

Flushing West Rezoning Proposal

Environmental Assessment Statement

CEQR No. 16DCP045Q

Lead Agency: New York City Planning Commission

**Prepared by: NYC Department of City Planning
AECOM**

October 16, 2015

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City Environmental Quality Review

ENVIRONMENTAL ASSESSMENT STATEMENT (EAS) FULL FORM

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

Part I: GENERAL INFORMATION

PROJECT NAME Flushing West Rezoning Proposal

1. Reference Numbers

CEQR REFERENCE NUMBER (to be assigned by lead agency)
16DCP045Q

BSA REFERENCE NUMBER (if applicable)

ULURP REFERENCE NUMBER (if applicable)
Pending

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

2a. Lead Agency Information

NAME OF LEAD AGENCY
NYC Department of City Planning

NAME OF LEAD AGENCY CONTACT PERSON
Robert Dobruskin, AICP, Director, EARD

ADDRESS 22 Reade Street, 4th Floor

CITY New York

STATE NY

ZIP 10007

TELEPHONE 212.720.3423

EMAIL
rdobrus@planning.nyc.gov

2b. Applicant Information

NAME OF APPLICANT
NYC Department of City Planning, Queens Borough Office

NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON
John Young, Director, DCP Queens Office

ADDRESS 120-55 Queens Blvd., Rm 201

CITY Kew Gardens

STATE NY

ZIP 11424

TELEPHONE 718.286.3170

EMAIL
JYoung@planning.nyc.gov

3. Action Classification and Type

SEQRA Classification

UNLISTED TYPE I: Specify Category (see 6 NYCRR 617.4 and NYC Executive Order 91 of 1977, as amended): 617.4(b)(5)(v)

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

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

4. Project Description

The New York City Department of City Planning (DCP) is proposing a zoning map amendment and zoning text amendments (collectively, the "Proposed Actions") affecting an approximately 11-block area in the western portion of Downtown Flushing in Queens, Community District 7. Refer to Attachment A, "Project Description" for details.

Project Location

BOROUGH Queens

COMMUNITY DISTRICT(S) 7

STREET ADDRESS

TAX BLOCK(S) AND LOT(S) refer to Appendix 1

ZIP CODE

DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS

EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY refer to Figure 2, "Existing Zoning and Land Use"

ZONING SECTIONAL MAP NUMBER 10a/b

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

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

CITY MAP AMENDMENT

ZONING CERTIFICATION

CONCESSION

ZONING MAP AMENDMENT

ZONING AUTHORIZATION

UDAAP

ZONING TEXT AMENDMENT

ACQUISITION—REAL PROPERTY

REVOCABLE CONSENT

SITE SELECTION—PUBLIC FACILITY

DISPOSITION—REAL PROPERTY

FRANCHISE

HOUSING PLAN & PROJECT

OTHER, explain:

SPECIAL PERMIT (if appropriate, specify type: modification; renewal; other); EXPIRATION DATE:

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

Board of Standards and Appeals: YES NO

VARIANCE (use)

VARIANCE (bulk)

SPECIAL PERMIT (if appropriate, specify type: modification; renewal; other); EXPIRATION DATE:

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

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

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

LEGISLATION

FUNDING OF CONSTRUCTION, specify:

<input type="checkbox"/> RULEMAKING	<input type="checkbox"/> POLICY OR PLAN, specify:
<input type="checkbox"/> CONSTRUCTION OF PUBLIC FACILITIES	<input type="checkbox"/> FUNDING OF PROGRAMS, specify:
<input type="checkbox"/> 384(b)(4) APPROVAL	<input type="checkbox"/> PERMITS, specify:
<input type="checkbox"/> OTHER, explain:	

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

<input type="checkbox"/> PERMITS FROM DOT'S OFFICE OF CONSTRUCTION MITIGATION AND COORDINATION (OCMC)	<input type="checkbox"/> LANDMARKS PRESERVATION COMMISSION APPROVAL
	<input type="checkbox"/> OTHER, explain:

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

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

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

<input checked="" type="checkbox"/> SITE LOCATION MAP	<input checked="" type="checkbox"/> ZONING MAP	<input checked="" type="checkbox"/> SANBORN OR OTHER LAND USE MAP
<input checked="" type="checkbox"/> TAX MAP	<input checked="" type="checkbox"/> FOR LARGE AREAS OR MULTIPLE SITES, A GIS SHAPE FILE THAT DEFINES THE PROJECT SITE(S)	
<input type="checkbox"/> 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.): 2,894,054 sf	Waterbody area (sq. ft.) and type: N.A.
Roads, buildings, and other paved surfaces (sq. ft.): 2,574,756 sf	Other, describe (sq. ft.):

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

SIZE OF PROJECT TO BE DEVELOPED (gross square feet): Refer to table on page 3 for RWCDs Summary.

NUMBER OF BUILDINGS:	GROSS FLOOR AREA OF EACH BUILDING (sq. ft.):
HEIGHT OF EACH BUILDING (ft.):	NUMBER OF STORIES OF EACH BUILDING:

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

If "yes," specify: The total square feet owned or controlled by the applicant: 0 sf

The total square feet not owned or controlled by the applicant: 2,084,136 sf

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

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

AREA OF TEMPORARY DISTURBANCE: Not known sq. ft. (width x length)	VOLUME OF DISTURBANCE: Not known cubic ft. (width x length x depth)
AREA OF PERMANENT DISTURBANCE: Not known sq. ft. (width x length)	

8. Analysis Year [CEQR Technical Manual Chapter 2](#)

ANTICIPATED BUILD YEAR (date the project would be completed and operational): 2025

ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: N.A.

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

BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE: N.A.

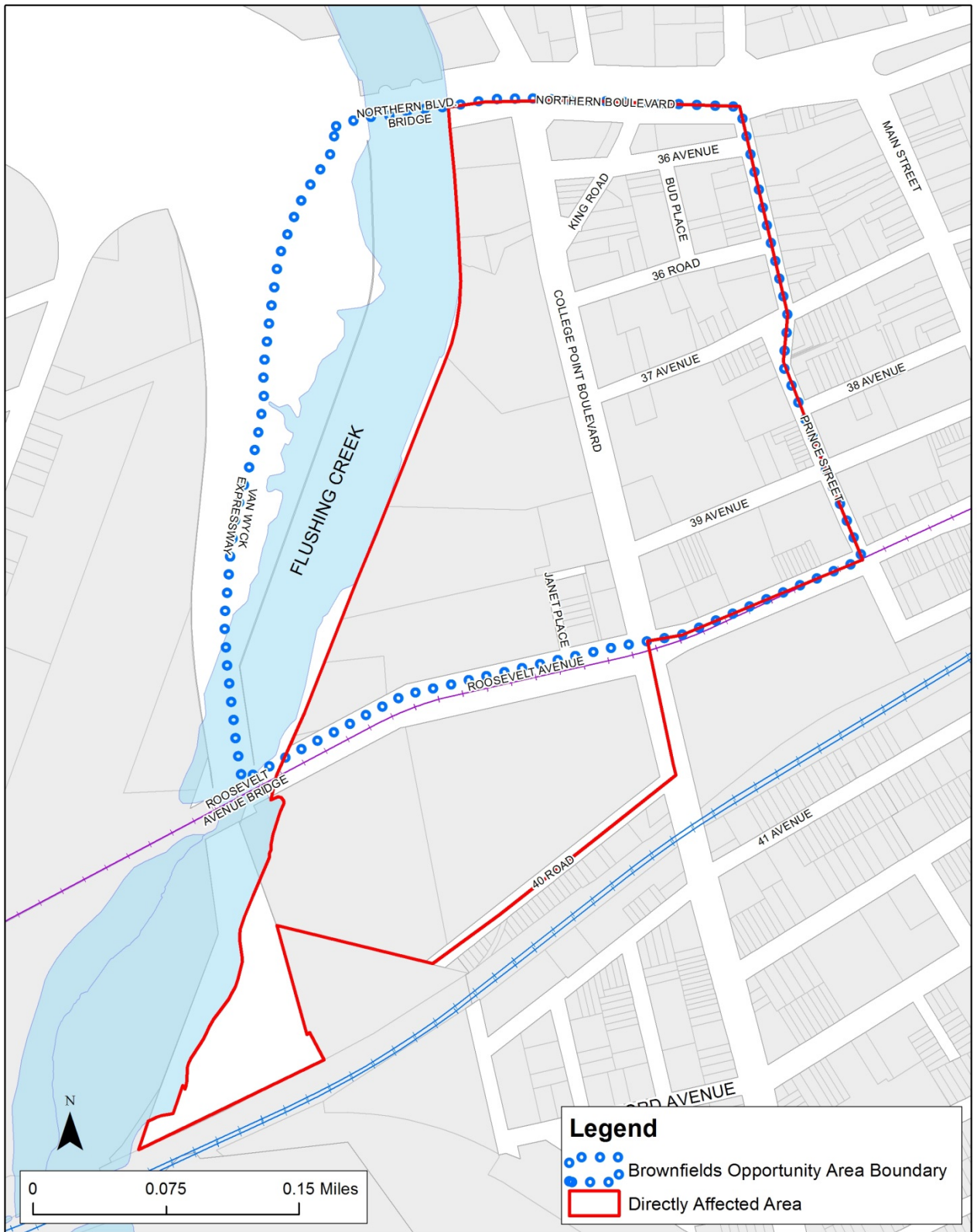
9. Predominant Land Use in the Vicinity of the Project (check all that apply)

<input checked="" type="checkbox"/> RESIDENTIAL	<input checked="" type="checkbox"/> MANUFACTURING	<input checked="" type="checkbox"/> COMMERCIAL	<input checked="" type="checkbox"/> PARK/FOREST/OPEN SPACE	<input checked="" type="checkbox"/> OTHER, specify: Public facilities and institutions
-------------------------------------------------	---------------------------------------------------	------------------------------------------------	------------------------------------------------------------	----------------------------------------------------------------------------------------



