# 102-05 Ditmars Blvd. Garage

*LaGuardia Parking at the Marriott*

Draft Scope of Work for an Environmental Impact Statement

CEQR No. 15DCP160Q

**A. INTRODUCTION**

This scope of work outlines the technical areas to be analyzed in the preparation of an Environmental Impact Statement (EIS) for the 102-05 Ditmars Blvd. Garage project (also known as the LaGuardia Parking at the Marriott). The applicant, LGA Parking, LLC, is seeking several actions (described below) collectively referred to as the "proposed actions," to facilitate construction of a new long-term parking garage structure serving air passengers from LaGuardia Airport.

The proposed actions would facilitate the construction of an approximately 649,000 gross square foot (gsf), 128 foot tall (including bulkheads) public parking garage structure (the "proposed project") that would consist of 2,200 parking spaces. Due to variations in grade, the garage structure would rise seven stories from the Ditmars Boulevard frontage and nine stories from the Grand Central Parkway frontage. The proposed garage structure would contain two facilities, one containing approximately 400 spaces as accessory to the Marriott hotel on the project site, and the other containing 1,800 long-term public spaces to be used by air passengers from LaGuardia Airport. The new garage structure would replace an existing at-grade parking facility and surface parking lot of 410 accessory spaces associated with the adjacent hotel. The project site is located at 102-05 Ditmars Boulevard (Queens Block 1641, Lot 1) in the East Elmhurst neighborhood of Queens, Community District 3 (see Figure 1).

The actions required for the proposed project include: height, setback and signage waivers pursuant to a special permit (ZR Section 74-74); a special permit for a public parking garage structure with more than 150 spaces in a C4-2 district and to allow for roof parking (ZR Section 74-512); and an amendment to the text of Appendix D of the Zoning Resolution to remove reference to an existing restrictive declaration and replacement with reference to a new restrictive declaration.

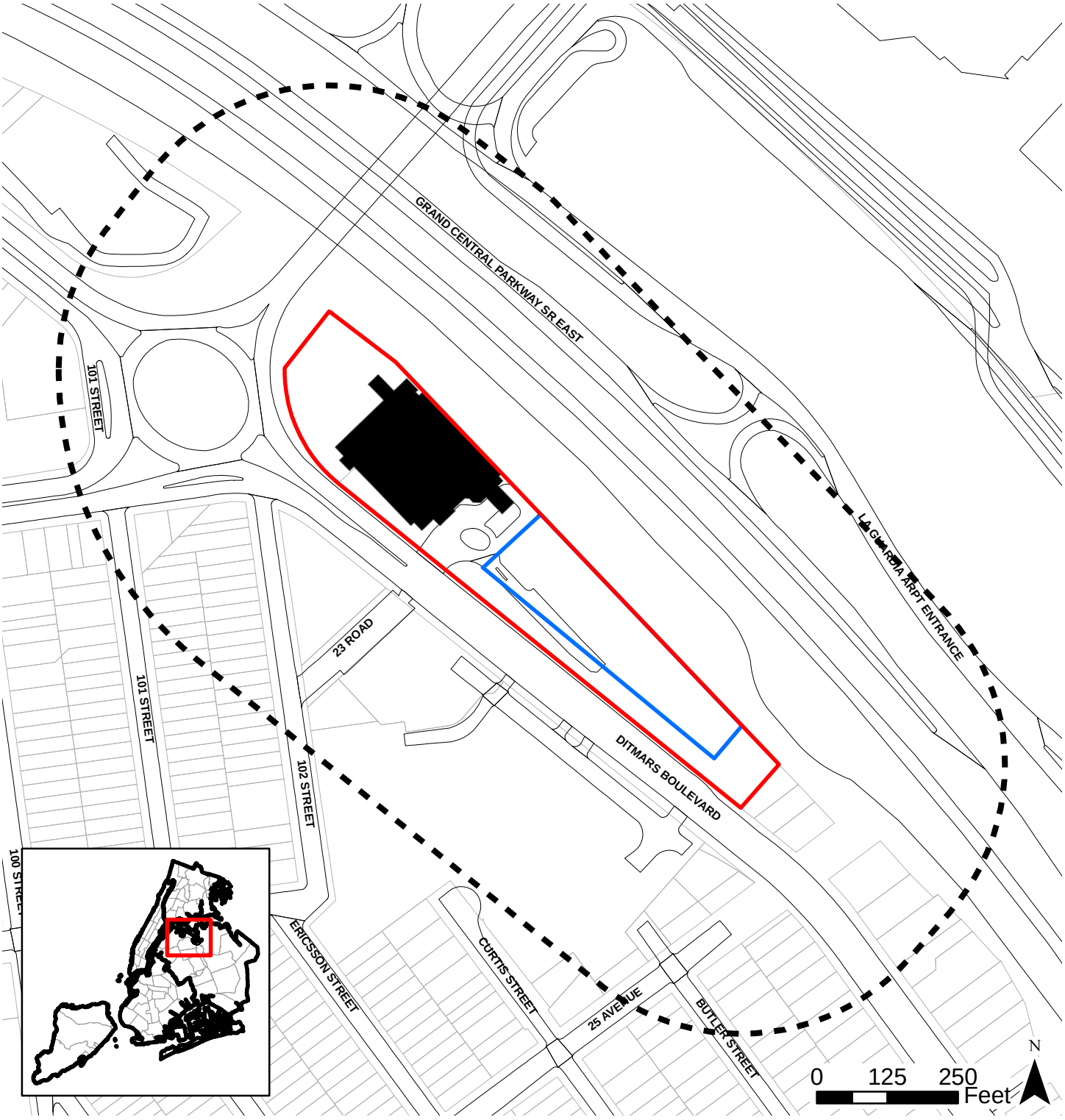
This document provides a description of the proposed project, and includes task categories for all technical areas to be analyzed in the EIS.

**B. REQUIRED APPROVALS**

The proposed actions require City Planning Commission (CPC) and City Council approvals through the Uniform Land Use Review Procedure (ULURP), and consist of the following:

1) **Special Permit for Large-Scale General Development (LSGD):** Pursuant to Zoning Resolution (ZR) § 74-743(a)(2), the applicant is seeking a special permit to allow the location of buildings within a LSGD without regard for the applicable yard, height, and setback regulations set forth in ZR §33-432 and ZR §33-26. Additionally, pursuant to ZR § 74-744(c), the special permit would modify the underlying sign regulations related to surface area and height of signs set forth in ZR § 32-642 and § 32-655 in the proposed LSGD in order to allow the maintenance of the existing signs on the hotel and allow new signage on the proposed garage structure.

