

LEXUS OF QUEENS
4040 NORTHERN BOULEVARD
LONG ISLAND CITY, NEW YORK 11101
NEW YORK CITY TAX MAP: BLOCK 183, LOT 9

PHASE I
ENVIRONMENTAL SITE ASSESSMENT
(ASTM 1527-13/40 CFR PART 312)



PREPARED FOR:

Mr. John Malabre
322 West 52nd Street. #523
New York, New York 10101

PREPARED BY:



P.W. Grosser Consulting, Inc.
630 Johnson Avenue, Suite 7
Bohemia, New York 11716
Phone: 631-589-6353
Fax: 631-589-8705

Andrew Lockwood, PG, Senior Vice President
Ryan Morley, PG, Project Manager

AndrewL@pwgrossex.com
RyanM@pwgrossex.com

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1.0 EXECUTIVE SUMMARY

Mr. John Malabre (Client) retained P.W. Grosser Consulting, Inc. (PWGC) to prepare a Phase I Environmental Site Assessment (ESA) for the property located at 4040 Northern Boulevard in Long Island City, New York. The purpose of the Phase I ESA was to identify and evaluate the presence of Recognized Environmental Conditions (RECs) at the subject property. RECs are the presence or likely presence of any hazardous substance or petroleum product under conditions that indicate an existing release, a past release, or material threat of a release of any hazardous substance or petroleum product into structures on the property or into the ground, groundwater, or surface water of the property.

The subject property consists of one parcel located at 4040 Northern Boulevard in Long Island City, New York. The subject property is located in the borough of Queens and Queens County. The property is identified in the New York City Tax Map as Block 183, Lot 9.

The subject property measures 100,014 square feet and is occupied by a two-story, 37,610 square foot commercial building currently used as a Lexus automobile dealership and repair center. The building is constructed on sloped land; the second floor on the northern portion of the building is at street level and the first/basement floor is at grade with the parking area on the southern portion of the site. There are paved parking areas on the northern portion of the property, the southern portion of the property, and the western portion of the property. The parking areas contain multiple electric car lifts used to increase the parking capacity of these lots.

Work was conducted in accordance with the American Society for Testing and Materials (ASTM) Standard E 1527-13 (Standard Practices for Environmental Site Assessment: Phase I Environmental Site Assessment Process), 40 Code of Federal Regulations (CFR) Part 312 (Standards and Practices for All Appropriate Inquiry; Final Rule), and PWGC's proposal for services.

PWGC evaluated the findings associated with the subject property and identified three RECs with respect to the subject property. Conditions determined to be RECs are detailed below:

- The basement of the subject property's current building has been used for auto repair services since approximately 1970, and the central and southern portions of the property was historically occupied by

a railyard from prior to 1924 to approximately 1966. Auto repair operations were observed to include products such as motor oil, antifreeze, and polishes and the car repair operations appeared to primarily occur within the basement of the building on site. Auto repair operations can result in impact to the shallow soils from the prolonged and frequent use of such products that can result in subsurface impact over time, namely to the shallow soils. Prior to the site's redevelopment in approximately 1970, the central and southern portions of the property were occupied by a railyard. Railyards are prone to being associated with impacted surface soils due the trains usage of petroleum products and breaks composed of heavy-metals. PWGC believes that the potential impact to the shallow soils, namely within the basement floor of the building, and the central and southern portions of the site, represents a REC.

- During the site reconnaissance, PWGC identified several car repair bays in the service area within the basement which included circular metal objects on the floor indicative of out-of-use hydraulic lifts. Subgrade hydraulic lifts used hydraulic fluid, which is a petroleum product which potentially contained PCBs, for their mechanical operations. If a leak had occurred with one or more of these lifts, it would likely have gone unnoticed as the components are beneath the basement floor. PWGC believes that the presence of the out-of-service car lifts is a REC.
- The neighboring former gasoline station to the west of the subject property includes an active petroleum spill. Based on PWGC's knowledge of the spill as documented in monitoring reports that are supplied to NYSDEC and available to the public, the groundwater impacts from this spill are localized on the western and down gradient portion of this neighboring site and it is unlikely that impacted groundwater has migrated to the subject property. However, PWGC cannot rule out the possibility that soil vapor impact emanating from impacted media at this neighboring site is impacting the subject property as soil vapor does not necessarily migrate in the direction of groundwater flow. PWGC believes that the potential for soil vapor encroachment migrating from the neighboring spill impacts is a REC.

Based on the identified RECs, PWGC recommends a Phase II ESA be performed at the subject property. The Phase II ESA should include:

- Subsurface investigation focusing on shallow soils in auto repair areas and former railyard locations, and soil and/or groundwater in potential out-of-use hydraulic lift locations.
- Soil vapor investigation.



Although not a part of the ASTM E1527-13 scope, the following additional concerns associated with the subject property must be considered:

- Based on inspection of the subject property, it is possible that ACM and/or lead-based paint are present within the structure. PWGC recommends that, prior to demolition or renovation of the building, a detailed asbestos and/or lead based paint survey should be performed by a qualified asbestos/lead inspector in accordance with applicable federal, state, and local regulations prior to renovation or demolition of the building(s); please note that the asbestos/lead inspection performed as part of this Phase I ESA does not meet that criteria.
- Given the location of the subject property within the five boroughs of New York City, there is a potential for historic fill material to be present beneath the subject property. Such material, if excavated (for the purpose of constructing a building, installing new footings, and/or utilities), will require special handling and disposal.

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2.0 INTRODUCTION

2.1 Purpose

Mr. John Malabre (Client) retained P.W. Grosser Consulting, Inc. (PWGC) to prepare a Phase I Environmental Site Assessment (ESA) for the property located at 4040 Northern Boulevard in Long Island City, New York. The purpose of the Phase I ESA was to identify and evaluate the presence of Recognized Environmental Conditions (RECs) at the subject property. RECs are the presence or likely presence of any hazardous substance or petroleum product under conditions that indicate an existing release, a past release, or material threat of a release of any hazardous substance or petroleum product into structures on the property or into the ground, groundwater, or surface water of the property.

2.2 Scope of Services

The assessment consisted of a visual inspection of the subject property and surrounding areas, interviews, a review of historical information and aerial photographs, and a review of pertinent local, state, federal and facility records. Environmental Data Resources (EDR) of Shelton, Connecticut provided the following: a database search of environmental compliance records of sites within an ASTM standard radius of the property, a Sanborn fire insurance map search, historical aerial photograph search, and a historical telephone directory search.

PWGC reviewed the environmental database report compiled by EDR as a part of the assessment. The purpose of the review was to identify reported listings for the subject property or other properties in the vicinity of the subject property. Databases reviewed included federal and state lists of known or suspected contaminated sites, lists of known handlers or generators of hazardous waste, lists of known waste disposal facilities, and lists of aboveground and underground storage tanks (ASTs and USTs). PWGC's review of the database has been incorporated into this report along with a copy of the EDR report.

The work was conducted in accordance with the American Society for Testing and Materials (ASTM) Standard E 1527-13 (Standard Practices for Environmental Site Assessment: Phase I Environmental Site Assessment Process), 40 CFR Part 312 (Standards and Practices for All Appropriate Inquiry; Final Rule) and PWGC's proposal for services.

2.3 Definitions

1. RECs are the presence or likely presence of any hazardous substance or petroleum product in, on, or at a property: (1) due to any release to the environment; (2) under the conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment.
2. Historic RECs (HREC) are identified as a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls (e.g., property use restrictions, activity or use limitations (AULs), institutional controls, or engineering controls).
3. Controlled RECs (CREC) are identified as a REC resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority (e.g., as evidenced by the issuance of a No Further Action (NFA) letter or equivalent, or meeting risk-based criteria established by regulatory authority), with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls (e.g., property use restrictions, AULs, institutional controls, or engineering controls).
4. A *de minimus* condition generally does not present a threat to human health or to the environment and generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. Conditions determined to be *de minimus* conditions are not RECs nor CRECs.

2.4 Significant Assumptions

PWGC has made the following significant assumptions in the preparation of this report:

1. Groundwater Flow Direction – Based upon PWGC's previous investigations at the neighboring property to the west, regional groundwater flow direction appears to be toward the west.
2. Regulatory Records Information - PWGC assumes that all information provided by EDR regarding the regulatory status of facilities within the ASTM Standard approximate minimum search distance is complete, accurate, and current.
3. Other - PWGC assumes that all information provided through interviews is complete and unbiased.



2.5 Limitations and Exceptions

The conclusions presented in this report are professional opinions based on the data described in this report. These opinions have been arrived at in accordance with currently accepted engineering and hydrogeologic standards and practices applicable to this location and are subject to the following inherent limitations:

1. The data presented in this report are from visual inspections, examination of records in the public domain, and interviews with individuals having information about the subject property. The passage of time, manifestation of latent conditions, or occurrence of future events may require further exploration of the subject property, analysis of data, and re-evaluation of the findings, observations, and conclusions presented in this report.
2. The data reported and the findings, observations, and conclusions expressed are limited by the scope of work. The scope of work was defined by the request of the client.
3. No warranty or guarantee, whether expressed or implied, is made with respect to the data reported, findings, observations, or conclusions. These are based solely upon conditions in existence at subject property at the time of the investigation, and other information obtained and reviewed by PWGC.
4. PWGC's Phase I ESA report presents professional opinions and findings of a scientific and technical nature. While attempts were made to relate the data and findings to applicable environmental laws and regulations, the report shall not be construed to offer legal opinion or representations as to the requirements of, nor compliance with, environmental laws, rules, or regulations or policies of federal, state, or local government agencies. PWGC does not assume liability for financial or other losses or subsequent damage caused by or related to any use of this document.
5. The conclusions presented in this report are professional opinions based on data described in this report. They are intended only for the purpose, subject property location, and project indicated. This report is not a definitive study of contamination at the subject property and should not be interpreted as such.
6. This report is based, in part, on information supplied to PWGC by third-party sources. While efforts have been made to substantiate this third-party information, PWGC cannot attest to the completeness or accuracy of information provided by others.

2.6 Special Terms and Conditions

Authorization to perform this assessment was given by a proposal for services between the Client and PWGC.



2.7 User Reliance

This report was prepared for the exclusive use of the Client. PWGC assumes no liability for use of this report by any person or entity other than those for which it was prepared.

2.8 Data Gaps

Any data gaps identified herein, as defined by ASTM Practice E 1527-13 § 3.2.20, are not considered to have significantly affected the ability to identify RECs in connection with the subject property and do not alter the conclusions of this report, unless otherwise noted. Data gaps identified during the preparation of this Phase I ESA include:

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3.0 PROPERTY DESCRIPTION AND PHYSICAL SETTING

3.1 Location and Legal Description

The subject property consists of one parcel located at 4040 Northern Boulevard in Long Island City, New York. The subject property is located in the borough of Queens and Queens County. The property is identified in the New York City Tax Map as Block 183, Lot 9.

A Site Location Map is included as **Figure 1** and a Site Plan is included as **Figure 2**; photos of the subject property are included in **Appendix A**.

3.2 Subject Property Description and Improvements

The subject property measures 100,014 square feet and is occupied by a two story, 37,610 square foot commercial building currently used as a Lexus automobile dealership and repair center. The building is constructed on sloped land: the second floor on the northern portion of the building is at street level and the first/basement floor is at grade with the parking area on the southern portion of the site. There are paved parking areas on the northern portion of the property, the southern portion of the property, and the western portion of the property. The parking areas contain multiple electric car lifts used to increase the parking capacity of these lots.

3.2.1 Municipal Services and Utilities

Utility services are provided to the property as follows:

- Heating/Cooling System – The property is heated via natural gas fired HVAC systems with the operable units mounted on the roof.
- Water Supply – The property is connected to the municipal water supply system.
- Sanitary System – The property is connected to the municipal sewer system.
- Electric – Electricity is provided to the property by Consolidated Edison.

3.3 Physical Setting

The topography of the subject property and surrounding area was reviewed from the USGS 7.5-minute series topographic map for the Central Park, New York and Brooklyn, New York quadrangles. The property elevation is approximately 27 feet above the National Geodetic Vertical Datum (NGVD). Regional physiographic conditions are summarized below.

3.3.1 Regional Geology / Hydrogeology

The geologic setting of Long Island is well documented and consists of crystalline bedrock composed of schist and gneiss overlain by layers of unconsolidated deposits. Immediately overlying the bedrock is the Raritan Formation, consisting of the Lloyd sand confined by the Raritan Clay Member. The Lloyd sand is an aquifer and consists of discontinuous layers of gravel, sand, sandy and silty clay, and solid clay. The Raritan Clay is a solid and silty clay with: few lenses of sand and gravel, abundant lignite and pyrite, and gray, red, or white in color.

Above the Raritan Clay lies the Magothy Formation. The Magothy Aquifer consists of layers of fine to coarse sand of moderate to high permeability, with inter-bedded lenses of silt and clay of low permeability resulting in areas of preferential horizontal flow; therefore, this aquifer generally becomes more confined with depth. The Magothy Aquifer is overlain by the Upper Glacial Aquifer. The Upper Glacial Aquifer is the water table aquifer at this location and is comprised of medium to coarse sand and gravel with occasional thin lenses of fine sand and brown clay. This aquifer extends from the land surface to the top of the Magothy Aquifer; therefore, is hydraulically connected to the Magothy Aquifer.

3.3.2 Local Hydrogeology

Based upon PWGC's knowledge of local groundwater from previous investigations performed at the neighboring property to the west, the depth to groundwater beneath the subject property is approximately eighteen feet below existing grade on the northern portion of the property, and approximately six feet below grade on the southern portion of the property. Regional groundwater flow is estimated to be toward the west.

Based upon information contained within the EDR report, there are no public water supply wells within a one-mile radius of the subject property.

3.3.3 Flood Potential

PWGC reviewed the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs) to determine if the subject property is located within the 100-year or 500-year flood zones. Based upon FIRM data, it appears that the subject property is not located within the 100 or 500-year flood zone (FEMA Map Panel ID: 3604970093F).



3.3.4 *Direction and Distance to Nearest Surface Water*

Based on topographic maps, no permanent surface water bodies are located within a one-mile radius of the subject property.

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4.0 PROPERTY USAGE

4.1 Current Property Usage

The subject property is currently used as Lexus automobile dealership and repair center.

4.2 Current Usage of Adjoining/Surrounding Properties

A summary of the surrounding properties is as follows:

Table 4-1 – Current Usage of Surrounding Properties

Direction	Property Description
North	Commercial property, restaurant.
South	Metropolitan Transportation Authority train yard.
East	Commercial, storage facility.
West	Commercial, former gasoline station.

4.3 Historical Usage of Subject Property and Surrounding Properties

Historical sources researched to determine past usage of the subject property and surrounding properties are as follows:

4.3.1 Sanborn Fire Insurance Maps

EDR was retained to provide historical Sanborn fire insurance maps of the subject and adjacent properties. Historical Sanborn maps for the subject property and surrounding area were reviewed for the years available which include 1898 to 2006. Review of the maps is summarized in Table 4-2 and Table 4-3. A copy of the historical Sanborn report is included in **Appendix B**.

Table 4-2 – Sanborn Map Summary (Subject Property)

Date	Issues Noted	Description
1898	No	The property appears to have a roadway running north-south through the center of the site, and the remainder of the property is administratively subdivided into lots. No buildings appear to be present at the property.
1915	No	The property appears to be vacant and the roadway and administrative lot lines are no longer included.

Date	Issues Noted	Description
1936 - 1950	No	The subject property does not appear to be developed with the exception of a booth-sized building on the northern portion of the property along Northern Boulevard. This structure is labeled as "Auto Sales" and the property was potentially used for parking of unsold cars. In 1946, the addition of a small garage building and office are included next to the booth-sized building.
1970 - 2006	Yes	The currently existing building appears to be present at the subject property. On Sanborn maps included from 1977 to 2006, the building is labeled as auto sales and repair.

Table 4-3 – Sanborn Map Summary (Surrounding Properties)

Date	Issues Noted	Description
1898	No	North: Vacant. South: Railroad. East: Vacant. West: Vacant.
1915	No	North: Residential apartment buildings. South: Railroad. East: Vacant. West: Vacant.
1936	Yes	North: Mixed use residential and commercial including a wood storage building and a used car lot. South: Railroad. East: Vacant. West: Gasoline station with four gas tanks on the northwestern portion of the site.
1947 - 1950	Yes	North: Mixed use residential and commercial including a wood storage building and a used car lot with a gasoline station. South: Railroad. East: Vacant. West: Gasoline station with six gas tanks on the northwestern portion of the site.
1970 - 1992	Yes	North: Mixed use residential and commercial including a wood storage building and auto services and sales. South: Railroad. East: Vacant. West: Gasoline station with forty gas tanks.

Date	Issues Noted	Description
1993 - 2004	Yes	North: Mixed use residential and commercial. Auto sales and repair facility is no longer identified. South: Railroad. East: Vacant. West: Gasoline station with forty gas tanks.
2004 - 2006	Yes	North: Mixed use residential and commercial. South: Railroad. East: Self storage facility. West: Gasoline station with forty gas tanks.

4.3.2 Historical Topographic Maps

Historical topographic maps for the subject property and surrounding area were reviewed for the years available which include 1897 to 2013. Review of the maps is summarized in Table 4-4 and Table 4-5. Copies of historical topographic maps are included as **Appendix C**.

Table 4-4 – Topographic Map Summary (Subject Property)

Date	Issues Noted	Description
1897 - 2013	No	The resolution of available topographic maps is insufficient to draw conclusions as to the specific usage of the subject property.

Table 4-5 – Topographic Map Summary (Surrounding Properties)

Date	Issues Noted	Description
1897 - 2013	No	The resolution of available topographic maps is insufficient to draw conclusions as to the specific usage of the area surrounding the subject property.

4.3.3 Historical Aerial Photographs

PWGC performed a review of readily available aerial photographs showing the subject property and surrounding area. Photographs were reviewed for the years available which include 1924 to 2017. Review of the photos is summarized in Table 4-6 and Table 4-7. A copy of the aerial photograph search is included in **Appendix D**.

Table 4-6 – Aerial Photograph Summary (Subject Property)

Date	Issues Noted	Description
1924 - 1941	Yes	The use of the northern portion of the site cannot be determined based on the provided photograph, the central and southern portions of the property appear to be occupied by a railyard.
1951 - 1966	Yes	The northern portion of the property appears to be occupied by three small buildings and parked cars can be observed, the central and southern portions of the property appear to be occupied by a railyard.
1974 - 2017	Yes	The currently existing building appears to be present at the subject property which occupies the central portion of the site. The remainder of the site appears to be paved and used for parking.

Table 4-7 – Aerial Photograph Summary (Surrounding Properties)

Date	Issues Noted	Description
1924 - 1954	No	North: Commercial buildings. South: Railroad. East: Railyard. West: Commercial use.
1961 - 1966	Yes	North: Commercial buildings, parking lot. South: Railroad. East: Railyard. West: Gasoline station.
1974 - 1984	Yes	North: Commercial buildings, parking lot. South: Railroad. East: Parking lot. West: Gasoline station.
1984 - 1995	Yes	North: Commercial buildings. South: Railroad. East: Parking lot. West: Gasoline station.
2006 – 2017	Yes	North: Commercial. South: Railroad. East: Commercial building. West: Gasoline station.

4.3.4 City Directory Listings

EDR was retained to provide a directory of historical telephone listings at the subject property and surrounding properties. City directories were reviewed for the years available which include 1922 to 2017, however the subject property is only listed beginning in 1970. Review of city directories is summarized below. A copy of the city directory report is included as **Appendix E**.

Subject Property - Historical listings for the subject property include:

- 1970, 1976, 1983, 1991, 1994, 1999, 2000, 2005, and 2009 – Universal Ford (Including departments for parts, showroom, service, and used cars).
- 2014 and 2017 – Lexus of Queens.

Surrounding Area – in general, listings for the area surrounding the subject property in available city directories from 1962 to 2017 include a mix of commercial properties which mostly include restaurants, offices, and car dealerships. Listings identified in city directories that may represent an environmental concern to the subject property include:

- The property located adjacent to the west at 39-04 Northern Boulevard has been historically used as a gasoline station.
- The property located adjacent to the north at 40-15 Northern Boulevard has been historically used for auto repair.

4.3.5 Subject Property Historical Summary

Based on review of historic sources, as described in Section 4.3.1 through 4.3.4 the subject property was first developed between 1915 and 1936. The northern portion of the property was used for car sales and the central and southern portions of the property were occupied by a railyard until approximately 1970 when the current building was constructed. Since approximately 1970, the subject property has been used for car sales and service:

- Historical use as a railyard which is commonly associated with the use and/or storage of hazardous substances and/or petroleum products.
- Historical use as a car dealership with repair services which appears to have been primally based within the building which currently occupies the property.

Additionally, based on review of the historical sources, the elevation difference between the northern portion of the property and the southern portion of the property appears to be associated with the former presence of the rail yard which occupied the central and southern parts of the site as the rail yard was at a lower grade than Northern Boulevard.

4.3.6 *Surrounding Area Historical Summary*

Based on review of historic sources, as described in Section 4.3.1 through 4.3.4, the area surrounding the subject property prior to 1897 with the railroad to the south of the property. By the 1920s the surrounding area was used for a mix of commercial and residential use and as development continued, the surrounding area became predominantly used for commercial purposes by the 1950s. Historical usage of properties in the surrounding area indicative of potential RECs include the following:

- Adjacent property to the west has been used as a gasoline station since 1936.
- Adjacent property to the north has historically been used for auto repair from the 1960s to 1990s. However, no records of spills or other violations indicative of subsurface impact was identified in conjunction with this property, as discussed in Section 6.1.2 of this report.



5.0 USER PROVIDED INFORMATION

5.1 User Requirements

The user of a Phase I ESA report, in accordance with the USEPA All Appropriate Inquiries (AAI) Rule and ASTM E1527-13 has certain responsibilities which include providing the following information, if available, to PWGC to be included within the Phase I Report. Additionally, PWGC provided the user of the report a User Questionnaire form. The information requested in the User Questionnaire is intended to assist in gathering information that may be material to identify if RECs are present at the subject property. A copy of the User Questionnaire and any provided documents are included in **Appendix F**; relevant information has been incorporated into this report.

5.2 Title Records

Title records for the subject property may contain information about past owners and uses of the subject property. The title report may also contain information, such as restrictive declarations which are limitations on site uses based upon known environmental conditions. As of the date of this report, the user has not provided PWGC with a title search or requested that PWGC perform a title search.

5.3 Environmental Liens

An environmental lien is a charge, security, or encumbrance upon title to a property to secure the payment of a cost, damage, debt, obligation, or duty arising out of response actions, cleanup, or other remediation of hazardous substances or petroleum products upon a property, including, but not limited to, liens imposed pursuant to CERCLA 42 USC § 9607 (1) & 9607(r) and similar state and local laws. As of the date of this report, the user has not provided PWGC with a lien search or requested that PWGC perform a lien search.

5.4 Specialized Knowledge

The user provided no specialized knowledge about the property to PWGC.

5.5 Commonly Known or Reasonably Ascertainable Information

The user provided no commonly known information about the property to PWGC. However, PWGC is currently the primary consultant for monitoring the active NYSDEC Spill (#95-00846) associated with the neighboring property to the west: 39-04 Northern Boulevard. Documents which have been submitted to NYSDEC and are public record include underground storage tank (UST) removal documents and quarterly groundwater monitoring reports since approximately 2013. Information about this neighboring spill is as follows:

- The spill was reported in April 1995 after petroleum impacted soil and groundwater were discovered during the removal of four 4,000-gallon, two 2,000-gallon, and thirty-eight 550-gallon steel gasoline USTs, and one 1,000-gallon steel fuel-oil UST.
- Initial remedial efforts included the removal of 846 tons of petroleum impacted soil in 1995.
- The installation of a network of groundwater monitoring wells in 1995.
- In October 2018, four 4,000-gallon gasoline USTs, one 4,000-gallon diesel UST, one 550-gallon waste-water UST, and four 550-gallon out of service gasoline USTs were removed as part of the decommissioning of the gasoline station.
- In December 2018, NYSDEC approved of closing six of the nine groundwater monitoring wells as impacts have been delineated to the southwestern portion of the property, immediately downgradient from the former UST location where impacts were first identified in the central portion of the property.

