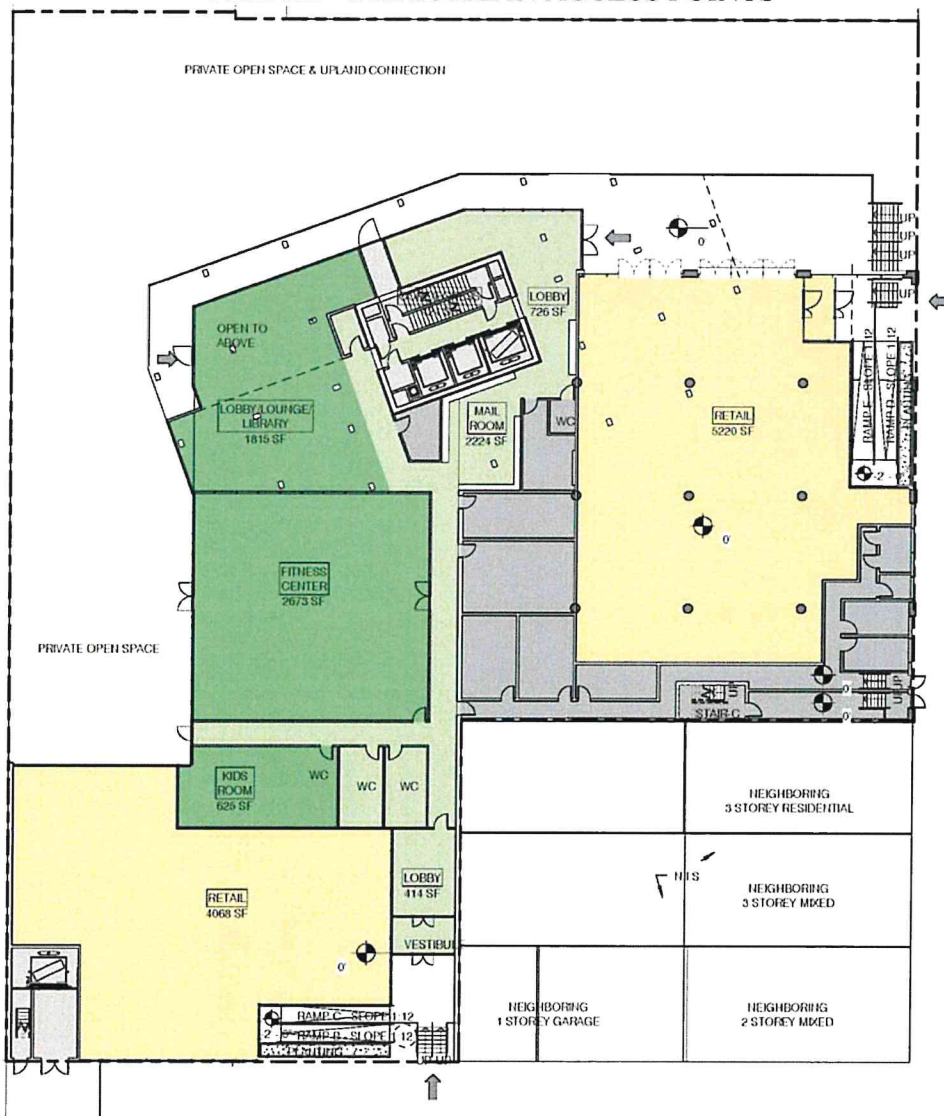
* assumes 1/2 of arriving taxis would be available for departing trips

Pedestrian Trip Assignment

Incremental trips associated with the proposed development would include residents of the Anable Building and the Paragon Building, and shoppers and staff of the project's ground floor retail component.

Residents of the development would enter and leave via an entrance on 46th Avenue approximately 100 feet east of Vernon Boulevard, and an entrance on Vernon Boulevard approximately 75 feet north of 46th Avenue. They could also enter and exit from the Paragon Building's doors on the Waterfront Public Access Area built along the southern edge of Anable Basin, via an interconnected lobby. The 4,068-square foot retail component at the project's southern end would be accessed by a pedestrian entrance on 46th Avenue, and the 5,220--square foot retail component on Vernon Boulevard would have its entrance adjacent to the project's waterfront public access area.

FIGURE – PEDESTRIAN ACCESS POINTS



Pedestrian trips would include walk-only trips to and from nearby destinations, subway trips to the nearby stations of the 7, G, and E/M lines, and bus trips to the Q103 bus stops located on Vernon Boulevard north of 46th Avenue (northbound) and at Vernon Boulevard and 46th Road (southbound) or the B32 bus stop at 11th Street and 46th Avenue.

The Paragon Building would contain 21 of the proposed 248 dwelling units, or 8%, and 4,068 square feet of retail, or 44% of the total 9,288 square feet. The Anable Building would contain 227 dwelling units, or 92% of the total, and 5,220 square feet, or 56%, of the retail space.

It is assumed that traffic associated with each element of the development would be directed to the various entrances in proportion to the dwelling units and floor area served by each entrance. It is further assumed that the various entrances to the Waterfront Public Access Area would not be used by a significant number of residential or retail trips. Assignment of the midday peak period pedestrian trips to each entrance would be as follows:

Component	Component Pedestrian Only/ Bus/ Subway Trips	46 th Ave Residential Entrance	46 th Ave Retail Entrance	Anable Building Residential Entrance	Anable Building Retail Entrance
Residential	6/14/61	1/1/5		5/13/56	
Retail	190/14/54		84/6/24		106/8/30

As shown above, the project's 46th Avenue retail and residential entrances would be used by a total of 121 pedestrians during the midday peak, consisting of 85 walk-only trips, seven bus trips, and 31 subway trips. The project's Vernon Boulevard retail and residential entrances would be used by a total of 218 pedestrians, consisting of 111 walk-only trips, 21 bus, and 86 subway.

The project's retail component is expected to serve primarily local residents, including residents of the project. The overwhelming majority of pedestrian trips to and from the project's retail component would be walk-only, rather than linked to transit usage. A 25% linked-trip credit is included in the retail component trip generation to account for pass-by trips by area residents, including project residents. The remainder of the retail trips would be assigned as follows:

- 25% to/from the west via 46th Avenue, for retail patrons living in the Queens West development along Center Boulevard.
- 25% to/from the north via Vernon Boulevard
- 25% to/from the south via Vernon Boulevard
- 25% to/from the east via either 45th Road or 46th Avenue.

The majority of pedestrian trips associated with the project's residential component would be linked to transit trips. Based on the location of nearby stations of the 7, G, E, and M subway line, and the Q103 and B32 bus lines, residential trips would be assigned as follows:

- 33% to/from the south via Vernon Boulevard, to the #7 train and the southbound Q103 bus.
- 33% to/from the east via 46th Avenue to the G train, the northbound Q103 bus, and the B32 bus.
- 33% to/from the east via 45th Road to the E/M train

Figure: Assignment of PM Pedestrian Trips to Surrounding Sidewalks and Crosswalks