Date: 09.23.14




**102-05 Ditmars Blvd. Garage**
**Queens, New York 11369**

**Site Location Map**

**Figure 1**

Project Site
400-Foot Radius
Existing Hotel Building Footprint
Location of Proposed Parking Garage (Approximate)


**Sources:**
1. New York (City). Dept. of City Planning 2013. Queens MapPLUTO (Edition 13v2). New York City: NYC Department of City Planning.
2. New York (City). Dept. of City Planning 2013. LION (Edition 13C). New York City: NYC Department of City Planning.
3. New York (City). Dept. of City Planning 2013. New York City Borough Boundary (Edition 13C). New York City: NYC Department of City Planning.
4. New York (City). Dept. of City Planning 2013. New York City Community Districts (Edition 13C). New York City: NYC Department of City Planning.
5. New York (City). Department of Information Technology & Telecommunications (DoITT). Building Footprints Data. New York City: NYC DoITT.
6. New York (City). Department of Information Technology & Telecommunications (DoITT). Roadbed Data. New York City: NYC DoITT.

2) **Special Permit for Public Parking Garage**: Pursuant to ZR § 74-512, the special permit would (i) allow the development of a public parking garage with a capacity in excess of 150 parking spaces and (ii) allow rooftop parking.

3) **Notice of Cancellation and Filing of New Restrictive Declaration:** This action involves the cancellation of the Restrictive Declaration dated July 11, 1979 pursuant to paragraph 8 of the declaration. A new restrictive declaration, which would incorporate relevant requirements from the 1979 declaration, would be recorded in regard to the large scale general development.

**C. CITY ENVIRONMENTAL QUALITY REVIEW (CEQR) AND SCOPING**

The proposed actions are classified as Type 1, as defined under 6 NYCRR 617. 4(b)(6)(iii), subject to environmental review in accordance with CEQR guidelines. The New York City Department of City Planning (NYCDCP), acting as lead agency on behalf of the City Planning Commission (CPC), will coordinate the review of the proposed actions among the involved and interested agencies and the public. An Environmental Assessment Statement (EAS) was completed on February 19, 2015. NYCDCP, has determined that the proposed actions would have the potential for significant adverse impacts. Therefore, a detailed assessment of likely effects in those areas of concern must be prepared and disclosed in an EIS.

The CEQR scoping process is intended to focus the EIS on those issues that are most pertinent to the proposed actions. The process allows other agencies and the public a voice in framing the scope of the EIS. The scoping document sets forth the analyses and methodologies that will be utilized to prepare the EIS. During the period for scoping, those interested in reviewing the Draft Scope may do so and give their comments to the lead agency. The public, interested agencies, Queens Community Board 3, and elected officials, are invited to comment on the Draft Scope, either in writing or orally, at a public scoping meeting to be held on Thursday, June 18, 2015 at 9:30am at the New York City Department of City Planning, Spector Hall, 22 Reade Street, New York, New York 10007. Comments received during the Draft Scope's public meeting and written comments received up to ten days after the meeting, will be considered and incorporated as appropriate into the Final Scope of Work (Final Scope). The lead agency will oversee preparation of the Final Scope, which will incorporate all relevant comments made on the Draft Scope and revise the extent or methodologies of the studies, as appropriate, in response to comments made during scoping.

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

## D. DESCRIPTION OF THE PROPOSED PROJECT

### Background and Existing Conditions

In 1979 the project site was rezoned from R3-2 to C4-2, which was accompanied by a Restrictive Declaration which limited development on the site to a 10-story hotel with ancillary facilities and no less than 410 accessory parking spaces. The Restrictive Declaration was modified on October 11, 1979, to reflect a change in plans from a two (2) level to a three (3) level parking garage, and a change in designation of rooms, suites and floors. Construction of the hotel and associated parking facilities was completed in 1981, both of which are still in operation today.

### Project Site and Surrounding Area

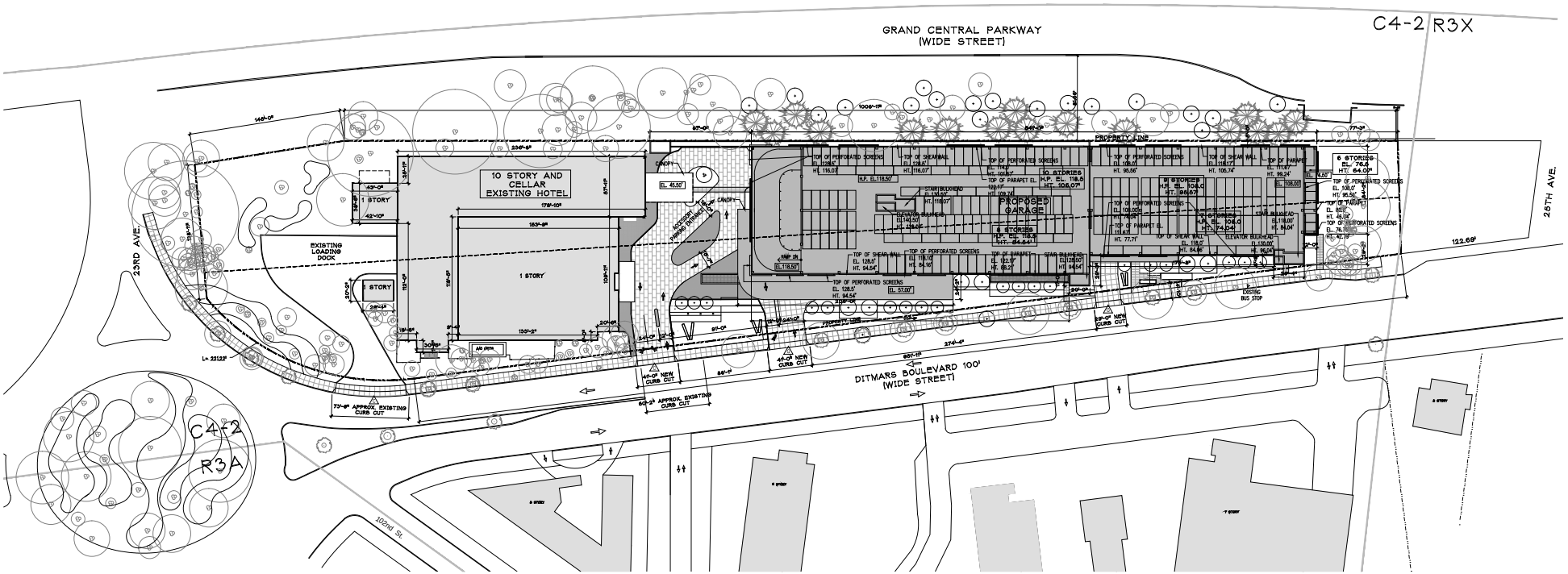
The project site is located at 102-05 Ditmars Boulevard in the East Elmhurst neighborhood of Queens, Community District 3. The project site is bounded by the Grand Central Parkway to the north and east, Northern Boulevard to the south, and 93rd and 94th Streets to the west. The site encompasses Queens Block 1641, Lot 1, and has a frontage of approximately 952 feet on Ditmars Boulevard with a total lot area of 155,700 square feet (see Figure 1). It is located in a C4-2 commercial zoning district and contains an existing 10-story transient hotel with 410 total parking spaces on-site between the existing parking garage and a surface parking lot. C4-2 zoning districts are mapped in commercial areas that are located outside of the central business districts, and allow for larger, higher traffic generating uses such as department stores, theaters and other commercial and office uses that serve a more regional draw than neighborhood shopping districts. This district allows up to 3. 4 floor area ratio (FAR) for commercial uses and up to 4. 8 FAR for community facility uses.