As of the date of this report, there are two 2,000-gallon out-of-use USTs and two 500-gallon abandoned USTs at this property which could not be removed due to the presence of building structures above these areas. Subsequent quarterly monitoring events have documented that the impacts of this spill in groundwater are currently limited to the western portion of this site and downgradient of the subject property. This open spill continues to be monitored on a quarterly basis. As evaluated in the PBS portion in Section 6.1.2, this neighboring property is considered to present a soil vapor impact concern to the subject property.

5.6 Valuation Reduction for Environmental Issues

The user provided no information regarding price adjustments to the subject parcels value due to environmental issues.

5.7 Owner, Property Manager, and Occupant Information

The property is currently owned by 40-40 Northern, LLC and occupied by Lexus of Queens.

5.8 Reason for Performing Phase I ESA

The Phase I ESA was performed to evaluate potential RECs prior to a potential refinancing of the property.

6.0 RECORDS REVIEW

6.1 Standard Environmental Record Sources

EDR of Shelton, Connecticut was retained to provide a database search of the project area within an ASTM-standard radius of the subject property. A list of the databases searched, and the search radius is shown on the summary table below. PWGC reviewed the database output to determine if the property appears on any of the regulatory agency lists. Detailed information concerning each database list is provided in the EDR report (**Appendix G**).

In order to evaluate the potential for a site to have an adverse impact to the subject property, the migration pattern of contaminants in media such as groundwater or soil vapor is considered. Based upon the presumed regional flow towards the west, the following is assumed:

- Sites located east of the subject property or sites that are neighboring or adjacent to the subject property are considered to have the highest potential to impact the subject property and are referred to as “up gradient.”
- Sites located west of the subject property, which are not neighboring or adjacent to the subject property are considered to have the least potential to impact the subject property and are referred to as “down gradient.”
- All other sites not adjacent to or neighboring the subject property are referred to as “cross gradient” and are considered to have minimal potential to impact the subject property.

A summary of standard environmental record sources researched is as follows:

6.1.1 Federal Databases

The table below summarizes the Federal databases that were searched.

Table 6-1 - Federal Databases Searched

Agency	Listing Name or database Searched	Abbreviation	Search Distance	Target Property Identified	Nearby Properties Identified
USEPA	National Priority List	NPL	1.0 mile	No	0
USEPA	National Priority List Deletions	Delisted NPL	0.5 mile	No	0
USEPA	Superfund Enterprise Management System	SEMS	0.5 mile	No	0

Agency	Listing Name or database Searched	Abbreviation	Search Distance	Target Property Identified	Nearby Properties Identified
USEPA	Superfund Enterprise Management System Archive	SEMS-ARCHIVE	0.5 mile	No	1
USEPA	Resource Conservation and Recovery Act Corrective Action Activity	CORRACTS	1.0 mile	No	0
USEPA	Resource Conservation and Recovery Act Treatment/Storage/Disposal Facilities	RCRA TSD	0.5 mile	No	0
USEPA	Resource Conservation and Recovery Act Small/Large Quantity Hazardous Waste Generators	RCRA SQG/LQG/CESQG/Non-Gen	Subject Property and Adjoining	Yes	1
USEPA	Federal Institutional/Engineering Control registries	US INST/ENG Controls	Subject Property	No	N/A
USEPA	Emergency Response Notification System	ERNS	Subject Property	No	N/A
USEPA	Superfund (CERCLA) Consent Decrees	CONSENT	1.0 mile	No	0
USEPA	Records of Decision	ROD	1.0 mile	No	0
USEPA	Mines Master Index	MINES	0.25 mile	No	0

Review of the EDR Radius Map Report indicates that the subject property is listed in Federal environmental databases searched. The subject property and nearby properties identified within the ASTM standard federal database search radii are detailed below.

SEMS Archive – SEMS Archive tracks sites that have no further interest under the Federal Superfund Program based on available information. The list was formerly known as the CERCLIS-NFRAP, renamed to SEMS ARCHIVE by the EPA in 2015. EPA may perform a minimal level of assessment work at a site while it is archived if site conditions change and/or new information becomes available. Archived sites have been removed and archived from the inventory of SEMS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list the site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. The decision does not necessarily mean that



there is no hazard associated with a given site; it only means that based upon available information, the location is not judged to be a potential NPL site.

The subject property is not identified as a SEMS-Archive site. One property within the search radius, LeRoy Shot & Lead Works, is identified as SEMS-Archive site located approximately 1/3rd mile to the east and upgradient of the subject property. It is likely that this property was archived in the SEMS due to the lack of a significant environmental concern being present at the site which would warrant UESPA's involvement and, as such, is unlikely to represent an environmental concern to the subject property.

RCRA Generators - The RCRA Generators database is a compilation of reporting facilities that generate hazardous waste. Large Quantity Generators (LQG) generate more than 1,000 kg of hazardous waste per month or more than 1 kg of acutely hazardous waste per month. Small Quantity Generators (SQG) generate more than 100 kg and less than 1,000 kg of hazardous waste per month. Conditionally Exempt SQGs (CESQG) generate less than 100 kg of hazardous waste per month or less than 1 kg of acutely hazardous waste per month. A RCRA non-generator (RCRA Non-Gen) no longer produces hazardous waste.

The subject property is currently identified as a RCRA Non-Gen and was previously listed as a RCRA LQG in October 1986 and RCRA SQG in July 1999 for the production of chlorinated solvent wastes. During this time period the site is identified as Universal Ford, a car dealership and service center and it is likely that the use and disposal of chlorinated solvents was associated with the site's use for auto repair as chlorinated solvents are common ingredients in degreasers. No spills, violations, or other records indicative of likely subsurface impact was identified in conjunction with the subject property's status as a RCRA generator. The subject property's status as a RCRA Non-Gen does not appear to represent an environmental concern.

One property located adjacent to the west of the subject property listed as Merit Northern Blvd is identified as RCRA Generator site. This neighboring site is identified as a RCRA generator with listings in 1987, 1999, 2006, 2007, and 2014 for the production of ignitable waste including benzene. This neighboring property is also identified as an open spills site, as discussed in Section 5.5, however the open petroleum spill does not appear to be associated with the RCRA generator listings.

6.1.2 State and Local Databases

The table below summarizes the State databases that were searched.

Table 6-2 - New York State and Local Databases Searched

Agency	Listing Name or database Searched	Abbreviation	Search Distance	Target Property Identified	Nearby Properties Identified
NYSDEC	Inactive Hazardous Waste Disposal Sites in New York State	SHWS	1.0 mile	No	14
NYSDEC	Hazardous Substance Waste Disposal Site Study	HSWDS	0.5 mile	No	0
NYSDEC	Solid Waste Facility Register	SWF/LF	0.5 mile	No	0
NYSDEC	Registered Recycling Facilities	SWRCY	0.5 mile	No	0
NYSDEC	Registered Waste Tire Storage Facilities	SWTIRE	0.5 mile	No	0
NYSDEC	Petroleum Bulk Storage (PBS)	UST/AST	Subject Property and Adjoining	Yes	2
NYSDEC	Chemical Bulk Storage (CBS)	CBS AST/UST	Subject Property and Adjoining	No	0
NYSDEC	Major Oil Storage Facilities	MOSF	0.5 mile	No	0
NYSDEC	Leaking Underground Storage Tank Sites	LTANKS	0.5 mile	No	48
NYSDEC	New York State Spills	NYSPILLS	0.125 mile	No	11
NYSDEC	Institutional/Engineering Control registries	INST/ENG Controls	Subject Property	No	N/A
NYSDEC	Voluntary Cleanup Agreements	VCP	0.5 mile	No	2
NYSDEC	Brownfield Cleanup Program & Environmental Restoration Program	BCP/ERP	0.5 mile	No	6
NYSDEC	Dry Cleaner Site	Dry cleaners	0.25 mile	No	1
NYC	E-Designation	E-DES	Subject Property	No	N/A

Review of the EDR Radius Map Report indicates that the subject property is listed in State environmental databases searched. The subject property and nearby properties identified within the ASTM standard State database search radii are detailed below.



New York State Inactive Hazardous Waste Disposal Sites - The New York State Department of Environmental Conservation (NYSDEC) maintains a state priority list of Inactive Hazardous Waste Disposal Sites (SHWS) considered to be actually or potentially contaminated and presenting a possible threat to human health and the environment. Referred to as the State Superfund Program, the Inactive Hazardous Waste Disposal Site Remedial Program is the cleanup program for inactive hazardous waste sites and now includes hazardous substance sites.

The subject property is not identified as a SHWS site. Fourteen properties within the search radius are identified as SHWS sites. Of the fourteen identified SHWS sites, twelve appear to be located down and/or cross gradient of the subject property and as such, appear unlikely to represent an environmental concern to the subject property. Two identified SHWS sites, Cleaners Products Supply Inc and 32-01 57th Street, appear to be located up gradient of the subject property. The two up gradient SHWS sites are discussed below:

- Cleaners Products Supply Inc is located approximately ½ mile to the east and up gradient of the subject property. Subsurface investigations performed at this property identified elevated concentrations of tetrachloroethene (PCE) in soil, groundwater, and soil vapor due to prior site operations and were observed to have migrated off site. A remedial effort was undertaken at the site with was successful in remediating soil to meet commercial use standards and a soil vapor extraction system was installed to prevent PCE impacted vapors emanating from possible residual contamination from impacting the building at the property. A soil vapor survey conducted at the neighboring buildings concluded that mitigation measures were not warranted at these off site locations and groundwater impacts appeared to be limited to the source property and a neighboring site to the east. Based on this information, it appears unlikely that residual impact migrating from this site represents an environmental concern to the subject property.
- 32-01 57th Street is located approximately one mile to the east and up gradient of the subject property. Subsurface investigations performed at this site in 2011 and 2012 identified soils impacted with chlorinated solvents and metals, however impact to groundwater was minor and below NYSDEC standards. Based on this information, namely the minimal impact to groundwater, it appears that contamination at this site is confined to the soils and is not at risk for migrating off site and towards the subject property. It does not appear that this upgradient site represent an environmental concern to the subject property.



Petroleum Bulk Storage - The NYSDEC Petroleum Bulk Storage (PBS) - UST database lists facilities with a petroleum storage capacity of more than 1,100 gallons and less than 400,000 gallons. The NYSDEC Petroleum Bulk Storage - AST database lists facilities with registered ASTs.

The subject property is identified as a PBS site with three ASTs including the following:

- 280-gallon motor oil AST listed to be in service.
- 500-gallon motor oil AST listed to be in service.
- 500-gallon waste oil AST listed to be in service.

During the site reconnaissance the two 500-gallon ASTs were observed to be located within a small storage room on the southern portion of the building. Minor residual staining was observed on the concrete floor near the ASTs, however there was no evidence of a significant release or leak associated with these tanks. The 280-gallon motor oil AST was not identified at the site and not reported by the property manager. Although not identified on the PBS database, a small 30-gallon reservoir AST was located in the southern portion of the property within the exterior parking lot, according to the site manager, this small AST was used to store hydraulic fluid for the electric car lifts located in the parking lot, no significant signs of spills or leaks were identified in conjunction with this small AST. No records of spills or violations are identified in conjunction with these ASTs and, as such, there does not appear to be a significant environmental concern associated with these tanks.

Two properties adjacent to the subject property, 39-04 Northern Blvd and 40-15 Northern Boulevard, are identified as PBS sites. The two neighboring PBS sites are detailed below:

- 39-04 Northern Boulevard, located adjacent to the west of the subject property, is listed with the following USTs which have since been removed: Four 4,000-gallon, two 2,000-gallon, and forty 550-gallon steel gasoline USTs, four 4,000-gallon fiberglass USTs, one 4,000-gallon fiberglass diesel UST, one 550 gallon waste water UST, and one 1,000-gallon steel fuel-oil UST. Currently there are two 2,000-gallon out-of-use USTs and two 500-gallon abandoned USTs at this property.

As discussed in Section 5.5 of this report, during the removal of bulk of these USTs in 1995, petroleum impacted soil and groundwater was identified which resulted in the opening of NYSDEC spill #95-00846. This petroleum spill is active and continues to be monitored quarterly. Based on previous quarterly reports, impact to groundwater from this spill has been generally confined to the western portion of the

site and down gradient of the subject property. Based on this information, it is unlikely that impact from this spill has significantly affected groundwater at the subject property, however, petroleum impacted vapors, which do not necessarily flow in conjunction with the direction of groundwater may be migrating to the subject property. The presence of potential soil vapor impact from this spill migrating to the subject property cannot be ruled out as an environmental concern.

- 40-15 Northern Boulevard, located adjacent to the north of the subject property and opposite Northern Boulevard, is listed with one 1,080-gallon steel fuel oil UST, one 550-gallon steel fuel oil UST. Both USTs are identified to have since been removed from the property and no spill or other violations indicative of subsurface impact are identified in conjunction with this site. This neighboring PBS site does not appear to represent an environmental concern to the subject property.

Leaking Underground Storage Tank Sites - The Leaking Underground Storage Tank Sites (LTANKS) database contains a NYSDEC inventory of reported leaking storage tank incidents. They can be either leaking underground storage tanks or leaking aboveground storage tanks. The causes of the incidents are tank test failures, tank failures or tank overfills.

The subject property is not identified as a LTANKS site. Forty-eight properties within the search radius are identified as LTANKS sites. Of the forty-eight identified LTANKS sites, forty-seven have been closed by NYSDEC, and as such appear unlikely to represent an environmental concern to the subject property. The one identified LTANKS site listed as active, UNK Apt Blvd, appears to be located cross gradient of the subject property and as such, appear unlikely to represent an environmental concern to the subject property.

New York State Spills - The New York State Spills Information Database (NYSPILLS) contains data collected on chemical and petroleum spill incidents reported to NYSDEC since April 1, 1986.

The subject property is not identified as a NYSPILLS site. Eleven properties within the search radius are identified as NYSPILLS sites. Of the eleven identified NYSPILLS sites, ten have been closed by NYSDEC, and as such appear unlikely to represent an environmental concern to the subject property. The one identified NYSPILLS sites listed as active is Former Hess Station 32525 at 39-04 Northern Boulevard which is the neighboring property to the west. This active NYSPILLS site is discussed in Section 5.5 and in the PBS portion of this section where it is described in detail and deemed to not represent a significant environmental concern to the subject property.



Voluntary Cleanup Agreements - The NYSDEC Voluntary Cleanup Program (VCP) database identifies brownfield sites undergoing private sector cleanup as part of redevelopment.

The subject property is not identified as a VCP site. Two properties within the search radius, Standard Motor Products Inc and Levco Metals, are identified as VCP sites. Both identified VCP sites appear to be located down gradient of the subject property and as such, appear unlikely to represent an environmental concern to the subject property.

Brownfields - A Brownfield is any real property where redevelopment or re-use may be complicated by the presence or potential presence of a hazardous waste, petroleum, pollutant, or contaminant. The NYSDEC Brownfield Cleanup Program (BCP) was established to encourage private-sector cleanups of brownfields and to promote their redevelopment as a means to revitalize economically blighted communities. The NYSDEC Environmental Restoration Program (ERP) is an equivalent to the BCP available to municipal entities.

The subject property is not identified as a NYSDEC BCP/ERP site. Six properties within the search radius are identified as NYSDEC BCP/ERP sites. Of the six identified NYSDEC BCP/ERP sites, each appear to be located down and/or cross gradient of the subject property and as such, appear unlikely to represent an environmental concern to the subject property.

Dry Cleaners - The NYSDEC maintains a registry of Registered Dry Cleaner (RDC) sites.

The subject property is not identified as a RDC site. One property within the search radius, Teitelbaum/Mr R Wholesale Cleaners, is identified as RDC sites. The one identified RDC site appears to be located cross gradient of the subject property and as such, appears unlikely to represent an environmental concern to the subject property.

6.1.3 EDR Databases

The table below summarizes the EDR databases that were searched.

Table 6-3 - Additional Databases Searched

Agency	Listing Name or database Searched	Abbreviation	Search Distance	Target Property Identified	Nearby Properties Identified
EDR	Manufactured Gas Plants	MGP	1.0 mile	No	0
EDR	Historical Drycleaners	HDC	0.25 mile	No	0
EDR	Historical Auto Station	HAS	0.125 mile	No	5

Review of the EDR Radius Map Report indicates that the subject property is not listed in EDR proprietary databases searched. The nearby properties identified within the EDR proprietary database search radii are detailed below.

EDR US Historical Auto Stations – EDR has searched national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers.

The subject property is not identified as a HAS site. Five properties within the search radius are identified as HAS sites. Of the five identified HAS sites, two, Jet Services Station and G B S Auto Center, appear to be located cross gradient of the subject property and as such, appear unlikely to represent an environmental concern to the subject property. Three identified HAS sites appear to be located up gradient of or adjacent to the subject property. The three HAS sites identified to be located up gradient or adjacent are detailed below:

- Hess Corporation located adjacent to the west of the subject property at 39-04 Northern Boulevard is identified to have been an auto station from the years 1991 to 2014. This property is detailed in Section 5.5 and in the PBS portion of Section 6.1.2 where it is deemed present a potential soil vapor intrusion concern to the subject property.
- TM&T Service Station located approximately 300 feet to the east and up gradient of the subject property is identified to have been an auto station from 1969 to 2011. No spills or violations indicative of subsurface contamination are identified in conjunction with this site and, as such, it does not appear to represent a significant environmental concern to the subject property.
- Save with Soll Corp located approximately 500 feet to the east and up gradient of the subject property is identified to have been an auto station from 1970 to 2000. No spills or violations indicative of

subsurface contamination are identified in conjunction with this site and, as such, it does not appear to represent a significant environmental concern to the subject property.

6.2 Orphan Sites

Orphan sites are properties, that due to an inadequate or incomplete address in government databases or in base map files, are not able to be geographically located (i.e. mapped or geocoded). This can occur for several reasons: no street number or street name in address given, the street address is given only as a P.O. Box, or when inconsistencies exist in the address (street number does not exist in the city / zip code given).

Ten orphan sites were identified in the EDR report. PWGC performed a cursory review of the addresses listed. It does not appear that the subject property or neighboring properties are identified in the orphan summary.

6.3 Vapor Encroachment

PWGC performed a Tier 1 Vapor Encroachment Screening for the subject property in accordance with ASTM E2600-15, Vapor Encroachment Screening on Property Involved in Real Estate Transactions. In accordance with ASTM E2600-15, the default Area of Concern (AOC), adjusted to account for the groundwater flow direction in the vicinity of the subject property, is defined as follows:

Direction Relative to Subject Property	Petroleum Impacted Sites AOC Radius	Contaminants of Concern Impacted Sites AOC Radius
Up Gradient	500 feet	500 feet
Cross Gradient	200 feet (LNAPL) 95 feet (dissolved)	200 feet
Down Gradient	100 feet (LNAPL) 30 feet (dissolved)	100 feet

PWGC evaluated sites identified in Federal and State databases (see Section 6.1) located within the adjusted AOC radii for the potential for petroleum impact and or contaminants of concern (such as perc) to be present. The following sites were identified within the adjusted AOC:

- Active NYSDEC spill at the neighboring property to the west, 39-04 Northern Boulevard.

Based on this site's neighboring location and active petroleum spill, a vapor encroachment concern exists as vapors emanating from the impacted media can potentially migrate towards the subject property.



A copy of the Tier 1 Vapor Encroachment Screening is included as **Appendix H**.

6.4 Additional Environmental Record Sources

6.4.1 Freedom of Information Act Requests

Freedom of Information Act (FOIA) requests were sent to the United States Environmental Protection Agency, Region 2 (USEPA), the New York State Department of Environmental Conservation, Region 2 (NYSDEC), the New York City Department of Environmental Protection (NYCDEP), and the New York City Fire Department (FDNY). Copies of FOIA requests are included in **Appendix I**.

As of the date of this report, responses to FOIA requests have not been received with the exception of the MyProperty search for USEPA which did not yield any findings. As responses were not provided within the allotted due diligence period, the records were deemed not to be “reasonably ascertainable” at this time. Should records become available at a later date, pertinent information will be forwarded as an addendum upon receipt.

6.4.2 Publicly Available Online Information

Information regarding the subject property available on the commercial real estate website www.propertyshark.com (an aggregator of publicly available real estate information) was reviewed to identify pertinent information.

A review of the NYSDEC DECInfo Locator website did not reveal environmental issues at the subject property or nearby properties.

A review of New York City Department of Buildings (NYCDOB) filings, permits, and certificates of occupancy did not reveal additional environmental issues or significant historical information which was not identified in previous sections of this report.

Copies of publicly available information are included in **Appendix I**.



7.0 SITE RECONNAISSANCE

7.1 Methodology and Limiting Conditions

Mr. Ryan Morley of PWGC performed site reconnaissance on Wednesday, April 28, 2021. Weather conditions during the inspection were clear and sunny with a temperature of approximately 70° Fahrenheit.

The site reconnaissance consisted of an inspection of the interior portions of the existing building, followed by inspection of the exterior portions of the property. A Site Inspection Checklist is included as **Appendix J**.

7.2 Aboveground Storage Tanks (AST)

PWGC identified three ASTs at the subject property including a 500-gallon waste oil AST and a 500-gallon motor oil AST located within a cinderblock closet on the southern portion of the basement and are associated with the facility's auto repair services. A small reservoir AST with an estimated capacity of approximately 30 gallons, was identified in the southern parking area which is reportedly used to supply hydraulic fluid to nearby electric car lifts. The flooring beneath these ASTs appeared to include minor staining, however evidence of leaks or corrosion indicative of potential subsurface impact was not observed, and this is considered to be a *de minimis* condition.

Multiple parts washers and waste oil collectors were observed throughout the automobile service areas in the basement floor. Each of these parts washers was identified to include a containment reservoir with an approximate capacity of ten gallons. No staining, leaks, or other evidence of potential subsurface impact was observed in conjunction with these parts washers.

7.3 Underground Storage Tanks (UST)

PWGC did not identify evidence of USTs, such as fill ports or vent lines at the subject property.

7.4 Hazardous and Non-Hazardous Chemical Storage

PWGC identified multiple containers of motor oil, antifreeze, and car soaps and polish, each approximately 40 liters to one gallon in volume, throughout the service area, and two 55-gallon drums of car soap. These products are associated with the facility's use for auto repair. These containers appeared to be handed and stored in a safe manner and no housekeeping issues indicative of potential subsurface contamination was identified.

7.5 Waste Generation, Storage, and Disposal

PWGC did not identify evidence of waste generation, storage or disposal at the subject property with the exception of the waste oil AST identified in Section 7.2.

7.6 Polychlorinated Biphenyls (PCBs)

PWGC identified potentially PCB containing equipment at the subject property consisting of circular metal rims indicative of abandoned hydraulic car lifts in multiple car service bays, which are currently improved with above-grade electric car lifts. The potential presence of out-of-use subgrade hydraulic car lifts presents a potential environmental concern as these items typically included the use of approximately fifty gallons of hydraulic fluid which would be stored in a dedicated subgrade reservoir when the lifts were not in use that would fill the lift pistons when activated. Historically, hydraulic fluid may have contained PCBs along with the petroleum based fluids that can impact the subsurface if a leak had occurred. PWGC believes that the potential presence or out-of-use hydraulic lifts in the service bays represents a potential environmental concern.

7.7 Additional Site Conditions

The following is a summary of visual and/or physical observations made by PWGC at the time of site reconnaissance. Photographs of pertinent observations are included in **Appendix A**.

