



City Environmental Quality Review

ENVIRONMENTAL ASSESSMENT STATEMENT SHORT FORM • FOR UNLISTED ACTIONS ONLY

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

PART I: GENERAL INFORMATION

1. Does Action Exceed Any Type I Threshold In 6 NYCRR Part 617.4 or 43 RCNY §6-15(A) (Executive Order 91 of 1977, as amended)?

Yes No

If yes, STOP, and complete the FULL EAS

2. Project Name 30-50 Whitestone Expressway Parking Authorization

3. Reference Numbers

Table with 2 columns: CEQR REFERENCE NUMBER, BSA REFERENCE NUMBER, ULURP REFERENCE NUMBER, OTHER REFERENCE NUMBER(S)

4a. Lead Agency Information

NAME OF LEAD AGENCY NYC Department of City Planning
NAME OF LEAD AGENCY CONTACT PERSON Robert Dobruskin
ADDRESS 22 Reade Street
CITY New York STATE NY ZIP 10007
TELEPHONE 212-720-3423 FAX 212-720-3495
EMAIL ADDRESS rdobrus@planning.nyc.gov

4b. Applicant Information

NAME OF APPLICANT Whitestone Plaza, LLC
NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON Hiram A. Rothkrug, EPDSCO
ADDRESS 55 Water Mill Road
CITY Great Neck STATE NY ZIP 11021
TELEPHONE 718-343-0026 FAX 516-487-2439
EMAIL ADDRESS hrothkrug@epdsc.com

5. Project Description:

Application for a City Planning Commission Authorization, pursuant to Sections 44-21, 126-31, and 126-42 of the Zoning Resolution, to permit the reduction in the amount of parking required on the property from 697 to 350 parking spaces.

6a. Project Location: Single Site (for a project at a single site, complete all the information below)

Table with 2 columns: ADDRESS, NEIGHBORHOOD NAME, TAX BLOCK AND LOT, BOROUGH, COMMUNITY DISTRICT, DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS, EXISTING ZONING DISTRICT, ZONING SECTIONAL MAP NO.

6b. Project Location: Multiple Sites (Provide a description of the size of the project area in both City Blocks and Lots. If the project would apply to the entire city or to areas that are so extensive that a site-specific description is not appropriate or practicable, describe the area of the project, including bounding streets, etc.)

N/A

7. REQUIRED ACTIONS OR APPROVALS (check all that apply)

City Planning Commission: YES NO

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

Board of Standards and Appeals: YES NO

- SPECIAL PERMIT
EXPIRATION DATE MONTH DAY YEAR
VARIANCE (USE)
VARIANCE (BULK)

ZONING SPECIAL PERMIT, SPECIFY TYPE:

SPECIFY AFFECTED SECTION(S) OF THE ZONING RESOLUTION

- MODIFICATION OF ZR 44-21, 126-31, 126-42
RENEWAL OF
OTHER

Department of Environmental Protection: YES NO IF YES, IDENTIFY:

Other City Approvals: YES NO

- | | |
|--|--|
| <input type="checkbox"/> LEGISLATION | <input type="checkbox"/> RULEMAKING |
| <input type="checkbox"/> FUNDING OF CONSTRUCTION; SPECIFY: | <input type="checkbox"/> CONSTRUCTION OF PUBLIC FACILITIES |
| <input type="checkbox"/> POLICY OR PLAN; SPECIFY: | <input type="checkbox"/> FUNDING OF PROGRAMS; SPECIFY: |
| <input type="checkbox"/> LANDMARKS PRESERVATION COMMISSION APPROVAL (<i>not subject to CEQR</i>) | <input type="checkbox"/> PERMITS; SPECIFY: |
| <input type="checkbox"/> 384(b)(4) APPROVAL | <input type="checkbox"/> OTHER; EXPLAIN |
| <input type="checkbox"/> PERMITS FROM DOT'S OFFICE OF CONSTRUCTION MITIGATION AND COORDINATION (OCMC) (<i>not subject to CEQR</i>) | |

State or Federal Actions/Approvals/Funding: YES NO IF "YES," IDENTIFY:

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

GRAPHICS The following graphics must be attached and each box must be checked off before the EAS is complete. Each map must clearly depict the boundaries of the directly affected area or areas and indicate a 400-foot radius drawn from the outer boundaries of the project site. Maps may not exceed 11x17 inches in size and must be folded to 8.5 x 11 inches for submission

- Site location map Zoning map Photographs of the project site taken within 6 months of EAS submission and keyed to the site location map
- Sanborn or other land use map Tax map For large areas or multiple sites, a GIS shape file that defines the project sites

PHYSICAL SETTING (both developed and undeveloped areas)

Total directly affected area (sq. ft.): 157,472 SF	Type of Waterbody and surface area (sq. ft.): None	Roads, building and other paved surfaces (sq. ft.) 25,689 SF building footprint + approx 121,783 SF parking
---	---	--

Other, describe (sq. ft.): Approximately 10,000 SF landscaped areas

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

Size of project to be developed: N/A (gross sq. ft.)

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

If "Yes," identify the total square feet owned or controlled by the applicant: _____ Total square feet of non-applicant owned development: _____

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: _____ sq. ft. (width x length) Volume: _____ cubic feet (width x length x depth)

DESCRIPTION OF PROPOSED USES (please complete the following information as appropriate)

	Residential	Commercial	Community Facility	Industrial/Manufacturing
Size (in gross sq. ft.)	None	None	None	None
Type (e.g. retail, office, school)	None units	None	None	None

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

Provide a brief explanation of how these numbers were determined:

Does the project create new open space? YES NO if Yes _____ (sq. ft)

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

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

Has a No-Action scenario been defined for this project that differs from the existing condition? YES NO If "Yes," see Chapter 2, "Establishing the Analysis Framework" and describe briefly:

The Future No-Action Scenario is defined as a development on the project site that meets the property's zoning requirements. Although the M1-1 zoning regulations apply to the property, the project site is also located within the Commercial Area of the Special College Point District (CP), and the CP District regulations supercede those of the M1-1 district relative to the project site. The applicable CP District requirements stipulate that parking be consistent with the C4-1 district requirement of one parking space per each 150 square feet of floor area. The existing office building on the property has been developed in conformance with the parking requirements of the M1-1 district which requires parking for office uses at a ratio of one space per 300 feet of floor area. As 350 parking spaces are currently provided on the project site, only 52,500 square feet of building floor area would be allowed on the property under the applicable CP District regulations. Therefore, in order to comply with the zoning regulations applicable to the property, parking stacker units containing 347 parking spaces and parking attendants would need to be provided.