The East Elmhurst neighborhood is characterized by predominantly low- to mid-density residential uses, with a mixture of institutional, commercial, and transportation/utility uses along major traffic corridors, such as Northern Boulevard, Astoria Boulevard, and, to a lesser extent, Ditmars Boulevard. Commercial and retail uses along Ditmars Boulevard are complementary to LaGuardia Airport to the north, comprised of hotel and rental car businesses. Additionally, the New York City Department of Parks and Recreation's Overlook Park is located in the northern portion of the East Elmhurst neighborhood, just west of the study area and south of the Grand Central Parkway.

The study area immediately surrounding the project site is predominantly characterized by transportation infrastructure associated with the Grand Central Parkway and the 102nd Street Bridge (which is elevated over the Grand Central Parkway), as well as multiple hotel uses and LaGuardia Airport.

### Proposed Project

The proposed actions would facilitate the construction of an approximately 649,000 gross square foot (gsf), 128 foot tall (including bulkheads) public parking garage structure (the "proposed project") that would consist of 2,200 parking spaces (see Figures 2 through 4). Due to variations in grade, the garage structure would rise seven stories from the Ditmars Boulevard frontage and 9 stories from the Grand Central Parkway frontage. The proposed garage structure would contain two facilities, one containing approximately 400 spaces as accessory to the hotel and 1,800 would be long-term public spaces to be used by air passengers from LaGuardia Airport. The new garage structure would replace an existing at-grade parking facility and surface parking lot of 410 accessory spaces associated with the adjacent hotel. Three curb cuts would be provided on the site, one for the hotel and two for the new parking garage. Access to the hotel would be provided by a 41 foot curb cut, which replaces an existing 60 foot curb cut at the hotel entrance. The second curb cut would provide access to the garage and would be




For Illustrative Purposes Only

**102-05 Ditmars Blvd. Garage**
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**Proposed Project Site Plan**

Figure **2**


1 SOUTH ELEVATION

1 WEST ELEVATION

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**102-05 Ditmars Blvd. Garage**
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**Proposed Project Elevation**

Figure
**3**


1 NORTH ELEVATION

2 EAST ELEVATION

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**102-05 Ditmars Blvd. Garage**
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**Proposed Project Elevation**

Figure
**4**

located 86 feet east of the curb cut for the hotel. Additional access would be provided via a 29 foot wide curb cut, approximately 275 feet to the east of the other curb cut for the garage.

**Project Purpose and Need**

The Parking Spot, an affiliate of the applicant, solely constructs and operates long-term parking garages to serve airports, and is the largest airport parking company in the industry. The company has a national footprint of 32 facilities, with approximately 57,400 parking stalls at 20 different airports. In the New York Metro Region, The Parking Spot currently operates three facilities at Newark, and one each at JFK and LaGuardia Airports. The Parking Spot facility that serves LaGuardia passengers is located on two adjoining lots at the intersection of 23rd and 90th Street, approximately 12 blocks to the west from the project site. This existing facility has approximately 600 spaces, and a very high occupancy rate. The applicant plans to continue to operate this current facility to the west of the project site, which is not directly associated or connected with the proposed garage. The applicant intends for the proposed parking facility to serve air passenger and existing hotel parking demand, and believes a parking facility of this capacity could not be filled by the demand for typical non-airport related short-term public parking.

The Final LaGuardia Airport Environmental Assessment (November 2014) conducted pursuant to the National Environmental Policy Act (NEPA) on behalf of the Port Authority of New York and New Jersey for the US Department of Transportation and the Federal Aviation Administration provides extensive information on the anticipated change in airport customer patterns. Based on the assessment, there is an anticipated increase in airplane passengers of up to 44 percent to the airport over a 20 year period, which ends in 2030. This passenger growth results in a projection of at least 20,000 new passengers traveling to LaGuardia Airport daily. According to the Port Authority's Environmental Assessment, the current LaGuardia Airport parking facilities capture only about 4. 6 percent of the total passengers arriving at the airport which, based on the passenger growth projections, would still result in a growth in daily parking demand of up to 920 spaces. Considering travelers staying more than one day, this new demand more than doubles. The statistics also indicate that new taxi and black cars arriving at the airport would be an additional 4,400 trips each day.

As LaGuardia Airport plans to expand within the boundaries of a constrained perimeter, the plans for the expansion of the central terminal and parking reconstruction actually reduce the number of available parking spaces at the terminals. Currently LaGuardia Airport offers about 6,300 spaces. At the completion of the parking construction phases, expected to be 2018, LaGuardia Airport would offer about 5,200 spaces at the terminals.

On a national basis, the use statistics are very different for how passengers travel to airports when compared to the statistics for LaGuardia Airport. The national statistics indicate that 19 percent of the passengers arrive and park at airport facilities. LaGuardia Airport has quite different travel patterns with only 4. 6 percent of the passengers parking at on-airport facilities, which is likely due to the limited and costly supply of terminal parking options (The Parking Spot's existing facility experiences very high occupancy rates) in addition to the passenger's demand. A goal for the proposed new garage includes accommodating travelers currently using taxis and black cars.

The applicant, the lessee, has agreed to develop the proposed parking garage structure on the existing parking area of the site. The property owner, Rubicon B LLC, is interested in improving the hotel site by

adding public parking and has contracted with the applicant to develop the site. Absent the proposed LSGD special permit, the site would be limited to its current hotel use. Due to its proximity to LaGuardia Airport and other related existing compatible airport commercial uses, the applicant intends to construct the proposed long-term, public parking garage structure for air passengers.