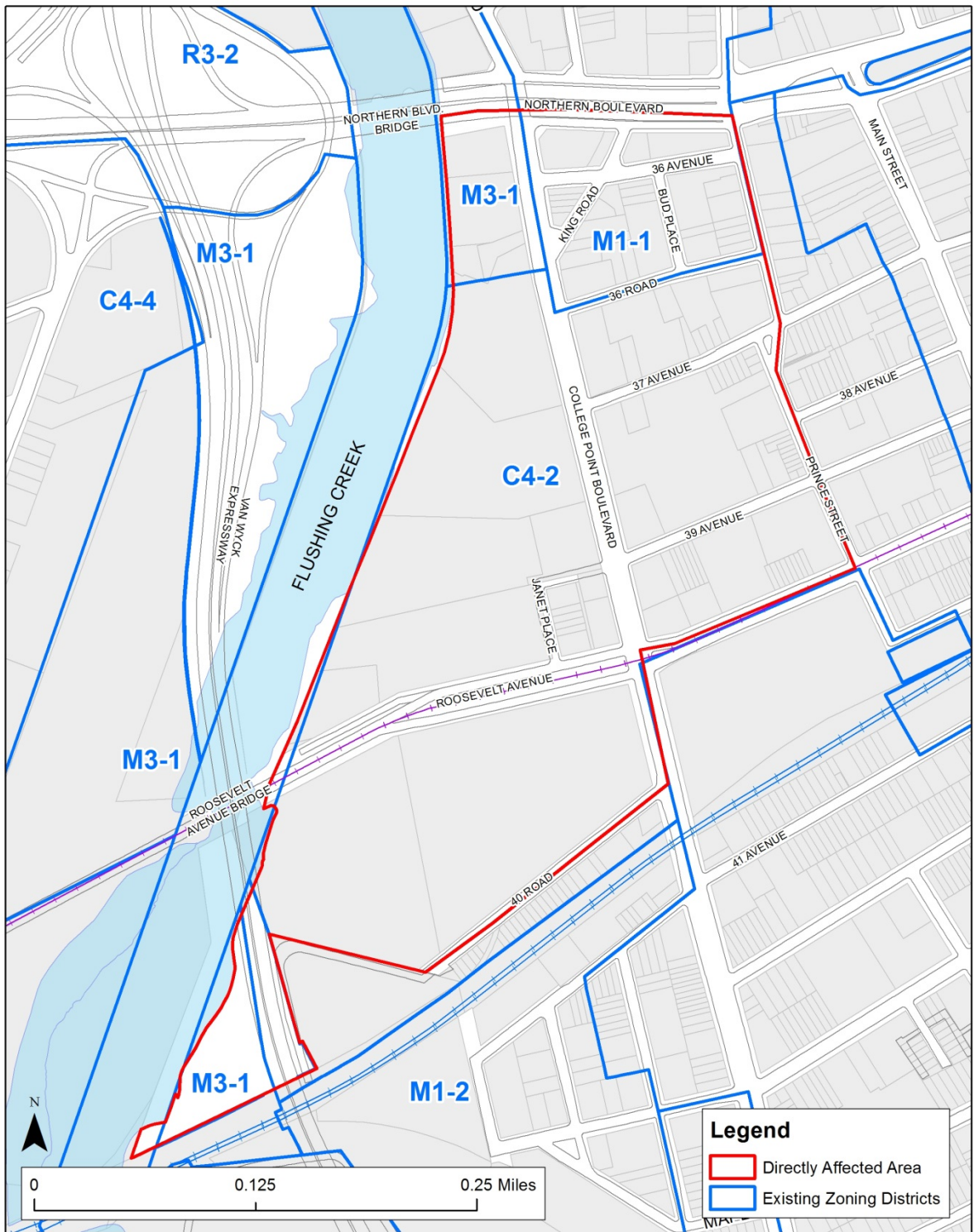
Flushing West Rezoning EAS

Figure 1a
Project Location – Aerial View



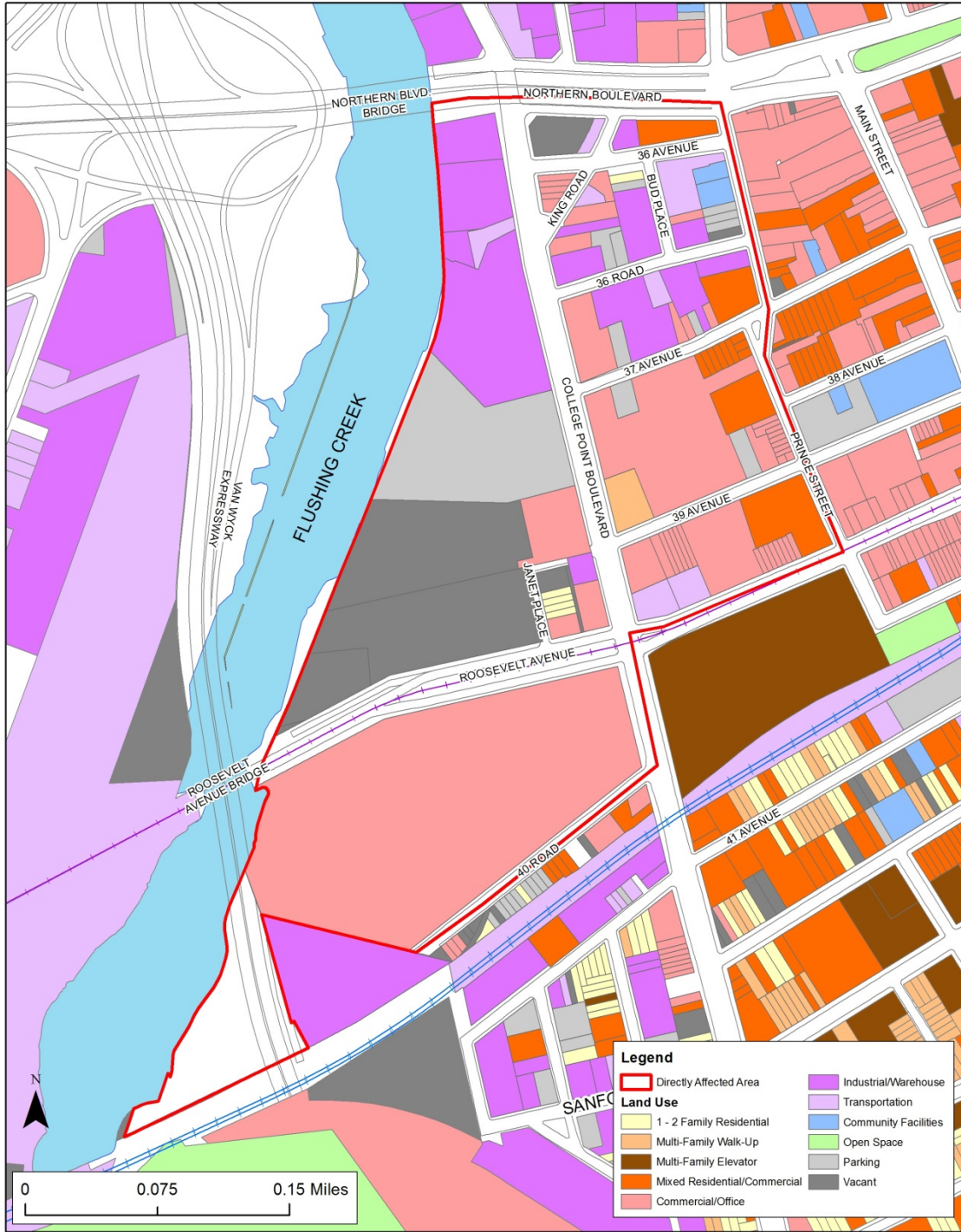
Flushing West Rezoning EAS

Figure 1b
Project Location



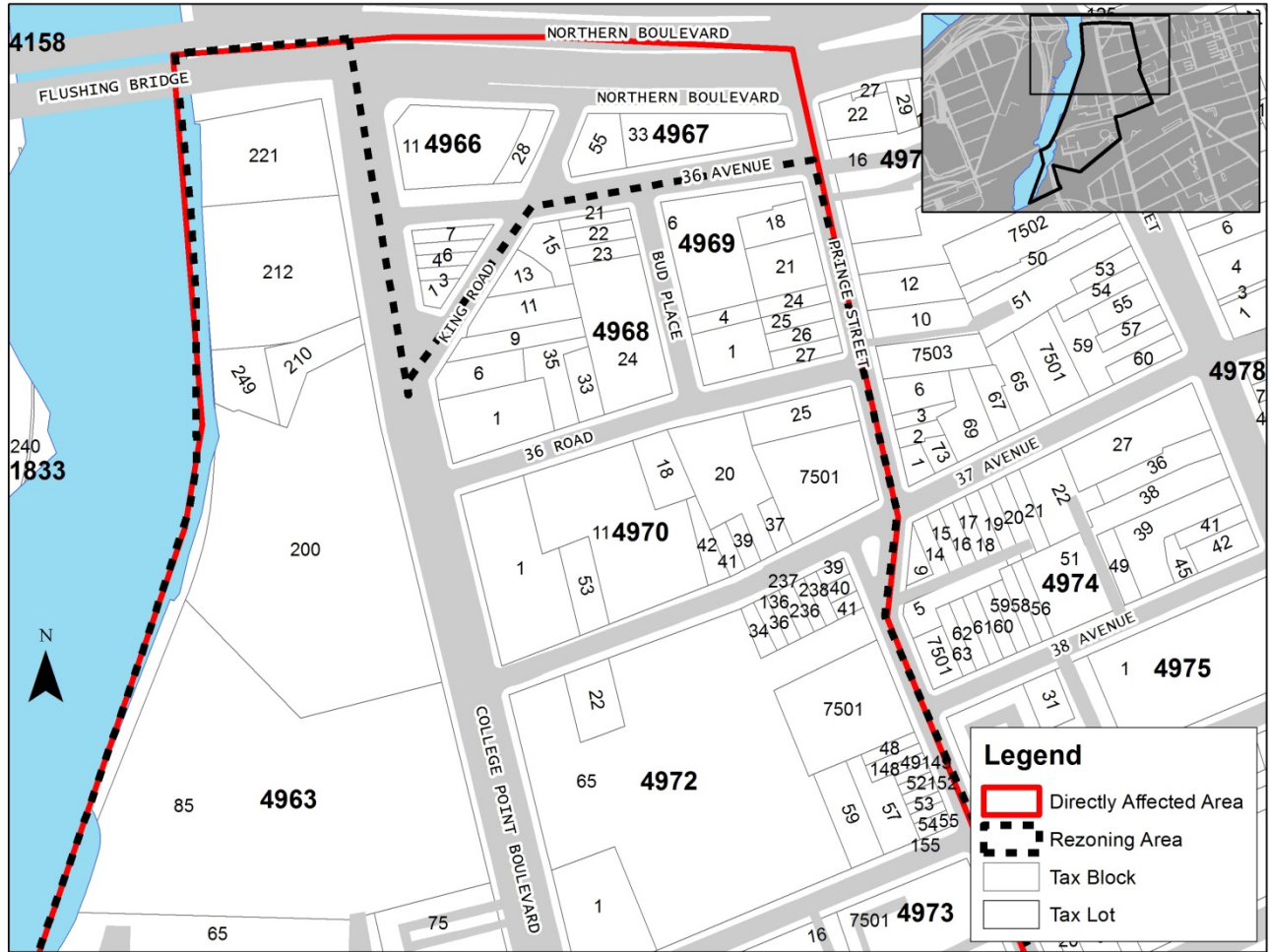
Flushing West Rezoning EAS

Figure 2
Existing Zoning



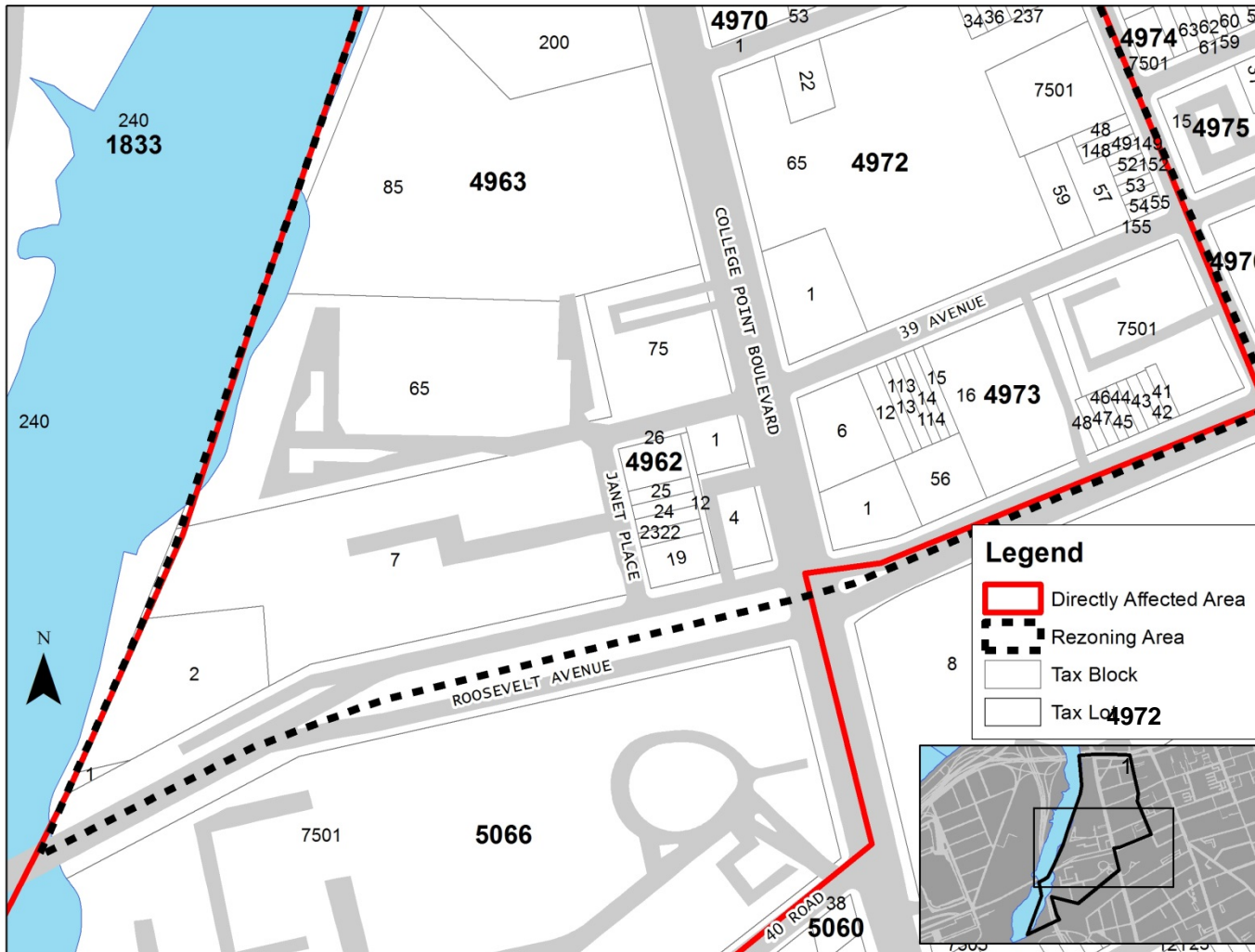
Flushing West Rezoning EAS

Figure 3
Land Use



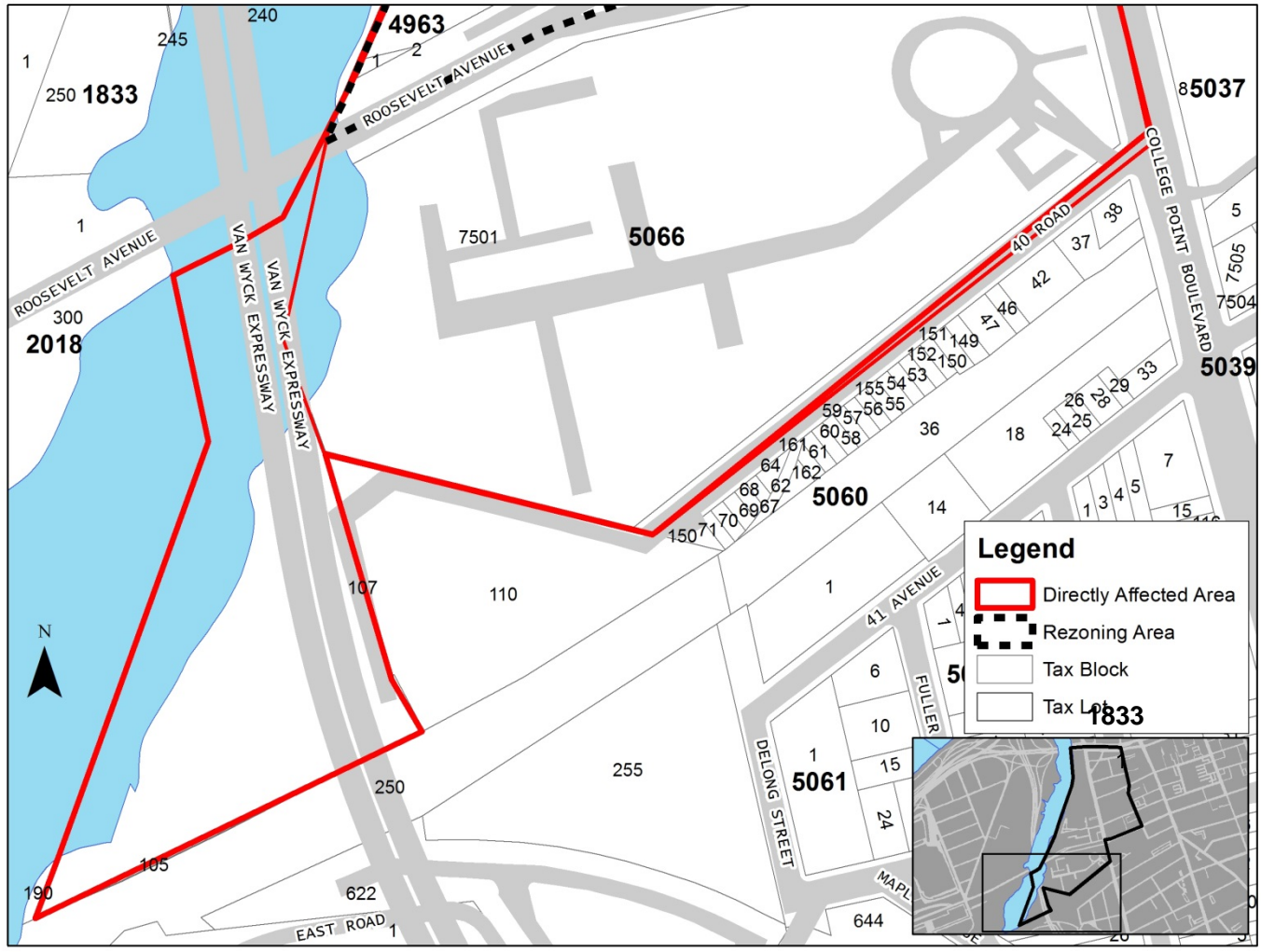
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4970



Flushing West Rezoning EAS

Figure 4b – Tax Map



Flushing West Rezoning EAS

Figure 4c – Tax Map

DESCRIPTION OF EXISTING AND PROPOSED CONDITIONS

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

	EXISTING CONDITION		NO-ACTION CONDITION		WITH-ACTION CONDITION		INCREMENT
LAND USE							
Residential	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	
If "yes," specify the following:							
Describe type of residential structures			Multi Family		Multi Family		
No. of dwelling units			2,378		3316		938
No. of low- to moderate-income units			0		619		619
Gross floor area (sq. ft.)			2,612,203		3,550,488		938,285
Commercial	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	
If "yes," specify the following:							
Describe type (retail, office, other)	Retail, Office, Service		Retail, Office, Hotels		Retail, Office, Hotels		
Gross floor area (sq. ft.)	360,989		1,864,403		1,837,518		-26,885
Manufacturing/Industrial	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	
If "yes," specify the following:							
Type of use	Factory & auto-related		Factory & auto-related				
Gross floor area (sq. ft.)	28,970		28,970				-28,970
Open storage area (sq. ft.)							
If any unenclosed activities, specify:							
Community Facility	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	
If "yes," specify the following:							
Type			Various		Various		
Gross floor area (sq. ft.)			48,500		139,856		91,356
Vacant Land	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	
If "yes," describe:	B 4963 L 2,7/B 4963 L65/B 4966 L 11						
Publicly Accessible Open Space	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	
If "yes," specify type (mapped City, State, or Federal parkland, wetland—mapped or otherwise known, other):			86,000		148,000		62,000
Other Land Uses	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	
If "yes," describe:							
PARKING							
Garages	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	
If "yes," specify the following:							
No. of public spaces							
No. of accessory spaces			5,393		3,923		-1470
Operating hours							
Attended or non-attended							
Lots	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	
If "yes," specify the following:							
No. of public spaces							
No. of accessory spaces							
Operating hours							
Other (includes street parking)	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	
If "yes," describe:							
POPULATION							
Residents	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	
If "yes," specify number:			6,373		8,887		2,514
Briefly explain how the number of residents	Based on the average household size for Queens Community Board 7 of 2.68 persons per household.						

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
was calculated:				
Businesses	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
If "yes," specify the following:				
No. and type	Varies; to be described in EIS	Varies; to be described in EIS	Varies; to be described in EIS	
No. and type of workers by business	To be described in EIS	7,410	7,279	131
No. and type of non-residents who are not workers				
Briefly explain how the number of businesses was calculated:				
Other (students, visitors, concert-goers, etc.)	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
If any, specify type and number:				
Briefly explain how the number was calculated:				
ZONING				
Zoning classification	See Figure 2	As under Existing Conditions	Refer to Attachment A	
Maximum amount of floor area that can be developed				
Predominant land use and zoning classifications within land use study area(s) or a 400 ft. radius of proposed project	See Figure 2	As under Existing Conditions	Refer to Attachment A	
Attach any additional information that may be needed to describe the project.				
If your project involves changes that affect one or more sites not associated with a specific development, it is generally appropriate to include total development projections in the above table and attach separate tables outlining the reasonable development scenarios for each site.				

Part II: TECHNICAL ANALYSIS

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


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

