



City Environmental Quality Review

ENVIRONMENTAL ASSESSMENT STATEMENT (EAS) FULL FORM

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

Part I: GENERAL INFORMATION

PROJECT NAME 102-05 Ditmars Blvd. Garage (LaGuardia Parking at the Marriott)

1. Reference Numbers

CEQR REFERENCE NUMBER (to be assigned by lead agency)
15DCP160Q

BSA REFERENCE NUMBER (if applicable)

ULURP REFERENCE NUMBER (if applicable)

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

2a. Lead Agency Information

NAME OF LEAD AGENCY

New York City Department of City Planning

NAME OF LEAD AGENCY CONTACT PERSON

Robert Dobruskin, AICP, Director, EARD

ADDRESS 22 Reade Street

2b. Applicant Information

NAME OF APPLICANT

LGA Parking, LLC

NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON

Toni Finger, Special Counsel

ADDRESS Kramer Levin Naftalis and Frankel, LLP

1177 Avenue of the Americas

CITY New York

STATE NY

ZIP 10007

CITY New York

STATE NY

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3. Action Classification and Type

SEQRA Classification

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

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

LOCALIZED ACTION, SITE SPECIFIC

LOCALIZED ACTION, SMALL AREA

GENERIC ACTION

4. Project Description

The applicant seeks several actions 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 actions required for this include: height, setback and signage waivers pursuant to a Large Scale General Development (LSGD) permit (ZR Section 74-74); a special permit for a public parking garage with more than 150 spaces in a C4-2 district and to allow roof parking (ZR Section 74-512); and a notice of cancellation of the existing restrictive declaration and filing of a new restrictive declaration. The new approximately 649,000 gross square foot garage structure would contain two parking facilities for a total of 2,200 spaces: a 400-space garage accessory to the existing hotel and a 1,800-space long-term public parking garage servicing passengers from LaGuardia Airport. Due to variations in grade, the structure would rise seven stories from the Ditmars Boulevard frontage and nine stories from the Grand Central Parkway frontage. To enable access to the new garage from Ditmars Boulevard, two new curb cuts, would be installed, one 41 foot wide curb cut on the west end of the garage, and another 29 foot wide curb cut towards the eastern edge of the garage. Additionally, the existing 60 foot wide curb cut to access the hotel would be reconfigured, and replaced with a 41 foot wide new curb cut. As part of the LSGD special permit, the existing signage on the hotel building would be brought into compliance and signage would be placed on the north and the south facades of the proposed parking garage structure.

Project Location

BOROUGH Queens

COMMUNITY DISTRICT(S) 3

STREET ADDRESS 102-05 Ditmars Boulevard

TAX BLOCK(S) AND LOT(S) Queens Block 1641, Lot 1

ZIP CODE 11369

DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS Grand Central Parkway to the north, midblock between LaGuardia Airport Entrance and 25th Avenue to the east, Ditmars Boulevard to the south, and LaGuardia Airport Entrance to the west

EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY C4-2

ZONING SECTIONAL MAP NUMBER 10a

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

City Planning Commission: YES

NO

UNIFORM LAND USE REVIEW PROCEDURE (ULURP)