The applicant is proposing special permits pursuant to three provisions of the Zoning Resolution:

1. ZR Section 74-512, Outside High Density Areas: to permit parking garages with more than 150 spaces;

2. ZR Section 74-743 (a) (2), Large Scale General Development: to permit modification of required height and setback regulations set forth in ZR §33-432 and ZR §33-26;

3. ZR Section 74-744 (c) Large Scale General Development: to permit modification of sign regulations related to surface area and height of signs set forth in ZR § 32-642 and § 32-655.

As previously mentioned both special permit actions would require conditions to be recorded in a new Restrictive Declaration which would supersede and replace the formerly recorded Restrictive Declaration (RD). The new RD would incorporate appropriate conditions from the current RD and impose new conditions relating to the Special Permits.

**E. ANALYSIS FRAMEWORK**

**Build Year**
The analysis year for the proposed actions is 2018. This assumes the receipt of approvals and commencement of construction in 2016, and a construction timeframe of up to 20 to 23 months. It is anticipated that the proposed project would be built and operational by the middle of 2018.

**Reasonable Worst-Case Development Scenario (RWCDS)**
In order to assess the possible effects of the proposed project, a reasonable worst-case development scenario (RWCDS) was established for both the future without the proposed actions (No-Action condition) and the future with the proposed actions (With-Action condition) for an analysis year, or Build year, of 2018. The incremental difference between the No-Action and With-Action conditions would serve as the basis of the impact category analyses. The proposed project discussed above would be analyzed in the EIS as the RWCDS for the Build year of 2018.

**No-Action Condition**
Due to the restriction of uses on the project site associated with the existing Restrictive Declaration, absent the proposed actions (the "No-Action scenario"), the site would continue to operate with its current uses as a hotel and a 410-space accessory parking structure (parking deck and surface parking).

**With-Action Condition**
As mentioned above, the proposed actions would facilitate the construction of an approximately 649,000 gross square foot (gsf), 128 foot tall public parking garage structure (including bulkheads) that would consist of 2,200 parking spaces. Due to variations in grade, the garage structure would rise seven stories from the Ditmars Boulevard frontage and nine stories from the Grand Central Parkway frontage. The

proposed garage structure would contain two facilities, one containing approximately 400 spaces as accessory to the Marriott hotel, and 1,800 would be long-term public spaces to be used by air passengers from LaGuardia Airport. The new garage structure would replace an existing at-grade parking facility and surface parking lot of 410 accessory spaces associated with the adjacent hotel. As part of the proposed LSGD special permit, maintenance of the existing signage on the hotel building would be allowed and signage would be placed on the north and the south facades of the proposed garage structure. Three curb cuts would be provided on the site, one for the hotel and two for the new parking garage. Access to the hotel would be provided by a 41 foot curb cut, which replaces an existing 60 foot curb cut at the hotel entrance. The second curb cut would provide access to the garage and would be located 86 feet east of the curb cut for the hotel. Additional access would be provided via a 29 foot wide curb cut, approximately 275 feet to the east of the other curb cut for the garage.

The proposed actions limit the type of use, size and design of the development to that which is illustrated on the site plan for the LSGD plan. A building with different uses or of a different (larger or smaller) size could not be built on the property without the property owner seeking another LSGD plan. Given all these factors, the applicant's proposed project represents the RWCDS under the proposed actions.

**Increment**

In each of the technical areas the With-Action RWCDS will be compared to the No-Action RWCDS. Table 1 summarizes the increments for analysis.

**Table 1: RWCDS Increment**

| Use | No-Action RWCDS | With-Action RWCDS | Increment |
|---|---|---|---|
| Parking Garage Size (GSF) | 129,050 | 649,000 | 519,950 |
| Parking Garage Spaces | 410 | 2,200 | 1,790 |

The environmental analyses in the EIS would assume an analysis year of 2018 for the RWCDS for the proposed actions.

**F. SCOPE OF WORK FOR THE EIS**

As the RWCDS associated with the proposed actions was found to have the potential for significant adverse impacts due to Shadows, Urban Design and Visual Resources, Hazardous Materials, Transportation (Traffic), Air, Noise, Public Health, and Neighborhood Character, pursuant to the EAS, an Environmental Impact Statement (EIS) pursuant to CEQR would be prepared for the proposed actions. The EIS would be prepared in conformance with all applicable laws and regulations, including SEQRA (Article 8 of the New York State Environmental Conservation Law) and its implementing regulations found at 6 NYCRR Part 617, New York City Executive Order No. 91 of 1977, as amended, and the Rules of Procedure for CEQR, found at Title 62, Chapter 5 of the Rules of the City of New York.

The EIS would follow the guidance of the *2014 CEQR Technical Manual*, and would contain:

- A description of the proposed project and its environmental setting;
- A statement of the environmental impacts of the proposed project, including its short- and long-term effects and typical associated environmental effects;

- An identification of any adverse environmental effects that cannot be avoided if the proposed project is implemented;
- A discussion of reasonable alternatives to the proposed project;
- An identification of irreversible and irretrievable commitments of resources that would be involved in the proposed project should it be implemented; and
- A description of mitigation measures proposed to eliminate or minimize any significant adverse environmental impacts.

As detailed in the Supplemental Studies of the EAS, dated February 19, 2015 the proposed actions do not trigger the potential for significant adverse impacts to Land Use, Zoning and Public Policy, Socioeconomic Conditions, Community Facilities, Open Space, Historic and Cultural Resources, Natural Resources, Water and Sewer Infrastructure, Solid Waste and Sanitation Services, Energy, Greenhouse Gas Emissions and Construction. The EAS prepared for the proposed actions would be included as an Appendix of the DEIS report. Consequently, these environmental categories would not be assessed in the EIS. The proposed actions were determined to have the potential for significant adverse impacts in the following impact categories – Shadows, Urban Design and Visual Resources, Hazardous Materials, Transportation (Traffic), Air Quality, Noise, Public Health and Neighborhood Character and this Draft Scope has been prepared to outline an EIS limited to these areas.

**Task 1. Project Description**

The first chapter of the EIS introduces the reader to the proposed project and sets the context in which to assess impacts. The chapter contains a project identification (brief description and location of the proposed project); the background and/or history of the proposed project; a statement of the public purpose and need for the proposed project; a detailed description of the project; and discussion of the approvals required, procedures to be followed, and the role of the EIS in the process. This chapter is the key to understanding the proposed action and its impact, and gives the public and decision-makers a base from which to evaluate the project against both With-Action and No-Action scenarios. In addition, the project description would summarize the reasonable worst-case development scenario for analysis in the EIS and present its rationale.