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

	YES	NO
enhance, or otherwise protect it?		
iv. Indirect Business Displacement		
o Would the project potentially introduce trends that make it difficult for businesses to remain in the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o Would the project capture retail sales in a particular category of goods to the extent that the market for such goods would become saturated, potentially resulting in vacancies and disinvestment on neighborhood commercial streets?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v. Effects on Industry		
o Would the project significantly affect business conditions in any industry or any category of businesses within or outside the study area?	<input type="checkbox"/>	<input type="checkbox"/>
o Would the project indirectly substantially reduce employment or impair the economic viability in the industry or category of businesses?	<input type="checkbox"/>	<input 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, health care facilities, day care centers, police stations, or fire stations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Indirect Effects		
i. Child Care Centers		
o Would the project result in 20 or more eligible children under age 6, based on the number of low or low/moderate income residential units? (See Table 6-1 in Chapter 6)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o If "yes," would the project result in a collective utilization rate of the group child care/Head Start centers in the study area that is greater than 100 percent?	<input type="checkbox"/>	<input type="checkbox"/>
o If "yes," would the project increase the collective utilization rate by 5 percent or more from the No-Action scenario?	<input type="checkbox"/>	<input type="checkbox"/>
ii. Libraries		
o Would the project result in a 5 percent or more increase in the ratio of residential units to library branches? (See Table 6-1 in Chapter 6)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o If "yes," would the project increase the study area population by 5 percent or more from the No-Action levels?	<input type="checkbox"/>	<input type="checkbox"/>
o If "yes," would the additional population impair the delivery of library services in the study area?	<input type="checkbox"/>	<input type="checkbox"/>
iii. Public Schools		
o Would the project result in 50 or more elementary or middle school students, or 150 or more high school students based on number of residential units? (See Table 6-1 in Chapter 6)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o If "yes," would the project result in a collective utilization rate of the elementary and/or intermediate schools in the study area that is equal to or greater than 100 percent?	<input type="checkbox"/>	<input type="checkbox"/>
o If "yes," would the project increase this collective utilization rate by 5 percent or more from the No-Action scenario?	<input type="checkbox"/>	<input type="checkbox"/>
iv. Health Care Facilities		
o Would the project result in the introduction of a sizeable new neighborhood?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," would the project affect the operation of health care facilities in the area?	<input type="checkbox"/>	<input type="checkbox"/>
v. Fire and Police Protection		
o Would the project result in the introduction of a sizeable new neighborhood?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," would the project affect the operation of fire or police protection in the area?	<input type="checkbox"/>	<input type="checkbox"/>
4. OPEN SPACE: CEQR Technical Manual Chapter 7		
(a) Would the 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"/>
(c) If "yes," would the project generate more than 50 additional residents or 125 additional employees?	<input type="checkbox"/>	<input type="checkbox"/>
(d) 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"/>
(e) If "yes," would the project generate more than 350 additional residents or 750 additional employees?	<input type="checkbox"/>	<input type="checkbox"/>
(f) If the project is located in an area that is neither under-served nor well-served, would it generate more than 200 additional residents or 500 additional employees?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(g) If "yes" to questions (c), (e), or (f) above, attach supporting information to answer the following:		
o If in an under-served area, would the project result in a decrease in the open space ratio by more than 1 percent?	<input type="checkbox"/>	<input type="checkbox"/>
o If in an area that is not under-served, would the project result in a decrease in the open space ratio by more than 5	<input type="checkbox"/>	<input type="checkbox"/>