Table 7-1 - Additional Site Conditions

Condition	Identified
Interior drains, trenches or sumps.	Yes ¹
Interior stains or corrosion	No
Unusual odors	No
Interior pools of liquid	No
Stained Soils or Pavement	No
Stressed Vegetation	No
Indications of solid waste disposal	No
Exterior ponds, pits, or lagoons	No
Wastewater discharge/disposal	No
Storm water discharge/disposal	Yes ²
Oil water separators/clarifiers	No
Septic Systems/Cesspools	No
Wells (Drinking water, monitoring wells, agricultural/irrigation wells, or process water wells)	Yes ³
Petroleum or natural gas pipelines or easements	No
Other	No

1 – Several floor drains were observed throughout the auto repair space. These drains were trench-style drains with solid concrete bottoms which were constructed with a drainpipe. According to the site manager, these drains tie into the ejector pit on the northern portion of the basement level which is connected to the municipal sewer system. A car-wash area is also located on the southern portion of the basement which includes a

dedicated network of floor drains which captures wash water and channels it through a circulation system which includes a filtration settling tank. Based on the provided information that these drains do not discharge to the subsurface, these interior floor drains do not appear to represent a significant environmental concern.

2 – Several storm drains were observed throughout the northern, southern, and eastern exterior parking areas at the site including trench-style catch basins and two-foot diameter catch basins with slotted covers. No stained pavement or unidentified liquids were observed to be impacting these drains. According to the site manager, these drains tie into the municipal sewer system. It does not appear that these storm drains present a significant environmental concern.

3 – Three circular metal covers indicative of groundwater monitoring wells were identified within the western parking lot of the property. These wells were reportedly installed as part of a geotechnical investigation performed in February 2019, which is a document that was provided to PWGC by the user of this Phase I ESA (see Section 8.2.1). The findings of the geotechnical investigation did not include information regarding possible evidence of contamination and the wells were installed to monitor the water table elevation. It does not appear that the presence of these monitoring wells represents an environmental concern.

7.8 Neighboring Properties

PWGC performed a cursory inspection of the neighboring properties from the subject property and public right of ways. The neighboring properties are used for commercial purposes to the east, north, and west of the subject property, and for railroad use to the south of the property. The property to the west is a former gasoline station which is discussed in sections 5.5 and 6.1.2 of this report.

8.0 INTERVIEWS

8.1 Current Owner/Occupant

PWGC interviewed Mr. Rick Cuso of Lexus of Queens, a representative/site manager of the current occupant. Information provided by Mr. Cuso is summarized below and has been incorporated into this report where appropriate.

- Floor drains on the basement floor of the building are connected to the sewer.
- Storm drains in the parking lots are connected to the sewer.
- No spills have occurred at the site to his knowledge.
- A small 30-gallon reservoir AST located in the southern parking lot is connected to electrical car lifts.

8.2 Previous Environmental or Subsurface Investigation Reports

PWGC was provided a copy of a Supplemental Geotechnical Investigation and Foundation Recommendations Report prepared by Geotechnical Engineering Services, PC in February 2019 for the subject property. Information included in the report is summarized below:

8.2.1 *Supplemental Geotechnical Investigation and Foundation Recommendations by Geotechnical Engineering Services dated February 2019*

The findings of this investigation included descriptions of soils beneath the western parking lot which included approximately five feet of historic fill material underlain by coarse sands, and the water table was identified to be at approximately eight feet below grade. The findings of this report did not include discussions of potential subsurface contamination.

8.3 Local Government Officials

Freedom of Information Act (FOIA) requests were sent to the United States Environmental Protection Agency, Region 2 (USEPA), the New York State Department of Environmental Conservation, Region 2 (NYSDEC), the New York City Department of Environmental Protection (NYCDEP), and the New York City Fire Department (FDNY). Copies of FOIA requests are included in **Appendix I**.

Based upon the subject property history, interviews with government officials to obtain additional information are not warranted at this time.



9.0 CONDITIONS OUTSIDE THE SCOPE OF ASTM 1527-13

9.1 Wetland Delineation

Based on review of the EDR Radius Map Report, which includes State and Federal wetlands, it appears that State and/or Federal wetlands are not present on the subject property. Based on review of the NYSDEC Environmental Resources Mapper, the subject property does not appear to be located within a wetlands checkzone.

Based on review of the EDR Radius Map Report, no State or Federal wetlands are located within a one-mile radius of the subject property.

9.2 Radon Risk Evaluation

Radon is a colorless, radioactive, inert gas formed by the decay of radium and may be present in soils and rocks containing granite, shale, phosphate, and pitchblende. The USEPA's "Map of Radon Zones for New York State," September 1993 indicates that Queens County is not a radon risk area. The EDR report provides information from the New York State Department of Health radon survey which indicates that the average result for sites tested in Queens County is 0.620 Pico curies per liter (pCi/L) in the living area, which is less than the USEPA radon action level of 4 pCi/L, and 97% of sites tested in Queens County were less than the action level of 4 pCi/L in the living area.

9.3 Asbestos

PWGC performed a cursory visual inspection of the building during site reconnaissance for potential asbestos containing material (ACM) and did not identify obvious potential ACM. However, regardless of the age of the building, ACM may be present in building products such as drywall, acoustic ceiling tiles, plaster, joint compound, roofing materials, waterproofing material, caulk, grout, flooring, mastics, thermal systems, and pipe wrap. A detailed asbestos survey should be performed by a qualified asbestos inspector in accordance with applicable federal, state, and local regulations prior to renovation or demolition of the building(s); please note that the asbestos inspection performed as part of this Phase I ESA does not meet that criteria.

9.4 Lead-Based Paint (LBP)

PWGC did not identify evidence of potential lead-based paint at the subject property. Based on the apparent age of the building, it is possible that lead based paint is present.



9.5 Mold

PWGC did not visually observe significant sources of mold at the subject property during site reconnaissance.

9.6 Historic Fill

Given the location of the subject property within the five boroughs of New York City, and based on the findings of the February 2019 Geotechnical Report, there is a potential for historic fill material to be present beneath the subject property. Such material, if excavated (for the purpose of constructing a building, installing new footings, and/or utilities), will require special handling and disposal.

Confidentially provided to
James Foran
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10.0 FINDINGS AND OPINIONS

Based upon reconnaissance of the subject and surrounding properties, interviews, and review of historical records and regulatory agency databases, the following potential RECs have been identified:

Onsite

- Current and historical use for auto repair services and historical use as a railyard.
- Identification of potential out-of-use hydraulic car lifts.

Offsite

- Potential vapor encroachment from neighboring petroleum spill site.

Potential RECs identified at the subject property were evaluated to determine whether items initially suspected to be RECs are in fact RECs. Evaluation of potential RECs are as follows:

- The basement of the subject property's current building has been used for auto repair services since approximately 1970, and the central and southern portions of the property was historically occupied by a railyard from prior to 1924 to approximately 1966. Auto repair operations were observed to include products such as motor oil, antifreeze, and polishes and the car repair operations appeared to primarily occur within the basement of the building on site. Auto repair operations can result in impact to the shallow soils from the prolonged and frequent use of such products that can result in subsurface impact over time, namely to the shallow soils. Prior to the site's redevelopment in approximately 1970, the central and southern portions of the property were occupied by a railyard. Railyards are prone to being associated with impacted surface soils due the trains usage of petroleum products and breaks composed of heavy-metals. PWGC believes that the potential impact to the shallow soils, namely within the basement floor of the building, and the central and southern portions of the site, represents a REC.
- During the site recognizance, PWGC identified several car repair bays in the service area within the basement which included circular metal objects on the floor indicative of out-of-use hydraulic lifts. Subgrade hydraulic lifts used hydraulic fluid, which is a petroleum product which potentially contained PCBs, for their mechanical operations. If a leak had occurred with one or more of these lifts, it would likely have gone unnoticed as the components are beneath the basement floor. PWGC believes that the presence of the out-of-service car lifts is a REC.
- The neighboring former gasoline station to the west of the subject property includes an active petroleum spill. Based on PWGC's knowledge of the spill as documented in monitoring reports that are supplied to NYSDEC and available to the public, the groundwater impacts from this spill are localized on the western



and down gradient portion of this neighboring site and it is unlikely that impacted groundwater has migrated to the subject property. However, PWGC cannot rule out the possibility that soil vapor impact emanating from impacted media at this neighboring site is impacting the subject property as soil vapor does not necessarily migrate in the direction of groundwater flow. PWGC believes that the potential for soil vapor encroachment migrating from the neighboring spill impacts is a REC.

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11.0 CONCLUSIONS AND RECOMMENDATIONS

PWGC has performed a Phase I ESA in conformance with the scope and limitations of ASTM Practice E1527-13 for the subject property. There were no exceptions to, or deletions from, this practice except as noted in Section 12.0 of this report. PWGC evaluated the findings associated with the subject property and identified three RECs with respect to the subject property.

Based on the identified RECs, PWGC recommends a Phase II ESA be performed at the subject property. The Phase II ESA should include:

- Subsurface investigation focusing on shallow soils in auto repair areas and former railyard locations, and soil and/or groundwater in potential out-of-use hydraulic lift locations.
- Soil vapor investigation.

Although not a part of the ASTM E1527-13 scope, the following additional concerns associated with the subject property must be considered:

- Based on inspection of the subject property, it is possible that ACM and/or lead-based paint are present within the structure. PWGC recommends that, prior to demolition or renovation of the building, a detailed asbestos and/or lead based paint survey should be performed by a qualified asbestos/lead inspector in accordance with applicable federal, state, and local regulations prior to renovation or demolition of the building(s); please note that the asbestos/lead inspection performed as part of this Phase I ESA does not meet that criteria.
- Given the location of the subject property within the five boroughs of New York City, there is a potential for historic fill material to be present beneath the subject property. Such material, if excavated (for the purpose of constructing a building, installing new footings, and/or utilities), will require special handling and disposal.



12.0 DEVIATIONS

This Phase I ESA was conducted in accordance with the scope and limitations of the ASTM Standard E 1527-13 (Standard Practices for Environmental Site Assessment: Phase I Environmental Site Assessment Process) and 40 CFR Part 312 (Standards and Practices for All Appropriate Inquiry; Final Rule). Excluding data gaps identified in Section 2.8 and additional services outlined in Section 9.0, there were no deviations or deletions from this practice.

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13.0 REFERENCES

All Appropriate Inquiry, Final Rule, 40 CFR Part 312.

Standard practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process, ASTM Standard E 1527-13.

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14.0 SIGNATURE OF ENVIRONMENTAL PROFESSIONAL

I declare that, to the best of my professional knowledge and belief, I meet the definition of Environmental Professional as defined in Section 312.10 of 40 CFR 312. I have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the subject property. I have developed and performed the all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR 312.

Ryan Morley, PG
Project Manager

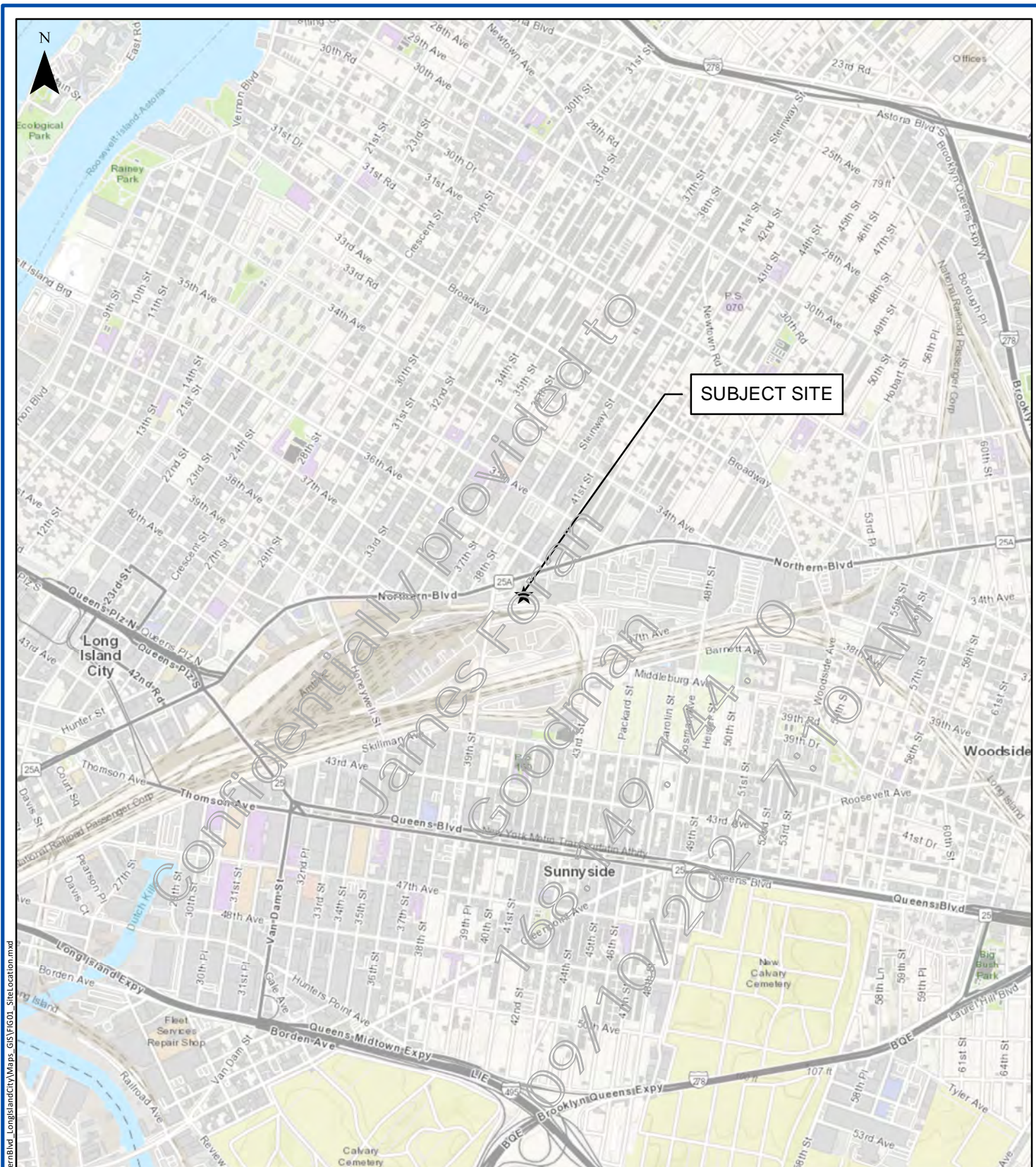
Thomas Melia, PG
Senior Project Manager

Qualifications of the Environmental Professionals are included in **Appendix K**.

Report Completion Date: May 13, 2021

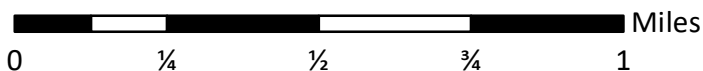
FIGURES

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SITE LOCATION

40-40 Northern Blvd
Long Island City, NY



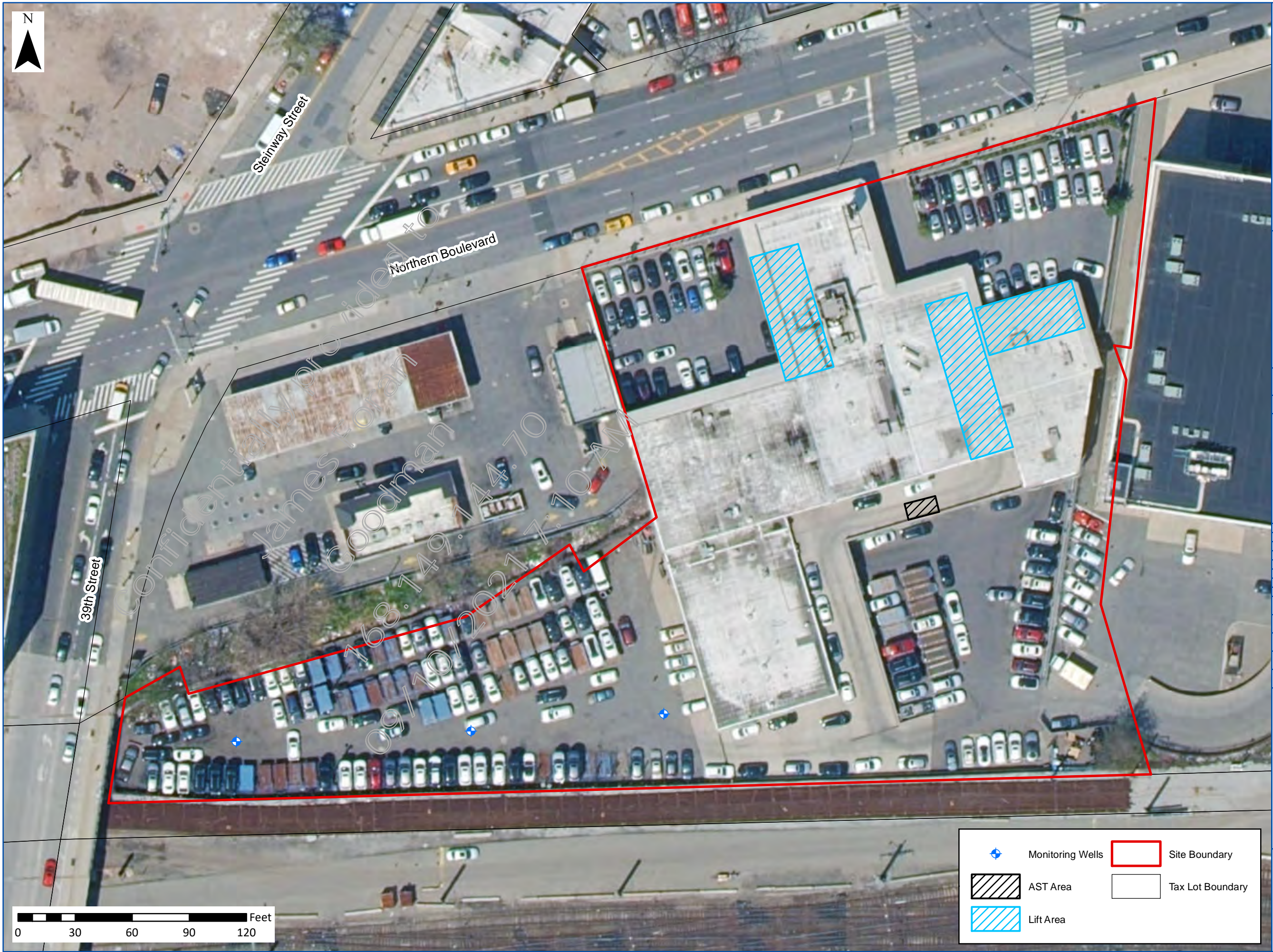
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Date:	5/11/2021
Designed by:	RM
Drawn by:	PH
Approved by:	RM
Figure No:	1



PWGC
CLIENT DRIVEN SOLUTIONS

P.W. GROSSER CONSULTING, INC.

630 Johnson Ave., Suite 7
Bohemia, NY 11716
Ph: 631-589-6353 • Fax: 631-589-8705
pwgc.info@pwgros.com



P.W. Grosser Consulting, Inc.

630 Johnson Ave., Suite 7
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Ph: 631-589-6353 • Fax: 631-589-8705
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DRAWING INFORMATION:			
Project:	MAL2101	Designed by:	RM
Date:	5/11/2021	Drawn by:	PH
Scale:	AS SHOWN	Approved by:	RM

SITE PLAN

40-40 Northern Blvd
Long Island City, NY

FIGURE NO:



APPENDIX B SANBORN MAPS

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MAL2101

4040 Northern Boulevard

Long Island City, NY 11101

Inquiry Number: 6467790.3

April 27, 2021

Certified Sanborn® Map Report



6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

Certified Sanborn® Map Report

04/27/21

Site Name:

MAL2101
4040 Northern Boulevard
Long Island City, NY 11101
EDR Inquiry # 6467790.3

Client Name:

P.W. Grosser Consulting
630 Johnson Ave
Bohemia, NY 11550
Contact: Ryan Morley



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Certified Sanborn Results:

Certification # 0E55-46A9-937C

PO # MAL2101

Project MAL2101

Maps Provided:

2006	1994	1985	1915
2005	1993	1980	1898
2004	1992	1979	
2003	1991	1977	
2002	1990	1970	
2001	1989	1950	
1996	1988	1947	
1995	1986	1936	



Sanborn® Library search results

Certification #: 0E55-46A9-937C

The Sanborn Library includes more than 1.2 million fire insurance maps from Sanborn, Bromley, Perris & Browne, Hopkins, Barlow and others which track historical property usage in approximately 12,000 American cities and towns. Collections searched:

- ☒ Library of Congress
- ☒ University Publications of America
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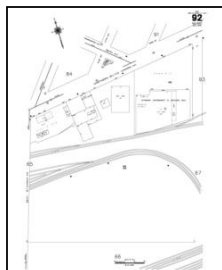
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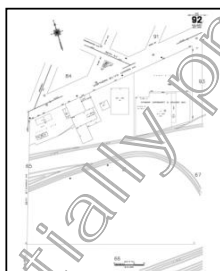


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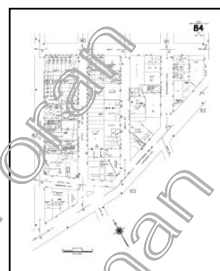
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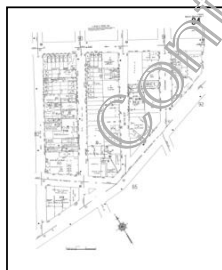


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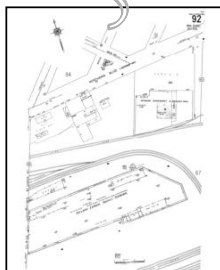


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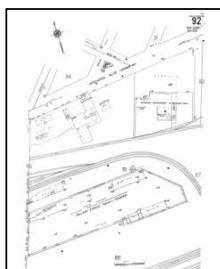


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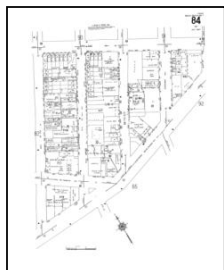
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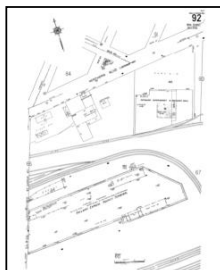
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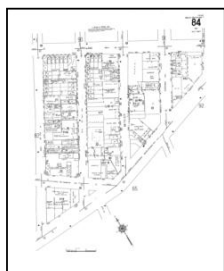


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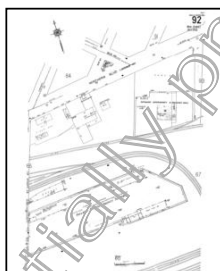


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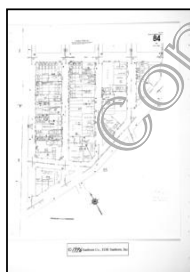


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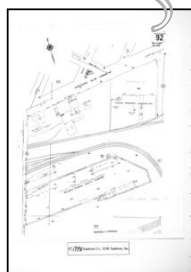


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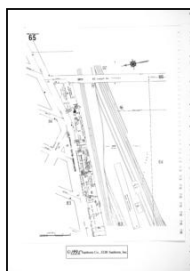


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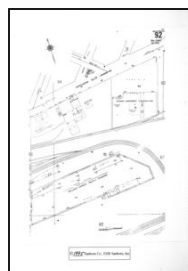
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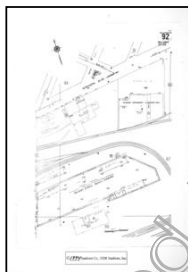
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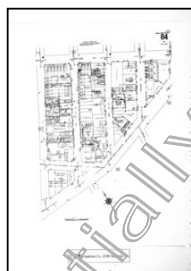


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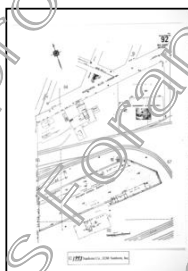
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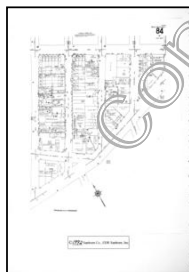


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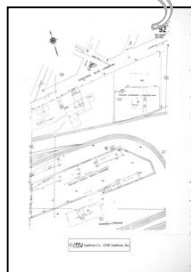