**Task 2. Shadows**

A shadows analysis assesses whether new structures resulting from a proposed action would cast shadows on sunlight sensitive publicly accessible resources or other resources of concern, such as natural resources, and to assess the significance of their impact. This chapter will examine the proposed actions' potential for significant and adverse shadow impacts pursuant to the *2014 CEQR Technical Manual* criteria. Generally, the potential for shadow impacts exists if an action would result in new structures or additions to buildings resulting in structures over 50 feet in height that could cast shadows on important natural features, publicly accessible open space, or on historic features that are dependent on sunlight.

New construction or building additions resulting in incremental height changes of less than 50 feet can also potentially result in shadow impacts if they are located adjacent to, or across the street from, a sunlight-sensitive resource.

The proposed actions would permit development of a new structure greater than 50 feet in height and therefore has the potential to result in shadow impacts. The EIS will assess the potential shadowing effects of the new structure on sunlight-sensitive uses and disclose the range of shadow impacts, if any,

which are likely to result from the proposed actions. The shadows analysis in the EIS will include the following subtasks:

- A preliminary shadows screening assessment will be prepared to ascertain whether the development's shadows may potentially reach any sunlight-sensitive resources at any time of year.

- A Tier 1 Screening Assessment will be conducted to determine the longest shadow study area for the project site, which is defined as 4.3 times the height of a structure (the longest shadow that would occur on December 21, the winter solstice), pursuant to the *2014 CEQR Technical Manual.* A base map that illustrates the location of the development in relation to the sunlight sensitive resources will be developed.

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

- If any portion of a sunlight-sensitive resource is within the area that could be potentially shaded by the development site, a Tier 3 Screening Assessment will be conducted. The Tier 3 Screening Assessment will determine if shadows resulting from the project can reach a sunlight-sensitive resource through the use of three-dimensional computer modeling software with the capacity to accurately calculate shadow patterns. The model will include a three-dimensional representation of the development site, and a three-dimensional representation of the topographical information within the area to determine the extent and duration of new shadows that would be cast on sunlight- sensitive resources as a result of the proposed actions.

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

    1. The analysis will be documented with graphics comparing shadows resulting from the No-Action condition with shadows resulting from the Proposed Actions, with incremental shadow highlighted in a contrasting color.
    2. A summary table listing the entry and exit times and total duration of incremental shadow on each applicable representative day for each affected resource will be provided.
    3. The significance of any shadow impacts on sunlight-sensitive resources will be assessed.

**Task 3. Urban Design and Visual Resources**

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

As the proposed actions would allow a building of a different height and shape than is allowed under the existing zoning, a preliminary assessment of urban design and visual resources will be provided in the EIS. The urban design study area will be the same as that used for the land use analysis, in accordance with the *2014 CEQR Technical Manual*. For visual resources, the view corridors within the study area from which such resources are publicly viewable should be identified.

The preliminary assessment will be based on *2014 CEQR Technical Manual* methodologies and include the following:

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

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

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

- A detailed analysis will be prepared if warranted based on the preliminary assessment. Examples of projects that may require a detailed analysis are those that would make substantial alterations to the streetscape of a neighborhood by noticeably changing the scale of buildings, potentially obstruct view corridors, or compete with icons in the skyline, as described in the *2014 CEQR Technical Manual*. The detailed analysis would describe the development site and the urban design and visual resources of the surrounding area. The analysis would describe the potential changes that could occur to urban design and visual resources in the future with the proposed action condition, in comparison to the future without the proposed action condition, focusing on the changes that could negatively affect a pedestrian's experience of the area. If necessary, mitigation measures to avoid or reduce potential significant adverse impacts will be identified.

**Task 4. Hazardous Materials**

This section would examine the potential for impacts related to subsurface contamination, including an evaluation of the existing soil and groundwater conditions in areas that would be affected by the

proposed project. It would summarize conditions on the site based on a review of existing Environmental Site Assessments and reports on subsurface investigations, where applicable. As noted in the EAS document, a Phase I Environmental Site Assessment (ESA) was conducted which identified some Recognized Environmental Conditions ("RECs") that could affect the property, and the New York City Department of Environmental Protection (NYCDEP) has requested additional Phase II testing per a comment letter dated January 15, 2015. A Phase II Workplan would be prepared and submitted to NYCDEP for review and approval. This chapter of the EIS would summarize the findings and recommendations of the Phase I ESA prepared for the project site, as well as the Phase II Workplan. If there is the potential for significant adverse impacts under the proposed project, the need to perform remediation would be described in the mitigation chapter.

**Task 5. Transportation**

The transportation analyses are a key focus of the EIS and concentrate on potential significant traffic impacts and improvements that would be necessary to mitigate such impacts. The transportation analyses begin with a determination of the volume of trips expected to be made to and from the project site and are documented within a Travel Demand Analysis Technical Memorandum, as specified in the *2014 CEQR Technical Manual*. The analyses then proceed to a detailed analysis of existing and projected traffic conditions in the area. The proposed garage structure is not expected to generate walk trips or transit trips, so pedestrian and transit analyses are not proposed.

1. Prepare trip generation projections for the amount of traffic expected to be generated by the proposed parking garage during weekday peak hours. The volume of peak hour vehicle trips would then be assigned to travel routes to and from the project site and the volume of traffic expected at key intersections would then be determined. A Travel Demand Analysis (TDA) Technical Memorandum was prepared documenting the assumptions and findings of this task.