10. Analysis Year *CEQR Technical Manual Chapter 2*

ANTICIPATED BUILD YEAR (DATE THE PROJECT WOULD BE COMPLETED AND OPERATIONAL): 2013 ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: N/A

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

BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE: N/A

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

RESIDENTIAL MANUFACTURING COMMERCIAL PARK/FOREST/OPEN SPACE OTHER, Describe: Automotive, vacant land

PART II: TECHNICAL ANALYSES

INSTRUCTIONS: The questions in the following table refer to the thresholds for each analysis area in the respective chapter of the CEQR Technical Manual.

- 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.
- Often, a 'Yes' answer will result in a preliminary analysis to determine whether further analysis is needed. For each 'Yes' response, consult the relevant chapter of the CEQR Technical Manual for guidance on providing additional analyses (and attach supporting information, if needed) to determine whether detailed analysis is needed. Please note that a 'Yes' answer does not mean that an EIS must be prepared—it often only means that more information is required for the lead agency to make a determination of significance.
- The lead agency, upon reviewing Part II, may require an applicant either to provide additional information to support this Short EAS Form or complete a Full EAS Form. For example, if a question is answered 'No,' an agency may request a short explanation for this response. In addition, if a large number of the questions are marked 'Yes,' the lead agency may determine that it is appropriate to require completion of the Full EAS Form.

	YES	NO
1. LAND USE, ZONING AND PUBLIC POLICY: <i>CEQR Technical Manual Chapter 4</i>		
(a) Would the proposed project result in a change in land use or zoning that is different from surrounding land uses and/or zoning? Is there the potential to affect an applicable public policy? If "Yes", complete a preliminary assessment and attach.	✓	
(b) Is the project a large, publicly sponsored project? If "Yes", complete a PlaNYC assessment and attach.		✓
(c) Is any part of the directly affected area within the City's Waterfront Revitalization Program boundaries? If "Yes", complete the <u>Consistency Assessment Form</u> .	✓	
2. SOCIOECONOMIC CONDITIONS: <i>CEQR Technical Manual Chapter 5</i>		
(a) Would the proposed project:		
• Generate a net increase of 200 or more residential units?		✓
• Generate a net increase of 200,000 or more square feet of commercial space?		✓
• Directly displace more than 500 residents?		✓
• Directly displace more than 100 employees?		✓
• Affect conditions in a specific industry?		✓
3. COMMUNITY FACILITIES: <i>CEQR Technical Manual Chapter 6</i>		
(a) Does the proposed project exceed any of the thresholds outlined in <u>Table 6-1 of Chapter 6</u> ?		✓
4. OPEN SPACE: <i>CEQR Technical Manual Chapter 7</i>		
(a) Would the proposed project change or eliminate existing open space?		✓
(b) Is the proposed project within an underserved area in the Bronx, Brooklyn, Manhattan, Queens, or Staten Island? If "Yes," would the proposed project generate 50 or more additional residents?		✓
If "Yes," would the proposed project generate 125 or more additional employees?		
(c) Is the proposed project in a well-served area in the Bronx, Brooklyn, Manhattan, Queens, or Staten Island? If "Yes," would the proposed project generate 300 or more additional residents?		✓
If "Yes," would the proposed project generate 750 or more additional employees?		
(d) If the proposed project is not located in an underserved or well-served area, would the proposed project generate: 200 or more additional residents?		✓
500 additional employees?		✓

	YES	NO
5. SHADOWS: <i>CEQR Technical Manual Chapter 8</i>		
(a) Would the proposed project result in a net height increase of any structure of 50 feet or more?		✓
(b) Would the proposed project result in any increase in structure height and be located adjacent to or across the street from a sunlight-sensitive resource?		✓
6. HISTORIC AND CULTURAL RESOURCES: <i>CEQR Technical Manual Chapter 9</i>		
(a) Does the proposed project site or an adjacent site contain any architectural and/or archaeological resource that is eligible for, or has been designated (or is calendared for consideration) as a New York City Landmark, Interior Landmark or Scenic Landmark; is listed or eligible for listing on the New York State or National Register of Historic Places; or is within a designated or eligible New York City, New York State, or National Register Historic District?		✓
If "Yes," list the resources and attach supporting information on whether the project would affect any of these resources.		
7. URBAN DESIGN: <i>CEQR Technical Manual Chapter 10</i>		
(a) Would the proposed project introduce a new building, a new building height, or result in any substantial physical alteration to the streetscape or public space in the vicinity of the proposed project that is not currently allowed by existing zoning?		✓
(b) Would the proposed project result in obstruction of publicly accessible views to visual resources that is not currently allowed by existing zoning?		✓
8. NATURAL RESOURCES: <i>CEQR Technical Manual Chapter 11</i>		
(a) Is any part of the directly affected area within the Jamaica Bay Watershed? If "Yes," complete the Jamaica Bay Watershed Form.		✓
(b) Does the proposed project site or a site adjacent to the project contain natural resources as defined in section 100 of Chapter 11? If "Yes," list the resources and attach supporting information on whether the project would affect any of these resources.		✓
9. HAZARDOUS MATERIALS: <i>CEQR Technical Manual Chapter 12</i>		
(a) Would the project allow commercial or residential use in an area that is currently, or was historically, a manufacturing area that involved hazardous materials?		✓
(b) Does the project site have existing institutional controls (e.g. (E) designations or a Restrictive Declaration) relating to hazardous materials that preclude the potential for significant adverse impacts?		✓
(c) Would the project require soil disturbance in a manufacturing zone or any development on or near a manufacturing zone or existing/historic facilities listed in Appendix 1 (including nonconforming uses)?		✓
(d) Would the project result in the development of a site where there is reason to suspect the presence of hazardous materials, contamination, illegal dumping or fill, or fill material of unknown origin?		✓
(e) Would the project result in development where underground and/or aboveground storage tanks (e.g. gas stations) are or were on or near the site?		✓
(f) Would the project result in renovation of interior existing space on a site with potential compromised air quality, vapor intrusion from on-site or off-site sources, asbestos, PCBs or lead-based paint?		✓
(g) Would the project result in development on or near a government-listed voluntary cleanup/brownfield site, current or former power generation/transmission facilities, municipal incinerators, coal gasification or gas storage sites, or railroad tracks and rights-of-way?		✓
(h) Has a Phase I Environmental Site Assessment been performed for the site? If "Yes," were RECs identified? Briefly identify:		✓
10. INFRASTRUCTURE: <i>CEQR Technical Manual Chapter 13</i>		
(a) Would the proposed project result in water demand of more than one million gallons per day?		✓
(b) Is the proposed project located in a combined sewer area and result in at least 1,000 residential units or 250,000 SF or more of commercial space in Manhattan or at least 400 residential units or 150,000 SF or more of commercial space in the Bronx, Brooklyn, Staten Island or Queens?		✓
(c) Is the proposed project located in a <u>separately sewered area</u> and result in the same or greater development than that listed in Table 13-1 of Chapter 13?		✓
(d) Would the project involve development on a site five acres or larger where the amount of impervious surface would increase?		✓
(e) Would the project involve development on a site one acre or larger where the amount of impervious surface would increase and is located within the <u>Jamaica Bay Watershed</u> or in certain <u>specific drainage areas</u> including: Bronx River, Coney Island Creek, Flushing Bay and Creek, Gowanus Canal, Hutchinson River, Newtown Creek, or Westchester Creek?		✓
(f) Is the project located in an area that is partially sewered or currently unsewered?		✓
(g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a WWTP and/or generate contaminated stormwater in a separate storm sewer system?		✓
(h) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits?		✓
11. SOLID WASTE AND SANITATION SERVICES: <i>CEQR Technical Manual Chapter 14</i>		
(a) Would the proposed project have the potential to generate 100,000 pounds (50 tons) or more of solid waste per week?		✓
(b) Would the proposed project involve a reduction in capacity at a solid waste management facility used for refuse or recyclables generated within the City?		✓