	YES	NO
percent?		
<ul style="list-style-type: none"> o If "yes," are there qualitative considerations, such as the quality of open space, that need to be considered? Please specify:	<input type="checkbox"/>	<input type="checkbox"/>
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 checked="" type="checkbox"/>	<input type="checkbox"/>
(c) If "yes" to either of the above questions, attach supporting information explaining whether the project's shadow would reach any sunlight-sensitive resource at any time of the year.		
6. HISTORIC AND CULTURAL RESOURCES: CEQR Technical Manual Chapter 9		
(a) Does the proposed project site or an adjacent site contain any architectural and/or archaeological resource that is eligible for or has been designated (or is calendared for consideration) as a New York City Landmark, Interior Landmark or Scenic Landmark; that is listed or eligible for listing on the New York State or National Register of Historic Places; or that is within a designated or eligible New York City, New York State or National Register Historic District? (See the GIS System for Archaeology and National Register to confirm)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Would the proposed project involve construction resulting in in-ground disturbance to an area not previously excavated?	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
(c) If "yes" to either of the above, please provide the information requested in Chapter 10 .		
8. NATURAL RESOURCES: CEQR Technical Manual Chapter 11		
(a) Does the proposed project site or a site adjacent to the project contain natural resources as defined in Section 100 of Chapter 11 ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o If "yes," list the resources and attach supporting information on whether the project would affect any of these resources.		
(b) Is any part of the directly affected area within the Jamaica Bay Watershed ?	<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 checked="" type="checkbox"/>	<input type="checkbox"/>
(h) Has a Phase I Environmental Site Assessment been performed for the site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," were Recognized Environmental Conditions (RECs) identified? Briefly identify:	<input type="checkbox"/>	<input type="checkbox"/>
(i) Based on the Phase I Assessment, is a Phase II Investigation needed?	<input type="checkbox"/>	<input type="checkbox"/>
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 checked="" type="checkbox"/>	<input type="checkbox"/>

	YES	NO
(c) If the proposed project located in a separately sewerred area , would it result in the same or greater development than that listed in Table 13-1 in Chapter 13 ?	<input type="checkbox"/>	<input type="checkbox"/>
(d) Would the project involve development on a site that is 5 acres or larger where the amount of impervious surface would increase?	<input type="checkbox"/>	<input 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 involve development on a site that is 1 acre or larger where the amount of impervious surface would increase?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(f) Would the proposed project be located in an area that is partially sewerred or currently unsewerred?	<input type="checkbox"/>	<input type="checkbox"/>
(g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a Wastewater Treatment Plant and/or contribute contaminated stormwater to a separate storm sewer system?	<input type="checkbox"/>	<input type="checkbox"/>
(h) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits?	<input type="checkbox"/>	<input type="checkbox"/>
(i) If "yes" to any of the above, conduct the appropriate preliminary analyses and attach supporting documentation.		
11. SOLID WASTE AND SANITATION SERVICES: CEQR Technical Manual Chapter 14		
(a) Using Table 14-1 in Chapter 14 , the project's projected operational solid waste generation is estimated to be (pounds per week): 823,970		
o Would the proposed project have the potential to generate 100,000 pounds (50 tons) or more of solid waste per week?	<input checked="" type="checkbox"/>	<input 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"/>
o If "yes," would the proposed project comply with the City's Solid Waste Management Plan?	<input type="checkbox"/>	<input 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): 135,968		
(b) Would the proposed project affect the transmission or generation of energy?	<input type="checkbox"/>	<input 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 appropriate screening analyses, attach back up data as needed for each stage, and answer the following questions:		
o Would the proposed project result in 50 or more Passenger Car Equivalents (PCEs) per project peak hour?	<input checked="" type="checkbox"/>	<input 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 checked="" 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 checked="" type="checkbox"/>	<input 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/rail trips per station or line?	<input checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>
14. AIR QUALITY: CEQR Technical Manual Chapter 17		
(a) <i>Mobile Sources:</i> Would the proposed project result in the conditions outlined in Section 210 in Chapter 17 ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) <i>Stationary Sources:</i> 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 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 type="checkbox"/>
(f) If "yes" to any of the above, conduct the appropriate analyses and attach any supporting documentation.		
15. GREENHOUSE GAS EMISSIONS: CEQR Technical Manual Chapter 18		
(a) Is the proposed project a city capital project 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) Would the proposed project result in the development of 350,000 square feet or more?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(d) If "yes" to any of the above, would the project require a GHG emissions assessment based on guidance in Chapter 18 ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o If "yes," would the project result in inconsistencies with the City's GHG reduction goal? (See Local Law 22 of 2008 ; § 24-	<input type="checkbox"/>	<input type="checkbox"/>

	YES	NO
803 of the Administrative Code of the City of New York). Please attach supporting documentation.	<input type="checkbox"/>	<input type="checkbox"/>
16. NOISE: CEQR Technical Manual Chapter 19		
(a) Would the proposed project generate or reroute vehicular traffic?	<input checked="" type="checkbox"/>	<input 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 type="checkbox"/>
(e) If "yes" to any of the above, conduct the appropriate analyses and attach any supporting documentation.		
17. PUBLIC HEALTH: CEQR Technical Manual Chapter 20		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Air Quality; Hazardous Materials; Noise?	<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.		
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) If "yes," explain why an assessment of neighborhood character is or is not warranted based on the guidance in Chapter 21 , "Neighborhood Character." Attach a preliminary analysis, if necessary.		
19. CONSTRUCTION: CEQR Technical Manual Chapter 22		
(a) Would the project's construction activities involve:		
o Construction activities lasting longer than two years?	<input type="checkbox"/>	<input type="checkbox"/>
o Construction activities within a Central Business District or along an arterial highway or major thoroughfare?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o Closing, narrowing, or otherwise impeding traffic, transit, or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, etc.)?	<input type="checkbox"/>	<input type="checkbox"/>
o Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out?	<input type="checkbox"/>	<input type="checkbox"/>
o The operation of several pieces of diesel equipment in a single location at peak construction?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o Closure of a community facility or disruption in its services?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Activities within 400 feet of a historic or cultural resource?	<input type="checkbox"/>	<input type="checkbox"/>
o Disturbance of a site containing or adjacent to a site containing natural resources?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>
(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.		
The RWCDS for the Proposed Actions identifies 13 projected development sites, which are expected to accommodate new development over the ten-year analysis period with full-out by 2025. In addition, there are 13 potential development sites that are considered less likely to be developed in the analysis period. An analysis of construction impacts will be provided in the EIS.		
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 John Young	SIGNATURE 	DATE October 15, 2015
PLEASE NOTE THAT APPLICANTS MAY BE REQUIRED TO SUBSTANTIATE RESPONSES IN THIS FORM AT THE DISCRETION OF THE LEAD AGENCY SO THAT IT MAY SUPPORT ITS DETERMINATION OF SIGNIFICANCE.		

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

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

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

Potentially Significant Adverse Impact

IMPACT CATEGORY	YES	NO
Land Use, Zoning, and Public Policy	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Socioeconomic Conditions	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Community Facilities and Services	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Open Space	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Shadows	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Historic and Cultural Resources	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Urban Design/Visual Resources	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Natural Resources	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Hazardous Materials	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Water and Sewer Infrastructure	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Solid Waste and Sanitation Services	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Energy	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Transportation	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Air Quality	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Greenhouse Gas Emissions	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Noise	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Public Health	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Neighborhood Character	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Construction	<input type="checkbox"/>	<input type="checkbox"/>

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

YES NO

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

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

- Positive Declaration:** If the lead agency has determined that the project may have a significant impact on the environment, and if a Conditional Negative Declaration is not appropriate, then the lead agency issues a *Positive Declaration* and prepares a draft Scope of Work for the Environmental Impact Statement (EIS).
- Conditional Negative Declaration:** A *Conditional Negative Declaration* (CND) may be appropriate if there is a private applicant for an Unlisted action AND when conditions imposed by the lead agency will modify the proposed project so that no significant adverse environmental impacts would result. The CND is prepared as a separate document and is subject to the requirements of 6 NYCRR Part 617.
- Negative Declaration:** If the lead agency has determined that the project would not result in potentially significant adverse environmental impacts, then the lead agency issues a *Negative Declaration*. The *Negative Declaration* may be prepared as a separate document (see template) or using the embedded Negative Declaration on the next page.

4. LEAD AGENCY'S CERTIFICATION

TITLE Director, Environmental Assessment and Review Division	LEAD AGENCY NYC Department of City Planning
NAME Robert Dobruskin, AICP	DATE Oct 16, 2015

SIGNATURE
Robert Dobruskin

ATTACHMENT A

Project Description

I. INTRODUCTION

The New York City Department of City Planning (DCP) is proposing a series of land use actions (collectively the “Proposed Actions”) to implement recommendations of the Flushing West Plan. The subject of an ongoing community process, the Flushing West Plan (the “Plan”) would create opportunities for new mixed-income housing, community facilities, economic development and new public access areas along the Flushing Creek waterfront within an approximately 11-block area in the western portion of Downtown Flushing in Queens, Community District 7. The affected area covers approximately 47 acres and is generally bounded by Northern Boulevard, Prince Street, Roosevelt Avenue, College Point Boulevard, 40th Road, and Flushing Creek (see Figure 1, “Project Location”). Within these areas, the Proposed Actions are expected to result in an incremental increase over the no-action condition of approximately 938 dwelling units (including 516 or 619 affordable units¹), 91,356 square feet (sf) of community facility space, 77,812 sf commercial retail space (including 27,209 sf supermarket), and 10,247 sf of hotel space; and net decreases of 28,970 sf of industrial space and 114,944 sf commercial office space. (See Table on pages 3-4 of the EAS form, “Description of Existing and Proposed Conditions”.)

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

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

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

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

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

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

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

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

II. BACKGROUND

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

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

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

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

In 1961, an M3-1 district to the west and an M1-1 district to the east of College Point Boulevard within the Flushing West rezoning area were mapped. Over the last two decades, New York City agencies including DCP, EDC, and DOT, in concert with the community, have carried out a number of studies and

actions aimed at improving Downtown Flushing. These studies and resultant actions include the creation of a Waterfront Access Plan in 1993, a rezoning of Downtown Flushing in 1998, and creation of the Downtown Flushing Development Framework in 2004. The Downtown Flushing Development Framework was the result of a community-based initiative that resulted in a land use planning strategy for the future growth and sustainability of the area. As part of the Downtown Flushing rezoning enacted in 1998 portions of the preexisting M3-1 and M1-1 districts within the Flushing West rezoning area below 36th Street to the east and west of College Point Boulevard were rezoned to C4-2.