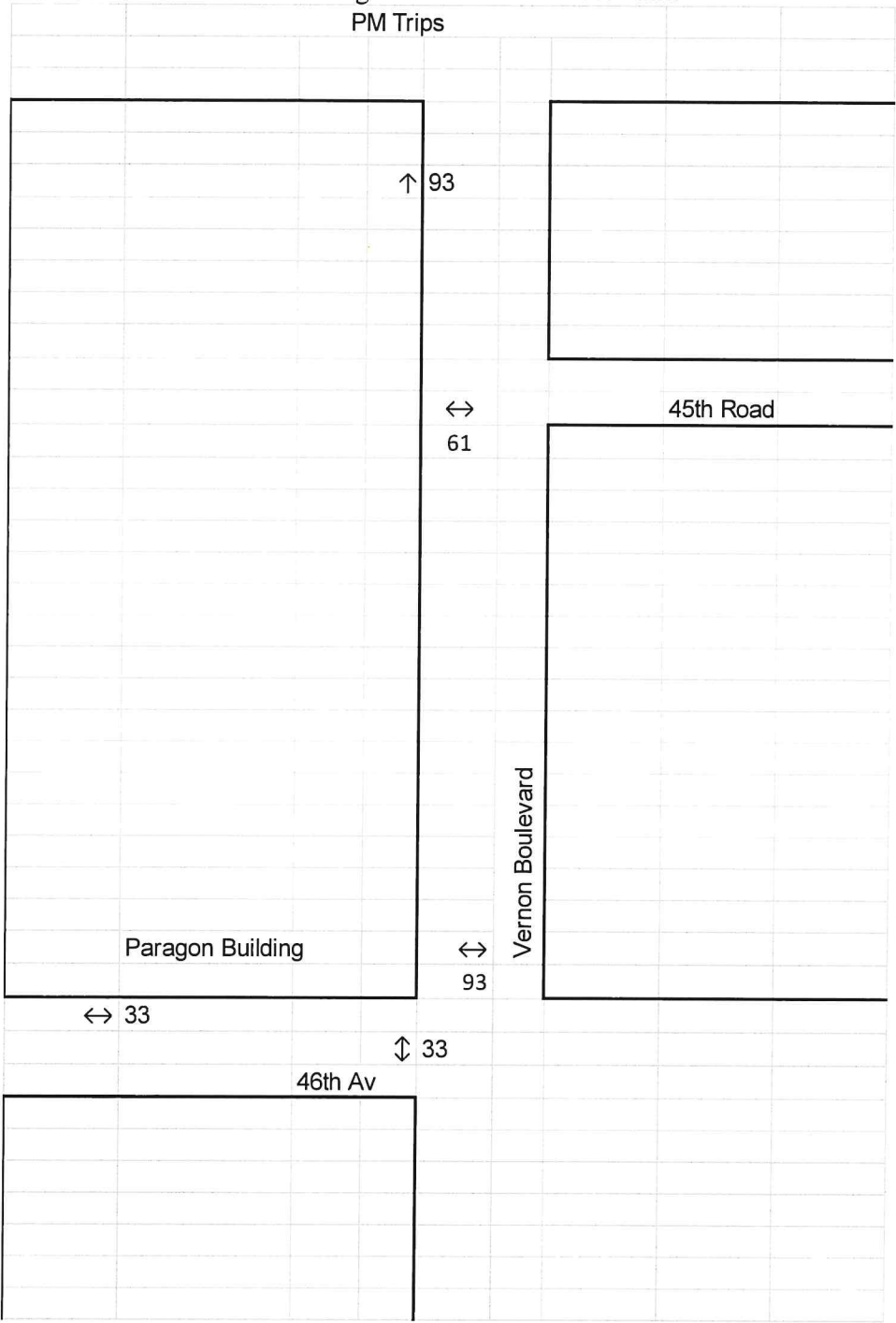
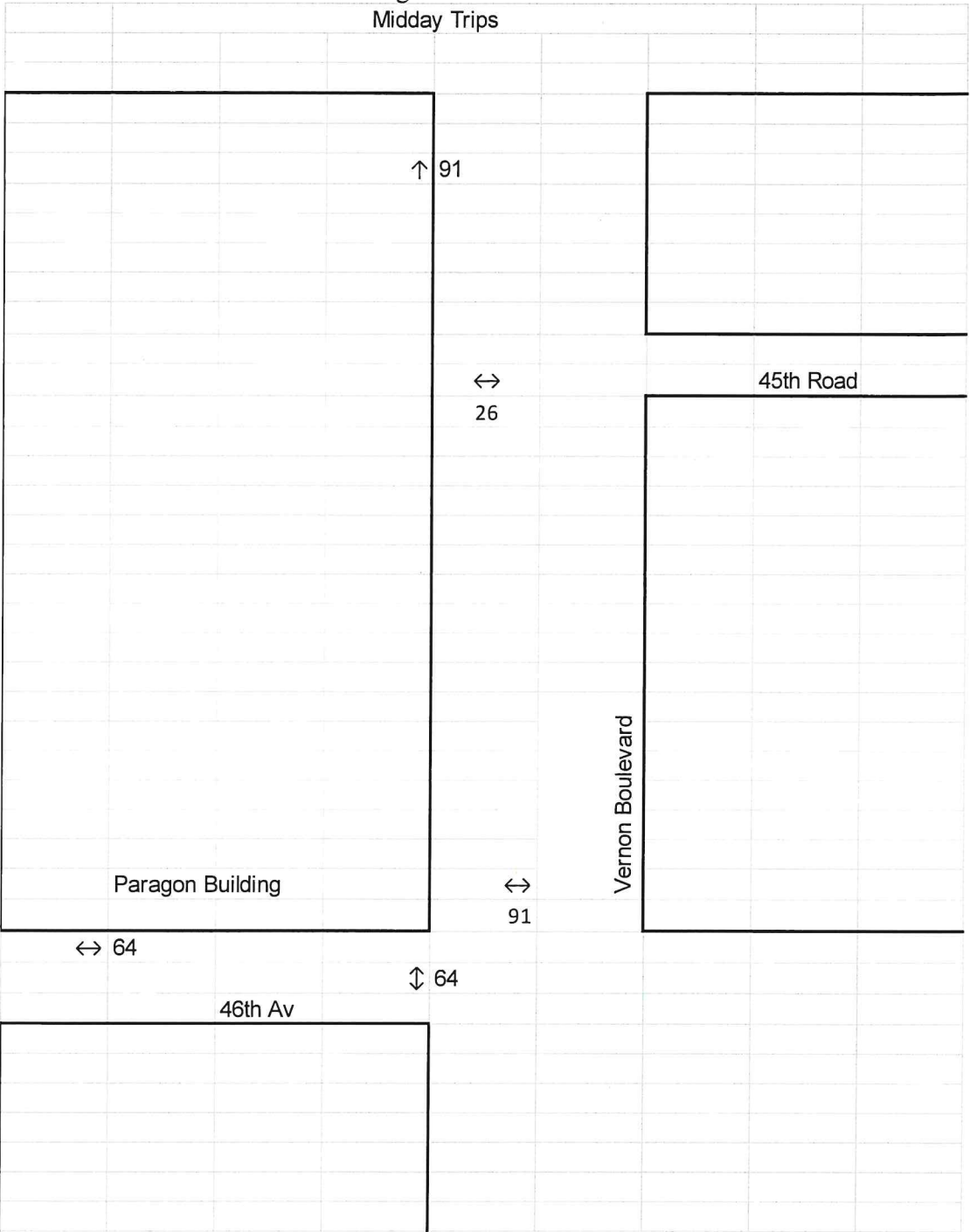


Figure: Assignment of Midday Pedestrian Trips to
Surrounding Sidewalks and Crosswalks



With trips assigned in this way, the element of the pedestrian network that would receive the greatest incremental traffic would be the east-west crosswalk across Vernon Boulevard at 46th Avenue, with 93 trips during the PM period. Therefore no element of the pedestrian network would receive in excess of the CEQR Technical Manual threshold of 200 pedestrian trips, and no further assessment is warranted

Parking

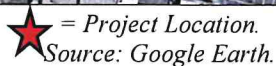
The proposed project would not provide on-site accessory parking. The project site is located within the Long Island City Area as defined in Section 16-02 of the Zoning Resolution. There is no accessory parking requirement within this area, due to its access to multiple transit routes, and City policy promoting a pedestrian-oriented built form and a reduction in vehicular traffic.

Parking is available at nearby public parking garages. A 1,000-space public garage is located at 45-45 Center Boulevard, one block west of the site, and an 828-space garage is located at 4-76 47th Avenue, one block west and two blocks south of the site. The garage at 45-45 Center Boulevard is also a Zip Car location.

While it is expected that few project occupants would own private cars, given the availability of other transportation options, the presence of on-site and nearby parking resources would ensure that the proposed action would not result in significant adverse impacts related to parking.

I. INTRODUCTION

**Figure AQ-1
Project Location**



II. SCOPE OF WORK

Sandstone Environmental Associates, Inc. (SEA) carried out an air quality study to ensure that the proposed action would not adversely affect surrounding uses and would not be significantly adversely affected by HVAC or air toxics emissions from existing uses. This included a review of available operational permits, as well as use of the Industrial Source Screen, in accordance with the 2014 *CEQR Technical Manual*.