	YES	NO
12. ENERGY: <i>CEQR Technical Manual Chapter 15</i>		
(a) Would the proposed project affect the transmission or generation of energy?		✓
13. TRANSPORTATION: <i>CEQR Technical Manual Chapter 16</i>		
(a) Would the proposed project exceed any threshold identified in Table 16-1 of Chapter 16?		✓
(b) If "Yes," conduct the screening analyses, attach appropriate back up data as needed for each stage, and answer the following questions:		
(1) Would the proposed project result in 50 or more Passenger Car Equivalents (PCEs) per project peak hour? If "Yes," would the proposed project result in 50 or more vehicle trips per project peak hour at any given intersection? <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, "Transportation," for information.</i>		
(2) Would the proposed project result in more than 200 subway/rail or bus trips per project peak hour? If "Yes," would the proposed project result, per project peak hour, in 50 or more bus trips on a single line (in one direction) or 200 subway trips per station or line?		
(3) Would the proposed project result in more than 200 pedestrian trips per project peak hour? If "Yes," would the proposed project result in more than 200 pedestrian trips per project peak hour to any given pedestrian or transit element, crosswalk, subway stair, or bus stop?		
14. AIR QUALITY: <i>CEQR Technical Manual Chapter 17</i>		
(a) <i>Mobile Sources:</i> Would the proposed project result in the conditions outlined in Section 210 of Chapter 17?		✓
(b) <i>Stationary Sources:</i> Would the proposed project result in the conditions outlined in Section 220 of Chapter 17? If "Yes," would the proposed project exceed the thresholds in the Figure 17-3, <i>Stationary Source Screen Graph</i> ? (attach graph as needed)		✓
(c) Does the proposed project involve multiple buildings on the project site?		✓
(d) Does the proposed project require Federal approvals, support, licensing, or permits subject to conformity requirements?		✓
(e) Does the proposed project site have existing institutional controls (e.g. E-designations or a Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts?		✓
15. GREENHOUSE GAS EMISSIONS: <i>CEQR Technical Manual Chapter 18</i>		
(a) Is the proposed project a city capital project, a power plant, or would fundamentally change the City's solid waste management system?		✓
(b) If "Yes," would the proposed project require a GHG emissions assessment based on the guidance in Chapter 18?		
16. NOISE: <i>CEQR Technical Manual Chapter 19</i>		
(a) Would the proposed project generate or reroute vehicular traffic?		✓
(b) Would the proposed project introduce new or additional receptors (see Section 124 of Chapter 19) near heavily trafficked roadways, within one horizontal mile of an existing or proposed flight path, or within 1,500 feet of an existing or proposed rail line with a direct line of site to that rail line?		✓
(c) Would the proposed project cause a stationary noise source to operate within 1,500 feet of a receptor with a direct line of sight to that receptor or introduce receptors into an area with high ambient stationary noise?		✓
(d) Does the proposed project site have existing institutional controls (e.g. E-designations or a Restrictive Declaration) relating to noise that preclude the potential for significant adverse impacts?		✓
17. PUBLIC HEALTH: <i>CEQR Technical Manual Chapter 20</i>		
(a) Would the proposed project warrant a public health assessment based upon the guidance in Chapter 20?		✓
18. NEIGHBORHOOD CHARACTER: <i>CEQR Technical Manual Chapter 21</i>		
(a) Based upon the analyses conducted for the following technical areas, check yes if any of the following technical areas required a detailed analysis: Land Use, Zoning, and Public Policy, Socioeconomic Conditions, Open Space, Historic and Cultural Resources, Urban Design and Visual Resources, Shadows, Transportation, Noise If "Yes," explain here why or why not an assessment of neighborhood character is warranted based on the guidance of in Chapter 21, "Neighborhood Character." Attach a preliminary analysis, if necessary.		✓

		YES	NO
19.	CONSTRUCTION IMPACTS: <i>CEQR Technical Manual Chapter 22</i> Would the project's construction activities involve (check all that apply):		
	• Construction activities lasting longer than two years;		✓
	• Construction activities within a Central Business District or along an arterial or major thoroughfare;		✓
	• Require closing, narrowing, or otherwise impeding traffic, transit or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, etc);		✓
	• Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out;		✓
	• The operation of several pieces of diesel equipment in a single location at peak construction;		✓
	• Closure of community facilities or disruption in its service;		✓
	• Activities within 400 feet of a historic or cultural resource; or		✓
	• Disturbance of a site containing natural resources.		✓

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

20. APPLICANT'S CERTIFICATION

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

Still under oath, I further swear or affirm that I make this statement in my capacity as the
 Environmental Consultant _____ of Whitestone Plaza, LLC

APPLICANT/SPONSOR

NAME THE ENTITY OR OWNER

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

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

Hiram A. Rankrug, Director, EPDSCO

APPLICANT/SPONSOR NAME:

LEAD AGENCY REPRESENTATIVE NAME:

SIGNATURE:

DATE:

[Handwritten Signature]

9/20/12

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

PART III: DETERMINATION OF SIGNIFICANCE (To Be Completed By Lead Agency)

INSTRUCTIONS:

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

1. For each of the impact categories listed below, consider whether the project may have a significant effect on the environment. For each of the impact categories listed below, consider whether the project may have a significant adverse effect on the environment, taking into account its (a) location; (b) probability of occurring; (c) duration; (d) irreversibility; (e) geographic scope; and (f) magnitude.	Potential Significant Adverse Impact	
	YES	NO
IMPACT CATEGORY		
Land Use, Zoning, and Public Policy		✓
Socioeconomic Conditions		✓
Community Facilities and Services		✓
Open Space		✓
Shadows		✓
Historic and Cultural Resources		✓
Urban Design/Visual Resources		✓
Natural Resources		✓
Hazardous Materials		✓
Water and Sewer Infrastructure		✓
Solid Waste and Sanitation Services		✓
Energy		✓
Transportation		✓
Air Quality		✓
Greenhouse Gas Emissions		✓
Noise		✓
Public Health		✓
Neighborhood Character		✓
Construction Impacts		✓

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

No.

3. LEAD AGENCY CERTIFICATION

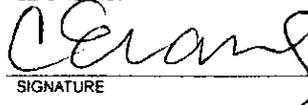
Deputy Director, Environmental Assessment and Review Division

New York City Department of City Planning

TITLE

LEAD AGENCY

Celeste Evans

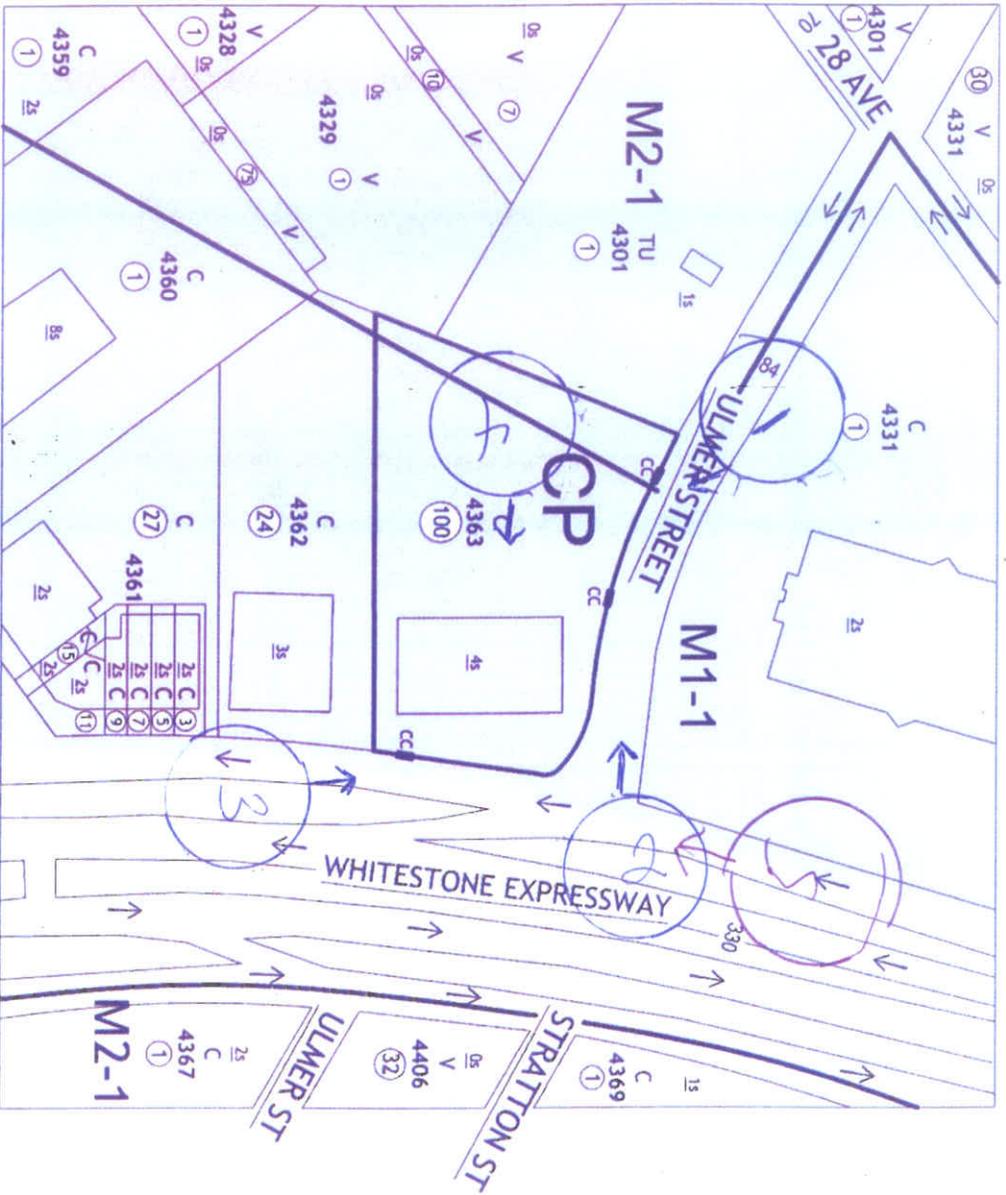


9/14/2012

NAME

SIGNATURE

ATTACHMENT 5 PHOTOGRAPHS



AREA MAP

SCALE: 1" = 150'-0"



LEGEND:

- R - RESIDENTIAL
- TU - TRANSPORTATION/UTILITY
- RC - MIXED COMMERCIAL / RESIDENTIAL
- PF - PUBLIC FACILITIES & INSTITUTIONS
- C - COMMERCIAL
- P - OPEN SPACE / PARK
- M - MANUFACTURING / INDUSTRIAL
- V - VACANT LAND
- 4S - NUMBER OF STORIES
- 3575 - TAX BLOCK
- ① - TAX LOT
- - STREET DIRECTION ARROWS
- 60 - STREET WIDTH
- CC - CURB CUT
- M1-1 - EXIST ZONING DISTRICT
- - EXIST COLLEGE POINT SPECIAL DIST



1



2



3



7



5



30-50 WHITESTONE EXPRESSWAY PARKING AUTHORIZATION

ENVIRONMENTAL ASSESSMENT

INTRODUCTION

Based on the analysis and the screens contained in the Environmental Assessment Statement Short Form, the only analysis area that requires further explanation is land use, zoning, and public policy, including waterfront revitalization, as further detailed below. The subject heading number below correlates with the relevant chapter of the *CEQR Technical Manual*.