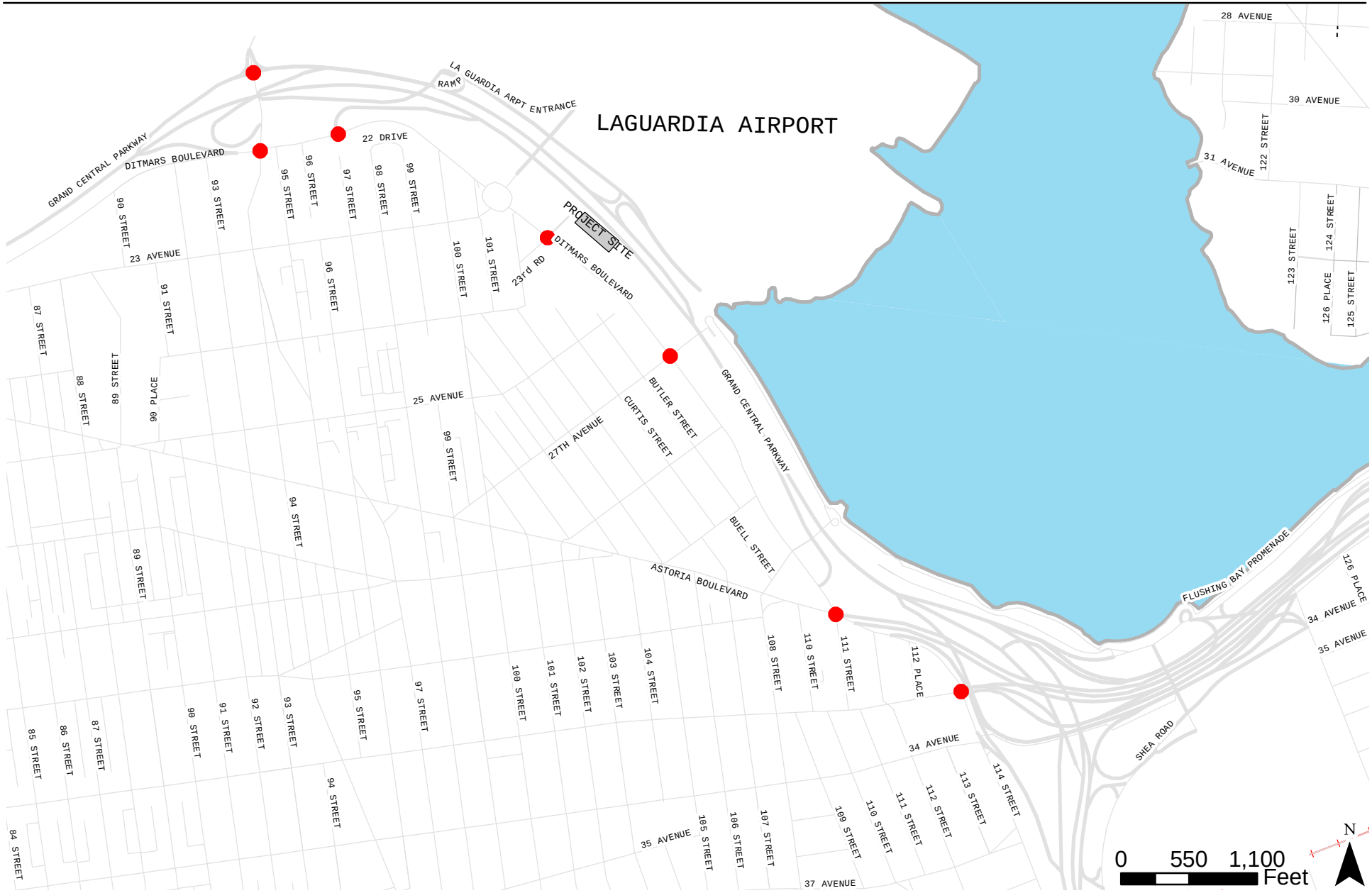
2. Define a traffic study area consisting of the following intersections:

    - Westbound Grand Central Parkway (GCP) service road and 94th Street
    - Ditmars Boulevard and 94th Street
    - Ditmars Boulevard and Eastbound GCP On-ramp/97th Street
    - Ditmars Boulevard and Marriott Hotel entrance/23rd Road (unsignalized intersection)
    - Ditmars Boulevard and 27th Avenue
    - Ditmars Boulevard/111th Street and Astoria Boulevard
    - Northern Boulevard and 114th Street

    These are the key intersections that could be impacted by the proposed garage (see Figure 5).

3. Conduct intersection through and turning movement counts at each of the locations listed above for weekday AM, midday, and PM peak periods. Automatic Traffic Recorder (ATR) machine counts would also be conducted for a full week and two weekends, and would be used to determine if the one-day manual counts need to be adjusted for average weekday conditions. Field observations would be conducted to calibrate subsequent intersection level of service analyses to observed field conditions.

Date: 5.11.15




**102-05 Ditmars Blvd. Garage**
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**Study Area**

**Figure 5**

● Analysis Locations

**Sources:** 1. New York (City). Dept. of City Planning 2014. LION (Edition 14A). New York City: NYC Department of City Planning.

4. Identify the weekday AM, midday, and PM peak hours based on a combination of existing traffic volumes and projected increases generated by the proposed project. Prepare balanced traffic volume networks for weekday AM, midday, and PM peak hours.

5. Inventory streets and intersections for street and lane widths, lane use designations, posted parking regulations and parking maneuvers, signal phasing and timing, and other factors needed to calculate intersection capacities.

6. Determine existing conditions intersection capacities, volume-to-capacity (v/c) ratios, average vehicle delays, and levels of service using *Highway Capacity Manual* software – for individual traffic movements and lane groups, overall approaches to the intersection, and the overall intersection.

7. Determine future No Action traffic volumes and traffic conditions for year 2018 using an annual background traffic growth rate of 0.5 percent per year per *the 2014 CEQR Technical Manual* guidelines. Based on information provided by NYCDCP, no major developments are expected to be completed by 2018.

8. Determine future traffic volumes and traffic conditions with the proposed project (With Action conditions) – i.e., v/c ratios, average vehicle delays, and levels of service at the intersections being analyzed – and identify significant impacts, if any, as per *2014 CEQR Technical Manual* guidelines. The new intersection of Ditmars Boulevard at the entrance to the proposed parking garage would also be analyzed.

9. Identify and evaluate traffic improvements that would be needed to mitigate significant traffic impacts such as signal phasing and timing changes, geometric improvements and lane use designations at intersections, parking regulation modifications, or other similar measures, if needed.

10. Develop parking garage hourly in/out projections and parking garage accumulation analyses for weekday conditions.

11. Obtain vehicular and pedestrian crash data for the most recent three-year period for which such data are available, and summarize the number and severity of crashes by year for each of the intersections being analyzed. We would then determine whether any of the intersections being analyzed are considered high accident locations, and also determine whether traffic generated by the proposed garage would contribute materially at such locations. Potential improvements would be identified, if warranted.

**Task 6. Air Quality**

*2014 CEQR Technical Manual* criteria require an air quality assessment for actions that can result in significant air quality impacts. There are mobile source impacts that could arise when an action increases or causes a redistribution of traffic, creates any other mobile sources of pollutants, or adds new uses near existing mobile sources. The air quality assessment includes a review of mobile source impacts from traffic and parking emissions associated with the new garage structure.

*Mobile Source Air Quality Analysis*

In terms of mobile sources, a screening assessment will be conducted following the procedure outlined in the *2014 CEQR Technical Manual*. The screening assessment will compile the traffic data to determine and document whether the proposed project will generate 170 auto trips or more at any intersection within the study area to assess the potential impact associated with carbon monoxide (CO). In addition, the screening assessment will evaluate the traffic data to determine and document whether the proposed project will generate 23 or more heavy duty diesel vehicles (HDDV) along the arterial roadway to assess the potential impact associated with particulate matter ($PM_{2.5}$).

If this initial mobile source screening assessment exceeds the CEQR screening criteria, a detailed air quality impact analysis will be conducted using the latest version of the EPA's CAL3QHC dispersion model.