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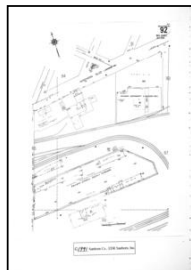


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Sanborn Sheet Key

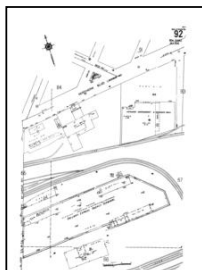
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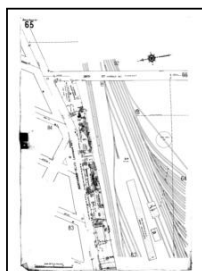


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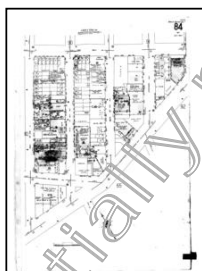


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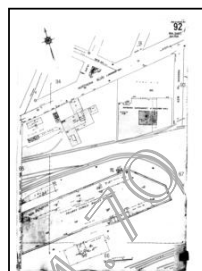
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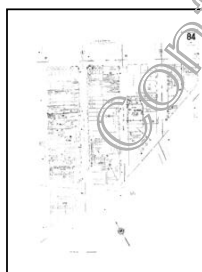


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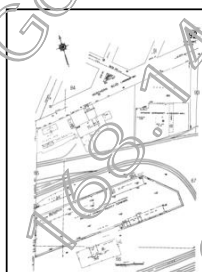
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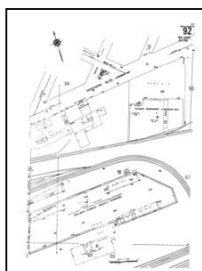


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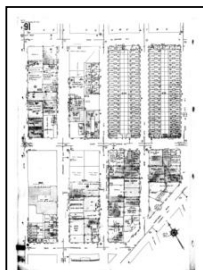
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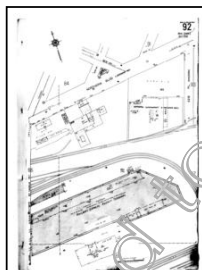
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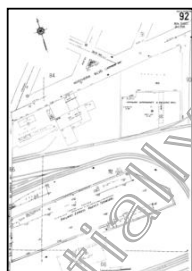


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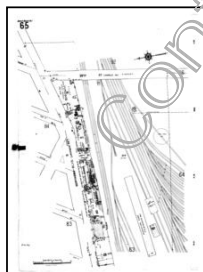


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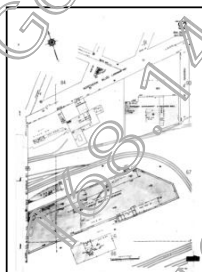
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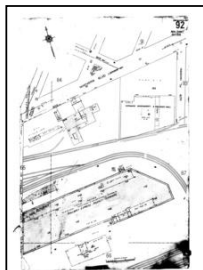


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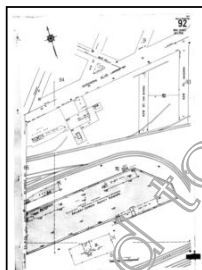
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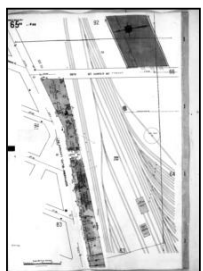


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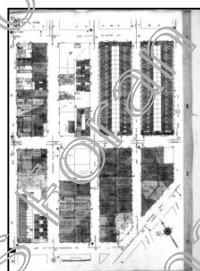
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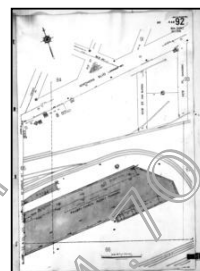
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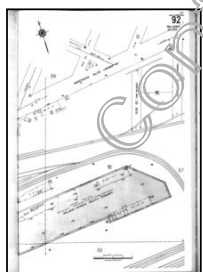


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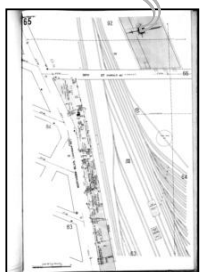


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1947 Source Sheets



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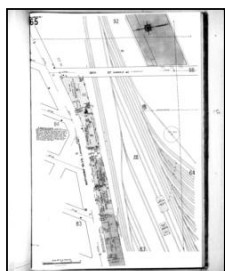


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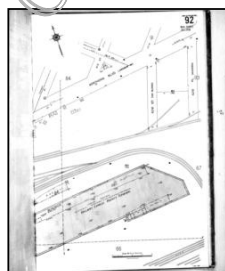
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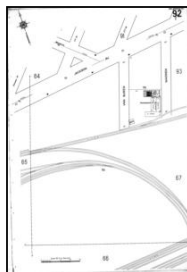
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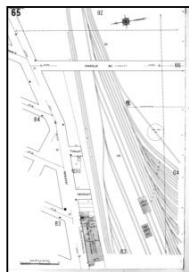
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1915



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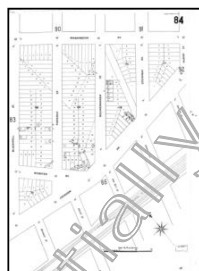


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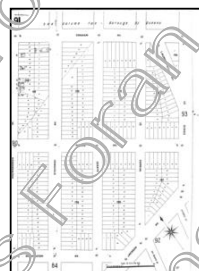
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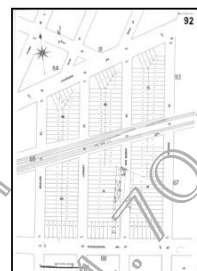
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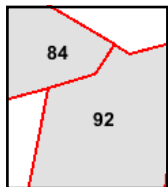
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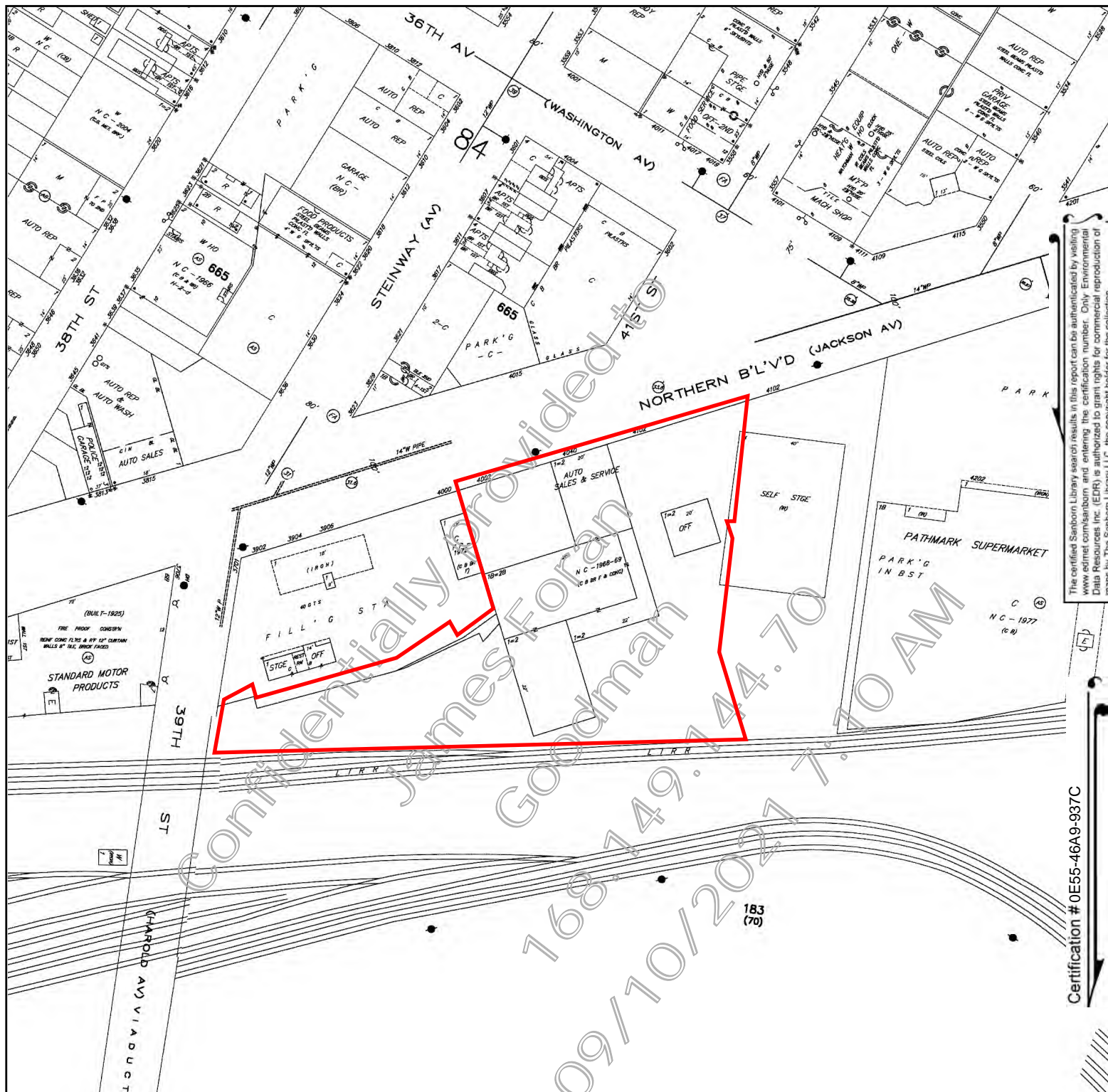
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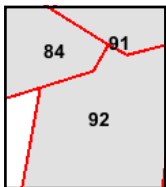
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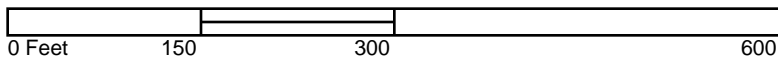
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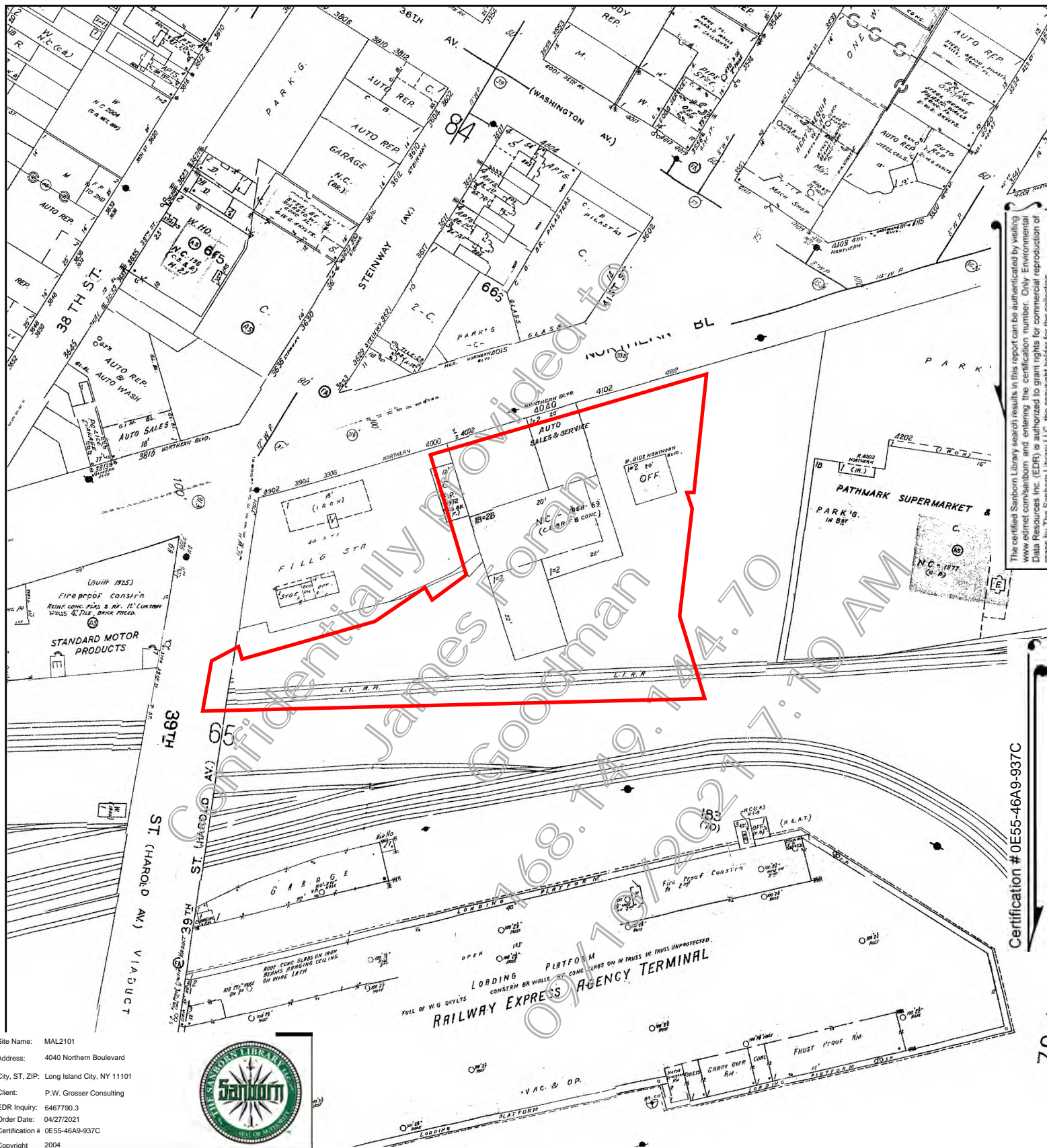


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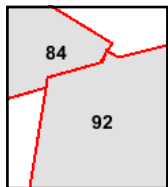
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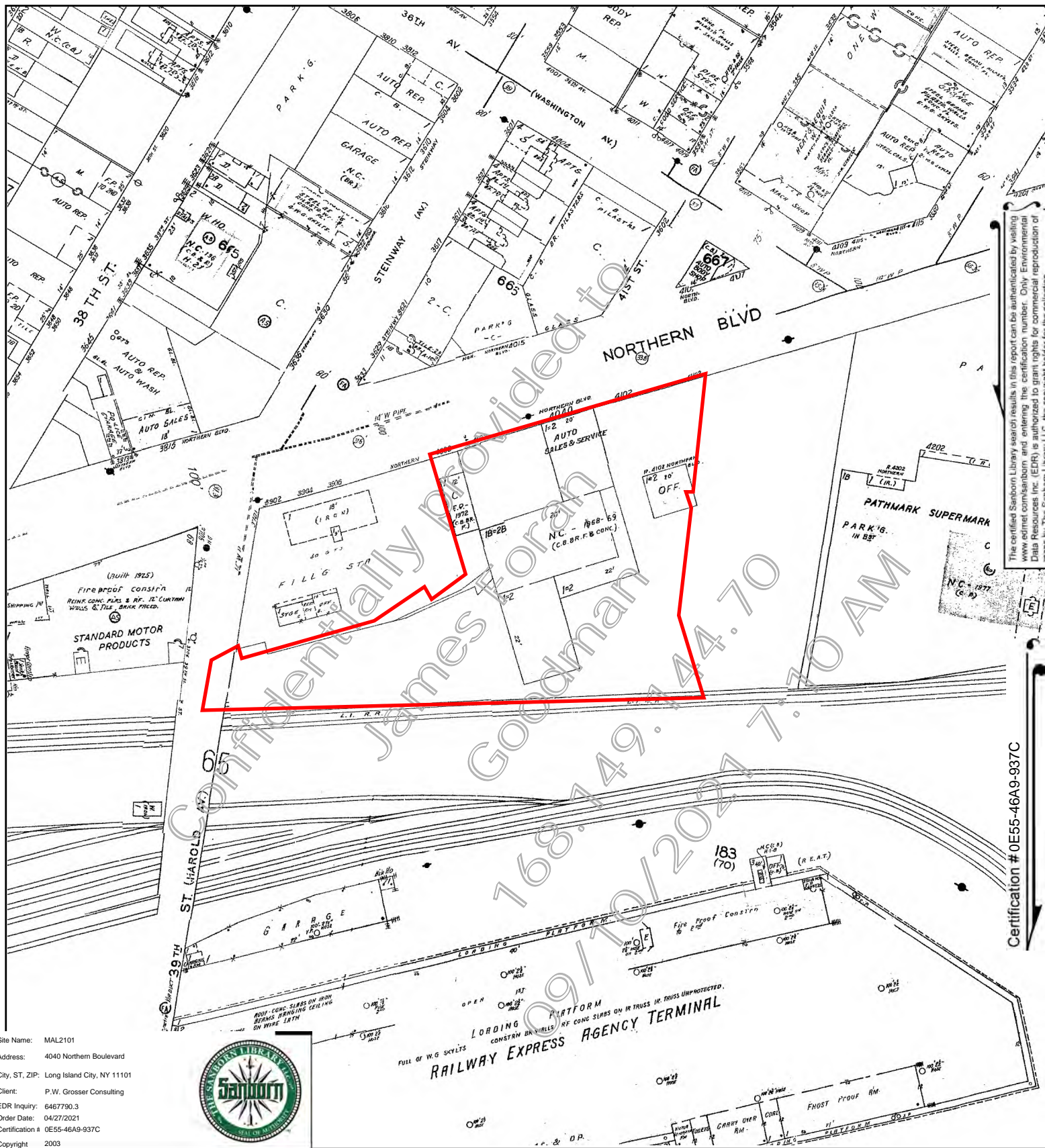


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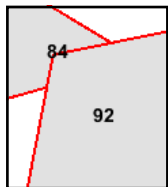
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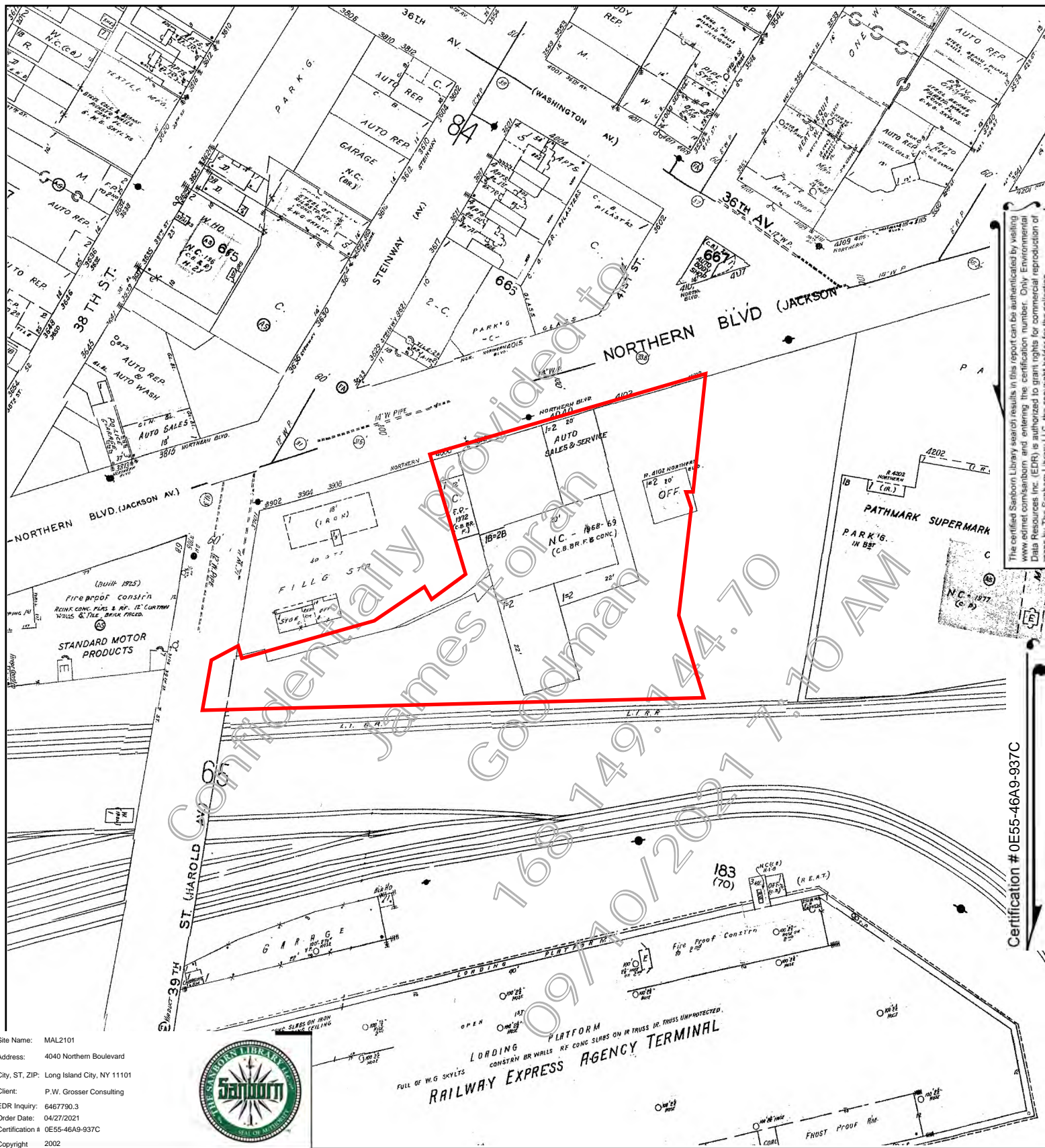
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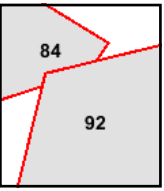
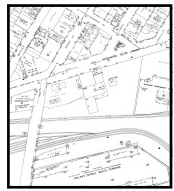
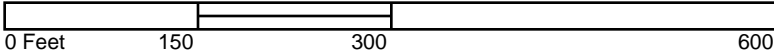