4. LAND USE, ZONING AND PUBLIC POLICY

LAND USE

Existing Conditions

Project Site

The project site is identified as Tax Block 4363, Lot 100, an irregularly shaped lot located at the corner of the intersection of the service road of the Whitestone Expressway and Ulmer Street in the College Point neighborhood of Queens. The site is on a very large block bounded by the Whitestone Expressway, Ulmer Street, 28th Avenue, College Point Boulevard, and 31st Avenue. The project site totals 157,472 square feet in land area and is developed with a four-story, 104,577 square foot commercial office building, a 350-space accessory parking lot, and landscaping. The subject development is deficient in parking as 697 spaces are required pursuant to zoning.

Surrounding Area

The area within 400 feet of the project site consists of a mixture of commercial, community facility, and automobile related uses as well as vacant land as further described below.

Block 4362 (lot 24) immediately south of the project site is developed with a three-story office building. Proceeding further south, Block 4361 (lots 3, 5, 7, 9, 11, 15, 17, 19, 21, and 23), at the corner of the Whitestone Expressway Service Road and 31st Avenue, is developed with a two-story commercial building containing office and warehouse uses. Further west on 31st Avenue, Block 4360 (contiguous to Block 4361) is developed with a church and an attached nine-story hospice. Blocks 4359 and 4358 further west are partially developed with a two-story commercial building, part of a recently approved disposition of City-owned property, to be developed with a private automobile salvage facility. The remainder of the undeveloped portion of these blocks is used by the NYC Department of Traffic Tow Pound. To the north of the project site across Ulmer Street, Block 4331 (Lot 1) is developed with a two-story commercial retail building containing an Office Depot store and a Toys R Us store on the ground floor and a multiplex movie theater on the second floor.

Future No-Action Scenario

The Future No-Action Scenario is defined as a development on the project site that meets the property's zoning requirements. Although the M1-1 zoning regulations apply to the property, the project site is also located within the Commercial Area of the Special College Point District (CP), and the CP District regulations supercede those of the M1-1 district relative to the project site. The applicable CP District requirements stipulate that parking be consistent with the C4-1 district requirement of one parking space per each 150 square feet of floor area. The existing office building on the property has been developed in conformance with the parking requirements of the M1-1 district which requires parking for office uses at a ratio of one space per 300 feet of floor area. As 350 parking spaces are currently provided on the project site, only 52,500 square feet of building floor area would be allowed on the property under the applicable CP District regulations. Therefore, in order to comply with the zoning regulations applicable to the property, parking stacker units containing 347 parking spaces and parking attendants would need to be provided.

Surrounding land uses within the immediate study area are expected to remain largely unchanged by the project build year of 2013. The only exception would be the proposed private automobile salvage facility on Blocks 4359 and 4358 west of the project site. Therefore, no significant new development in the area would be expected.

Future With-Action Scenario

The proposed action seeks the granting of a City Planning Commission (CPC) Authorization to permit the reduction of required parking on the property from 697 to 350 parking spaces as the existing development on the site does not provide the amount of parking required pursuant to zoning. Approval of the proposed CPC Authorization would enable the existing office development on the property to continue operation without the need to provide additional parking which is not required to adequately service the development.

The office development on the project site has been and is currently operating successfully with the existing 350 parking spaces. As indicated in the Statement of Findings filed for this application, a parking study was performed for the existing development and it demonstrated that the peak accumulation of vehicles does not approach the 350 parking spaces provided on the property. Peak hour utilization was found to occur on the subject property between 12:45 PM and 1:00 pm when 196 parking spaces were occupied, representing only 56% of the total capacity of the parking lot.

A site visit conducted by the Department of City Planning at 2:00 PM on Tuesday April 17, 2012 found that 281 of the 350 parking spaces were occupied, for an occupancy rate of just over 80%. There have been no significant changes in building tenancy or vacancies since the first survey was conducted in 2008 nor have there been any changes in neighboring activities that would have resulted in this increase in utilization. It is likely that the change

in utilization is attributable to different economic conditions during each time that the surveys were conducted. In any case, even at an 80% utilization rate, the peak accumulation of vehicles does not approach the 350 parking spaces provided on the property.

It should also be noted that the existing development on the subject site has been operating successfully for approximately 24 years without any problems in accommodating the parking needs of building tenants and visitors. In addition, no complaints have been received from any of the surrounding property owners or others that the existing development has had a negative impact on the area.

No potentially significant adverse impacts related to land use are expected to occur as a result of the proposed action. Therefore, further analysis of land use is not warranted.

ZONING

Existing Conditions

Project Site

The project site is primarily zoned M1-1 with a small portion of the property located in the M2-1 district. As more than 50% of the site falls within the M1-1 zoning district, the M1-1 regulations apply to the property. The project site is also located within the Commercial Area of the Special College Point District (CP). With the exception of the required parking, the existing development on the project site complies with all the relevant provisions of the M1-1 and CP Districts.

The existing building on the project site contains 104,577 square feet of floor area. When first constructed in 1988, the building contained only 62,500 square feet of floor area. At the time of construction, the property was subject to the requirements of the College Point Urban Renewal Plan, which as with the current CP District regulations, required that the site provide parking consistent with the C4-1 district regulations. Based on the C4-1 requirement of one parking space per each 150 square feet of floor area, a total of 417 parking spaces should have been provided for the 62,500 square foot development. However, through an error relating to the M1-1 zoning, the required number of spaces was not provided and an amount essentially consistent with the underlying M1-1 zoning, 316 spaces, was provided instead.

In 2001, the building was expanded to its current size of 104,577 square feet, which required the provision of 697 parking spaces. 34 additional spaces were added to the existing 316 parking spaces on the site at that time. Therefore, the Applicant did not provide the required amount of parking in the late 1980s and during the 2001 building expansion.

The M1 district is often a buffer between M2 and M3 districts and adjacent residential or commercial districts. Light industries typically found in M1 areas include woodworking shops, auto storage and repair shops, and wholesale service and storage facilities. Offices and most retail uses are also permitted. Strict performance standards are common to all M1 districts. The M1-1 district permits a maximum FAR of 1.0 for manufacturing and commercial uses and 2.4 for Use Group 4 community facility uses. Parking is required based on the type of use and the size of the establishment and in the case of the subject property would require a parking ratio of one space per 300 square feet of floor area.