*Parking Garage Structure*

The EIS will include an analysis of the potential air quality effects of the proposed parking facilities. CO is the primary pollutant of concern for parking lots and parking garages used by automobiles, while PM is the primary pollutant of concern for parking facilities used by a substantial number of heavy-duty diesel vehicles. The analysis will utilize the spreadsheet model provided in the *2014 CEQR Technical Manual Air Quality* Appendix for evaluating CO and $PM_{2.5}$ emissions from a parking garage. This analysis will include the development of emissions parameters for CO, identification of critical receptor locations, existing baseline background ambient air quality, exhaust locations, parking garage dimensions, and the appropriate traffic data. Emissions rates will be estimated utilizing the latest USEPA-approved mobile emissions model (MOVES2014). Information required for the assessment of impacts from parking facility emissions includes: the dimensions and parking capacities of each of the proposed new parking areas; idle emissions factors for cold autos/SUVs; emission factors at 5 miles per hour; hourly vehicular entrances to and exits from each facility. Following the procedures outlined in the 2*014 CEQR Technical Manual*, each level of the parking facility will be analyzed accordingly (i.e. enclosed garage, natural vented garage). Potential cumulative concentrations from on-street sources and emissions from the parking facilities at a receptor location adjacent to the facilities would be calculated by adding the concentration levels predicted from the various sources.

If the results from the CEQR spreadsheet model do not meet the NAAQS, then the proposed parking facilities would be analyzed using one of USEPA's dispersion models, SCREEN3, AERSCREEN, or AERMOD. The analysis would be performed for the worst-case peak hour where vehicles will be in cold start mode (PM peak hour). The maximum 1-hour carbon monoxide concentration predicted by the screening model would be added to background concentrations and any potential impacts from stationary sources. Total concentrations would be compared to the relevant NAAQS and significant impact levels for CO and $PM_{2.5}$ to assess the potential for significant impacts.

**Task 7. Noise**

The noise analysis, as prescribed by the *2014 CEQR Technical Manual*, will examine both the proposed actions' potential effects on sensitive noise receptors (including residences, health care facilities, schools, open space, etc.) and the potential noise exposure at new sensitive uses introduced by the actions. If significant adverse impacts are identified, CEQR requires such impacts to be mitigated or avoided to the greatest extent practicable. The proposed actions would result in new commercial development and also would alter traffic conditions in the area. Noise, which is a general term used to describe unwanted sound, will likely be affected by these development changes.

A noise impact screening assessment will be performed for the proposed project to determine if there is the potential for a significant noise impact. The noise passenger car equivalent (PCE) values will be calculated for the Existing, Future No-Build and Future Build Conditions, in accordance with the following noise PCE valuations:

- Each Automobile or Light Truck: 1 Noise PCE
- Each Medium Truck: 13 Noise PCEs
- Each Bus: 18 Noise PCEs
- Each Heavy Truck: 47 Noise PCEs

If existing Noise PCE values are increased by 100 percent or more due to the proposed project (which is equivalent to an increase of 3 dB[A] or more), a more detailed analysis would be performed. Conversely, if the existing noise PCE values are not increased by 100 percent or more, it is unlikely that the proposed project would cause a significant adverse vehicular noise impact and; therefore, no further vehicular noise analysis would be warranted.

In order to provide background information on the existing noise levels in the area, the study area was reviewed, and two (2) appropriate measurement locations in close proximity to the project site to conduct noise monitoring were identified, as shown in Figure 6. An approved noise monitoring protocol will also be followed. Sound level measurements would be conducted for 20 minute durations at the selected locations using a Type I noise monitor to establish existing conditions during AM peak hour period (8:00 AM – 9:00 PM), midday period (12:00 PM – 1:00 PM), and PM peak hour period (5:00 PM – 6:00 PM). Spot traffic counts will also be conducting in conjunction with the noise measurements. The noise monitor will meet the appropriate ANSI standards and will measure the following sound levels: Lmax, Lmin, L1, L10, L50, L90, Leq. Additionally, spot traffic counts will be conducted in conjunction with each noise measurements. The Noise Exposure Guidelines shown in Table 19-2 of the *2014 CEQR Technical Manual* will be used to determine if the proposed project is within an area where current noise levels exceed the marginally acceptable limits.

A roadway noise analysis will be conducted using the Federal Highway Administration's Traffic Noise Model (TNM) to calculate sound levels associated with the mobile sources from the proposed project. The existing noise monitoring data will be used to validate the noise model. The TNM input data will include peak traffic volumes, vehicle speeds, and vehicle classification. The attenuation effects of surrounding vegetation, terrain, and structures will be incorporated in the model. Based upon this information, TNM will calculate sound levels at each sensitive receptor location within the study area for existing and future build conditions to determine the level of potential noise impacts due to the proposed project.

**Task 8. Public Health**

According to the *2014 CEQR Technical Manual*, public health is the organized effort of society to protect and improve the health and well-being of the population through monitoring; assessment and surveillance; health promotion; prevention of disease, injury, disorder, disability and premature death; and reducing inequalities in health status. The goal of CEQR with respect to public health is to determine whether adverse impacts on public health may occur as a result of a proposed project, and if so, to identify measures to mitigate such effects.

According to the guidelines of the *2014 CEQR* Technical *Manual*, a public health assessment may be warranted if an unmitigated significant adverse impact is identified in certain CEQR analysis areas, such