III. STANDARDS AND GUIDELINES

National Ambient Air Quality Standards

National Ambient Air Quality Standards (NAAQS) were promulgated by The U.S. Environmental Protection Agency (EPA) for six major pollutants, deemed criteria pollutants, because threshold criteria can be established for determining adverse effects on human health. They consist of primary standards, established to protect public health, and secondary standards, established to protect plants and animals and to prevent economic damage. The six pollutants are described below and shown in Table AQ-1.

- Carbon Monoxide (CO), which is a colorless, odorless gas produced from the incomplete combustion of gasoline and other fossil fuels.
- Lead (Pb) is a heavy metal principally associated with industrial sources.
- Nitrogen dioxide (NO₂), which is formed by chemical conversion from nitric oxide (NO), which is emitted primarily by industrial furnaces, power plants, and motor vehicles.
- Ozone (O₃), a principal component of smog, is formed through a series of chemical reactions between hydrocarbons and nitrogen oxides in the presence of sunlight.
- Inhalable Particulates (PM₁₀/PM_{2.5}) are primarily generated by diesel fuel combustion, brake and tire wear on motor vehicles, and the disturbance of dust on roadways. The PM₁₀ standard covers those particulates with diameters of 10 micrometers or less. The PM_{2.5} standard covers particulates with diameters of 2.5 micrometers or less.
- Sulfur dioxides (SO₂) are heavy gases primarily associated with the combustion of sulfur-containing fuels such as coal and oil.

Table AQ-1
National and New York State Ambient Air Quality Standards

Pollutant	Averaging Period	Standard
Sulfur Dioxide	1-hour average ^e	197 µg/m ³ (75 ppb)
Inhalable Particulates (PM ₁₀)	24-hour average	150 µg/m ³
Inhalable Particulates (PM _{2.5})	3-yr average annual mean	12 µg/m ³
	Maximum 24-hr. 3-yr. avg. ^d	35 µg/m ³
Ozone	Maximum daily 8-hr avg. ^b	0.075 ppm
Carbon Monoxide	8-hour average ^a	9 ppm
	1-hour average ^a	35 ppm
Nitrogen Dioxide	12-month arithmetic mean	100 µg/m ³ (53 ppb)
	1-hr average ^e	141 µg/m ³ (75 ppb)
Lead	Quarterly mean	1.5 µg/m ³

Notes: ppm = parts per million; µg/m³ = micrograms per cubic meter.

a. Not to be exceeded more than once a year.

b. Three-year average of the annual fourth highest maximum 8-hour average concentration effective May 27, 2008.

c. Not to be exceeded by the 98th percentile of 24-hour PM_{2.5} concentrations in a year (averaged over 3 years).

d. Three-year average of the 98th percentile of the daily maximum 1-hour average, effective January 22, 2010.

e. Three-year average of the 99th percentile of the daily maximum 1-hour average, final rule signed June 2, 2010.

Sources: New York State Department of Environmental Conservation; New York State Ambient Air Quality Development Report, 2008-2011; New York City Department of Environmental Protection, 2013.

NYC De Minimis Criteria and Interim Guidelines

For carbon monoxide from mobile sources, the New York City's *de minimis* criteria are used to determine the significance of the incremental increases in CO concentrations that would result from a proposed action. These set the minimum change in an 8-hour average carbon monoxide concentration that would constitute a significant environmental impact. According to these criteria, significant impacts are defined as follows:

- An increase of 0.5 parts per million (ppm) or more in the maximum 8-hour average carbon monoxide concentration at a location where the predicted No Action 8-hour concentration is equal to or above 8 ppm.
- An increase of more than half the difference between the baseline (i.e., No Action) concentrations and the 8-hour standard, where No Action concentrations are below 8 ppm.

For PM_{2.5} analyses at the microscale level, the City's *de minimis* criteria for developing significance are:

- Predicted increase of more than half the difference between the background concentration and the 24-hour standard;
- Predicted annual average PM_{2.5} concentration increments greater than 0.1 µg/m³ at ground level on a neighborhood scale (i.e., the annual increase in concentration representing the average over an area of approximately 1 square kilometer, centered on the location where the maximum ground-level impact is predicted for stationary sources; or at a distance from a roadway corridor similar to the minimum distance defined for locating neighborhood scale monitoring stations); or
- Predicted annual average PM_{2.5} concentration increments greater than 0.3 µg/m³ at a discrete or ground-level receptor location.

Based on the NYC *CEQR Technical Manual* (2014), which lists a background value of 24 ug/m³ for PM_{2.5}, the de minimis criterion for the 24-hour concentration of PM_{2.5} would be 5.5 ug/m³. If the project increment is greater than this value, an impact would occur.

New York State Short-Term and Annual Guideline Concentrations

The New York State Department of Environmental Conservation (NYSDEC) has established Short-Term Guideline Concentrations (SGCs) and Annual Guideline Concentrations (AGCs) for certain toxic or carcinogenic non-criteria pollutants for which EPA has no established standards. They are maximum allowable 1-hour and annual guideline concentrations, respectively, that are considered acceptable concentrations below which there should be no adverse effects on the health of the general public.

SGCs are intended to protect the public from acute, short-term effects of pollutant exposures, and AGCs are intended to protect the public from chronic, long-term effects of the exposures.

However, NYCDEP considers that, for pollutants for which the NYSDEC-established AGC is based on a health risk criteria (i.e., a one in a million cancer risk), impacts less than 10 times the AGC are not considered significant. This is because NYSDEC developed the AGCs for these pollutants by reducing the health risk criteria by a factor of 10 as an added safety measure. In determining potential impacts, therefore, NYCDEP considers concentrations within ten times the AGC to be acceptable. Pollutants with no known acute effects have no SGC criteria, but do have AGC criteria. The guidelines are updated periodically, and NYSDEC DAR-1 (October 18, 2010) contains the most recent compilation of the SGC and AGC guideline concentrations.

No NAAQs, SGCs, or AGCs exist for emissions of pollutants that are grouped together such as total solid particulates, total hydrocarbons, or total organic solvents. Therefore, as recommended by NYCDEP, all solid particulates are assumed to be PM₁₀. For total organic solvents or total hydrocarbons, the SGCs and AGCs for specific compounds should be obtained and used in an analysis.

State Implementation Plan (SIP)

The Clean Air Act (CAA), as amended in 1990, (1) defines non-attainment areas (NAA) as geographic regions that have been designated as not meeting one or more of the NAAQS; and (2) requires states to submit to EPA a State Implementation Plan (SIP) delineating how the state plans to achieve the NAAQS, followed by a plan for maintaining attainment status once the area is in attainment. Kings County is part of the New York City CO maintenance area, a marginal non-attainment area for ozone, and a maintenance area for PM_{2.5}. As of April 18, 2014, EPA redesignated the Bronx, Kings, New York, Queens, and Richmond Counties as PM_{2.5} maintenance areas. A SIP to address non-attainment of the 2008 ozone NAAQS will be due in 2015. The state is also working with the EPA to formulate standard practices for regional haze and PM_{2.5}.

Background Concentrations

For SO₂, NO₂, and PM₁₀, the background concentrations were obtained from the *CEQR Technical Manual* (2014) as follows:

- 65 µg/m³ for the 1-hour SO₂ concentration (Queens),
- 42 µg/m³ for the annual NO₂ average (Queens),
- 120 µg/m³ for the 1-hour NO₂ average (Queens),
- 50 µg/m³ for the 24-hour PM₁₀ average (Queens),
- 24 µg/m³ for the 24-hour PM_{2.5} average (Brooklyn),
- 3.4 ppm for the 1-hour CO average (Queens), and
- 1.7 ppm for the 8-hour CO average (Queens).

IV. EXISTING CONDITIONS

The development site is located on Lots 4 and 8 on Block 26 in Queens. The subject block is bounded by Vernon Boulevard to the east, 46th Avenue to the south, a one story building at 5-37 46th Avenue to the west and another one-story building at 45-28 Vernon Boulevard to the north. The Site is an irregularly shaped parcel of land located within an M1-4 zoning district in Long Island City and bounded by Vernon Boulevard, 46th Avenue and Anable Basin, an inlet of the East River.