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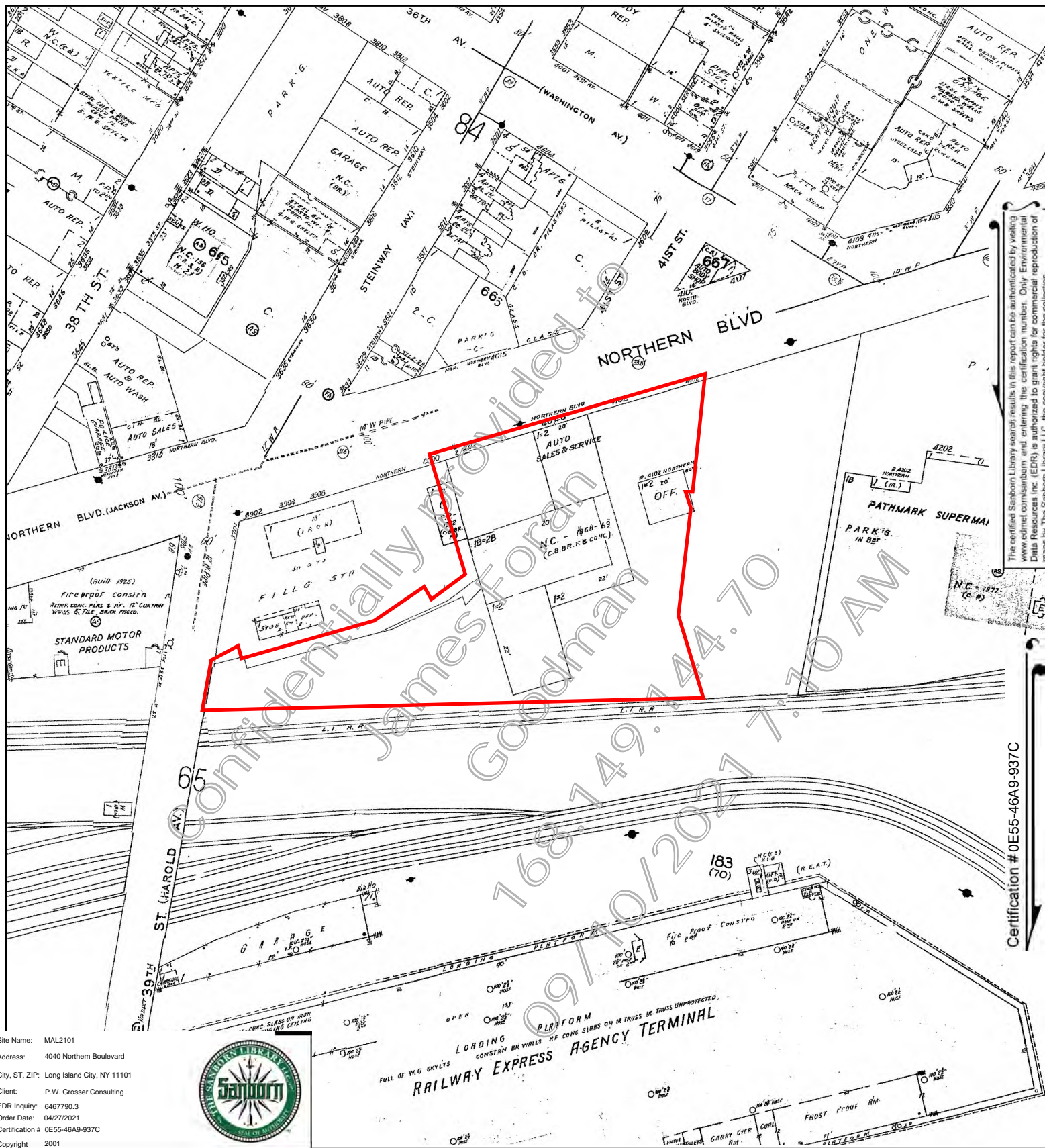
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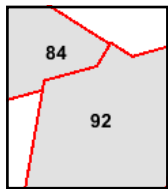
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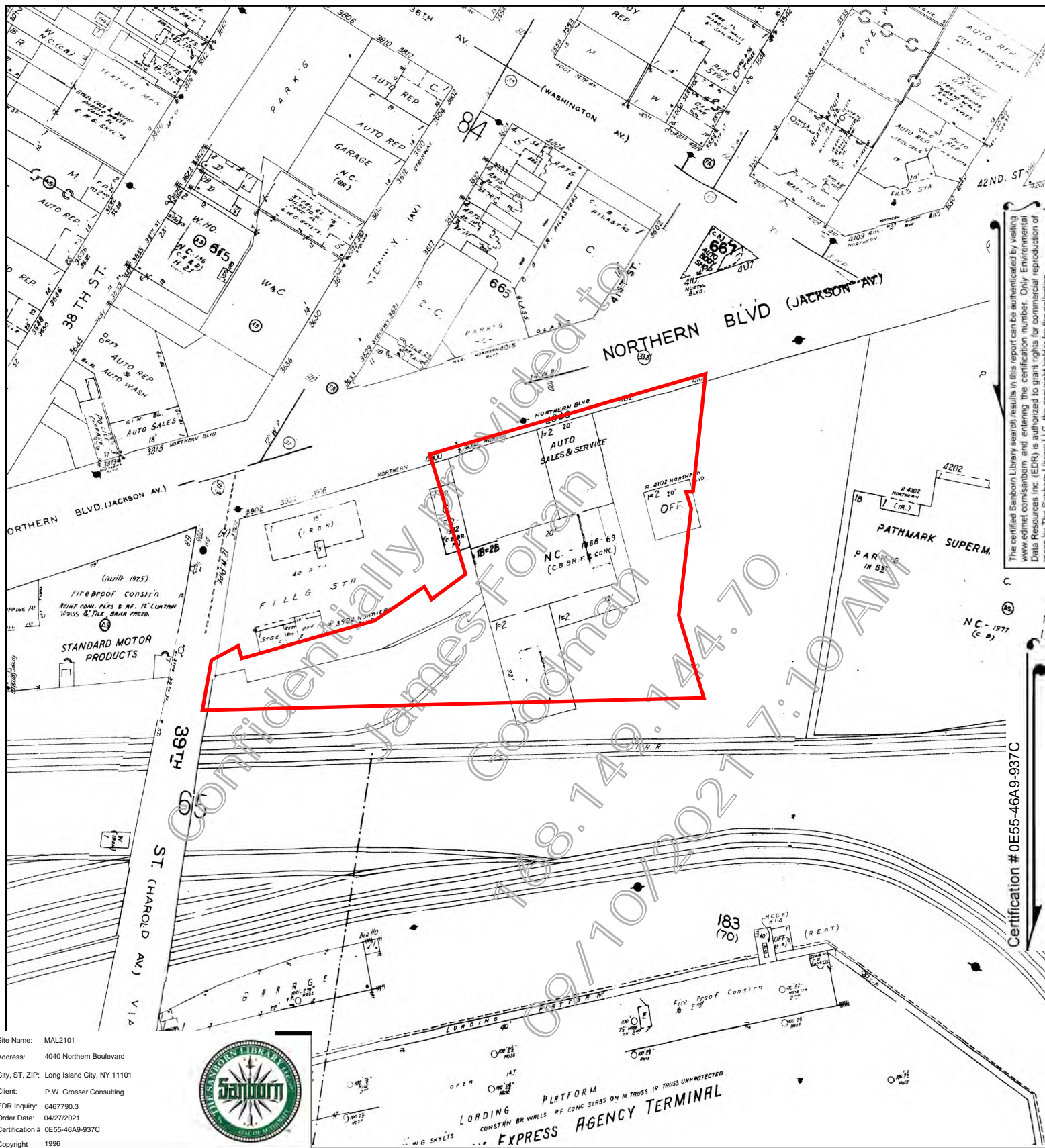


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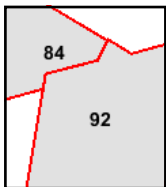
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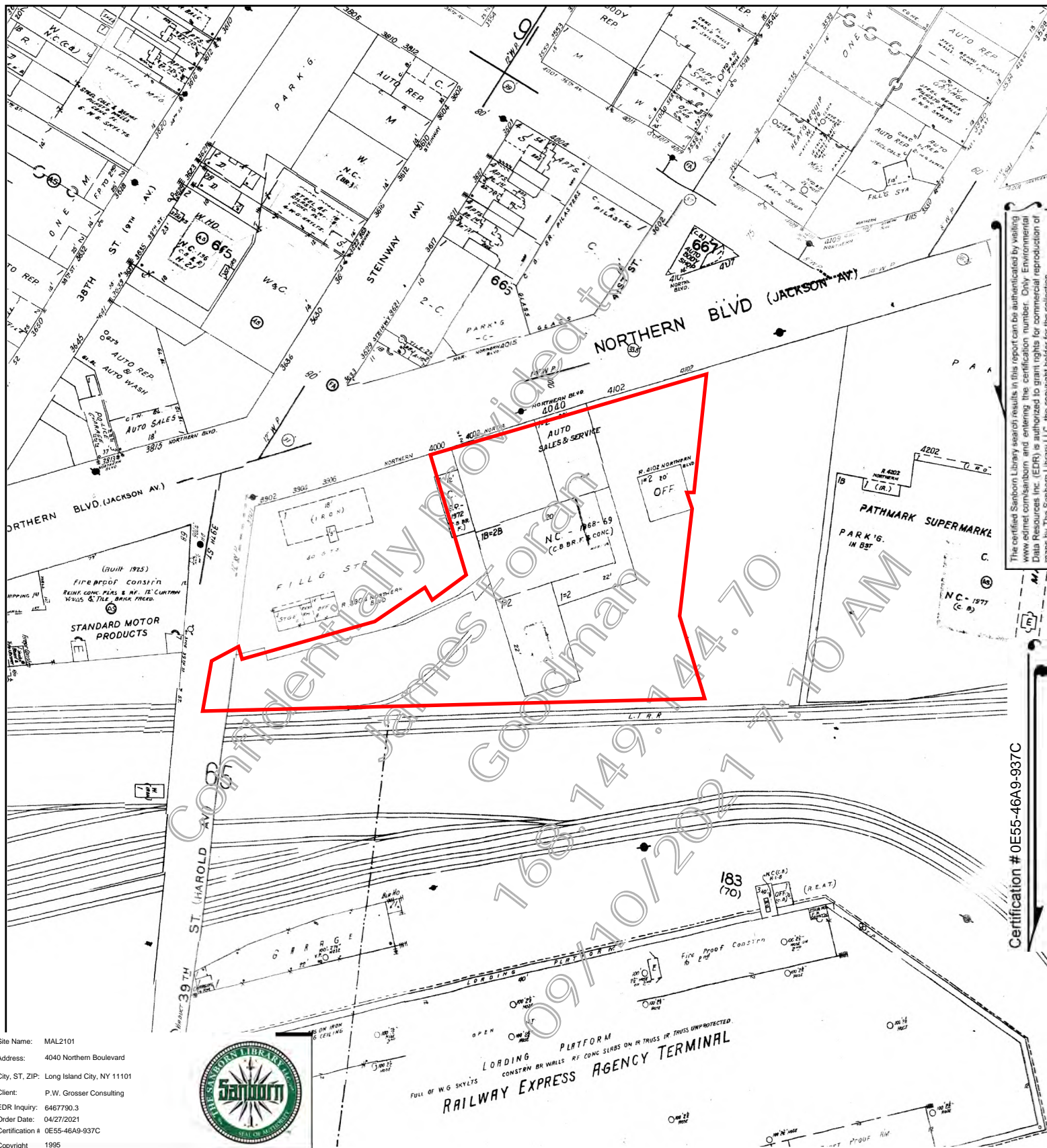
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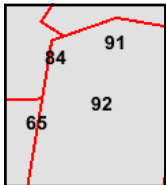
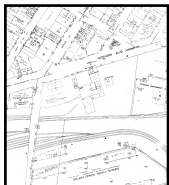




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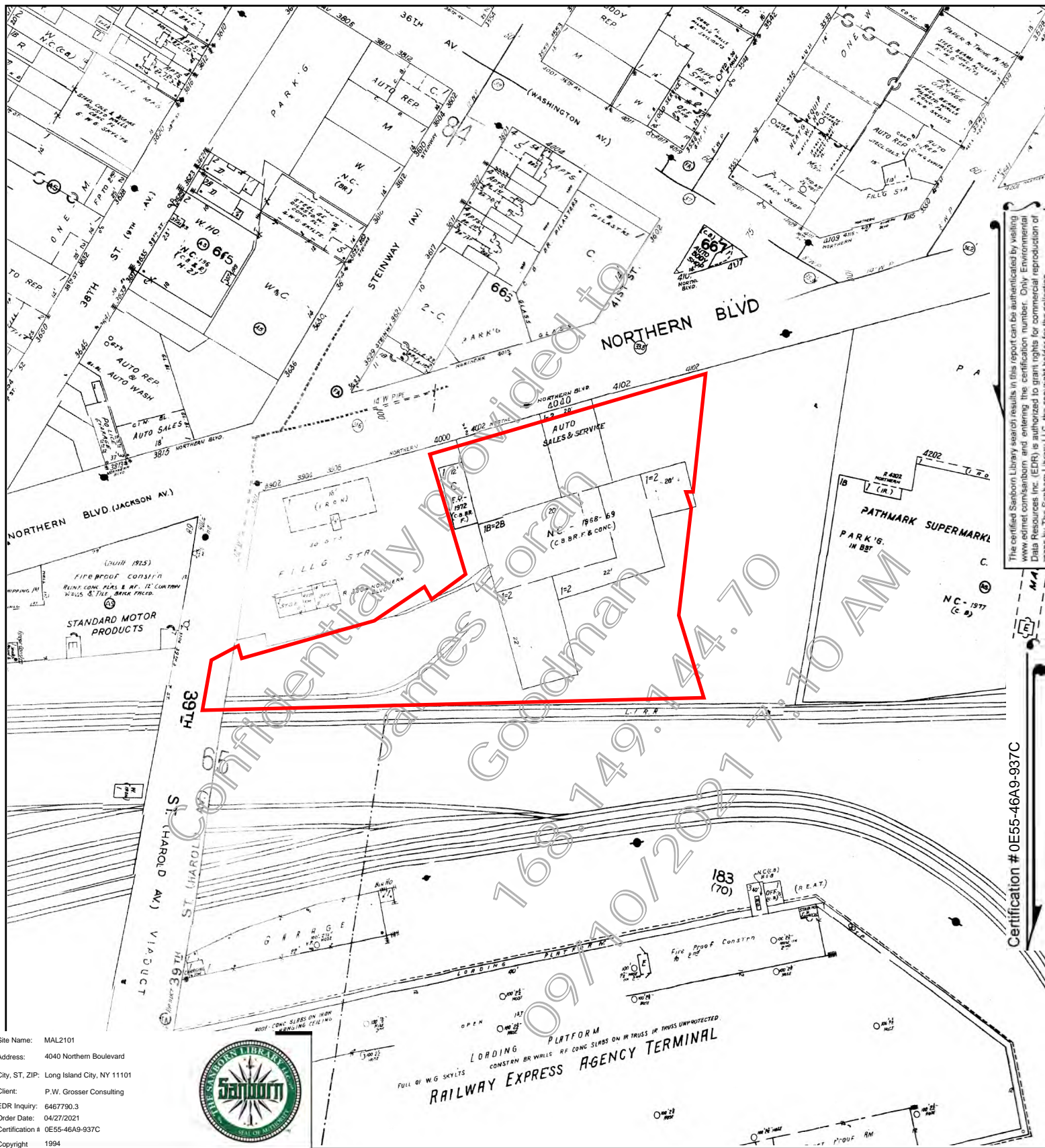
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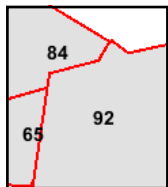


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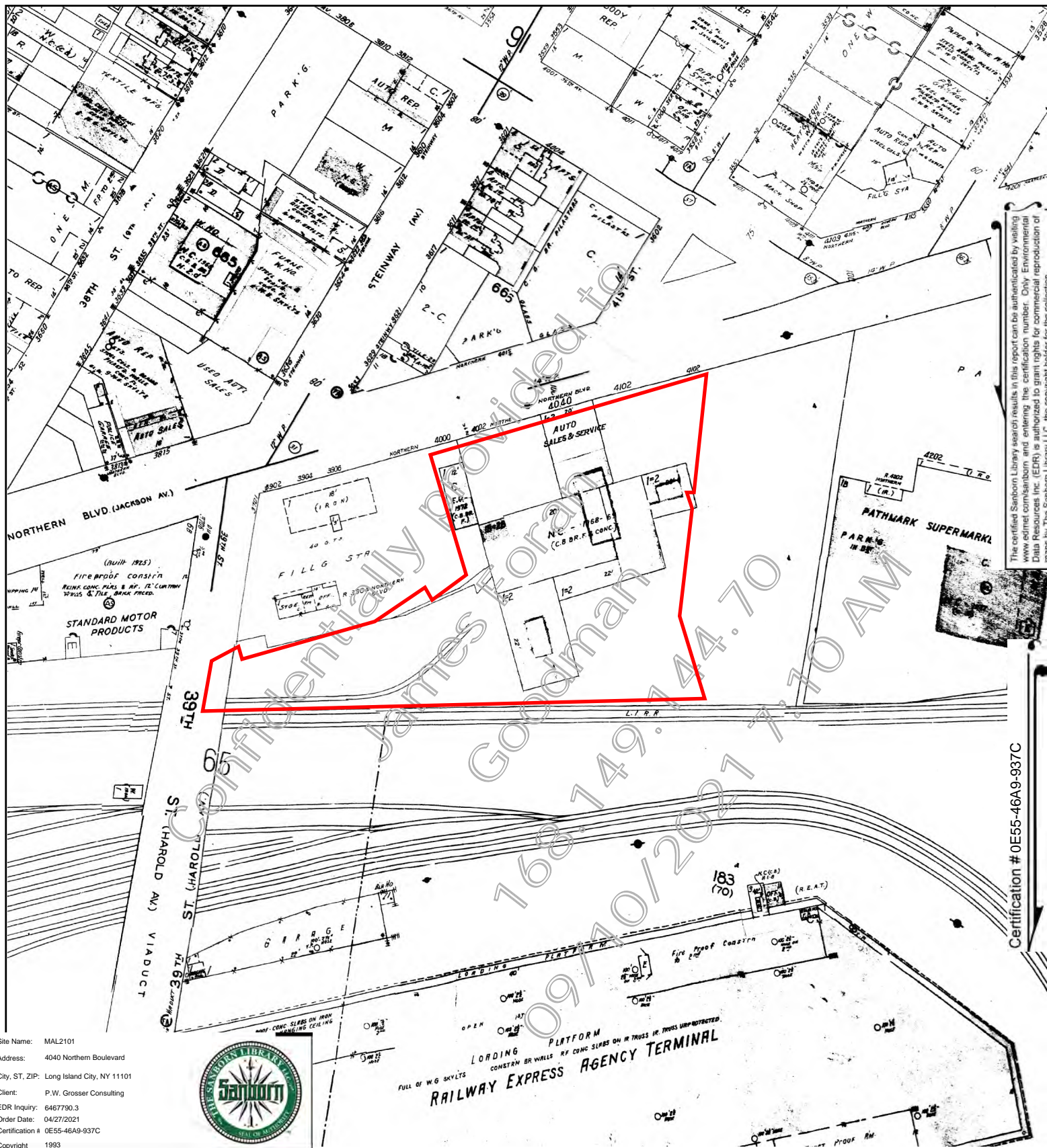
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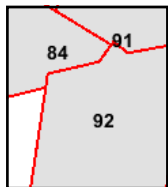
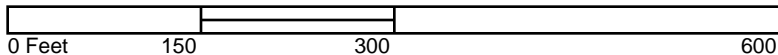
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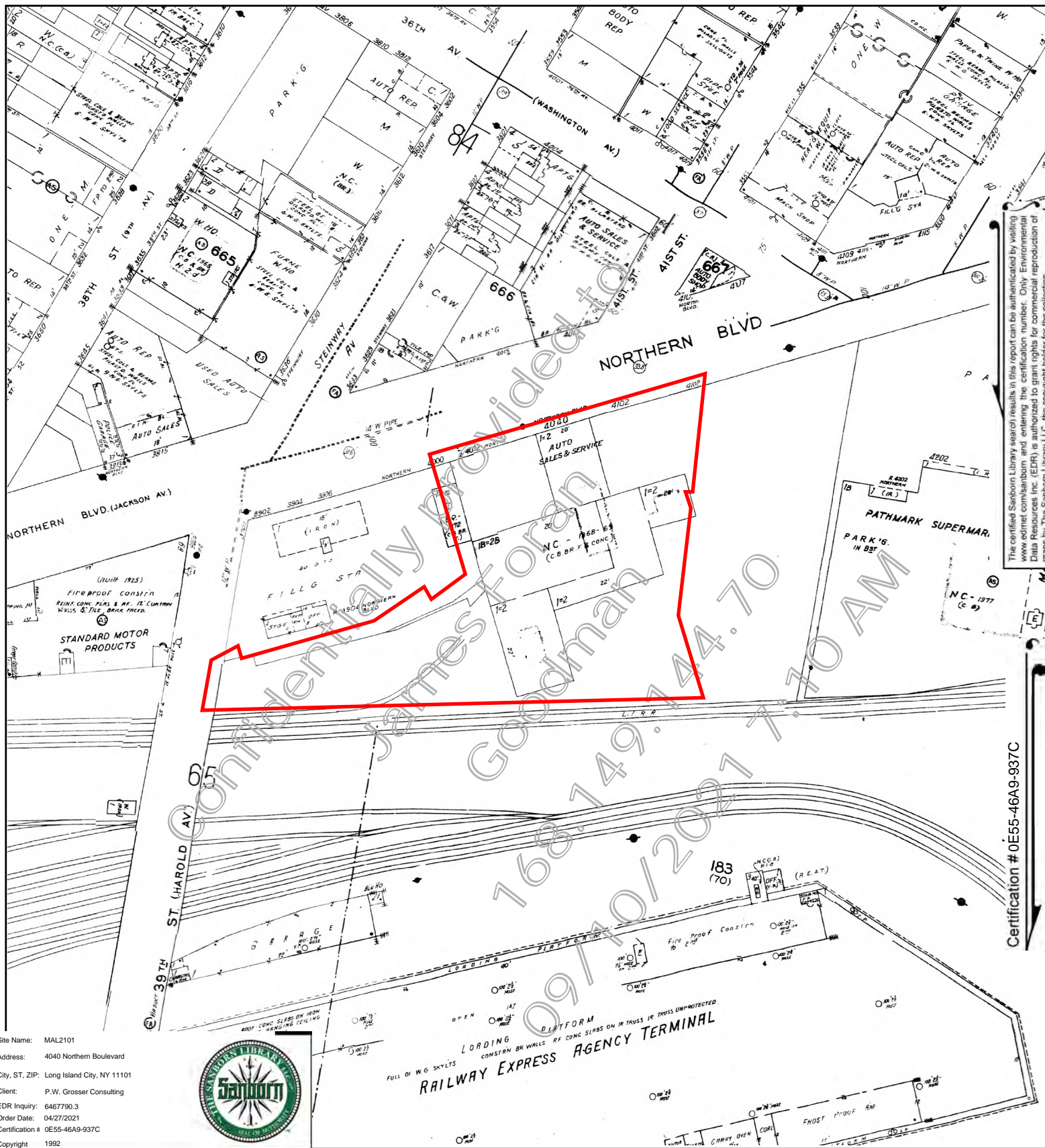
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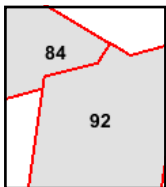


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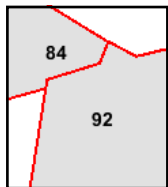