The M2-1 district is primarily mapped in older manufacturing areas of the City. M2 districts occupy the middle ground between light and heavy industrial uses and are designed for manufacturing and related activities that can meet a medium level of performance standards. The district permits general industrial uses and most commercial uses with the exception of certain retail uses which are prohibited or limited to developments of 10,000 square feet or less. Residential and community facility uses are not permitted in this zone. The M2-1 zone has an allowable commercial or manufacturing floor area ratio (FAR) of 2.0.

The Special College Point District (CP) was established to provide use and bulk regulations that continued and were consistent with the regulations of the expired (April 2009) College Point Urban Renewal Plan. As such, the Special District created controls that modified the underlying zoning regulations. Modified regulations include a limit on FAR in most of the District to 1.0 as well as modified regulations pertaining to permitted uses, yards and landscaping, height and setback, and parking.

A portion of the CP District, which includes the project site, is designated as a "Commercial Area" within which the C4-1 parking regulations are imposed rather than the regulations of the underlying M1-1 district. The C4-1 district requires that parking be provided at a ratio of one space per 150 square feet of floor area, which is double that of the underlying M1-1 zoning. However, ZR §126-42 of the CP District regulations also includes a provision allowing the CPC to grant an Authorization to reduce the required parking by up to 50%.

Surrounding Area

Most of the properties within 400 feet of the project site are located within the M1-1 zoning district which extends some distance to the west of the site and is primarily mapped north and east of the property fronting on the Whitestone Expressway. A portion of the 400-foot radius area north and west of the project site is mapped M2-1. Areas across the Whitestone Expressway to the east of the site are zoned M1-1 and M2-1.

All of the properties adjacent to the project site and west of the Whitestone Expressway within 400 feet of the site are located with the CP District. Most of these properties are also

within the "Commercial Area" of the District including all properties fronting on the Whitestone Expressway service road between Linden Place and 31st Avenue.

Future No-Action Scenario

In the future and absent the action, development on the project site would continue to be governed by the provisions of the existing M1-1 zoning district and CP Special District. As explained in the land use discussion above, the Future No-Action Scenario is defined as a development on the project site that meets the property's zoning requirements. As 350 parking spaces are currently provided on the project site, only 52,500 square feet of building floor area would be allowed on the property under the applicable CP District regulations. Therefore, in order to comply with the zoning regulations applicable to the property, parking stacker units containing 347 parking spaces and parking attendants would need to be provided.

No rezoning actions are presently being contemplated by the NYC Department of City Planning (DCP) for the project study area as indicated on the DCP website, and no BSA variance applications have been identified for the study area by the project build year of 2013.

Future With-Action Scenario

The proposed action would grant a CPC Authorization pursuant to ZR §126-42 which allows the CPC to reduce required parking by up to 50% "provided that the Commission finds that the proposed parking is sufficient for the use proposed." The underlying M1-1, M2-1, and CP Special District zoning of the property would not be changed under the proposed action. No new development or other physical changes would occur on the project site under the proposed action. The action would allow the continued provision of 350 parking spaces serving the development on the property, which would represent slightly less than the permitted decrease of 50% of the required parking.

The proposed CPC Authorization would enable the existing office development on the property to continue operation without the need to provide additional parking which is not required to adequately service the development. As explained in the land use section above, the office development on the project site has been operating successfully with the existing 350 parking spaces for approximately 24 years, and a parking study demonstrated that the peak accumulation of vehicles does not approach the 350 spaces provided. The action would promote the continued operation of the property in a fashion that would be compatible with the adjacent and nearby uses.

No significant impacts to zoning patterns in the area would be expected. The proposed action would meet the required findings of the CPC Authorization pursuant to ZR §126-42. The compliance of the proposed action with the required findings is detailed in the ULURP application filed in connection with this proposal. The proposed action would therefore not

have a significant impact on the extent of conformity with the current zoning in the surrounding area, and it would not adversely affect the viability of conforming uses on nearby properties.

Potentially significant adverse impacts related to zoning are not expected to occur as a result of the proposed action, and further assessment of zoning is not warranted.

PUBLIC POLICY

Existing Conditions

The College Point neighborhood of Queens, which is located in Queens Community District 7, is a mixed-use community including commercial, manufacturing, community facility, and automotive uses located primarily in the eastern and southern portions of the neighborhood, and one- and two-family residential development located primarily in the western and northern portions of the neighborhood. The area also includes substantial amounts of open space and vacant land. According to the 2000 U. S. Census, the population of the area, which includes the primarily residential communities of Whitestone and Flushing, increased by 10.2 percent from 220,508 persons in 1990 to 242,952 people in 2000.

In addition to the zoning provisions discussed above, the project site and the 400-foot radius project study area are subject to the provisions of the City's Waterfront Revitalization Program (WRP), as both the site and the study area are located within the City's Coastal Zone Boundary. No other public policies would apply to the proposed action as the project site and surrounding study area are not located within the boundaries of any 197-a Community Development Plans or existing Urban Renewal Area plans, and also are not within a historic district, a critical environmental area, a significant coastal fish and wildlife habitat, a wildlife refuge, or a special natural waterfront area.

Future No-Action Scenario

In the future, without the action, any development on the project site and in the surrounding 400-foot study area would continue to be governed by the provisions of the existing M1-1 and M2-1 zoning districts, the CP Special District, and the City's Waterfront Revitalization Program. No other public policy initiatives would pertain to the project site or surrounding study area by the project build year of 2013. No changes are anticipated to the zoning districts and zoning regulations or to any public policy documents relating to the project site or the surrounding 400-foot radius study area by the project build year.

Future With-Action Scenario

No impact to public policies would occur as a result of the proposed action. The proposal to allow a reduction in required parking on the project site would comply with the findings required for the CPC Authorization pursuant to ZR §126-42 as explained in detail in the ULURP application filed in connection with the proposal. The granting of the

Authorization would enable the existing office development on the property to continue operation without the need to provide additional parking which is not required to adequately service the development. The Authorization would not result in any adverse impacts on the surrounding community.

Waterfront Revitalization

The Waterfront Consistency Assessment Form and a narrative explaining how the proposed action would be consistent with WRP policies are attached to this document. The proposed action is consistent with WRP policies, and no potentially significant adverse impacts related to the WRP are anticipated as a result of the proposed action.

The action is appropriate for the project site and would not have any adverse impacts on the surrounding neighborhood or Queens Community District 7. No potentially significant adverse impacts related to public policy are anticipated to occur as a result of the proposed action, and further assessment of public policy is not warranted.