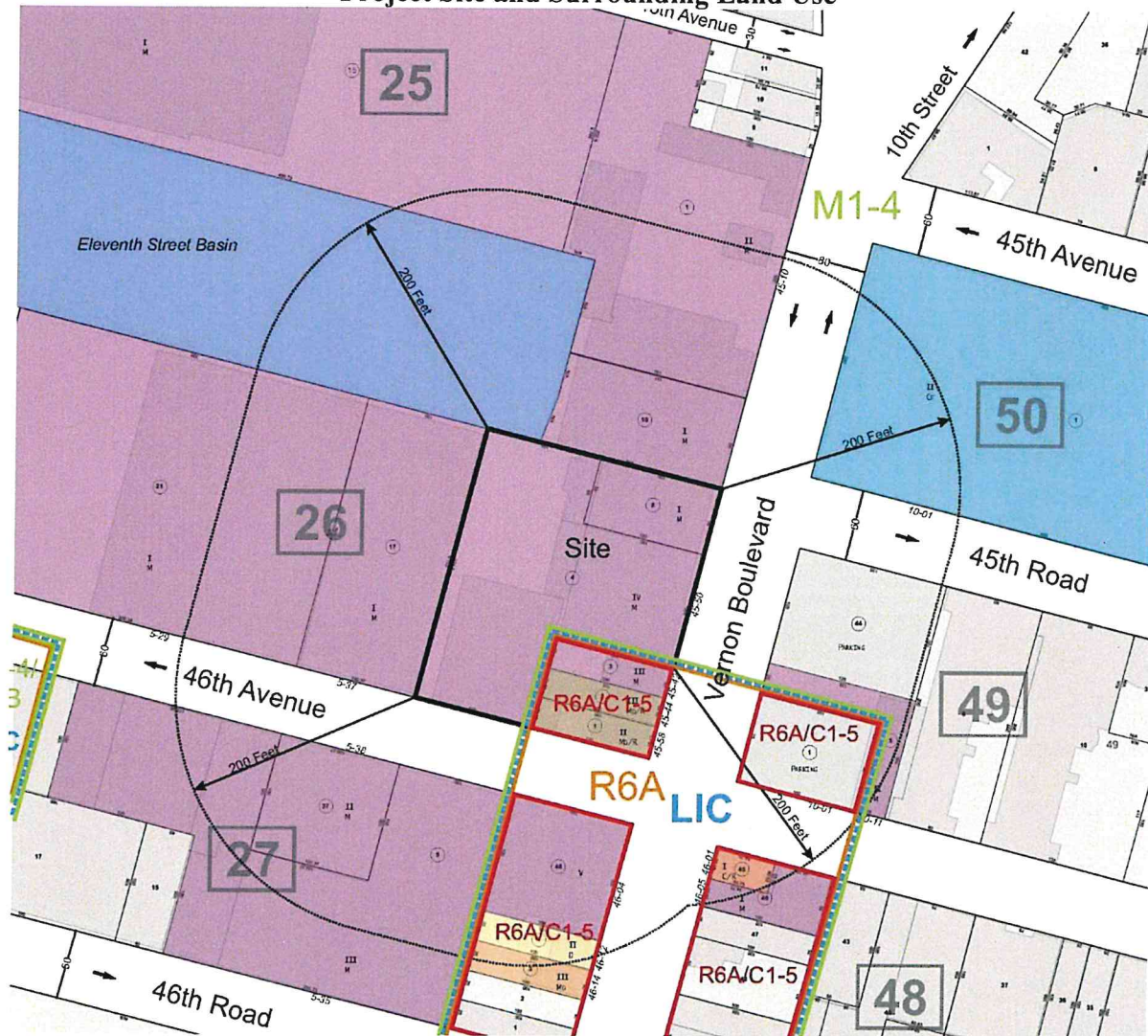
The Site is “L”-shaped and has 100 feet of frontage on 46th Avenue between 5th Street and Vernon Boulevard, 154.5 feet of frontage on Vernon Boulevard between 45th and 46th Avenues, and 42 feet of frontage along Anable Basin. The Project Site is approximately nine-tenths of an acre (38,574.8 sq. ft.) and does not include a 75' x 100' outparcel located at the intersection of Vernon and 46th Avenue.

The Site is currently improved with three buildings: a vacant 4-story manufacturing building (the former Paragon Paint factory) fronting on Vernon Boulevard; a vacant three-story warehouse, formerly used on conjunction with the Paragon Paint factory, fronting on 46th Avenue; and a one-story manufacturing building fronting on Vernon Boulevard (not part of the Paragon Paint Factory operations).

A variety of commercial, residential, industrial, and transportation-oriented uses are located near the property. Figure 2 shows the project site and surrounding uses.

As stated previously, New York County is part of a maintenance area for both CO and PM_{2.5} and is nonattainment (Marginal) for the 8-hour ozone standard and is nonattainment (Moderate) for PM₁₀. It is in compliance with all other NAAQS.

**Figure AQ-2
Project Site and Surrounding Land Use**



Source: OASIS

V. FUTURE WITHOUT THE PROPOSED ACTION

Without the proposed action, the existing buildings would remain. No new development is anticipated for the site.

VI. FUTURE WITH THE PROPOSED ACTION

Description of Proposed Action

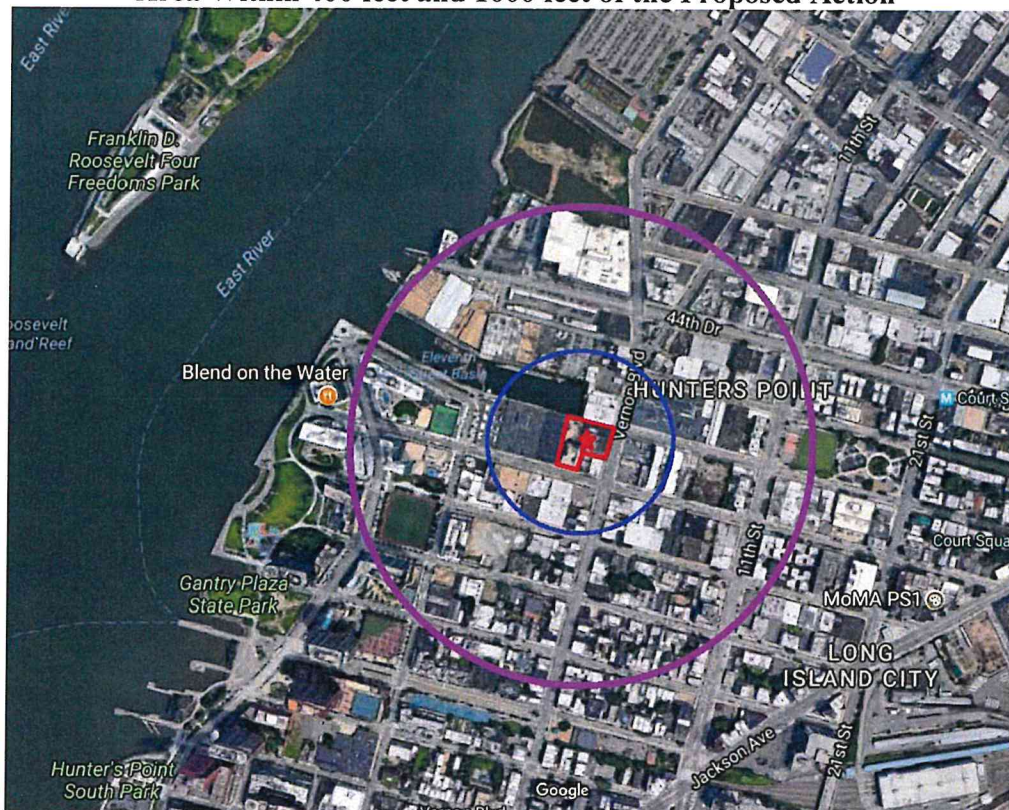
The proposed development would consist of two buildings and contain 248 dwelling units, as well as 9,288 gross square feet (9,009 zoning square feet) of local retail space. The development would consist of the conversion to residential with ground floor retail of the 4-story, 54' tall structure (the Paragon Paint Building) containing 26,907 gross square feet of floor area, and a 26-story, 290.7' tall structure (the Anable Building) containing 210,177 gross square feet of floor area. The anticipated completion year is 2019.