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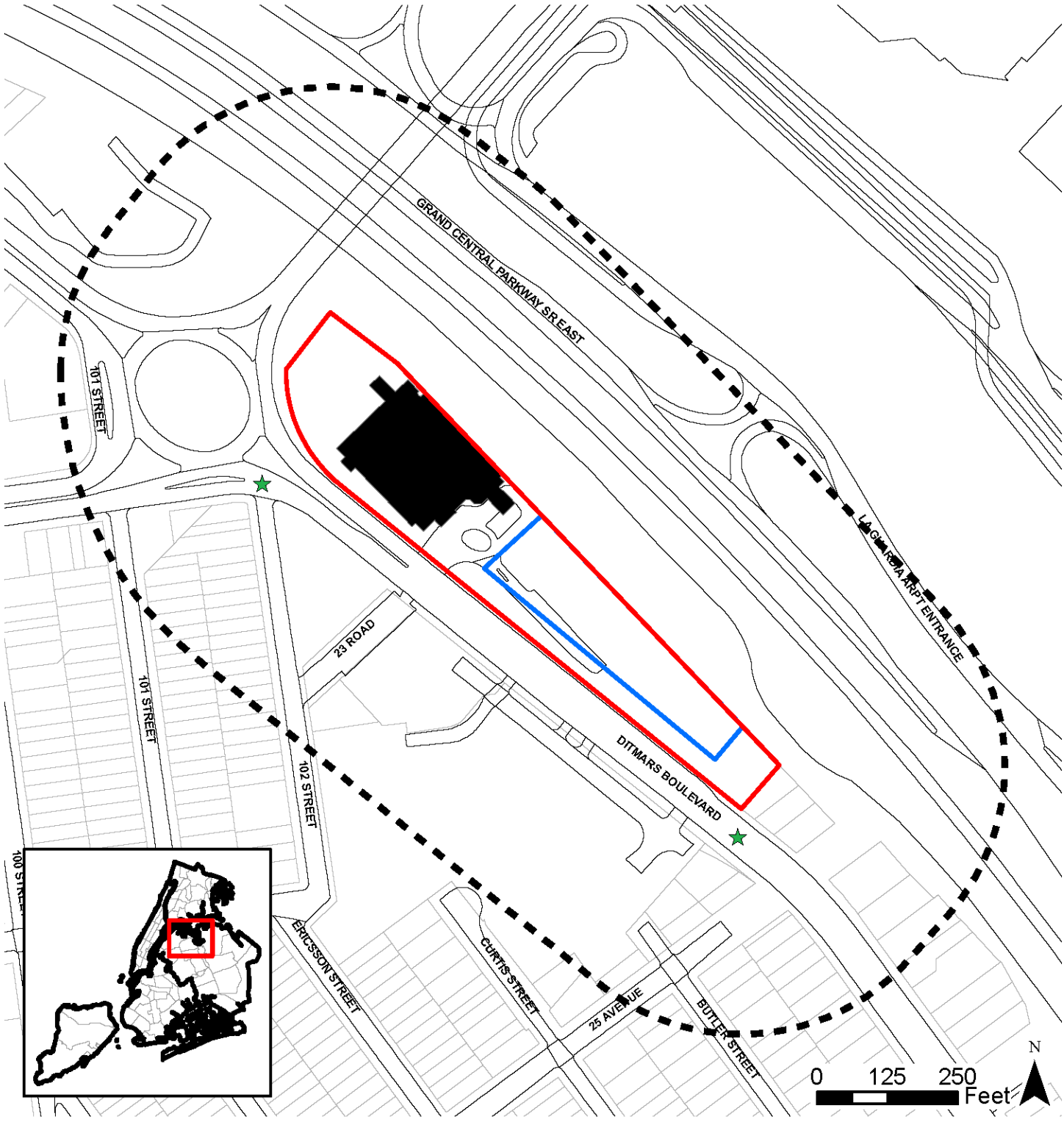


**102-05 Ditmars Blvd. Garage**
**Queens, New York**

**Noise Monitor Location Map**

**Figure 6**

- Project Site
- 400-Foot Radius
- Existing Hotel Building Footprint
- Location of Proposed Parking Garage (Approximate)
- Noise Monitor Location

**Sources:**
1. New York (City). Dept. of City Planning 2014. Queens MapPLUTO (Edition 14v2). New York City: NYC Department of City Planning.
2. New York (City). Dept. of City Planning 2013. LION (Edition 13C). New York City: NYC Department of City Planning.
3. New York (City). Dept. of City Planning 2013. New York City Borough Boundary (Edition 13C). New York City: NYC Department of City Planning.
4. New York (City). Dept. of City Planning 2013. New York City Community Districts (Edition 13C). New York City: NYC Department of City Planning.
5. New York (City). Department of Information Technology & Telecommunications (DoITT). Building Footprints Data. New York City: NYC DoITT.
6. New York (City). Department of Information Technology & Telecommunications (DoITT). Roadbed Data. New York City: NYC DoITT.

as air quality, hazardous materials, or noise. If unmitigated significant adverse impacts are identified in any of these technical areas and the lead agency determines that a public health assessment is warranted, an analysis would be provided for the specific technical area or areas in accordance with CEQR guidelines.

**Task 9. Neighborhood Character**

The character of a neighborhood is established by numerous factors, including land use patterns, the scale of its development, the design of its buildings, the presence of notable landmarks, and a variety of other physical features that include traffic and pedestrian patterns, noise, etc. The proposed actions have the potential to alter certain elements contributing to the affected area's neighborhood character. Therefore, a neighborhood character analysis would be provided in the EIS. A preliminary assessment of neighborhood character would be provided in the EIS to determine whether changes expected in other technical analysis areas—land use, zoning, and public policy; socioeconomic conditions; open space; historic and cultural resources; urban design and visual resources; transportation; and noise—may affect a defining feature of neighborhood character.

The preliminary assessment would:

- Identify the defining features of the existing neighborhood character.
- Summarize changes in the character of the neighborhood that can be expected in the future With-Action condition and compare to the future No-Action condition.
- Evaluate whether the proposed actions have the potential to affect these defining features, either through the potential for a significant adverse impact or a combination of moderate effects in the relevant technical areas.

If the preliminary assessment determines that the proposed actions could affect the defining features of neighborhood character, a detailed analysis would be conducted in accordance with the *2014 CEQR Technical Manual* guidelines.

**Task 10. Mitigation**

If significant adverse project impacts are identified in Tasks 2 to 7, measures to mitigate those impacts would be described in this section. These measures would be developed and coordinated with the responsible City/State agencies as necessary. Where impacts cannot be mitigated, they would be described as unavoidable adverse impacts.

**Task 11. Alternatives**

The purpose of an alternatives analysis in an EIS is to examine reasonable and practical options that avoid or reduce project-related significant adverse impacts while achieving the goals and objectives of the proposed project. The alternatives are usually defined once the full extent of the proposed project's impacts has been identified, however, they must include the No-Action Alternative, as required by SEQRA, and may include an alternative(s) that reduces any identified significant adverse impacts. The EIS would also include a no unmitigated impacts alternative. The alternatives analysis is primarily qualitative, except where significant adverse impacts of the proposed project have been identified. The level of analysis depends on an assessment of project impacts determined by the analysis connected with the appropriate tasks.

**Task 12. Summary EIS Chapters**
In accordance with CEQR guidelines, the EIS would include the following three summary chapters, where appropriate to the proposed actions:

- **Unavoidable Adverse Impacts** - which summarizes any significant adverse impacts that are unavoidable if a proposed action is implemented regardless of the mitigation employed (or if mitigation is impossible).

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

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

**Task 13. Executive Summary**
The executive summary would utilize relevant material from the body of the EIS to describe the proposed project, the necessary approvals, study areas, environmental impacts predicted to occur, measures to mitigate those impacts, unmitigated and unavoidable impacts (if any), and alternatives to the proposed project. The executive summary would be written in sufficient detail to facilitate drafting of a Notice of Completion for the EIS by the lead agency.