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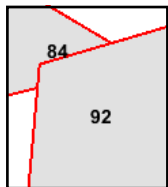
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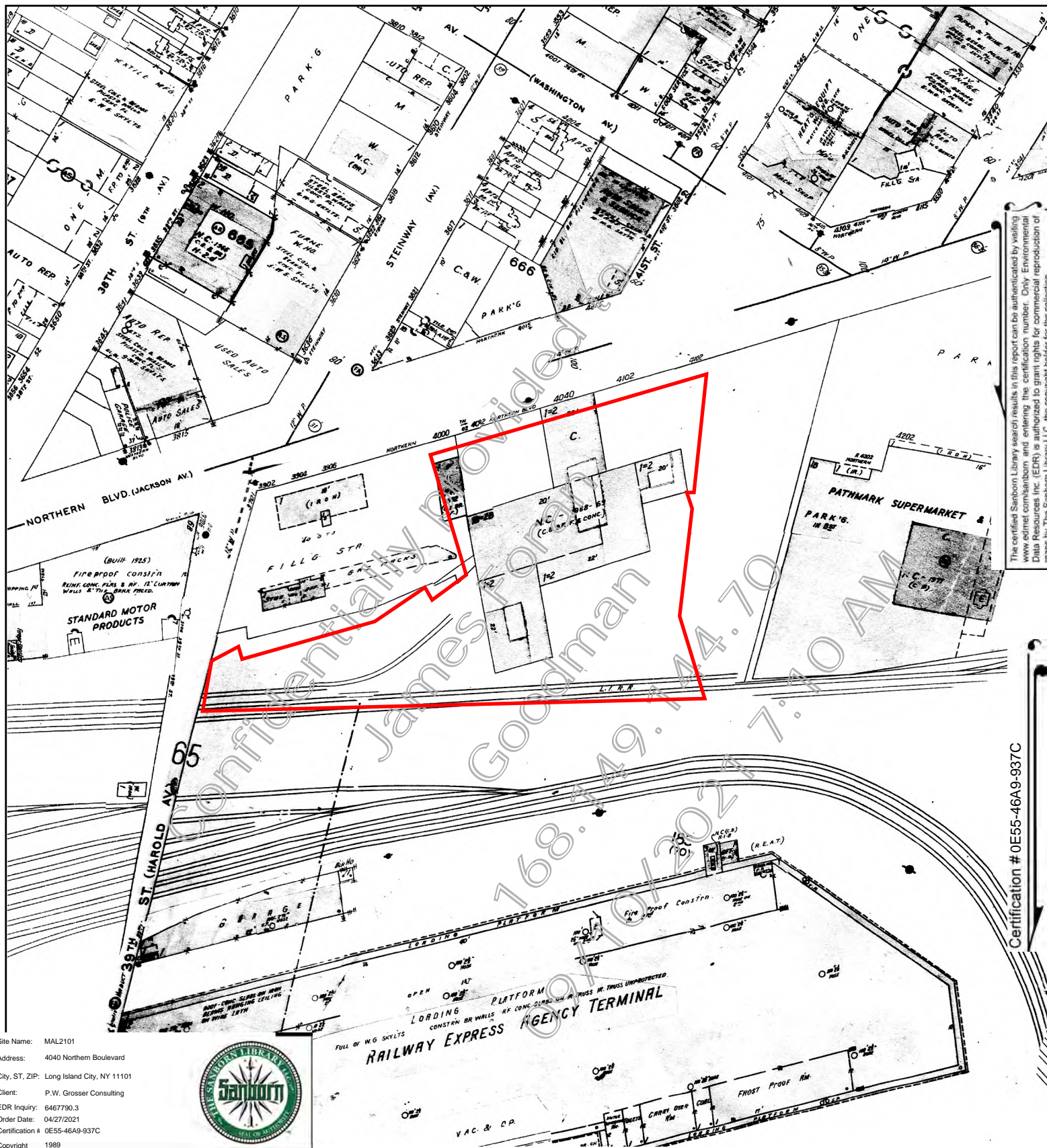
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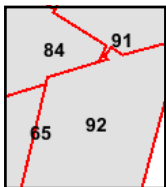
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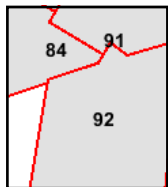
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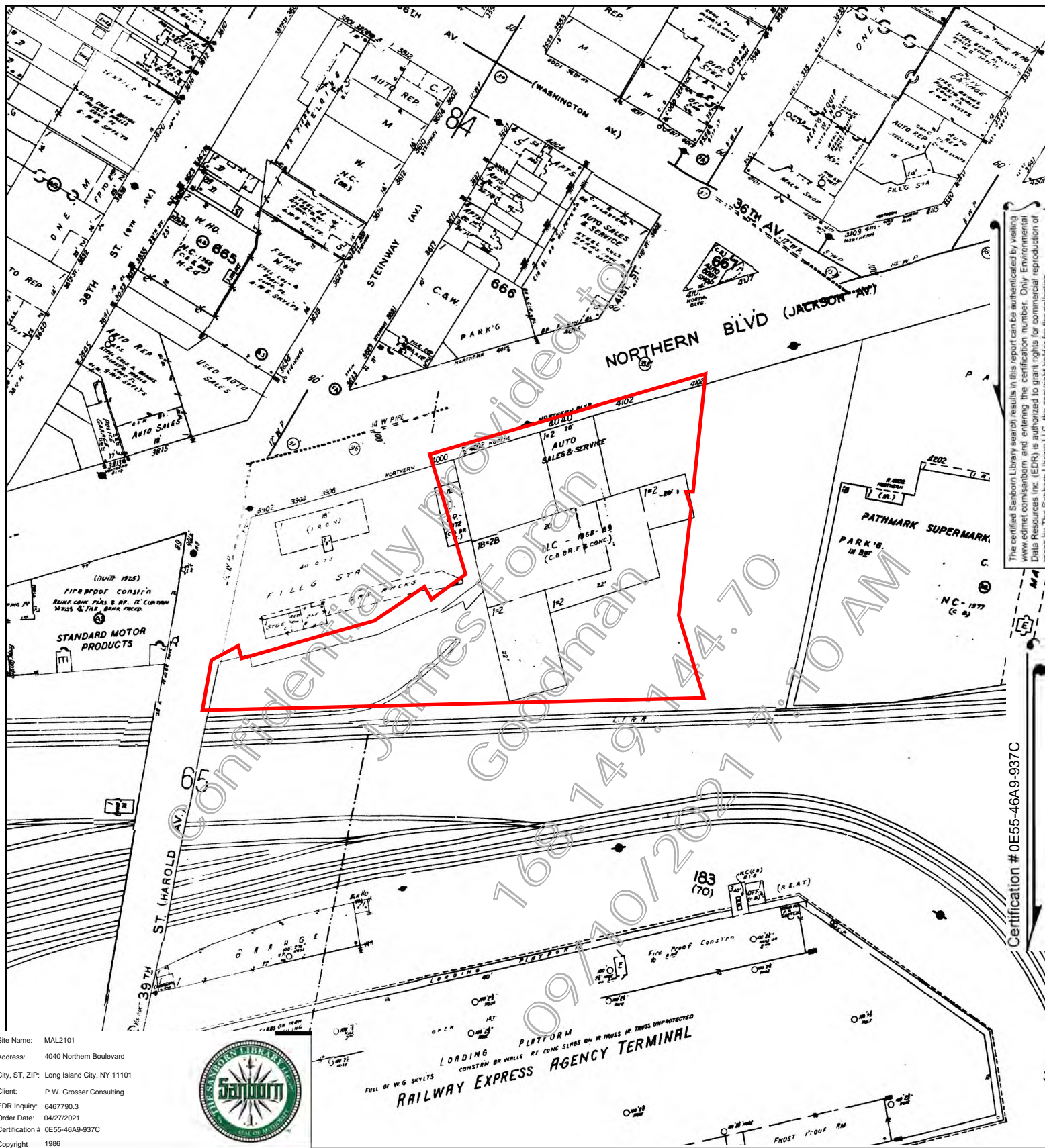
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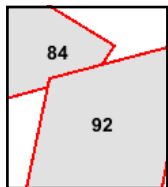


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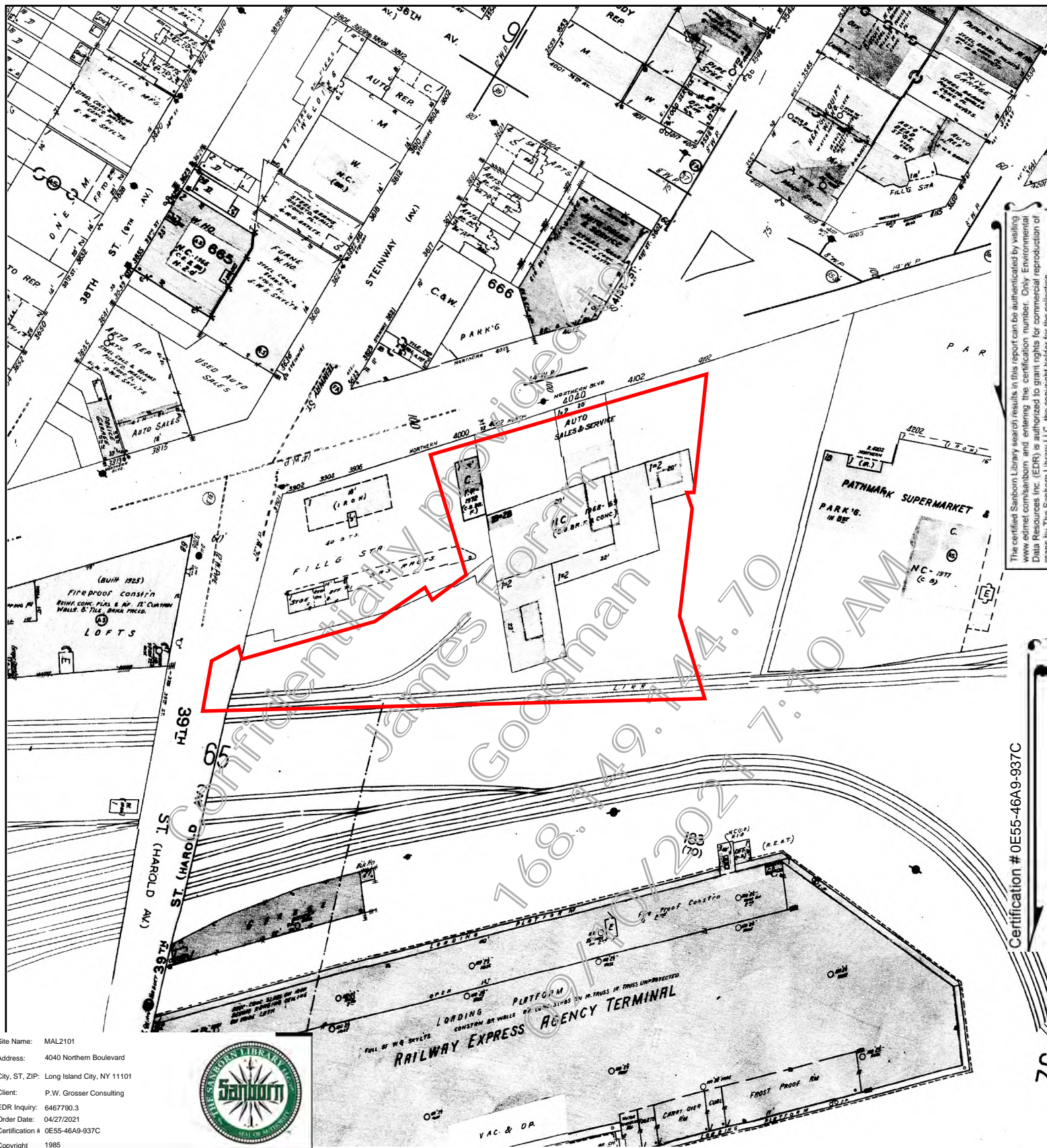
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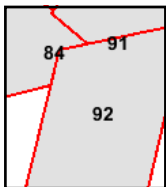




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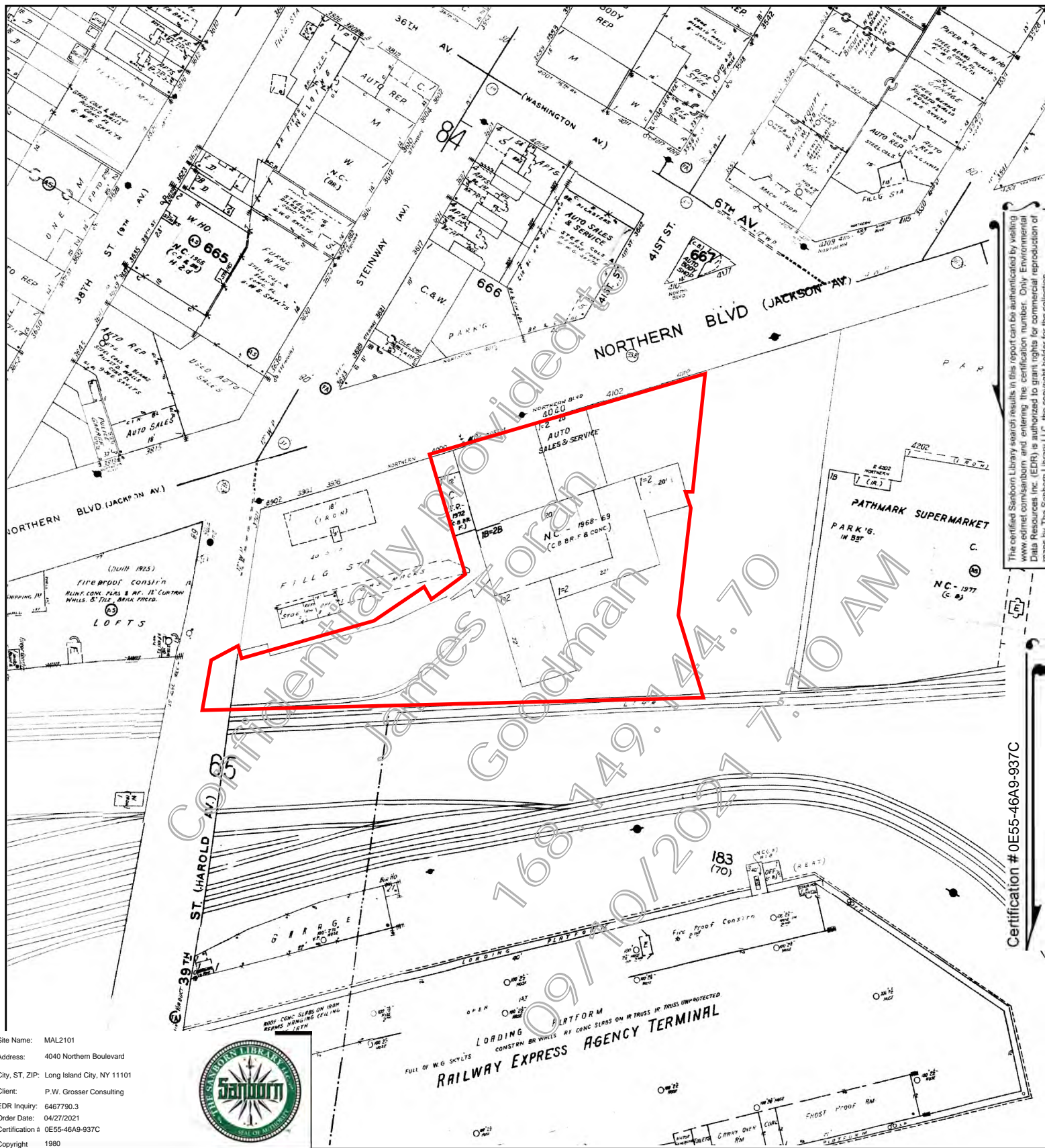
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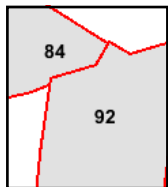
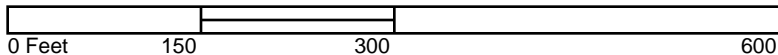
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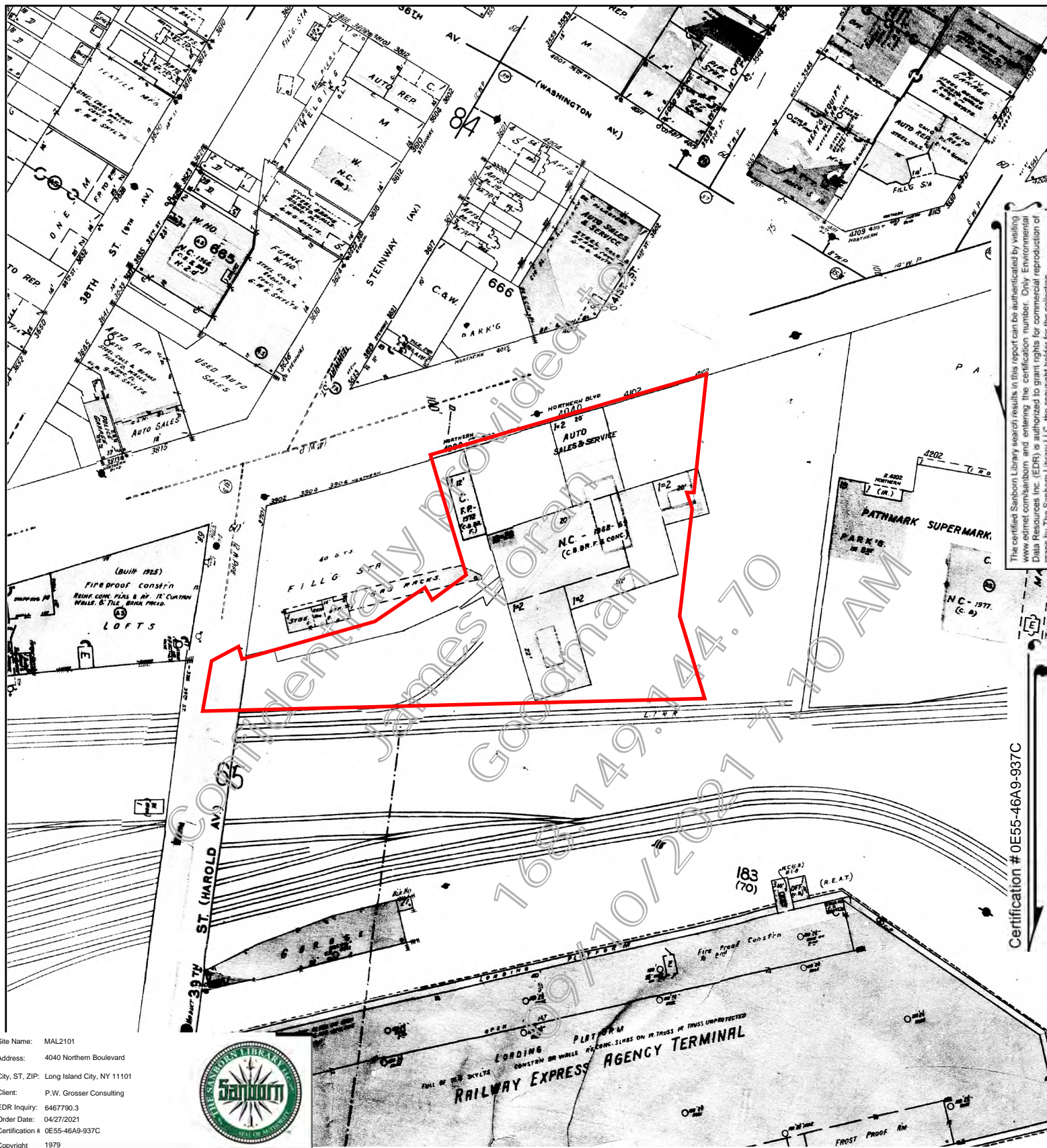
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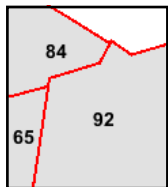
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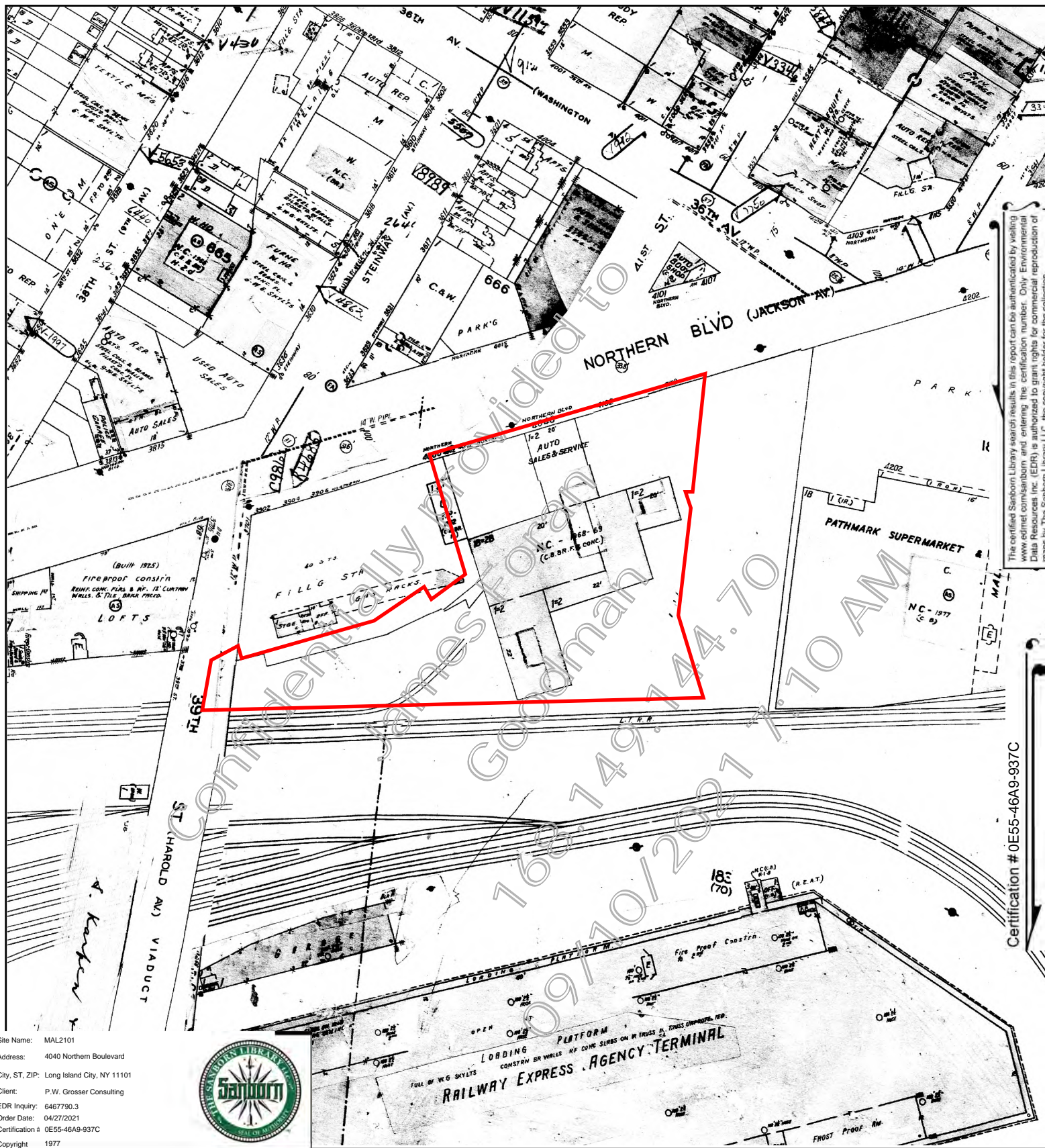
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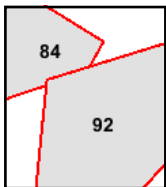
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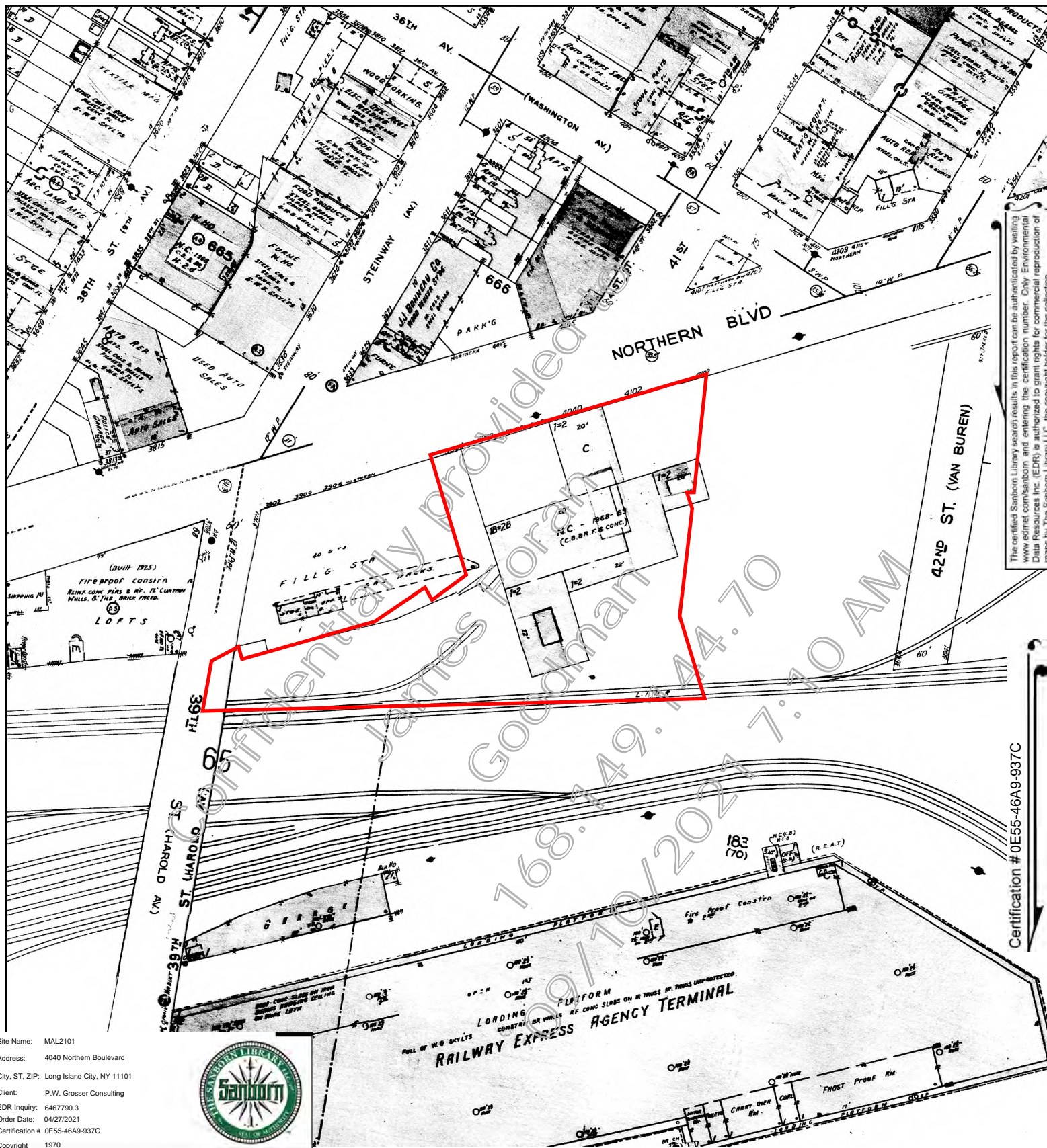
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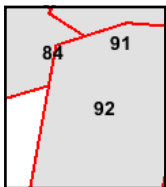
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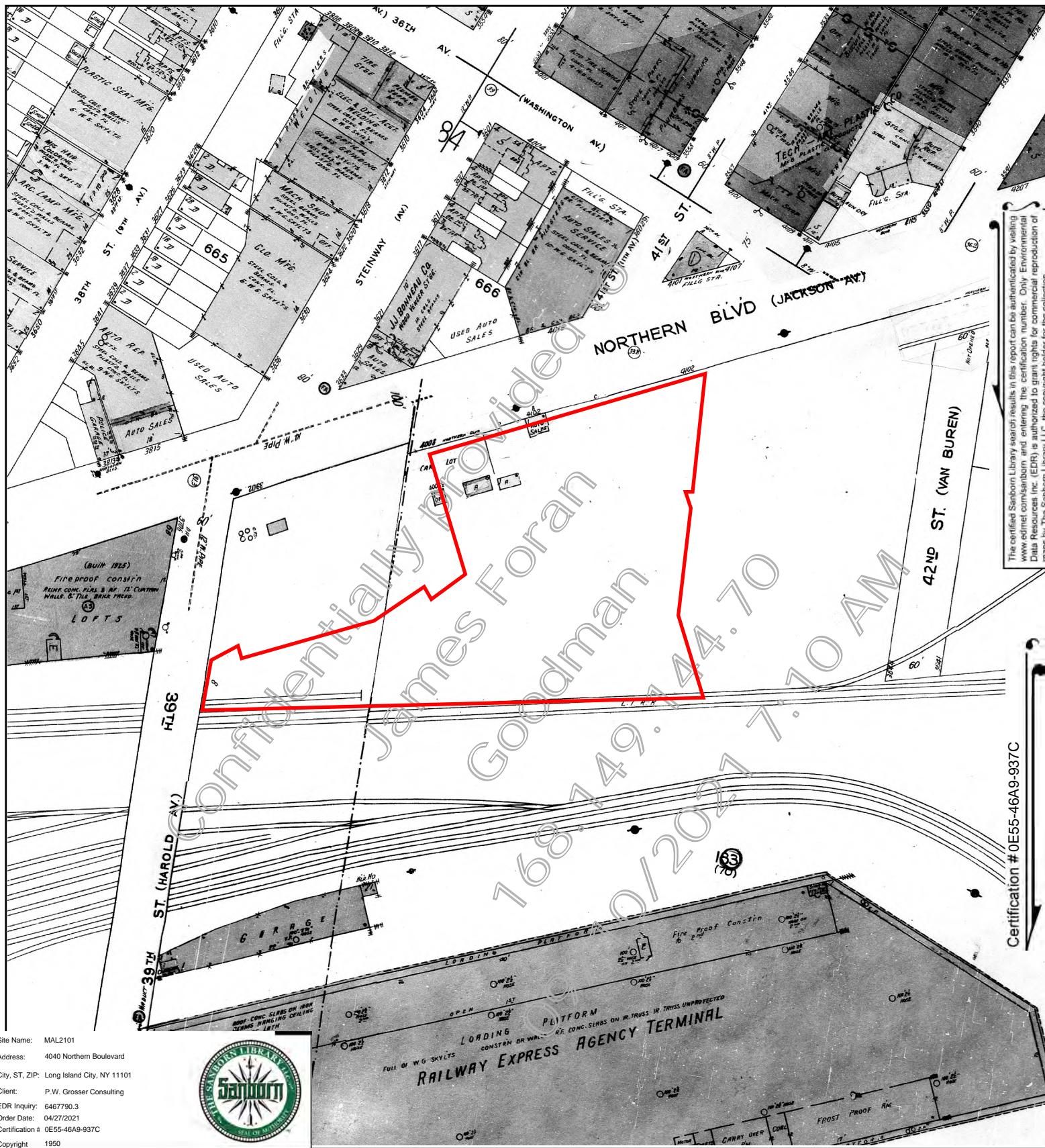
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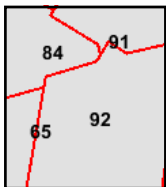
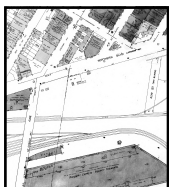