Heating Ventilation and Air Conditioning (HVAC)

Existing Buildings on Proposed Action

Figure AQ-3 shows the land uses within radii of 400 and 1,000 feet from the lot boundaries. Air quality impacts from HVAC sources are unlikely at distances of 400 feet or more, but a large or major emission source within 1,000 feet warrants further evaluation. No existing large or major HVAC sources were identified within the 1,000-foot study area. Therefore, an analysis of existing HVAC emissions on the proposed project is not required for CEQR purposes.

Figure AQ-3
Area Within 400 feet and 1000 feet of the Proposed Action



Source: Google Earth

Proposed Action on Existing Buildings

The proposed buildings would be 4 and 26 stories high. Both buildings would be higher than the surrounding buildings within a 400-foot radius. Because the distance between the proposed development and the nearest building of a similar or greater height would be more than 400 feet, no additional analysis is required.

Air Toxics

According to the *2014 CEQR Technical Manual*, existing facilities with the potential to cause adverse air quality impacts are those that would require permitting under city, state and federal regulations. The Manual lists the following types of uses as a source of concern for the residential uses that would occur under the proposed action:

- large emission source (e.g., solid waste or medical waste incinerators, cogeneration facilities, asphalt and concrete plants, or power generating plants) within 1,000 feet,
- a medical, chemical, or research laboratory nearby,
- a manufacturing or processing facility within 400 feet, and
- an odor producing facility within 1,000 feet.

To identify facilities in the categories listed above, the manufacturing survey included a field survey, on-line searches of NYSDEC's Air Permit Facilities Registry and EPA's Facility Registry System for permitted facilities, an on-line search of data provided by the NYC Department of Buildings, New York City's Open Accessible Space Information System Cooperative (OASIS) data base, and available aerial photos provided by Google and Bing. Based on the online survey and the OASIS data base, a list of industrial and commercial sites was submitted to DEP for a permit search. Table AQ-2 lists the sites submitted to DEP.

Table AQ-2
Sites of Interest within 400 feet for Air Toxics

ID	Address(es)	Block	Lot	Observed Land Use
1	5-37 46th Avenue	26	17	Warehouse
2	5-29 46th Avenue	26	21	Plastic Center
3	45-28 Vernon Blvd	26	8	Industrial/Manufacturing
4	45-28 Vernon Blvd	26	10	Warehouse
5	46-04 Vernon Blvd	27	46	Warehouse
6	5-38 46th Avenue	27	37	Industrial/Manufacturing
7	46-01 5th Street	27	25	Julian Freirich Company
8	5-21 46th Road	27	15	Industrial/Manufacturing
9	5-17 46th Road	27	17	Industrial/Manufacturing
10	46-16 Vernon Blvd	27	2	Industrial/Manufacturing
11	10-11 46th Avenue	49	5	MJC Electric
12	46-05 Vernon Blvd	48	46	ABC meter Shop
13	46-07 Vernon Blvd	48	47	Industrial/Manufacturing
14	10-11 46th Road	48	5	Industrial/Manufacturing
15	10-15 46th Avenue	49	6	Industrial/Manufacturing
16	45-10 Vernon Blvd	25	1	Anacote Corporation
17	5-35 46th Road	27	5	Plastic Center, Inc.
18	46-17 Vernon Blvd	48	1	Universal Auto Repair & Body Works, Inc.
19	10-20 46th Avenue	48	40	ABC Partitions
20	10-37 46th Avenue	49	15	Empire City Iron Works
21	10-35 45th Road	49	37	Ramkissoon Realty, LLC

Source: Sandstone Environmental Associates, Inc.

Operations Permits

NYCDEP found nine operational permits for industrial uses, of which six are active. They are listed in Table AQ-3. Only the active operational permits are analyzed. The permits that were not evaluated further include:

- PA064794X for Equipment Exempted at 10-16 46th Avenue, which was cancelled;
- PA051191Y for Empire City Ironworks at 10-37 46th Avenue which was also cancelled.
- PA081687P for Gale Woodworking at 5-38 46th Avenue. The permit for this facility expired in 2000 and the site is currently occupied by New York Electrical Power services.
-

The other six permits are listed in Table AQ-3. They include Plaxall Division of Design Center, Gale Woodworking, and Julian Freirich Foods.

The adjacent site at Plaxall Division of Design Center has three permits. The first one is for silo storage. The process involves pneumatic conveying of polyethylene, polyporopylene, and polystyrene pellets to four 9' diameter and three 12' diameter silos. The second permit is for

plastic sheet extrusion using four electrically heated plastic extruders and one electrically heated plastic dryer. The third permit is for twenty-four electrically heated thermo-forming machines. No control devices are shown on the permits. The Plaxall property is the subject of a Pre-Application Statement with the Department of City Planning seeking a rezoning and zoning text changes to construct a large-scale development with eight buildings containing a total of 4.2 million sf of floor area, including 3.6 million sf of residential, 250,000 sf of commercial, and 259,000 sf of manufacturing/production use

- The permits for Gale Woodworking at 5-17 46th Road are for woodworking processes.
- Julian Freirich Food Products at 46-01 5th Street has a permit for smoking of meats. This includes three recirculating meat smoke houses with one common generator burning saw dust and one common liquid smoke atomizer. No control devices are indicated.

Table AQ-3
NYCDEP Operational Permits within 400-foot Radius of Site

Address(es)	Block	Lot	Permit No.	Distance to Site Lot Line	Name on Permit/	Comments
5-46 46th Road	27	5	PA061883Y	60	Plaxall Division of Design Center	Silo storage pneumatic conveying
			PA160473P			4 electrically heater plastic extruders and one dryer
			PA160673J			24 Thermoforming machines
5-17 46th Road	27	17	PA081787M, PA081887J	260	Gale Woodworking, Inc.	Woodworking: integral exhaust system.
46-01 5th Street	49	15	PA031576R	290	Julian Freirich Foods	Three recirculating meat smokehouses with one generator and one liquid atomizer

Source: NYC Department of Environmental Protection: Bureau of Environmental Compliance.

Industrial Source Screen

The 2014 NYC *CEQR Technical Manual* provides pollutant concentrations ($\mu\text{g}/\text{m}^3$), at various distances, from a source emitting 1 g/s of a generic pollutant. Table AQ-4 shows the generic table from the NYC *CEQR Technical Manual*. Industrial sources typically emit pollutants at a lower rate than 1 g/s. Thus, the emissions would be scaled downward accordingly. For example, if a stack was 65 feet from the project site and emitted a pollutant at a rate of 0.004158 grams/second, it would have a 1-hour concentration of $124 \mu\text{g}/\text{m}^3$ ($29,719 \times 0.004158$). This concentration would be compared with the NYSDEC SGC for that pollutant to determine whether an impact was likely.

The Industrial Source Screen is very conservative. It assumes that all inputs represent worst-case conditions for meteorology, stack temperature, exhaust velocity, and other variables. Both the receptor height and stack height are assumed to be 20 feet high, which places the receptor in the centerline of the pollutant plume. A site which fails the Industrial Source Screen would be analyzed using AERMOD and five years of meteorological data. Because AERMOD uses meteorology and building configurations that are specific to the location, it is considered to be

less conservative, but more accurate, than the Industrial Source Screen. Thus, an AERMOD analysis would generally show lower concentrations than the Industrial Source Screen.

Table AQ-4
Generic Pollutant Concentrations for Industrial Source Screen

Generic Pollutant Concentrations (1 g/s emission rate)				
Distance from Source (ft)	Averaging Periods ($\mu\text{g}/\text{m}^3$)			
	1 Hour	8-Hours	24 Hours	Annual
30	126,370	64,035	38,289	6,160
65	27,787	15,197	8,841	1,368
100	12,051	7,037	4,011	598
130	7,345	4,469	2,511	367
165	4,702	2,967	1,643	236
200	3,335	2,153	1,174	167
230	2,657	1,720	924	131
265	2,175	1,377	727	103
300	1,891	1,142	594	84
330	1,703	991	509	73
365	1,528	857	434	62
400	1,388	755	377	54

Note: Numbers in bold indicate the distance & concentrations used for the screen analysis
Source: NYC CEQR Technical Manual (2014).