NEW YORK CITY WATERFRONT REVITALIZATION PROGRAM
Consistency Assessment Form

Proposed actions that are subject to CEQR, ULURP or other local, state or federal discretionary review procedures, and that are within New York City's designated coastal zone, must be reviewed and assessed for their consistency with the New York City Waterfront Revitalization Program (WRP). The WRP was adopted as a 197-a Plan by the Council of the City of New York on October 13, 1999, and subsequently approved by the New York State Department of State with the concurrence of the United States Department of Commerce pursuant to applicable state and federal law, including the Waterfront Revitalization of Coastal Areas and Inland Waterways Act. As a result of these approvals, state and federal discretionary actions within the city's coastal zone must be consistent to the maximum extent practicable with the WRP policies and the city must be given the opportunity to comment on all state and federal projects within its coastal zone.

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

A. APPLICANT

1. Name: Hiram A. Rothkrug, EPDSCO for Whitestone Plaza, LLC
2. Address: 55 Water Mill Road, Great Neck, NY 11021
3. Telephone: 718-343-0026 Fax: 516-487-2439 E-mail: hrothkrug@epdsco.com
4. Project site owner: Whitestone Plaza, LLC

B. PROPOSED ACTIVITY

1. Brief description of activity:
Application for a City Planning Commission Authorization, pursuant to Sections 44-21, 126-31, and 126-42 of the Zoning Resolution, to permit the reduction in the amount of parking required on the property from 697 to 350 parking spaces. No new development on the subject property would occur under the proposed action.
2. Purpose of activity:
The Authorization is being sought as the existing development on the site does not provide the amount of parking required pursuant to zoning.
3. Location of activity: (street address/borough or site description):
30-50 Whitestone Expressway, College Point, Queens (Block 4363, Lot 100)

Proposed Activity Cont'd

4. If a federal or state permit or license was issued or is required for the proposed activity, identify the permit type(s), the authorizing agency and provide the application or permit number(s), if known:

N/A

5. Is federal or state funding being used to finance the project? If so, please identify the funding source(s).

N/A

6. Will the proposed project require the preparation of an environmental impact statement?
 Yes _____ No If yes, identify Lead Agency:

7. Identify city discretionary actions, such as a zoning amendment or adoption of an urban renewal plan, required for the proposed project.

City Planning Commission Authorization, pursuant to Sections 44-21, 126-31, and 126-42 of the Zoning Resolution, to permit the reduction in the amount of parking required on the property from 697 to 350 parking spaces.

C. COASTAL ASSESSMENT

Location Questions:	Yes	No
1. Is the project site on the waterfront or at the water's edge?	_____	<input checked="" type="checkbox"/>
2. Does the proposed project require a waterfront site?	_____	<input checked="" type="checkbox"/>
3. Would the action result in a physical alteration to a waterfront site, including land along the shoreline, land underwater, or coastal waters?	_____	<input checked="" type="checkbox"/>
Policy Questions	Yes	No

The following questions represent, in a broad sense, the policies of the WRP. Numbers in parentheses after each question indicate the policy or policies addressed by the question. The new Waterfront Revitalization Program offers detailed explanations of the policies, including criteria for consistency determinations.

Check either "Yes" or "No" for each of the following questions. For all "yes" responses, provide an attachment assessing the effects of the proposed activity on the relevant policies or standards. Explain how the action would be consistent with the goals of those policies and standards.

4. Will the proposed project result in revitalization or redevelopment of a deteriorated or under-used waterfront site? (1)	_____	<input checked="" type="checkbox"/>
5. Is the project site appropriate for residential or commercial redevelopment? (1.1)	<input checked="" type="checkbox"/>	_____
6. Will the action result in a change in scale or character of a neighborhood? (1.2)	_____	<input checked="" type="checkbox"/>

Policy Questions cont'd

	Yes	No
7. Will the proposed activity require provision of new public services or infrastructure in undeveloped or sparsely populated sections of the coastal area? (1.3)	_____	✓ _____
8. Is the action located in one of the designated Significant Maritime and Industrial Areas (SMIA): South Bronx, Newtown Creek, Brooklyn Navy Yard, Red Hook, Sunset Park, or Staten Island? (2)	_____	✓ _____
9. Are there any waterfront structures, such as piers, docks, bulkheads or wharves, located on the project sites? (2)	_____	✓ _____
10. Would the action involve the siting or construction of a facility essential to the generation or transmission of energy, or a natural gas facility, or would it develop new energy resources? (2.1)	_____	✓ _____
11. Does the action involve the siting of a working waterfront use outside of a SMIA? (2.2)	_____	✓ _____
12. Does the proposed project involve infrastructure improvement, such as construction or repair of piers, docks, or bulkheads? (2.3, 3.2)	_____	✓ _____
13. Would the action involve mining, dredging, or dredge disposal, or placement of dredged or fill materials in coastal waters? (2.3, 3.1, 4, 5.3, 6.3)	_____	✓ _____
14. Would the action be located in a commercial or recreational boating center, such as City Island, Sheepshead Bay or Great Kills or an area devoted to water-dependent transportation? (3)	_____	✓ _____
15. Would the proposed project have an adverse effect upon the land or water uses within a commercial or recreation boating center or water-dependent transportation center? (3.1)	_____	✓ _____
16. Would the proposed project create any conflicts between commercial and recreational boating? (3.2)	_____	✓ _____
17. Does the proposed project involve any boating activity that would have an impact on the aquatic environment or surrounding land and water uses? (3.3)	_____	✓ _____
18. Is the action located in one of the designated Special Natural Waterfront Areas (SNWA): Long Island Sound- East River, Jamaica Bay, or Northwest Staten Island? (4 and 9.2)	_____	✓ _____
19. Is the project site in or adjacent to a Significant Coastal Fish and Wildlife Habitat? (4.1)	_____	✓ _____
20. Is the site located within or adjacent to a Recognized Ecological Complex: South Shore of Staten Island or Riverdale Natural Area District? (4.1 and 9.2)	_____	✓ _____
21. Would the action involve any activity in or near a tidal or freshwater wetland? (4.2)	_____	✓ _____
22. Does the project site contain a rare ecological community or would the proposed project affect a vulnerable plant, fish, or wildlife species? (4.3)	_____	✓ _____
23. Would the action have any effects on commercial or recreational use of fish resources? (4.4)	_____	✓ _____
24. Would the proposed project in any way affect the water quality classification of nearby waters or be unable to be consistent with that classification? (5)	_____	✓ _____
25. Would the action result in any direct or indirect discharges, including toxins, hazardous substances, or other pollutants, effluent, or waste, into any waterbody? (5.1)	_____	✓ _____
26. Would the action result in the draining of stormwater runoff or sewer overflows into coastal waters? (5.1)	_____	✓ _____
27. Will any activity associated with the project generate nonpoint source pollution? (5.2)	_____	✓ _____
28. Would the action cause violations of the National or State air quality standards? (5.2)	_____	✓ _____