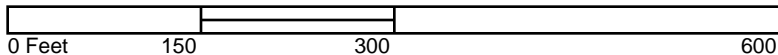
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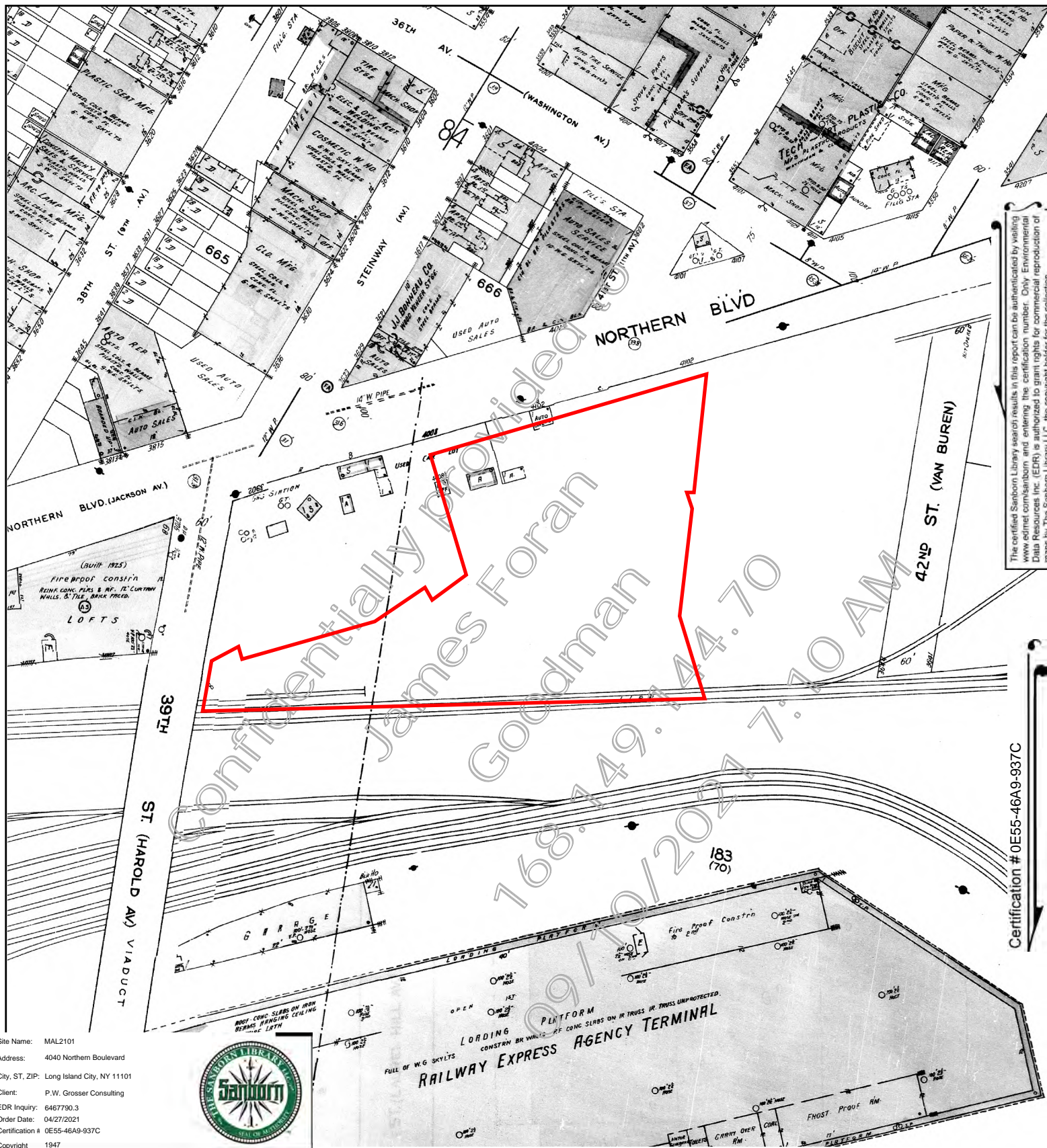


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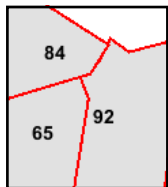
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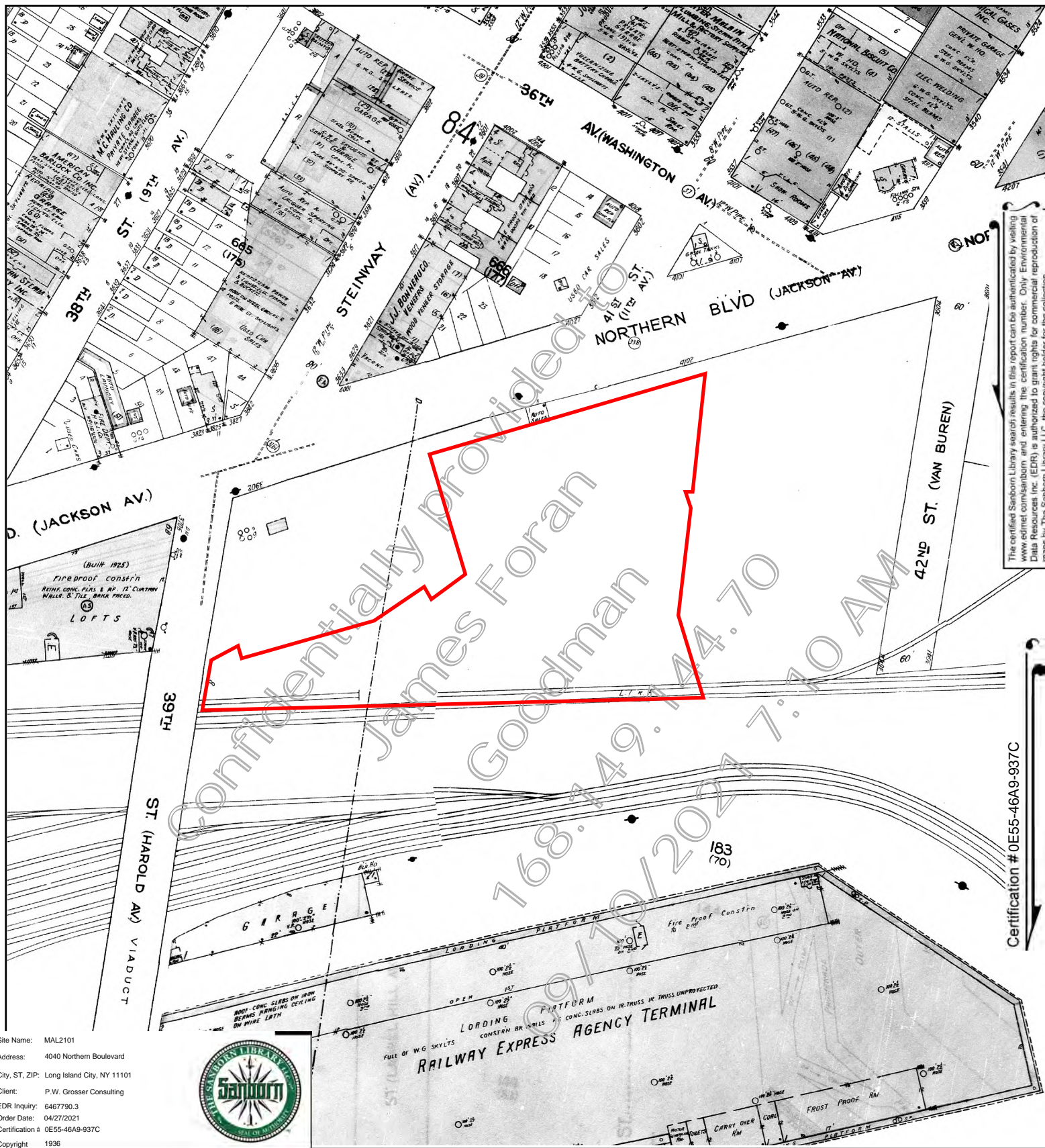
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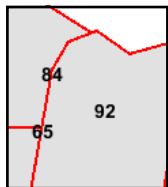
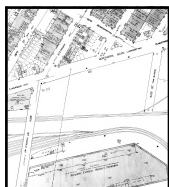
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Volume 1, Sheet 92

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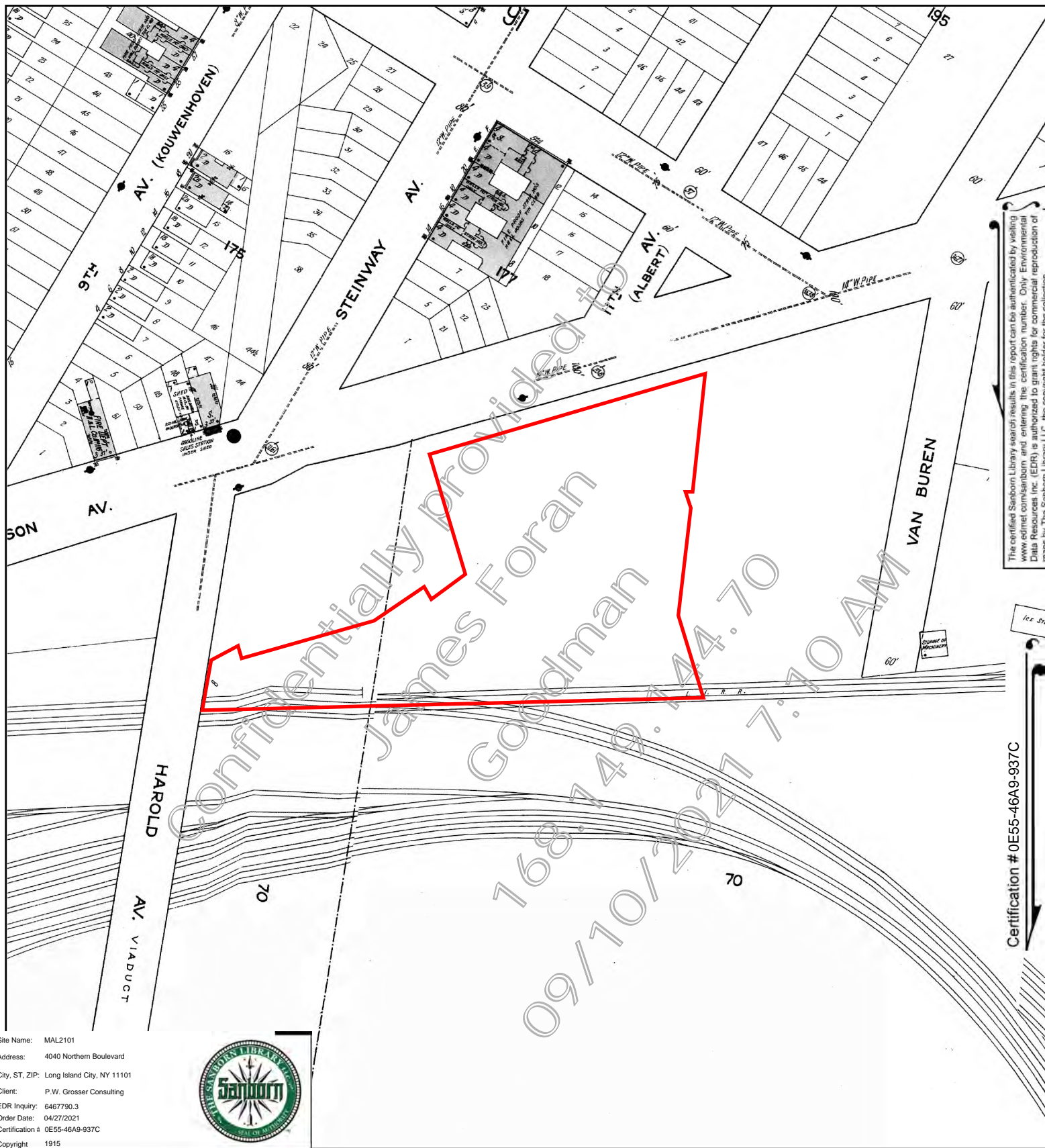




This Certified Sanborn Map combines the following sheets.
 Outlined areas indicate map sheets within the collection.



Volume 1, Sheet 92
 Volume 1, Sheet 84
 Volume 1, Sheet 65



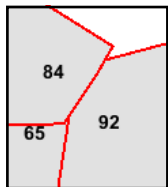
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Site Name: MAL2101
 Address: 4040 Northern Boulevard
 City, ST, ZIP: Long Island City, NY 11101
 Client: P.W. Gresser Consulting
 EDR Inquiry: 6467790.3
 Order Date: 04/27/2021
 Certification #: 0E55-46A9-937C
 Copyright: 1915

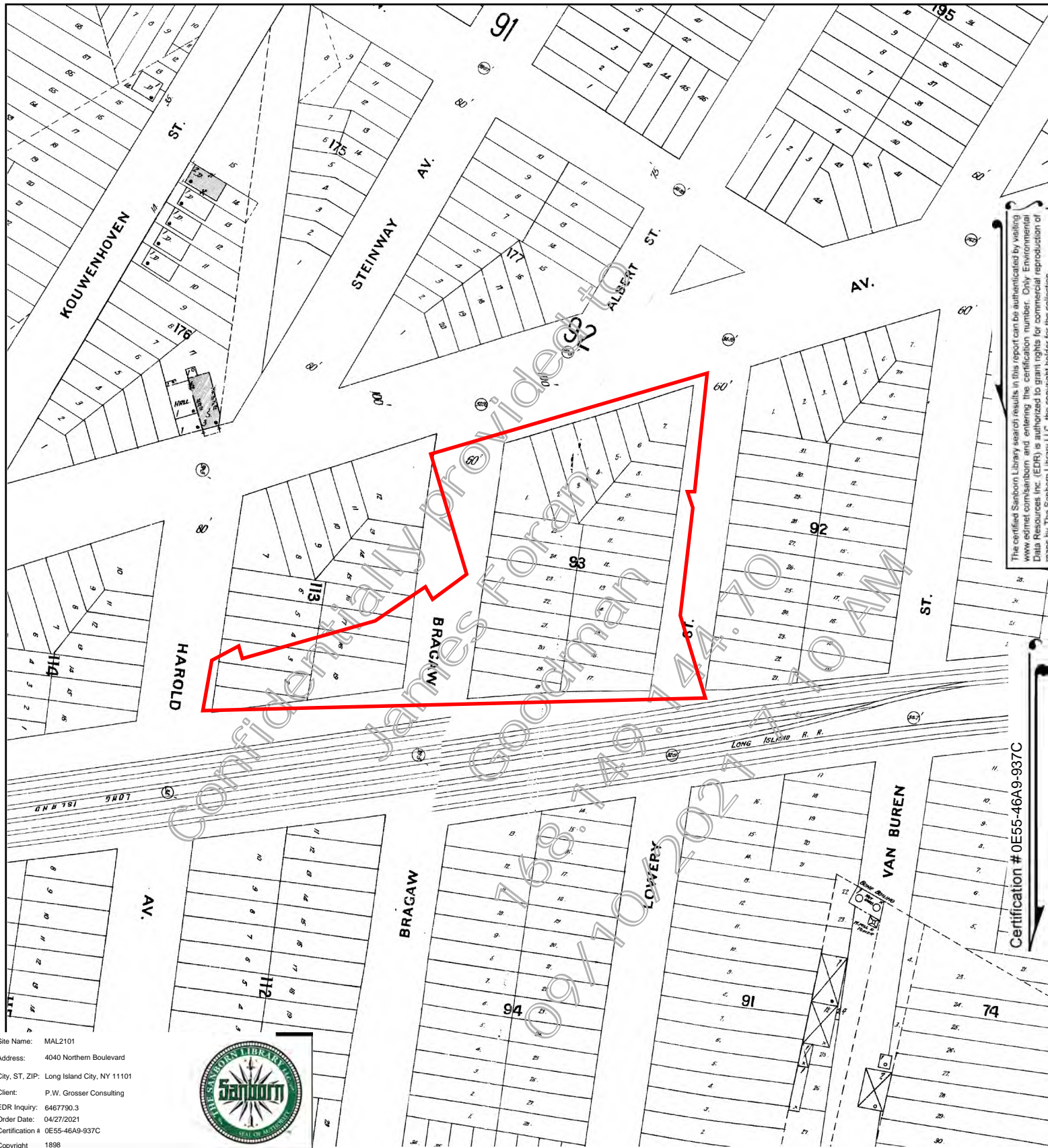


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 Outlined areas indicate map sheets within the collection.



Volume 1, Sheet 84
 Volume 1, Sheet 65
 Volume 1, Sheet 92





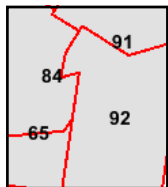
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Volume 1, Sheet 92
 Volume 1, Sheet 91
 Volume 1, Sheet 84
 Volume 1, Sheet 65



APPENDIX C TOPOGRAPHIC MAPS

Confidentially provided to
James Foran
Goodman
168.149.144.70
09/10/2021 7:10 AM



APPENDIX D AERIAL PHOTOS

Confidentially provided to
James Foran
Goodman
168.149.144.70
09/10/2021 7:10 AM

MAL2101

4040 Northern Boulevard

Long Island City, NY 11101

Inquiry Number: 6467790.8

April 27, 2021

The EDR Aerial Photo Decade Package



6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

EDR Aerial Photo Decade Package

04/27/21

Site Name:

MAL2101
4040 Northern Boulevard
Long Island City, NY 11101
EDR Inquiry # 6467790.8

Client Name:

P.W. Grosser Consulting
630 Johnson Ave
Bohemia, NY 11550
Contact: Ryan Morley



Environmental Data Resources, Inc. (EDR) Aerial Photo Decade Package is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's professional researchers provide digitally reproduced historical aerial photographs, and when available, provide one photo per decade.