Plaxall Division of Design Center

The estimated distance between the lot line for the Plaxall Division of Design Center at 5-46 46th Road and the site boundary of the proposed development site is 60 feet. The generic concentrations shown in Table AQ-4 were multiplied by the emissions from the permits and the resulting cumulative emissions for each pollutant were summed.

Table AQ-5 shows the results of the Industrial Source Screen analysis compared with the NYSDEC SGCs and AGCs as well as applicable NAAQS. For the purposes of the screen, hydrocarbons were analyzed as miscellaneous organics, which is regulated by NYSDEC. Dihydrogen Monoxide is not listed in NYSDEC's SGC's and AGC's and for that reason was not analyzed further. No concentrations would exceed either the NYSDEC SGC and AGC criteria or the NAAQS. Therefore, no further analysis of them is required and no negative impacts from this establishment are projected for the proposed residential building.

Table AQ-5
Air Pollutant Concentrations from 5-46 46th Road

Pollutants		All Sources		NYSDEC Guideline Criteria		NAAQS	
Chemical Name	CAS No.	24-Hour	Annual	SGC	AGC	1-Hour	Annual
Particulates*	NY075-00-0	61	0.15	380	45	35	12
Miscellaneous Organics**	NY990-00-0	10.66	0.06	197	80	197	80

***Listed as Hydrocarbons (CAS 68476-44-8) on NYCDEP permit PA160673J*

**Includes 2014 background concentrations*

Source: Sandstone Environmental Associates, Inc.

Gale Woodworking, Inc.

DEP identified two operational permits for Gale Woodworking, Inc at 5-17 46th Road. The estimated distance between the site boundary of the proposed development site and the lot line for 5-17 46th Road is 260 feet. As a conservative assumption under the Industrial Source Screen, the distance of 230 feet was used. The generic concentrations shown in Table AQ-4 were multiplied by the emissions from the permits and the resulting cumulative emissions for each pollutant were summed.

Table AQ-6 shows the results of the Industrial Source Screen analysis compared with the NYSDEC SGCs and AGCs as well as applicable NAAQS. The permit shows the hourly and annual emissions of particulates. Emission factors for one-hour and annual periods were obtained from the permit. No concentrations would exceed either the NYSDEC SGC and AGC criteria or the NAAQS. Therefore, no further analysis of them is required and no negative impacts from this establishment are projected for the proposed action.

Table AQ-6
Air Pollutant Concentrations from 5-17 46th Road

Pollutants		All Sources*		NYSDEC Guideline Criteria		NAAQS	
Chemical Name	CAS No.	24-Hour	Annual	SGC	AGC	24-Hour	Annual
Particulates	NY075-00-0	29.0	0.0003	380	45	35	12

**Includes 2014 background concentrations
Source: Sandstone Environmental Associates, Inc.*

Julian Freirich Foods

DEP identified one operational permits for Julian Freirich Foods at 46-01 5th Street. The estimated distance between the site boundary of the proposed development site and the lot line of 46-01 5th Street is 290 feet. As a conservative assumption under the Industrial Source Screen, the distance of 265 feet was used. The generic concentrations shown in Table AQ-4 were multiplied by the emissions from the permits and the resulting cumulative emissions for each pollutant were summed.

Table AQ-7 shows the results of the Industrial Source Screen analysis compared with the NYSDEC SGCs and AGCs as well as applicable NAAQS. The permit shows the hourly and annual emissions of particulates. Emission factors for one-hour and annual periods were obtained from the permit. No concentrations would exceed either the NYSDEC SGC and AGC criteria or the NAAQS. Therefore, no further analysis of them is required and no negative impacts from this establishment are projected for the proposed action.

Table AQ-7
Air Pollutant Concentrations from 46-01 5th Street

Pollutants		All Sources*		NYSDEC Guideline Criteria		NAAQS	
Chemical Name	CAS No.	24-Hour	Annual	SGC	AGC	24-Hour	Annual
Particulates	NY075-00-0	24.1	0.001	380	45	35	12

**Includes 2014 background concentrations*

Source: Sandstone Environmental Associates, Inc.

Table AQ-8 shows the potential cumulative pollutant concentrations from all three industrial sites at the applicant's site. Concentrations of both particulates and hydrocarbons are within the applicable SGC and AGC guidelines. Dihydrogen monoxide does not have SGC or AGC concentrations. Based on the information in Table AQ-8, no significant adverse impacts are projected.

Table AQ-8
Cumulative Air Pollutant Concentrations

			Concentrations (ug/m3)		NYSDEC Guidelines	
Pollutant	CAS	Permit	1-Hour	Annual	SGC	AGC
Particulates	NY075-00-0	PA061883Y	37.04	0.147		
		PA031576R	0.08	0.001		
		PA081787M	3.30	0.000		
		PA081887J	<u>1.75</u>	<u>0.000</u>		
			42.18	0.148	380	45
Dihydrogen Monoxide	07732-18-5	PA160473P	10.7	0.00	NA	NA
Hydrocarbons	68476-44-8	PA160673J	10.66	0.06	197	80

Source: Sandstone Environmental Associates, Inc.

CONCLUSION

Based on the analyses in this document, no air quality impacts are anticipated to or from the proposed action from air toxics provided that the development complies with all applicable legislation.

NOISE

Pursuant to *CEQR Technical Manual* methodology, a noise assessment may be necessary when a proposed action would introduce a noise-sensitive land use into an area where ambient noise levels are a concern, or where the proposed action has the potential to be a significant source of noise.

The proposed action would allow for conversion of the existing vacant manufacturing building and construction of new building space for mixed residential and local retail uses, as well as a public waterfront access area. The surrounding area consists of primarily industrial land uses, and therefore the proposed development warrants an assessment of the potential for adverse effects on project occupants from ambient noise. The proposed residential and retail use is not a significant noise generator. Additionally, project-generated traffic would not double vehicular traffic on nearby roadways, and therefore would not result in a perceptible increase in vehicular noise. This noise assessment is limited to an assessment of ambient noise that could adversely affect occupants of the development.

The project site, identified as Tax Block 26, Lots 4 and 8, is located at the northwest corner of Vernon Boulevard and 46th Avenue. Vernon Boulevard is a two-way street with one northbound lane and one southbound lane, while 46th Avenue is a one-way westbound street. The intersection of Vernon Boulevard and 46th Avenue is controlled by a traffic light. The area in which the subject property is located is primarily industrial, with a steel iron manufacturing yard located to the east, a plastics manufacturing facility to the southwest, an auto body repair shop to the southeast, and two vehicle fueling stations (NYC Taxi and Ryder Truck Rental) with two fuel dispensers each to the north. The Site is currently improved with three buildings: a vacant 4-story manufacturing building (the former Paragon Paint factory) fronting on Vernon Boulevard; a vacant three-story warehouse, formerly used on conjunction with the Paragon Paint factory, fronting on 46th Avenue; and a one-story manufacturing building fronting on Vernon Boulevard (not part of the Paragon Paint Factory operations).

Framework of Noise Analysis

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

Because the human ear can detect such a wide range of sound pressures, sound pressure is converted to sound pressure level (SPL), which is measured in units called decibels (dB). The decibel is a relative measure of the sound pressure with respect to a standardized reference quantity. Because the dB scale is logarithmic, a relative increase of 10 dB represents a sound pressure that is 10 times higher. However, humans do not perceive a 10-dB increase as 10 times louder. Instead, they perceive it as twice as loud. The following Table Noise-1 lists some noise levels for typical daily activities.

Table Noise-1: Noise Levels of Common Sources

Table 19-1 Noise Levels of Common Sources	
Sound Source	SPL (dB(A))
Air Raid Siren at 50 feet	120
Maximum Levels at Rock Concerts (Rear Seats)	110
On Platform by Passing Subway Train	100
On Sidewalk by Passing Heavy Truck or Bus	90
On Sidewalk by Typical Highway	80
On Sidewalk by Passing Automobiles with Mufflers	70
Typical Urban Area	60-70
Typical Suburban Area	50-60
Quiet Suburban Area at Night	40-50
Typical Rural Area at Night	30-40
Isolated Broadcast Studio	20
Audiometric (Hearing Testing) Booth	10
Threshold of Hearing	0
<i>Notes: A change in 3dB(A) is a just noticeable change in SPL. A change in 10 dB(A) is perceived as a doubling or halving in SPL.</i>	
<i>Source: 2014 CEQR Technical Manual</i>	

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

The following is typical of human response to relative changes in noise level:

- 3-dBA change is the threshold of change detectable by the human ear;
- 5-dBA change is readily noticeable; and
- 10-dBA change is perceived as a doubling or halving of the noise level.