III. EXISTING ZONING

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

C4-2

A C4-2 district is mapped over the majority of the rezoning area generally bounded by 36th Road, Prince Street, Roosevelt Avenue, Flushing River. C4 districts are intended for regional commercial centers where uses serve an area larger than a neighborhood shopping area. C4-2 districts permit residential uses with a maximum floor area ratio (FAR) of 2.43 (R6 equivalent), commercial uses with a maximum FAR of 3.4, and community facility uses with a maximum FAR of 4.8. C4-2 districts have no fixed height limits and building envelopes are regulated by a sky exposure plane. Residential development under the optional Quality Housing Program has a maximum FAR of 2.2 on narrow streets (defined as less than 75 feet wide) with a 55-foot building height limit, and for developments along wide streets (defined as 75 feet wide or more) the maximum FAR is 3.0 and the building height limit is 70 feet. Off-street parking is required for 70 percent of the dwelling units. This requirement is lowered to 50 percent of the units if the lot area is less than 10,000 square feet or if Quality Housing provisions are used.

M1-1

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

M3-1

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

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

Waterfront Zoning and Waterfront Access Plan

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

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

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

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

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

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

For most developments on waterfront blocks, the Chairperson of the City Planning Commission (CPC) must certify that the proposed development complies with requirements for public access and visual corridors. Once certified, a maintenance and operation agreement with the Department of Parks and

Recreation (DPR) must be filed and recorded before a building permit can be issued by the Department of Buildings (DOB). The review procedure helps the city enforce maintenance obligations and the public's right of access to these areas during required hours of operation and, for planning purposes, track the progress of waterfront development throughout the city.

Downtown Flushing Waterfront Access Plan

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

Special Regulations Applying around Major Airports

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

IV. PURPOSE AND NEED

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

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

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

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

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

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

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

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

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

The Proposed Actions build upon a draft land use, zoning and master planning effort initiated in 2011 by the FWCLDC, a community-based non-profit organization working closely with State and City agencies and the community to support economic growth in the area. This organization received a \$1.5 million BOA grant in 2010 and, with a consultant team², studied the area between Downtown Flushing and the Flushing Creek. FWCLDC solicited feedback from a wide range of community stakeholders, including local civic and community organizations, property owners, tenant businesses and elected officials. Community engagement was conducted through town hall meetings, targeted discussions, surveys and site visits. Multiple city and state agencies advised the FWCLDC throughout its planning process and many will continue to work with DCP as part of the Plan development and the environmental review for the Proposed Actions.

Community-based planning continues to play a central role in the creation and implementation of the Plan and DCP will strive for local ownership of the study's goals and vision in partnership with other City agencies. Major community groups and representatives that have provided feedback on the study thus

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

far include the Queens Borough President, Queens Community Board 7, the local councilmember, Asian-Americans for Equality, Ebenezer Baptist Church, F&T Development Group, the Flushing BID, Flushing Chinese Business Association, Minkwon Center for Community Action and the Korean-American Association of Queens.

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

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

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

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

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

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

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

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

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

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

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

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

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

As part of the city's commitment to coordinated neighborhood planning, DCP and numerous City agencies are working collaboratively with the community to identify neighborhood needs and opportunities for investments that will support the long-term growth and sustainability of the area. There will be a concerted effort to align capital investments with the goals and objectives set forth as part of this neighborhood planning process. While there is no firm estimate on the amount of investment needed to support the area's future growth, DCP is keenly aware of its potential needs,

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

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

V. PROPOSED ACTIONS

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

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

Proposed Zoning Text Amendments

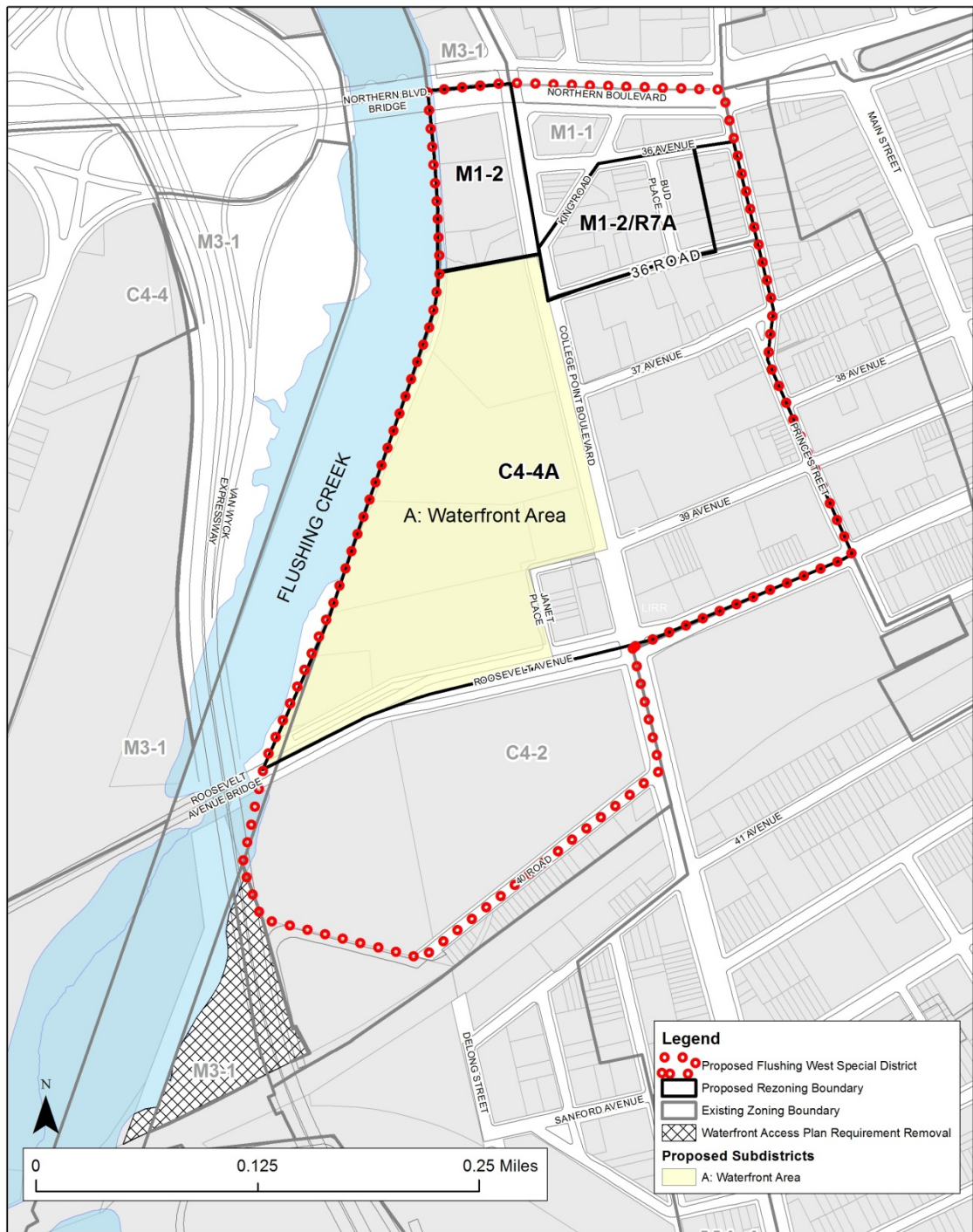
The Proposed Actions include amendments to the text of the City's Zoning Resolution (ZR). A new special district known as the Special Flushing West District (SFWD) would be established. It would cover the entirety of rezoning area, as well as adjacent areas not being rezoned, where additional zoning requirements specific to the proposed special district would be applicable. The proposed special district includes a subdistrict (Subdistrict A) covering the waterfront blocks within a proposed C4-4A district (see Figure 5, "Proposed Zoning and Special District"). The existing Flushing Waterfront Access Plan Q-2 would be replaced with requirements set by the special district. An MX district, combining an M1-2 district with an R7A district, would be established. A Mandatory Inclusionary Housing Area (MIHA) would be mapped across the proposed C4-4A and MX M1-2/R7A districts setting mandatory affordable housing requirements pursuant to the proposed mandatory inclusionary housing program. Finally, new City Planning review and oversight actions by the CPC and Commission Chairperson are also proposed to allow for greater flexibility in future development within the SFWD.

Special Flushing West District (SFWD)

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

Establish a Mandatory Inclusionary Housing Area

In accordance with Mayor de Blasio's housing plan - *Housing New York*, a Mandatory Inclusionary Housing Area (MIHA) is proposed to cover portions of the rezoning area that would be rezoned to C4-4A and MX M1-2/R7A in order to require the development of permanently affordable housing. The proposed MIH program, currently under public review, includes two primary options for set - aside



Flushing West Rezoning EAS

Figure 5
Proposed Zoning and Special District

percentages with different affordability levels. One option would require 25 percent of residential floor area to be for affordable housing units for residents with incomes averaging 60 percent of the area median income (AMI) and the second would require 30 percent of residential floor area to be for affordable housing units for residents with incomes averaging 80 percent AMI. At the current time, DCP has not selected which of the MIH options would be applicable within the proposed special district. Additional description of the proposed MIH program is provided below under “Other Actions That Would Affect the Project Area.”

Community Facility Floor Area Bonus

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

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

Maximum Building Height:

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

Active Ground Floors:

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

Residential Parking Requirements

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

Commercial and Community Facility Parking Requirements

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

Community Facility Floor Area in the M1-2 District

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

Replacement of the Flushing Waterfront Access Plan

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

Subdistrict A –Waterfront Blocks

A subdistrict within the SFWD would be mapped covering all or portions of two blocks west of College Point Boulevard (refer to “Subdistrict A” on Figure 5). Within Subdistrict A the following would apply:

- Within Subdistrict A, the development of a private owned and maintained publicly accessible street and open space network would be required (see Figure 6, “Subdistrict A: Proposed Street and Open Space Network”).
 - *Interim Phasing:* In certain instances the proposed specified locations of upland connections, private streets, and private plazas in the subdistrict coincide with existing property boundaries. In light of this situation it is highly likely that adjoining portions of the same required amenities would be developed at different times. Because these properties may be developed at different times the waterfront certification process for these sites would be modified to allow for an interim phase of public access. This interim phase would ensure adequate access to the sites and ensure some form of public access is provided. Once development has occurred on both adjoining sites the amenity areas would then be required to be improved to meet the standards of their final approved phase.
- *Tower Definition:* A “tower” would be defined for the purposes of the SFWD as the portion of the building exceeding a height of 75 feet.
- *Base Heights:* Set minimum base height at 25 feet. Allow one block frontage to be lower than the required 25 feet minimum base height.



- *Maximum Tower Widths Facing Shorelines:* The width of a tower facing shorelines shall not exceed 100 feet. However, such wall width may exceed 100 feet, provided that such wall is within 100 feet of a mapped street or a required publicly accessible private street.
- *Sheer Tower Provision:* In select locations towers would be allowed rise to the maximum building height without providing required setbacks.
- *Maximum Tower Length:* The maximum tower length would be limited to 150 feet. For the purpose of this provision, two or more abutting towers would be considered a tower. Towers would be allowed to exceed the maximum tower length requirement if certain visual impact mitigations are provided.
- *Signage:* Regulations concerning, size, number of signs per business, and illumination would be modified to ensure that signage in the area is unobtrusive.