Search Results:

<u>Year</u>	<u>Scale</u>	<u>Details</u>	<u>Source</u>
2017	1"=500'	Flight Year: 2017	USDA/NAIP
2013	1"=500'	Flight Year: 2013	USDA/NAIP
2009	1"=500'	Flight Year: 2009	USDA/NAIP
2006	1"=500'	Flight Year: 2006	USDA/NAIP
1995	1"=500'	Acquisition Date: January 01, 1995	USGS/DOQQ
1994	1"=500'	Acquisition Date: January 01, 1994	USGS/DOQQ
1991	1"=500'	Flight Date: March 09, 1991	NAPP
1984	1"=500'	Flight Date: March 26, 1984	USDA
1980	1"=500'	Flight Date: July 25, 1980	NOAA
1976	1"=500'	Flight Date: October 29, 1976	USGS
1974	1"=500'	Flight Date: October 19, 1974	NOAA
1966	1"=500'	Flight Date: February 23, 1966	USGS
1961	1"=500'	Flight Date: April 12, 1961	EDR Proprietary Aerial Viewpoint
1954	1"=500'	Flight Date: January 04, 1954	USGS
1951	1"=500'	Flight Date: April 21, 1951	EDR Proprietary Aerial Viewpoint
1941	1"=500'	Flight Date: January 01, 1941	FirstSearch
1924	1"=500'	Flight Date: July 01, 1924	FAIR

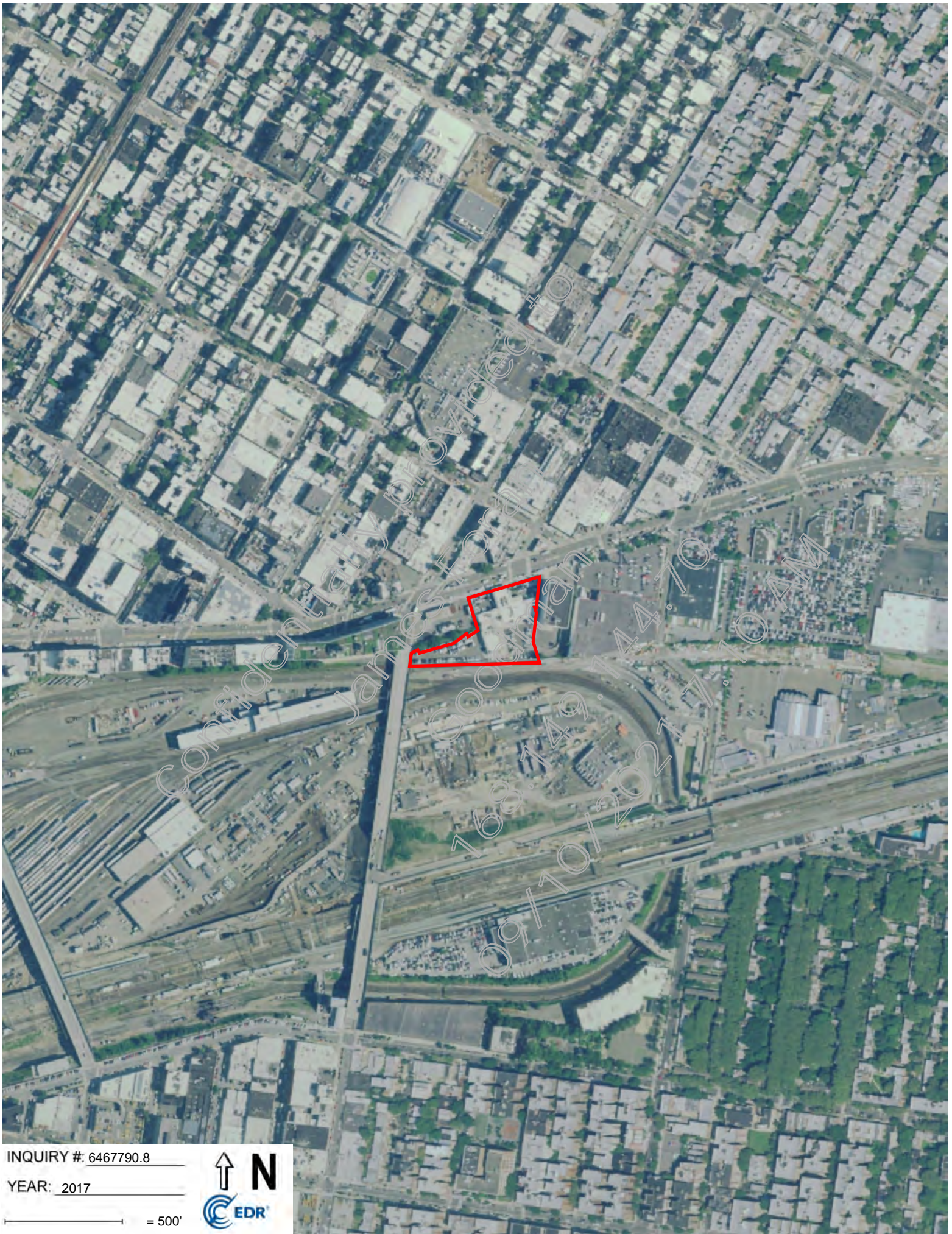
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INQUIRY #: 6467790.8

YEAR: 2017

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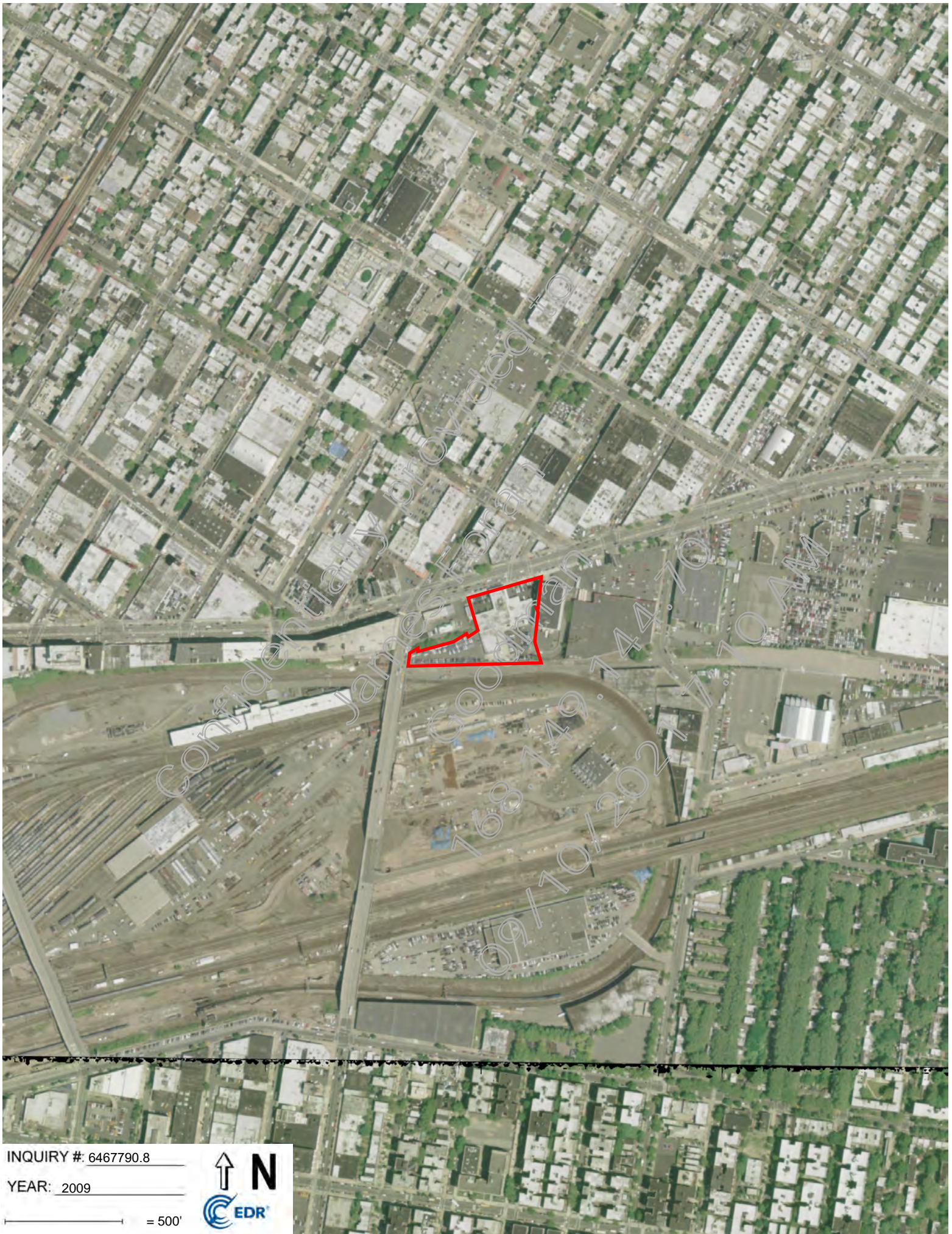


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YEAR: 2013

— = 500'





INQUIRY #: 6467790.8

YEAR: 2009

— = 500'





INQUIRY #: 6467790.8

YEAR: 2006

— = 500'





UNMAPPED

UNMAPPED

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UNMAPPED

INQUIRY #: 6467790.8

YEAR: 1995



— = 500'

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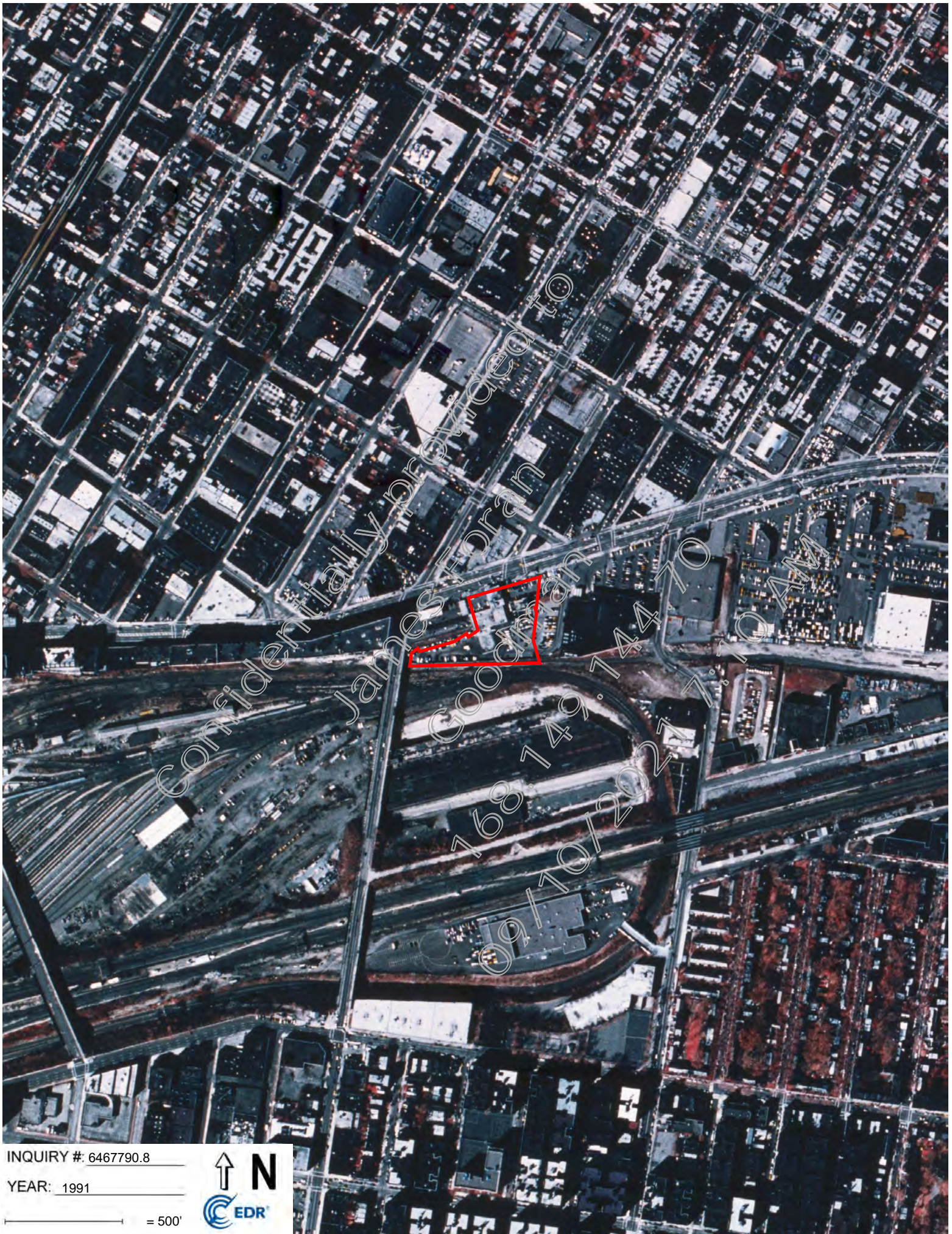


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YEAR: 1994

500'



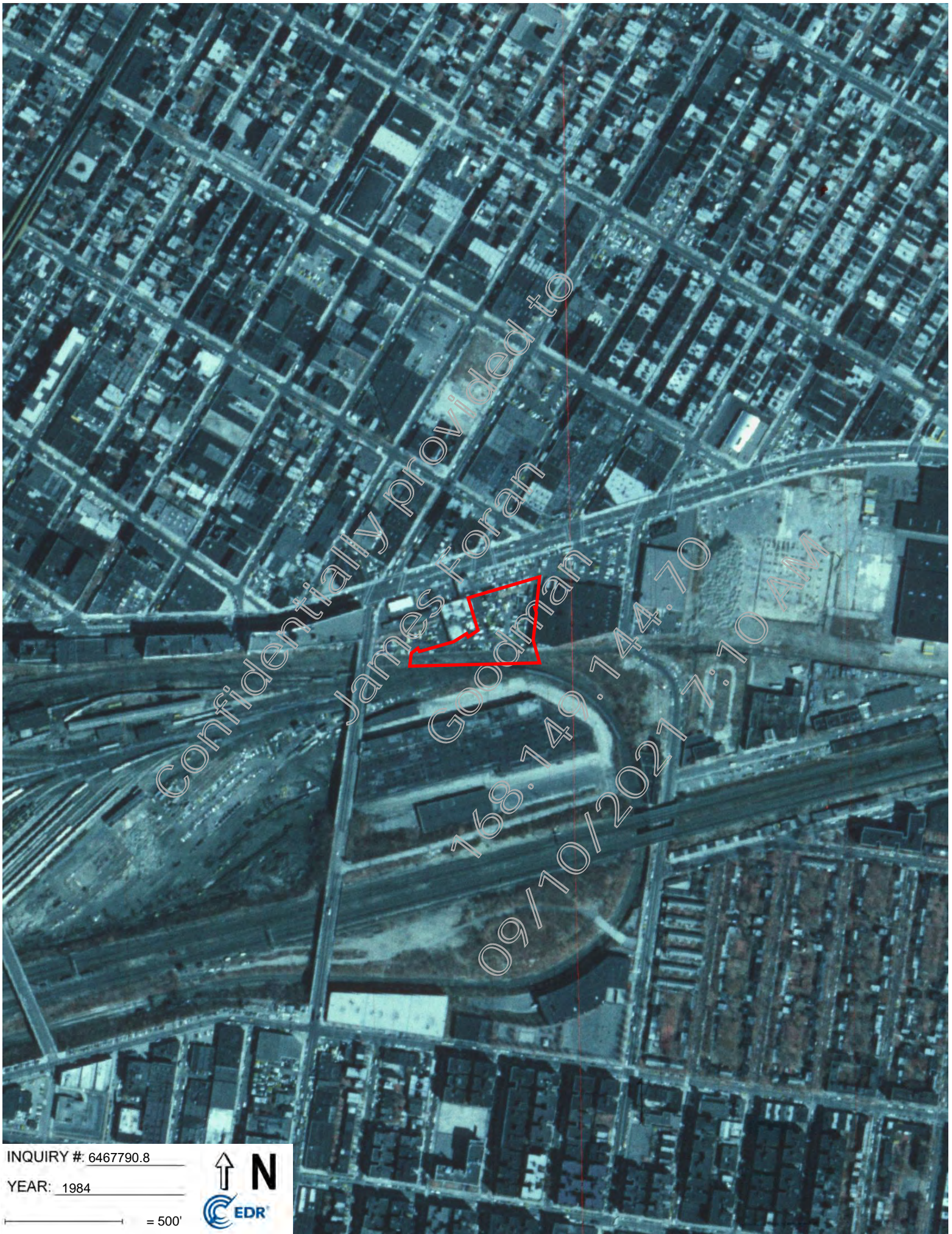


INQUIRY #: 6467790.8

YEAR: 1991

— = 500'





INQUIRY #: 6467790.8

YEAR: 1984

— = 500'





INQUIRY #: 6467790.8

YEAR: 1980

— = 500'



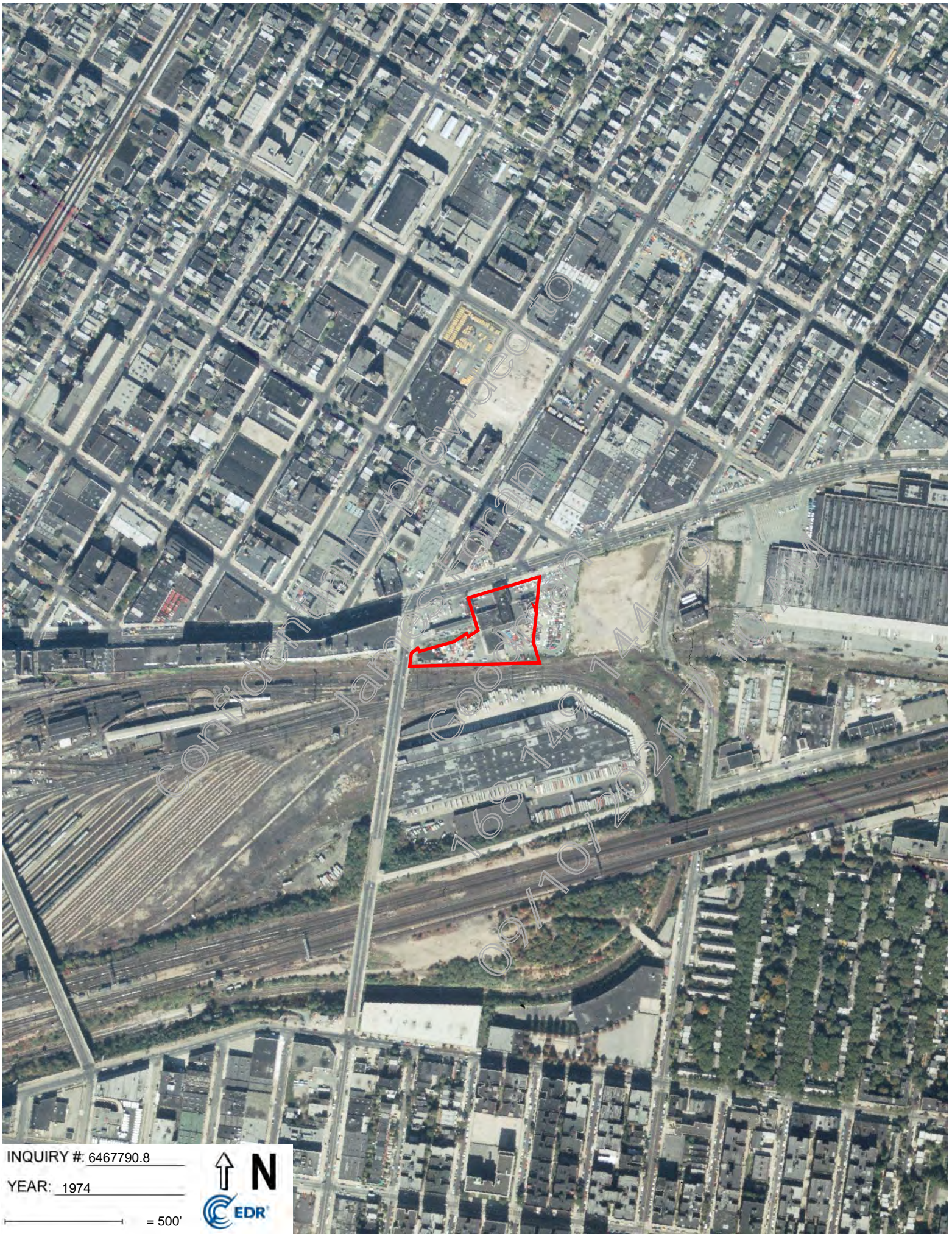


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YEAR: 1976

— = 500'





INQUIRY #: 6467790.8

YEAR: 1974

— = 500'



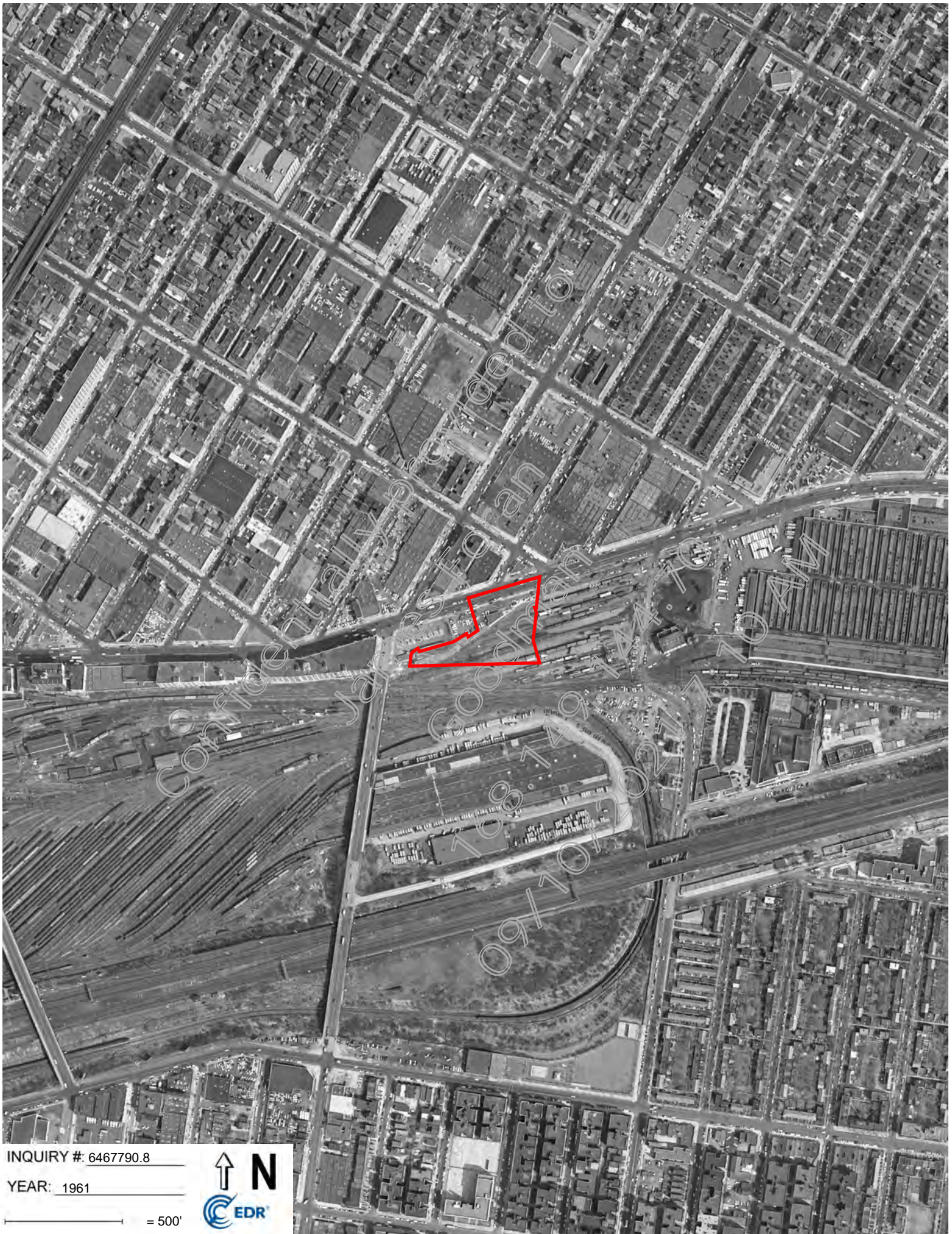


INQUIRY #: 6467790.8

YEAR: 1966

— = 500'





INQUIRY #: 6467790.8

YEAR: 1961

— = 500'





INQUIRY #: 6467790.8

YEAR: 1954

— = 500'





INQUIRY #: 6467790.8

YEAR: 1951

— = 500'





INQUIRY #: 6467790.8

YEAR: 1941

— = 500'





INQUIRY #: 6467790.8

YEAR: 1924

— = 500'