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

- L_{eq} is the continuous equivalent sound level. The sound energy from the fluctuating SPLs is averaged over time to create a single number to describe the mean energy, or intensity, level. High noise levels during a measurement period will have a greater effect on the L_{eq} than low noise levels. L_{eq} has an advantage over other descriptors because L_{eq} values from various noise sources can be added and subtracted to determine cumulative noise levels.
- $L_{eq(24)}$ is the continuous equivalent sound level over a 24-hour time period.

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

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

Measurement Location and Equipment

Because the predominant noise source in the area of the proposed project is vehicular traffic, noise monitoring was conducted during peak vehicular travel periods, 8:00-9:00 am, 12:00 pm-1:00 pm, and 5:00-6:00 pm. Pursuant to CEQR Technical Manual methodology, readings were conducted for 20-minute periods at each frontage during each peak hour. Noise monitoring was conducted at street level, and additionally at the rooftop of the Paragon Building, to document noise conditions at an elevated location. Noise monitoring was conducted using a Type 2 Larson-Davis LxT2 sound meter, with wind screen. The monitor was placed on a tripod at a height of approximately three feet away from any noise reflective surface. The monitor was calibrated prior to and following each monitoring session. Street level and rooftop monitoring were conducted on both the 46th Avenue and Vernon Boulevard frontages.



Photo Noise-1: Street Level Monitoring Location at 46th Avenue (Photo Direction: Northwest)

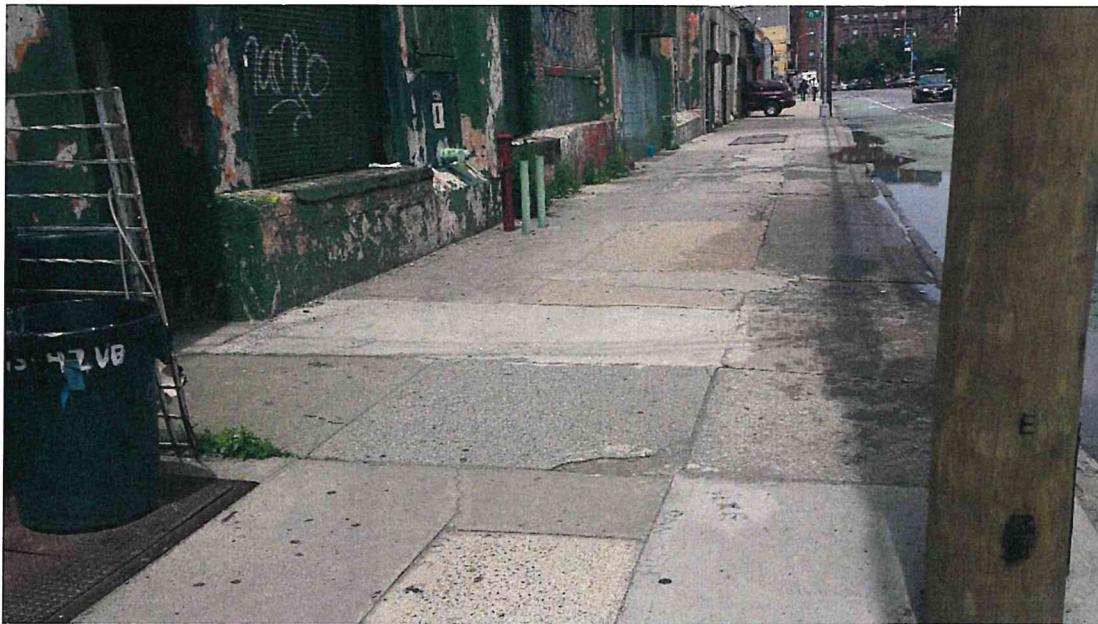


Photo Noise-2: Street Level Monitoring Location at Vernon Boulevard (Photo Direction: North)

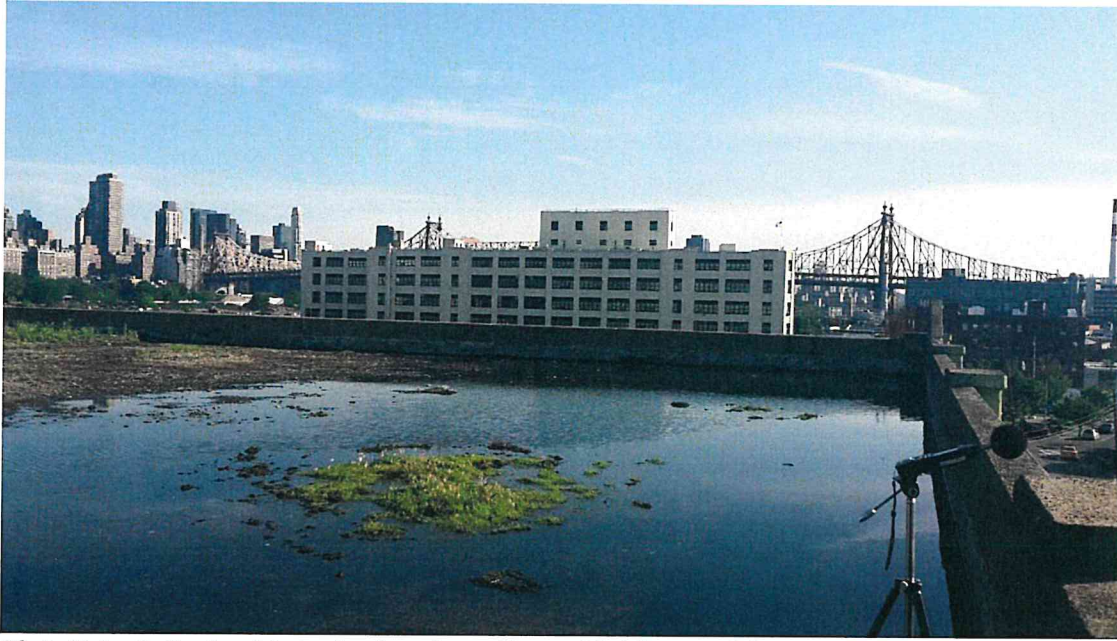


Photo Noise-3: Rooftop Monitoring Location at Vernon Blvd frontage (Photo Direction: North)



Photo Noise-4: Rooftop Monitoring Location at 46th Ave frontage (Photo Direction: South)

Measurement Conditions

Monitoring was conducted during typical weekday conditions, on Wednesday, June 4, 2014 (street level) and Wednesday, June 17, 2015 (rooftop). Weather was dry, with moderate wind speeds. The sound meter was calibrated before and after each monitoring session.

Existing Conditions

Based on the noise measurements taken at the project site, the predominant source of noise at the site is commercial vehicular traffic, including several heavy trucks on Vernon Boulevard. Traffic on 46th Avenue at the project site is light, however there is a truck loading and unloading garage within the plastics manufacturing facility located directly across the street from the subject site. Thus, trucks that are idling and starting their engines is a noise source. Table Noise-2 below contains the results for the measurements taken at the subject site.