Special Mixed Use District

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

New City Planning Review and Oversight Actions

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

- *CPC Chairperson Certification for Additional Height:* In order to streamline the review process and ensure that all essential parties are consulted, the permitting process that allows for structure to penetrate the height limits set by zoning under the Special Regulations Applying Around Major Airports (ZR Article VI Chapter 1) would be transferred from the purview of Board of Standards and Appeals (BSA) to that of the CPC. The proposed ministerial action would take the form of a Chairperson certification requiring that verifications from both the Port Authority of New York and New Jersey (PANYNJ) as well as the FAA stating that proposed development would not interfere with air navigation be provided. Upon receipt of such verification, a letter to the Commissioner of the Buildings Department would be issued.
- *Special Permit to Modify Use or Bulk Regulations:* In the case that a development requires relief from the SFWD’s zoning regulations a special permit allowing for the modification of use or bulk regulations is proposed.
- *Certificate of No Objection:* The requirement of a Certificate of No Objection is proposed to ensure future development within the manufacturing districts (M1-1, M1-2, and MX M1-2/R7A, see Figure 4) takes into account certain environmental concerns. In order for developments to avail themselves of the proposed zoning the Chairperson of the CPC upon review of a potential

development in consultation with Mayor's Office of Environmental Remediation (OER), would provide a certificate of no effect to DOB. If during the environmental review process for this action it is found that this provision is not required in certain area(s) or at all it will be accordingly modified or removed from the proposal.

Proposed Zoning Districts

The proposed zoning map amendments would replace portions of existing C4-2, M1-1, and M3-1 districts with C4-4A, MX M1-2/R7A, and M1-2 districts (see Figure 5, "Proposed Zoning and Special District").

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

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

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

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

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

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

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

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

Proposed M1-2 (Existing M1-3 district)

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

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

Other Actions That Would Affect the Project Area

Independent of the Proposed Actions described above, DCP has proposed two citywide zoning text amendments as described below. One is a series of text amendments to eliminate unnecessary obstacles to the creation of housing, especially affordable housing known as Zoning for Quality and Affordability (ZQA). The second is a text amendment to authorize a Mandatory Inclusionary Housing (MIH) program. These text amendments are currently in public review - ZQA under CEQR No. 15DCP104Y and ULURP number N160049ZRY and MIH under CEQR No. 16DCP028Y and ULURP number N160051ZRY. Upon adoption, they would affect the zoning districts as proposed for the SFWD. Since these zoning changes would affect districts described above, their effects on the project area will be analyzed as part of this environmental review in order to provide a conservative analysis.

Building Envelope Controls

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

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

- *Enhanced building envelope modifications for Inclusionary and affordable senior housing and care facilities:* Where zoning allows additional floor area for affordable housing for seniors or Inclusionary Housing, provide enough flexibility to fit all permitted floor area with good design.
- *Improved design flexibility:* Allow flexibility for the variation and texture that typify older buildings in many neighborhoods.
- *Modifications for constrained lots:* Most existing zoning controls are designed to work with flat, rectangular lots and do not work well on irregularly-shaped or slopes sites.

Affordable Senior Housing and Long Term Care Facilities

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

- *Modernize zoning definitions:* Accommodate today's housing models and recognize regulated housing and facility types by removing obsolete definitions and updating definitions for affordable senior housing and long-term care facilities.
- *Rationalize FARs:* Establish consistent FARs and corresponding building heights for affordable senior housing and long-term care facilities to facilitate more and better housing for seniors.
- *Remove the specific open space ratios for non-contextual districts and lot coverages for contextual districts:* The senior bulk requirements would reference the lot coverage and open space provisions in the underlying bulk regulations.
- *Allow flexibility for different types of affordable senior housing and care facilities:* Relax density restrictions that may prevent the creation of appropriately sized units by removing the density factor and minimum unit size requirement.
- *Provide a framework for mixing of Use Group 2 residences with certain Use Group 3 community facilities:* Specify how density in mixed community facility and residential buildings would be calculated and remove existing restrictions in R6 and R7-1 that limit the portion of mixed building that can include community facility uses. In a building that combines Use Groups 2 and 3, the Quality Housing floor area deductions would be computed based on the combined floor area.
- *Reduce administrative obstacles:* Eliminate certifications and Special Permits for nursing homes.

Parking Requirements

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

Mandatory Inclusionary Housing (MIH) Program

The MIH program, as proposed, would require permanently affordable housing within new residential developments, enlargements, and conversions from non-residential to residential use within the mapped "Mandatory Inclusionary Housing Areas" (MIHAs). The program would require permanently affordable housing set-asides for all developments over 10 units or 12,500 zoning sf within the MIH designated areas or, as an additional option for developments between 10 and 25 units, or 12,500 to

25,000 sf, a payment into an Affordable Housing Fund. In cases of hardship, where these requirements would make development financially infeasible, developers may apply to the Board of Standards and Appeals (BSA) for a special permit to reduce or modify the requirements. Developments, enlargements or conversions that do not exceed either 10 units or 12,500 sf of residential floor area will be exempt from the requirements of the program.

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

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

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

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

ATTACHMENT B

Additional Technical Information for EAS Part II: Technical Analysis

Development analysis for Projected Sites 1 and 2 and Potential Site A have shown that it would be difficult to fully utilize the maximum permitted FAR of 4.8 under the Proposed Actions while keeping building heights below the limits set by zoning under the Special Regulations Applying Around Major Airports (ZR Article VI Chapter 1). Because of the strong real-estate market in Downtown Flushing it is highly likely that developers would avail themselves of the extra height permitted via the proposed Chairperson Certification for Additional Height. Therefore it is appropriate for the environmental analysis to take into account the extra developable building height and floor area allowed by the proposed Chairperson Certification. Two with-action scenarios have been developed for these sites: one showing possible future development not including any additional height allowed by a Chairperson Certification, and a second scenario in which additional building height is included.

In order to assess the possible effects of the Proposed Actions, the reasonable worst case development scenario (RWCDs) with additional building height included was used to screen for potential environmental impacts from the rezoning, as it represents the worst case for density-related and height-related impact categories. Under the RWCDs with additional building heights, the Proposed Actions are expected to result in a net increase of 938 dwelling units (with up to 619 affordable dwelling units), 91,356 sf of community facility space, 77,812 sf of commercial retail space, and 10,247 sf of hotel space; and net decreases of 28,970 sf of industrial space and 114,944 sf of commercial office space. This information was used to determine whether the potential for significant impacts exists in each of the impact categories.

1. Land Use, Zoning and Public Policy

Under New York City Environmental Quality Review (CEQR), a land use analysis characterizes the uses and development trends in the area that may be affected by a proposed action. The analysis also considers the action's compliance with and effect on the area's zoning and other applicable public policies. Even when there is little potential for an action to be inconsistent with or affect land use, zoning, or public policy, a description of these issues is appropriate to establish conditions and provide information for use in other technical areas. A detailed assessment of land use is appropriate if an action would result in a significant change in land use or would substantially affect regulation or policies governing land use. CEQR also suggests a detailed assessment of land use conditions if a detailed assessment has been deemed appropriate for other technical areas, or in generic or area-wide zoning map amendments.

The Proposed Actions include a series of land use actions including zoning map and zoning text amendments that would affect an approximately 11-block area in the western portion of Downtown Flushing in Queens, Community District 7. In addition, several public policies are applicable to portions of the rezoning area, including the Downtown Flushing Development Framework, the Waterfront Access Plan (WAP), the Flushing Brownfield Opportunity Areas (BOA) Plan, and the City's sustainability/PlaNYC/OneNYC policies. The proposed rezoning area is located within the city's Coastal Waterfront zone. Therefore, an assessment of land use, zoning and public policy is warranted, and will be provided in the EIS, as described in the Draft Scope of Work.

2. Socioeconomic Conditions

According to the *CEQR Technical Manual*, the five principal issues of concern with respect to socioeconomic conditions are whether a proposed action would result in significant adverse impacts due to: (1) direct residential displacement; (2) direct business and institutional displacement; (3) indirect residential displacement; (4) indirect business and institutional displacement; and (5) adverse effects on specific industries. A socioeconomic assessment should be conducted if an action may reasonably be expected to create substantial socioeconomic changes in an area. This can occur if an action would directly displace a residential population, affect substantial numbers of businesses or employees, or eliminate a business or institution that is unusually important to the community. It can also occur if an action would bring substantial new development that is markedly different from existing uses and activities in the neighborhood, and therefore would have the potential to lead to indirect displacement of businesses or residents from the area.

As detailed in the Draft Scope of Work, the following describes the level of assessment that is warranted and the scope of analysis for the five principal socioeconomic issues of concern.

Direct Residential Displacement

If a project would directly displace more than 500 residents, it may have the potential to alter the socioeconomic character of a neighborhood, and therefore a preliminary assessment of direct residential displacement is appropriate. The Proposed Actions do not have the potential to result in the direct displacement of existing residents from the projected development sites identified as part of the RWCDs. Therefore, the Proposed Actions would not result in significant adverse impacts due to direct residential displacement.

Direct Business Displacement

If a project would directly displace more than 100 employees, a preliminary assessment of direct business displacement is appropriate. As the Proposed Actions have the potential to exceed the *CEQR* threshold of 100 displaced employees, a preliminary assessment of direct business displacement will be conducted, as described in the Draft Scope of Work.

Indirect Residential Displacement

The Proposed Actions would result in a net increment of more than 200 new residential units, which is the *CEQR Technical Manual* threshold for assessing the potential indirect effects of an action. Therefore, an assessment of indirect residential displacement will be provided in the EIS, as described in the Draft Scope of Work.

Indirect Business and Institutional Displacement

The concern with respect to indirect business and institutional displacement is whether a proposed project could lead to increases in property values, and thus rents, making it difficult for some businesses or institutions to remain in the area. The Proposed Actions would introduce more than 200,000 square

feet (sf) of new commercial uses to the proposed rezoning area, which is the *CEQR* threshold for “substantial” new development warranting assessment. Therefore, as described in the Draft Scope of Work, an assessment of indirect business and institutional displacement will be provided in the EIS.

Adverse Effects on Specific Industries

A preliminary assessment of effects on specific industries will be conducted to determine whether the Proposed Actions would significantly affect business conditions in any industry or category of businesses within or outside the study area, or whether the Proposed Actions would substantially reduce employment or impair viability in a specific industry or category of businesses. Therefore, an assessment of adverse effects on specific industries will be provided in the EIS, as described in the Draft Scope of Work.

3. Community Facilities and Services

Community facilities are public or publicly funded schools, libraries, child care centers, health care facilities and fire and police protection. An analysis examines an action’s potential effect on the services provided by these facilities. An action can affect facility services directly, when it physically displaces or alters a community facility; or indirectly, when it causes a change in population that may affect the services delivered by a community facility.

The Proposed Actions would not result in the direct displacement any existing community facilities or services, nor would they affect the physical operations of—or access to and from—any police or fire stations. Therefore, the Proposed Actions would not have any significant adverse direct impacts on existing community facilities or services.

New residential population added to an area as a result of an action would use existing services, which may result in potential indirect effects on service delivery. The demand for community facilities and services is directly related to the type and size of the new population generated by development resulting from a proposed action. Depending on the size, income characteristics, and age distribution of the new population, an action may have indirect effects on public schools, libraries, or child care centers. The RWCDs associated with the Proposed Actions would introduce approximately 938 net additional dwelling units to the area, with an estimated 2,514 residents¹. A discussion of the Proposed Actions’ potential effects on community facilities is provided below.

Public Schools

If an action introduces fewer than 50 elementary and middle school age children, or fewer than 150 high school students, an assessment of school facilities is not warranted. In Queens, the 50-student threshold for analysis of elementary/middle school capacity is achieved if an action introduces at least 124 residential units; the threshold for analysis of high school capacity is 1,068 residential units. As the RWCDs for the Proposed Actions would result in an increment of approximately 938 residential units (compared to the No-Action scenario), it exceeds the *CEQR* preliminary threshold for elementary and middle schools assessment, but does not exceed the *CEQR* preliminary threshold for high schools.