Policy Questions cont'd

	Yes	No
29. Would the action result in significant amounts of acid rain precursors (nitrates and sulfates)? (5.2C)	_____	✓
30. Will the project involve the excavation or placing of fill in or near navigable waters, marshes, estuaries, tidal marshes or other wetlands? (5.3)	_____	✓
31. Would the proposed action have any effects on surface or ground water supplies? (5.4)	_____	✓
32. Would the action result in any activities within a federally designated flood hazard area or state-designated erosion hazards area? (6)	_____	✓
33. Would the action result in any construction activities that would lead to erosion? (6)	_____	✓
34. Would the action involve construction or reconstruction of a flood or erosion control structure? (6.1)	_____	✓
35. Would the action involve any new or increased activity on or near any beach, dune, barrier island, or bluff? (6.1)	_____	✓
36. Does the proposed project involve use of public funds for flood prevention or erosion control? (6.2)	_____	✓
37. Would the proposed project affect a non-renewable source of sand ? (6.3)	_____	✓
38. Would the action result in shipping, handling, or storing of solid wastes, hazardous materials, or other pollutants? (7)	_____	✓
39. Would the action affect any sites that have been used as landfills? (7.1)	_____	✓
40. Would the action result in development of a site that may contain contamination or that has a history of underground fuel tanks, oil spills, or other form or petroleum product use or storage? (7.2)	_____	✓
41. Will the proposed activity result in any transport, storage, treatment, or disposal of solid wastes or hazardous materials, or the siting of a solid or hazardous waste facility? (7.3)	_____	✓
42. Would the action result in a reduction of existing or required access to or along coastal waters, public access areas, or public parks or open spaces? (8)	_____	✓
43. Will the proposed project affect or be located in, on, or adjacent to any federal, state, or city park or other land in public ownership protected for open space preservation? (8)	_____	✓
44. Would the action result in the provision of open space without provision for its maintenance? (8.1)	_____	✓
45. Would the action result in any development along the shoreline but NOT include new water-enhanced or water-dependent recreational space? (8.2)	_____	✓
46. Will the proposed project impede visual access to coastal lands, waters and open space? (8.3)	_____	✓
47. Does the proposed project involve publicly owned or acquired land that could accommodate waterfront open space or recreation? (8.4)	_____	✓
48. Does the project site involve lands or waters held in public trust by the state or city? (8.5)	_____	✓
49. Would the action affect natural or built resources that contribute to the scenic quality of a coastal area? (9)	_____	✓
50. Does the site currently include elements that degrade the area's scenic quality or block views to the water? (9.1)	_____	✓

Policy Questions cont'd

Yes No

51. Would the proposed action have a significant adverse impact on historic, archeological, or cultural resources? (10)

_____ ✓

52. Will the proposed activity affect or be located in, on, or adjacent to an historic resource listed on the National or State Register of Historic Places, or designated as a landmark by the City of New York? (10)

_____ ✓

D. CERTIFICATION

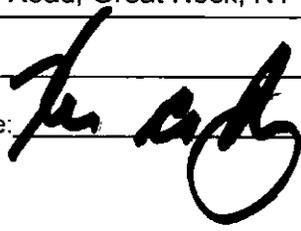
The applicant or agent must certify that the proposed activity is consistent with New York City's Waterfront Revitalization Program, pursuant to the New York State Coastal Management Program. If this certification cannot be made, the proposed activity shall not be undertaken. If the certification can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

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

Applicant/Agent Name: Hiram A. Rothkrug, EPDSCO

Address: 55 Water Mill Road, Great Neck, NY 11021

Telephone: 718-345-0026

Applicant/Agent Signature:  Date: 9/20/12

30-50 Whitestone Expressway Parking Authorization
Explanation of Consistency with Waterfront Policies

1. Policy 1.1: Encourage commercial and residential redevelopment in appropriate coastal zone areas.

The project site is an appropriate location for the subject development and meets the criteria of Policy 1.1 as described below.

A. Criteria to determine areas appropriate for reuse through public and private actions include: the lack of importance of the location to the continued functioning of the designated Special Natural Waterfront Areas or Significant Maritime and Industrial Areas; the absence of unique or significant natural features or, if present, the potential for compatible development; the presence of substantial vacant or underused land; proximity to residential or commercial uses; the potential for strengthening upland residential or commercial areas and for opening up the waterfront to the public; and the number of jobs potentially displaced balanced against the new opportunities created by redevelopment.

Relative to Policy 1.1 A., the project site is not designated either as a Special Natural Waterfront Area (SNWA) or as a Significant Maritime and Industrial Area (SMIA) nor is it in close proximity to any areas so designated. The project site does not border the shoreline. The project site does not contain any unique or significant natural features. The project site is currently developed with a 4-story, 104,577 square foot commercial office building, a paved 350-space parking lot, and landscaping, and is located in an area occupied by commercial, community facility, and automobile related developments as well as vacant land. The proposed action would have no impact upon public access to the waterfront as the project site is not located on the waterfront. The proposed action would neither increase nor decrease the number of jobs currently on the project site.

The proposed action would not result in any physical changes to the project site and seeks only to permit, pursuant to Sections 44-21, 126-31, and 126-42 of the Zoning Resolution, the reduction in the amount of parking required on the property from 697 to 350 parking spaces. The Authorization is being sought as the existing development on the site does not provide the amount of parking required pursuant to zoning. The granting of the Authorization would enable the existing office development on the property to continue operation without the need to provide additional parking which is not required to adequately service the development. Relative to the creation of additional parking on the property, the Authorization would result in less paved coverage and the retention of existing landscaping on the site which would be beneficial to the surrounding environment.

B. Public actions, such as property disposition, Urban Renewal Plans, and infrastructure provision, should facilitate redevelopment of underused property to promote housing and economic development and enhance the city's tax base.

The proposed project would not involve any of the public actions noted under Policy 1.1 B. and therefore this policy does not apply to the proposed action.