Table Noise-2: Sidewalk Noise Levels at Vernon Boulevard frontage

	Wednesday, June 4, 2014		
	8:30 - 8:50 am	11:58 - 12:18 pm	5:06 - 5:26 pm
L _{max}	81.9	89.6	86.6
L ₅	74.6	75.8	77.6
L₁₀	72.8	73.2	74.9
L _{eq}	69.2	71.2	71.7
L ₅₀	66.1	65.9	68.5
L ₉₀	58.9	59.4	62.1
L _{min}	55.2	54.3	57.9

Table Noise-2 (cont.): Sidewalk Noise Levels at 46th Avenue frontage

	Wednesday, June 4, 2014		
	8:54 - 9:14 am	12:19 - 12:39 pm	5:33 - 5:53 pm
L _{max}	72.6	88.5	101.6
L ₅	66.2	73.0	68.9
L₁₀	63.7	70.8	67.0
L _{eq}	59.6	68.6	73.3
L ₅₀	54.6	63.5	61.2
L ₉₀	51.9	54.7	57.0
L _{min}	50.1	52.7	54.9

Table Noise-2 (cont.): Rooftop Noise Levels at Vernon Boulevard frontage

	Wednesday, June 17, 2015		
	7:46 - 8:16 am	11:58 - 12:29 pm	5:02 - 5:35 pm
L _{max}	75.2	75.9	76.8
L ₅	68.5	67.6	68.5
L₁₀	66.8	66.0	67.0
L _{eq}	64.5	63.5	64.2
L ₅₀	63.1	61.9	62.6
L ₉₀	61.3	59.9	60.3
L _{min}	59.8	58.8	58.6

Table Noise-2 (cont.): Rooftop Noise Levels at 46th Avenue frontage

	Wednesday, June 17, 2015		
	8:18 – 8:49 am	12:36 – 1:06 pm	5:38 – 6:08 pm
L_{max}	76.5	80.5	77.5
L_5	64.9	66.3	65.7
L_{10}	63.2	63.2	63.9
L_{eq}	61.4	62.0	61.3
L_{50}	59.5	58.7	59.4
L_{90}	58.0	57.0	57.2
L_{min}	56.5	55.6	55.9

Conclusions

The 2014 CEQR Technical Manual Table 19-2 contains noise exposure guidelines. For a residential use such as would occur under the proposed action, an L_{10} of between 65 and 70 dB(A) is identified as marginally acceptable general external exposure, and an L_{10} between 70 and 75 dB(A) is marginally unacceptable.

The highest recorded sidewalk level L_{10} at the project's Vernon Boulevard frontage was 74.9 dB(A) during the evening period. The highest recorded L_{10} at the project site's 46th Avenue frontage sidewalk was 70.8 during the midday period. The highest recorded L_{10} at the rooftop of the subject property building facing Vernon Boulevard was 67.0 dB(A) during the evening period. The highest recorded L_{10} at the rooftop facing 46th Avenue was 63.9 during the evening period.

The project would consist of ground floor retail and residential lobby space, and upper level residential uses. While sidewalk level noise monitoring shows ambient noise levels in excess of 70 dB(A), all rooftop noise monitoring results were within the marginally acceptable range. Therefore, no window-wall noise attenuation would be required for upper level residential uses, and there would be no adverse impacts related to noise.

Public Health

According to the 2014 CEQR Technical Manual, 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.

Pursuant to 2014 CEQR Technical Manual methodology, for most proposed projects, a public health analysis is not necessary. Where no significant unmitigated adverse impact is found in other CEQR analysis areas, such as air quality, water quality, hazardous materials, or noise, no public health analysis is warranted. If, however, an unmitigated significant adverse impact is identified in other CEQR analysis areas, such as air quality, water quality, hazardous materials, or noise, the lead agency may determine that a public health assessment is warranted for that specific technical area.

NOISE

Based on the ambient noise levels identified at the Development Site, noise attenuation would not be warranted to ensure an acceptable indoor noise environment and the proposed development would not significantly contribute to ambient noise levels.

HAZARDOUS MATERIALS

Continued investigation and remediation of the development site is recommended, and would consist of demolition of some of the existing buildings to allow access to the soil, sheet pile placement around the perimeter to minimize infiltration of water from the neighboring canal, excavation of hot spots of soil followed by transport and disposal or treatment, potentially to the bedrock interface, extraction of groundwater followed by treatment/transport and disposal, and possible in situ treatment of groundwater beneath the paint factory building.

The project will include measures to address impacts related to Hazardous Materials. Based on the analyses presented in this report, the proposed action does not have the potential for significant unmitigated impacts to any of the constituent elements of public health. Therefore, no further analysis of public health is warranted.

Neighborhood Character

According to the 2014 CEQR Technical Manual, a neighborhood character assessment considers how elements of the environment combine to create the context and feeling of a neighborhood and how a project may affect that context and feeling. Thus, to determine a project's effects on the neighborhood character, the elements that contribute to a neighborhood's context and feeling are considered together. These elements may include land use, zoning, public policy, socioeconomic conditions, open space, historic and cultural resources, urban design, visual resources, shadows, transportation and noise. The study area for a preliminary analysis of neighborhood character is typically consistent with the study areas of the relevant technical areas under CEQR that contribute to the defining elements of the neighborhood. The study area should generally include at least the Project Site and the area within 400 feet of the Project Site boundaries.

2.12.1 Preliminary Analysis

Existing Conditions

The Site is located on the west side of Vernon Boulevard between Anable Basin to the north and 46th Avenue to the south in the Long Island City neighborhood of Queens. The surrounding area west of Vernon Boulevard has been largely redeveloped as a waterfront residential neighborhood containing mid-rise and high-rise residential buildings with publicly accessible open spaces. The area to the east of Vernon Boulevard contains a mix of light-industrial and low- to midrise residences

Future No-Action Condition

In the future without the proposed action, no changes to conditions on the subject site are anticipated. Without the proposed zoning variance, the property would remain an underutilized property.

Future With-Action Condition

In the future with the proposed action, the Site would be redeveloped through the conversion of the four-story Paragon Paint Building and development of a new 26-story building for mixed residential and ground floor commercial development, and a new Waterfront Public Access Area on Anable Basin.

Conclusion

The proposed development would continue the land use trend in the area west of Vernon Boulevard of new waterfront residential development with publicly accessible open space. The development would include new local-serving retail space on the ground floor, which would serve residents of the area and create an active pedestrian context at a site that is currently vacant and uninviting.

Development under the proposed action would provide new housing opportunities in an area that is well-served by transit and is in close proximity to employment centers in Long Island City and in midtown Manhattan.

The proposed mixed-use development would enhance and enliven the pedestrian experience, and provide a new waterfront open space. Its height, scale, and use would be consistent with ongoing land use trend in the area west of Vernon Boulevard and would not adversely affect any of the constituent elements of Neighborhood Character.

Construction

According to the 2014 CEQR Technical Manual, Construction impacts may be analyzed for any project that involves construction or could induce construction. For construction activities not related to in-ground disturbance, short-term construction generally does not warrant a detailed construction analysis. For example, the use of a property for construction staging activities is likely to only warrant analysis if this activity continues for a period of several years. Consideration of several factors, including the location and setting of the project in relation to other uses and intensity of construction activities are used to determine if a project's construction activities warrant analysis in one or more of the following technical areas:

- Transportation
- Air Quality or Noise
- Historic and Cultural Resources
- Hazardous Materials
- Natural Resources
- Open Space
- Socioeconomic Conditions
- Community Facilities
- Land Use and Public Policy
- Neighborhood Character
- Infrastructure

A preliminary assessment is generally not needed for these technical areas unless

- Construction activities are considered long-term (Last longer than two years); or.
- Short term construction activities would directly affect a technical area, such as impeding the operation
 - Result in the closing, narrowing, impeding of traffic, transit, or obstruction of pedestrian or vehicular routes in proximity to critical land uses.
- Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out.
- The operation of several pieces of diesel equipment in a single location at peak construction
 - Closure of a community facility or disruption in its services.
 - Disturbance of a site containing or adjacent to a site containing natural resources.
 - Construction on multiple development sites in the same geographic area, such that there is the potential for several construction timelines to overlap or last for more than two years overall.

According to the CEQR Technical Manual, a preliminary construction assessment is generally not needed for these technical areas unless the following are true:

- The construction activities are considered "long-term" (more than 2 years); or
- Short-term construction activities would directly affect a technical area, such as impeding the operation of a community facility (e.g., result in the closing of a community health clinic for a period of a month(s)).

Since none of these situations would occur, the proposed action does not have the potential for significant adverse impacts related to construction activity.

Conclusion

All construction activities would be completed within 18-24 months and would be performed subject to relevant DOT and DOB regulations to ensure minimal construction impacts. Therefore no significant adverse impacts associated with construction activities would occur.