¹ The number of residents is based on 2.68 average household size for Queens CD 7, as per 2010 US Census.

Therefore, a detailed analysis of high school capacity will not be provided in the EIS, but a detailed analysis of elementary/intermediate capacity will be provided in the EIS, as described in the Draft Scope of Work.

Libraries

If a proposed action increases the number of residential units served by the local library branch by more than five percent, then an analysis of library services may be necessary. In Queens, the introduction of 734 residential units would represent a five percent increase in dwelling units per branch. As the RWCDs associated with the Proposed Actions would result in the addition of approximately 938 dwelling units to the study area compared to No-Action conditions, it exceeds the CEQR preliminary threshold for a detailed analysis, and an analysis will be provided in the EIS, as described in the Draft Scope of Work.

Child Care Centers

A detailed analysis of day care centers is warranted when a proposed action would produce substantial numbers of subsidized, low-to moderate-income family housing units that may therefore generate a sufficient number of eligible children to affect the availability of slots at public day care centers. Typically, proposed actions that generate 20 or more eligible children under the age of six require further analysis. According to Table 6-1 of the *CEQR Technical Manual*, the number of dwelling units to yield 20 or more eligible children under age six in Queens would be 139 affordable housing units. The RWCDs associated with the Proposed Actions would result in a net increment of approximately 938 dwelling units, of which up to approximately 619 units would be affordable. As such, the Proposed Actions exceed the threshold for an analysis of day care centers, and an analysis will be provided in the EIS, as described in the Draft Scope of Work.

Police/Fire Services and Health Care Facilities

A detailed analysis of police and fire services and health care facilities is warranted if a proposed action would (a) introduce a sizeable new neighborhood where one has not previously existed, or (b) would displace or alter a hospital or public health clinic, fire protection services facility, or police station. As the Proposed Actions would not result in any of the above, no significant adverse impacts would be expected to occur, and a detailed analysis of police/fire services and health care facilities is not required; however, for informational purposes, a description of existing police, fire, and health care facilities serving the rezoning area will be provided in the EIS.

4. Open Space

An open space assessment is typically warranted if an action would directly affect an open space or if it would increase the population by more than:

- 350 residents or 750 workers in areas classified as “well-served areas;”
- 50 residents or 125 workers in areas classified as “underserved areas;”
- 200 residents or 500 workers in areas that are not within “well-served” or “underserved areas.”

The Open Space appendix of the *CEQR Technical Manual* do not identify the proposed rezoning area as a well-served or underserved area. The Proposed Actions are expected to generate over 200 residents and

would exceed the *CEQR Technical Manual* thresholds warranting a detailed open space assessment for the residential population generated by the proposed rezoning. The Proposed Actions are expected to generate fewer than 500 workers to the area and a detailed assessment of the daytime (non-residential) population is not warranted for the proposed rezoning.

5. Shadows

Under *CEQR*, a shadow assessment is typically warranted for a proposed action that would result in a new structure(s), or addition(s) to existing structure(s) that are greater than 50 feet in height and/or adjacent to an existing sunlight-sensitive resource. The Proposed Actions would permit development of buildings greater than 50 feet in height, some of which would be located in the vicinity of sunlight-sensitive resources (e.g., Flushing River, Bland Playground, etc.). Therefore, the Proposed Actions and RWCDs have the potential to cast new shadows on nearby sunlight-sensitive resources. As such, an analysis of the new buildings' potential to result in shadow impacts on sunlight-sensitive resources is warranted and will be included in the EIS, as described in the Draft Scope of Work.

6. Historic and Cultural Resources

A historic and cultural resources assessment is performed if there is the potential to affect either archaeological or architectural resources. Under *CEQR*, impacts to historic resources are considered on those sites directly affected by a proposed action and in the areas surrounding identified development sites.

The proposed rezoning area does not encompass any designated historic resources. There is one designated landmark within approximately 400 feet of the proposed rezoning area. St. George Episcopal Church, which is located at Main Street and 39th Avenue, is a New York City designated landmark and is listed on the State and/or National Registers of Historic Places. Therefore, it is necessary to analyze the potential impacts of the Proposed Actions on historic architectural resources, and an assessment of historic architectural resources will be provided in the EIS, as described in the Draft Scope of Work.

The Proposed Actions would also result in additional in-ground disturbance on many of the projected and potential development sites identified in the RWCDs, and therefore have the potential to affect archaeological resources that may be present on those sites. Thus, an assessment of archaeological resources will be provided in the EIS, as described in the Draft Scope of Work.

7. Urban Design and Visual Resources

The *CEQR Technical Manual* outlines an assessment of urban design when a project may have effects on one or more of the elements that contribute to a pedestrian's experience of public space. These elements include streets, buildings, visual resources, open spaces, natural resources, wind and sunlight. A preliminary analysis of urban design and visual resources is considered 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; and 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 action.

The Proposed Actions and subsequent development within the rezoning area could result in physical changes to the proposed rezoning area beyond the bulk and form currently permitted as-of-right. These changes could affect a pedestrian's experience of public space, warranting an urban design assessment. Therefore a preliminary assessment of urban design and visual resources will be provided in the EIS, as described in the Draft Scope of Work.

8. Natural Resources

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

A natural resources assessment may be appropriate if a natural resource is present on or near the site of a project, and the project would, either directly or indirectly, cause a disturbance of that resource. The proposed rezoning area is adjacent to the Flushing River, which is considered under *CEQR* guidelines to be a natural resource. Therefore, the Proposed Actions have the potential to create a significant adverse impact on natural resources, and further analysis is warranted. Accordingly, an analysis of natural resources will be provided in the EIS.

As indicated in the screening assessment, a portion of the directly affected area is within the Jamaica Bay Watershed. Accordingly, the Jamaica Bay Watershed Form will be prepared and submitted to the New York City Department of Environmental Protection (DEP).

9. Hazardous Materials

Under *CEQR*, the potential for significant impacts from hazardous materials can occur when: a) hazardous materials exist 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, thereby increasing the risk of human or environmental exposure. An analysis should be conducted for any site with the potential to contain hazardous materials or if any future redevelopment is anticipated. Therefore, the EIS will include an assessment of hazardous materials on the projected and potential development sites identified in the RWCDs, as described in the Draft Scope of Work.

10. Water and Sewer Infrastructure

The *CEQR Technical Manual* outlines thresholds for analysis of a project's water demand and its generation of wastewater and stormwater. A preliminary analysis of a project's effects on the water supply system is warranted if a project would result in an exceptionally large demand for water (e.g., those that would use more than one million gallons per day), or would be located in an area that experiences low water pressure (e.g., Rockaway Peninsula or Coney Island). A preliminary analysis of a project's effects on wastewater or stormwater infrastructure is warranted depending on a project's proposed density, its location, and its potential to increase impervious surfaces.

For the Proposed Actions, an analysis of water supply is not warranted because the RWCDs would result in a demand of less than one million gallons of water per day compared to the No-Action condition (refer to **Table B-1** below). As shown in **Table B-1**, based on the average daily water usage rates provided in Table 13-2 of the *CEQR Technical Manual*, it is estimated that the RWCDs associated with the Proposed Actions would use a maximum net total of approximately 473,267.40 gallons of water per day (gpd) compared to No-Action conditions.

For wastewater and stormwater conveyance and treatment, the *CEQR Technical Manual* indicates that a preliminary assessment would be warranted if a project is located in a combined sewer area and would exceed the following incremental development of residential units or commercial space above the predicted No-Action scenario: (a) 1,000 residential units or 250,000 sf of commercial space or more in Manhattan; or, (b) 400 residential units or 150,000 sf of commercial space or more in the Bronx, Brooklyn, Staten Island or Queens. As the Proposed Actions would result in a net increase of more than 400 residential units and 150,000 sf of non-residential space in Queens compared to No-Action conditions, a preliminary assessment of wastewater and stormwater infrastructure is warranted and will be provided in the EIS. Further detail is provided in the Draft Scope of Work.

Table B-1: Expected Water Demand and Wastewater Generation on Projected Development Sites- No-Action vs. With-Action Conditions

	Land Use ¹	GSF	DUs / Hotels	Gallons Per Day (gpd)		
				(AC only) Air Conditioning	(Domestic only) Water / Wastewater Generation	Total (AC + Domestic)
No-Action Condition²	Residential	2,612,203	2,378	0	637,304.00	637,304.00
	Community Facility	48,500	0	8,245.00	4,850.00	13,095.00
	Commercial	1,864,403	293,600	266,560.51	515,436.60	782,473.11
No-Action Total				275,281.51	1,157,590.60	1,432,872.11
With-Action Condition³	Residential	3,550,488	3,316	0	888,688.00	888,688.00
	Community Facility	139,856	0	23,775.52	13,985.60	37,761.12
	Commercial	1,837,518	303,847	380,480.91	599,209.48	924,690.39
With-Action Total				404,256.43	1,501,883.08	1,906,139.51
Net Difference: No-Action vs. With-Action Condition						473,267.40

Notes:

¹Water demand rates from *CEQR Technical Manual* Table 13-2 "Water Usage and Sewer Generation rates for Use in Impact Assessment"

Residential- 100 gpd/person (Per 2010 Census for Queens CD 7, average HH size of and 2.68 persons per DU is assumed)

Hotel- 120 gpd/room/occupant (400 SF/Room and double occupancy is assumed)

Retail (includes restaurants and supermarket): domestic- 0.24 gpd/sf and A/C- 0.17 gpd/sf

Commercial (non-retail): domestic- 0.1 gpd/sf and A/C- 0.17 gpd/sf

Community Facility: domestic- 0.1 gpd/sf and A/C- 0.17 gpd/sf

²No-Action condition: community facility uses include medical office. Commercial uses include retail, office, hotel, and garages.

³With-Action condition: community facility uses include medical office, Pre-K space, small-branch library, senior center space and community center space. Commercial uses include retail, supermarket, restaurants, hotels, garages and office.

11. Solid Waste and Sanitation Services

A solid waste assessment is warranted if a proposed action would cause a substantial increase in solid waste production that has the potential to overburden available waste management capacity or otherwise be inconsistent with the City's Solid Waste Management Plan (SWMP) or with state policy related to the City's integrated solid waste management system. According to the *CEQR Technical Manual*, few projects have the potential to generate substantial amounts of solid waste (defined as 50 tons [100,000 pounds] per week or more), thereby resulting in a significant adverse impact. As shown in **Table B-2**, based on the average daily solid waste generation rates provided in Table 14-1 of the *CEQR Technical Manual*, it is estimated that the RWCDs associated with the Proposed Actions would result in a net increase of approximately 266,100.74 pounds (lbs) of solid waste per week (114.4 tons), compared to No- Action conditions. Therefore, an analysis of solid waste and sanitation services is warranted and will be provided in the EIS, as detailed in the Draft Scope of Work.

**Table B-2: Expected Solid Waste Generation on Projected Development Sites-
No-Action vs. With-Action Conditions**

	Use ¹	Size (GSF)	Solid Waste Handled by DSNY (lbs/wk.)	Solid Waste Handled by Private Carters (lbs/wk)	Total Solid Waste (lbs/wk)
No-Action Condition²	Residential	2,612,203	97,498.00	0.00	97,498.00
	Community Facility	48,500	1,455.00	0.00	1,455.00
	Commercial	1,864,403	0.00	458,916.42	458,916.42
No-Action Total			98,953.00	458,916.42	557,869.42
With-Action Condition³	Residential	3,550,488	135,956.00	0.00	135,956.00
	Community Facility	139,856	4,195.68	0.00	4,195.68
	Commercial	1,837,518	0.00	683,818.48	683,818.48
With-Action Total			140,151.68	683,818.48	823,970
Net Difference: No-Action v. With-Action Condition			41,198.68	224,902.06	266,100.74

Notes:

¹ Solid waste generation is based on citywide average waste generation rates presented in Table 14-1 of the *CEQR Technical Manual*.

Residential use: 41 lbs/wk per dwelling unit. All community facility uses: 0.03 lbs/wk. per sf and 3 employees per 1,000 sf. General retail: 79 lbs/wk per employee and 3 employees per 1,000 sf. Supermarket: 284 lbs/wk per employee and 3 employees per 1,000 sf. Restaurant: 251 lbs/wk per employee and 3 employees per 1,000 sf. Hotel: 75 lbs/wk per employee and 2.67 employees per 400 sf. Office: 13 lbs/wk per employee, 1 employee per 250 sf. Storage: 9 lbs/wk per employee and 1 employee per 15,000 sf. Auto-related: used average of retail and wholesale rate- 72.5 lbs per worker, 1 employee per 1,000 sf Industrial use: used average of apparel/textile and printing/publishing rate: 182.5 lbs/wk per employee, 1 employee per 1,000 sf.

² No-Action condition: community facility uses include medical office. Commercial uses include retail, office, hotel, and garages.

³ With-Action condition: community facility uses include medical office, Pre-K space, small-branch library, senior center space and community center space. Commercial uses include retail, supermarket, restaurants, hotels, garages and office.

12. Energy

According to the *CEQR Technical Manual*, a detailed assessment of energy impacts would be limited to actions that could significantly affect the transmission or generation of energy or that generate substantial indirect consumption of energy (such as a new roadway). Although significant adverse energy impacts are not anticipated for the Proposed Actions, the EIS will disclose the projected amount of energy consumption during long-term operation resulting from the Proposed Actions, as this information is required for the assessment of Greenhouse Gas Emissions (see below). Further detail is provided in the Draft Scope of Work.

Based on the rates presented in Table 15-1 of the *CEQR Technical Manual* and as shown in **Table B-3**, it is estimated that the RWCDs associated with the Proposed Actions would result in an annual energy consumption of approximately 882,363.87 million BTUs, representing an increment of 135,968.43 million BTUs over the No-Action condition. As noted in the Draft Scope of Work, an analysis of the anticipated additional demand from the Proposed Actions' RWCDs will be provided in the EIS.

**Table B-3: Estimated Energy Consumption on Projected Development Sites-
No-Action vs. With-Action Conditions**

	Use ¹	Size (GSF)	Consumption Rates (Thousand BTU (MBTU)/sf/yr.)	Annual Energy Use (million BTUs)
No-Action Condition²	Residential	2,612,203	126.7	330,966.12
	Community Facility	48,500	250.7	12,158.95
	Commercial	1,864,403	216.3	402,664.73
No-Action Total				746,395.44
With-Action Condition³	Residential	3,550,488	126.7	449,846.83
	Community Facility	139,856	250.7	35,061.90
	Commercial	1,837,518	216.3	377,663.69
With-Action Total				882,363.87
Net Difference: No-Action v. With Action Condition				135,968.43

¹ Consumption rates are from the *CEQR Technical Manual* Table 15-1, "Average Annual Whole-Building Energy Use in New York City".

² No-Action condition: community facility uses include medical office. Commercial uses include retail, office, hotel, and garages.

³ With-Action condition: community facility uses include medical office, Pre-K space, small-branch library, senior center space and community center space. Commercial uses include retail, supermarket, restaurants, hotels, garages and office.

13. Transportation

An assessment of transportation will be provided in the EIS. Based on preliminary estimates for the RWCDs, the Proposed Actions are projected to potentially generate more than 50 additional vehicular trips in the weekday AM, midday, and PM peak hours, as well as the Saturday midday peak hour. The RWCDs is also projected to generate 50 or more vehicles per hour during each of the peak hours through one or more intersections. Therefore, detailed traffic analysis is warranted and will be provided in the EIS, as detailed in the Draft Scope of Work. Furthermore, as described in the Draft Scope of Work,

the EIS will document changes in on- and off-street parking utilization in the future No-Action and With-Action conditions. The EIS will also include a parking assessment to determine whether the Proposed Actions and associated RWCDs would result in excess parking demand, and, if warranted, whether there is sufficient parking capacity in the study area to accommodate any excess demand.

Based on preliminary estimates, the RWCDs is projected to generate more than 200 subway trips at the #7 Main Street station and more than 50 bus passengers in a single direction on one or more bus routes in the weekday AM, midday and PM peak hours. Therefore, detailed subway and bus transit analyses are warranted and would be provided in the EIS, as detailed in the Draft Scope of Work. The transit analyses will focus on the weekday AM and PM peak commuter hours, as it is during these peak periods that the overall demand on the subway and bus systems are usually highest.

Based on preliminary estimates, there are projected to be more than 200 project-generated pedestrian trips in all peak hours, which include walk-only trips as well as the pedestrian component associated with walking between projected development sites and other modes of travel, such as the #7 subway station and bus stops. Although these pedestrian trips would be dispersed throughout the rezoning area, some concentrations of new pedestrian trips exceeding the 200-trip *CEQR Technical Manual* threshold may occur during one or more peak hours along corridors in the immediate vicinity of projected development sites and along corridors connecting these sites to area transit services. Therefore, a detailed pedestrian analysis is warranted and will be provided in the EIS, as described in the Draft Scope of Work.

14. Air Quality

Under CEQR, an air quality analysis determines whether a proposed project would result in stationary or mobile sources of pollutant emissions that could have a significant adverse impact on ambient air quality, and also considers the potential of existing sources of air pollution to impact the proposed uses. As discussed below, the Proposed Actions would require an air quality analysis including both mobile and stationary sources.

The Proposed Actions are expected to result in the conditions outlined in Chapter 17, Section 210 of the *CEQR Technical Manual*. Specifically, the project-generated vehicle trips are expected to exceed the emissions threshold and potentially the peak vehicle traffic threshold for conducting an air quality analysis of mobile sources, which is 170 vehicles at any intersection. In addition, the Proposed Actions and associated RWCDs would result in the conditions outlined in Chapter 17, Section 220. Specifically, the projected and potential developments would use fossil fuels for heat and hot water systems. Therefore, an assessment of air quality will be provided in the EIS. As detailed in the Draft Scope of Work, the air quality assessment will consider the potential impacts on air quality from project-generated vehicle trips, as well as heat and hot water systems, and from existing industrial uses in the surrounding area on the new development resulting from the Proposed Actions.

15. Greenhouse Gas Emissions and Climate Change

The *CEQR Technical Manual* notes that while the need for a greenhouse gas (GHG) emissions assessment is highly dependent on the nature of the project and its potential impacts, the GHG

consistency assessment currently focuses on city capital projects, projects proposing power generation or a fundamental change to the City's solid waste management system, and projects being reviewed in an EIS that would result in development of 350,000 sf or more (or smaller projects that would result in the construction of a building that is particularly energy-intense, such as a data processing center or health care facility). The proposed development associated with the RWCDs would exceed 350,000 sf, and therefore a GHG assessment will be provided in the EIS, as described in the Draft Scope of Work.

According to the *CEQR Technical Manual*, depending on a project's sensitivity, location, and useful life, it may be appropriate to provide a qualitative discussion of the potential effects of climate change on a proposed project in environmental review. Rising sea levels and increases in storm surge and coastal flooding are the most immediate threats in New York City for which site-specific conditions can be assessed, and an analysis of climate change may be deemed warranted for projects at sites located within the 100- or 500-year flood zone. The rezoning area is located within the federally mapped 100- and 500-year floodplains. Therefore, the rezoning area is susceptible to storm surge and coastal flooding, and an assessment of climate change is warranted and will be provided in the EIS, as described in the Draft Scope of Work.

16. Noise

Under *CEQR*, a noise analysis is appropriate if an action would generate any mobile or stationary sources of noise or would be located in an area with high ambient noise levels. Specifically, an analysis would be required if an action generates or reroutes vehicular traffic, if an action is located near a heavily trafficked thoroughfare, or if an action would be within one mile of an existing flight path or within 1,500 feet of existing rail activity (and with a direct line of sight to that rail facility). A noise assessment would also be appropriate if the action would result in a playground or would cause a stationary source to be operating within 1,500 feet of a receptor (with a direct line of sight to that receptor), or if the action would include unenclosed mechanical equipment for manufacturing or building ventilation purposes, or if the action would be located in an area with high ambient noise levels resulting from stationary sources.

A detailed noise analysis will be included in the EIS, as the Proposed Actions would result in additional vehicle trips to and from the rezoning area; would introduce new sensitive receptors in the vicinity of LaGuardia Airport and heavily trafficked roadways including Northern Boulevard, College Point Boulevard and Roosevelt Avenue, an elevated subway line along portions of Roosevelt Avenue, and would introduce new sensitive receptors in Flushing that may experience high existing ambient noise levels as a result of its proximity to LaGuardia Airport, heavily trafficked roadways and an elevated rail line. Building attenuation measures required to provide acceptable interior noise levels for the projected and potential development sites will also be examined and discussed in the EIS, as described in the Draft Scope of Work.

17. Public Health

Public health involves the activities that society undertakes to create and maintain conditions in which people can be healthy. Many public health concerns are closely related to air quality, hazardous materials, construction and natural resources. The *CEQR Technical Manual* indicates that for most 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.

As none of the relevant analyses have yet been completed, the potential for an impact in these analysis areas, and thus potentially to public health, cannot be ruled out at this time. Should the technical analyses conducted for the EIS indicate that significant unmitigated adverse impacts would occur in the areas of air quality, water quality, hazardous materials or noise, then an assessment of public health will be provided in the EIS, as described in the Draft Scope of Work.

18. Neighborhood Character

A neighborhood character assessment considers how elements of the built environment combine to create the context and feeling of a neighborhood, and how a project may affect that context and feeling. To determine a project's effects on neighborhood character, a neighborhood's contributing elements are considered together.

Under *CEQR*, an assessment of neighborhood character is generally needed when a proposed project has the potential to result in significant adverse impacts in the areas of land use, socioeconomic conditions, open space, urban design and visual resources, historic and cultural resources, transportation, and noise, or when the project may have moderate effects on several of these elements that define a neighborhood's character. The Proposed Actions are expected to affect one or more of the constituent elements of the proposed rezoning area's neighborhood character, including land use patterns, urban design, historic and cultural resources, and levels of traffic and noise. Therefore, an analysis of the Proposed Actions' effects on neighborhood character will be provided in the EIS, as described in the Draft Scope of Work.

19. Construction

Construction impacts, although temporary, can include the disruptive and noticeable effects of a project. Determination of their significance and need for mitigation is generally based on the duration and magnitude of the impacts. Construction impacts are usually important when construction activity could affect traffic conditions, archaeological resources, the integrity of historic resources, community noise patterns and air quality conditions. In addition, because soils are disturbed during construction, any action proposed for a site that has been found to have the potential to contain hazardous materials should also consider the possible construction impacts that could result from contamination.

Under *CEQR*, multi-sited projects with overall construction periods lasting longer than two years and which are near sensitive receptors should undergo a preliminary impact assessment. Therefore, this will be undertaken in the EIS, following the guidelines in the *CEQR Technical Manual*. The preliminary assessment will evaluate the duration and severity of the disruption or inconvenience to nearby sensitive receptors. If the preliminary assessments indicate the potential for a significant impact during construction, a detailed construction impact analysis will be undertaken and reported in the EIS in accordance with guidelines contained in the *CEQR Technical Manual* as described in the Draft Scope of Work.

Appendix 1

List of Blocks and Lots Included in Proposed Rezoning Area

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