CITY MAP AMENDMENT

ZONING CERTIFICATION

CONCESSION

ZONING MAP AMENDMENT

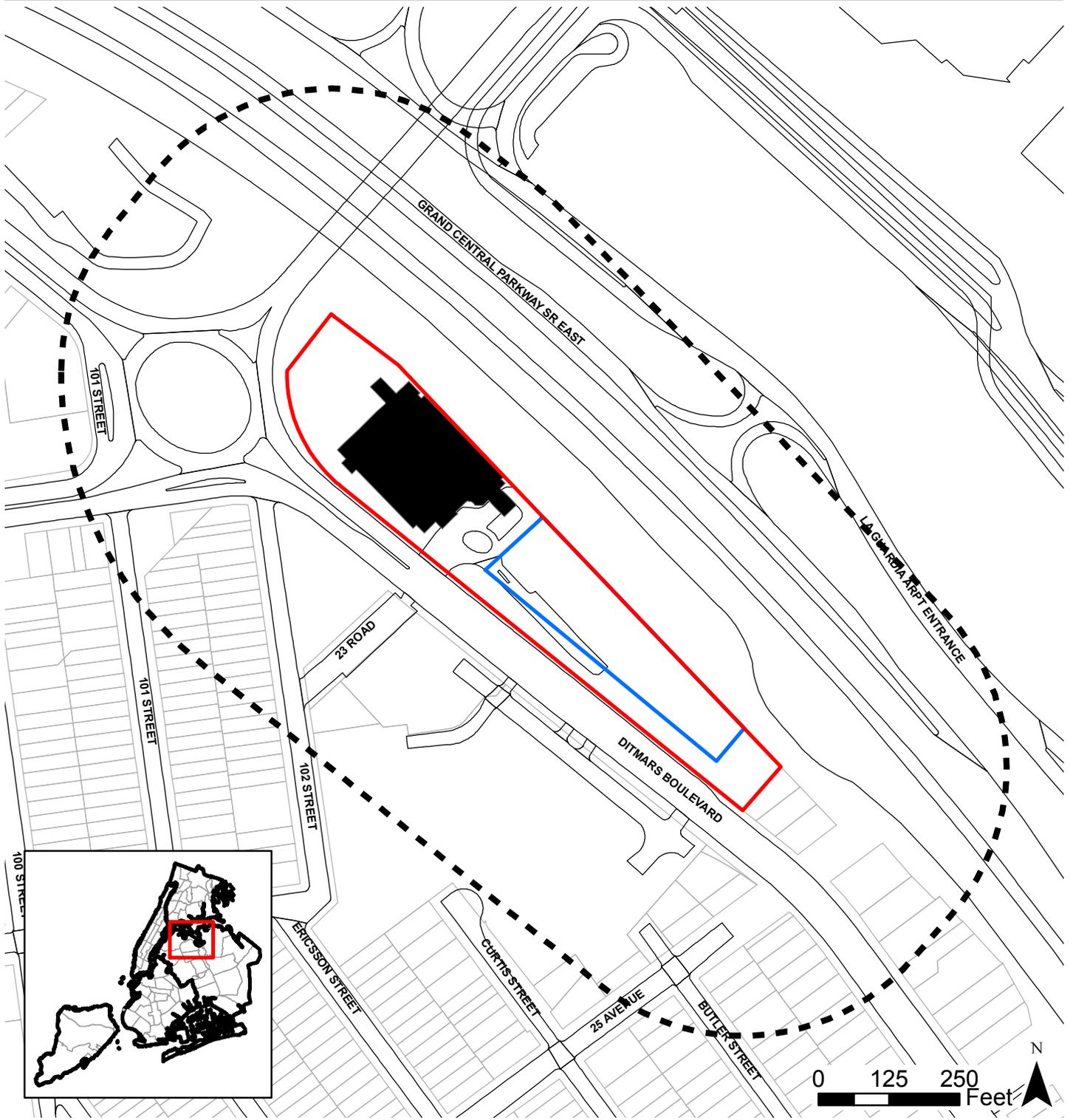
ZONING AUTHORIZATION

UDAAP

ZONING TEXT AMENDMENT

ACQUISITION—REAL PROPERTY

REVOCABLE CONSENT



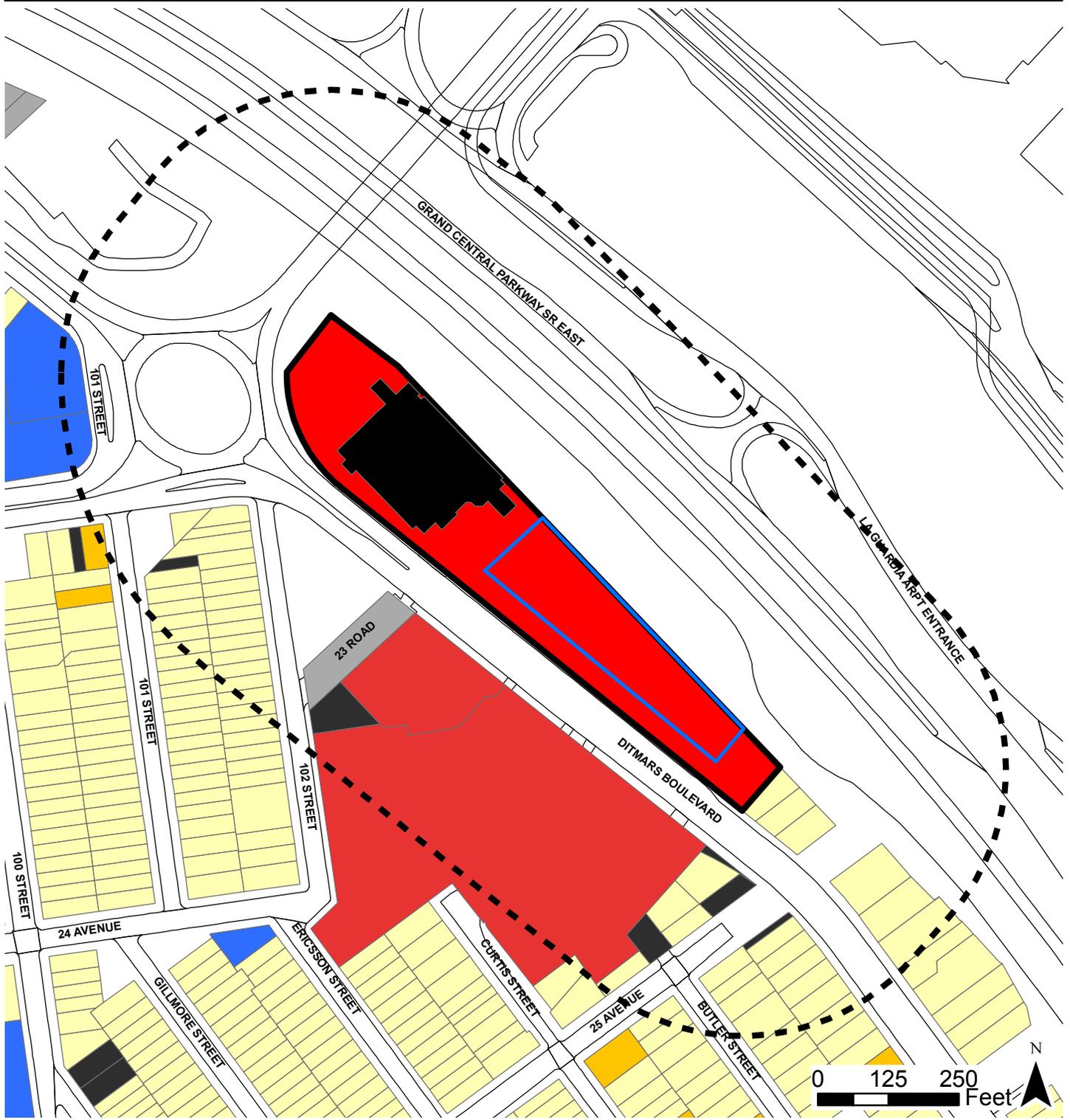
102-05 Ditmars Blvd. Garage
Queens, New York

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 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.



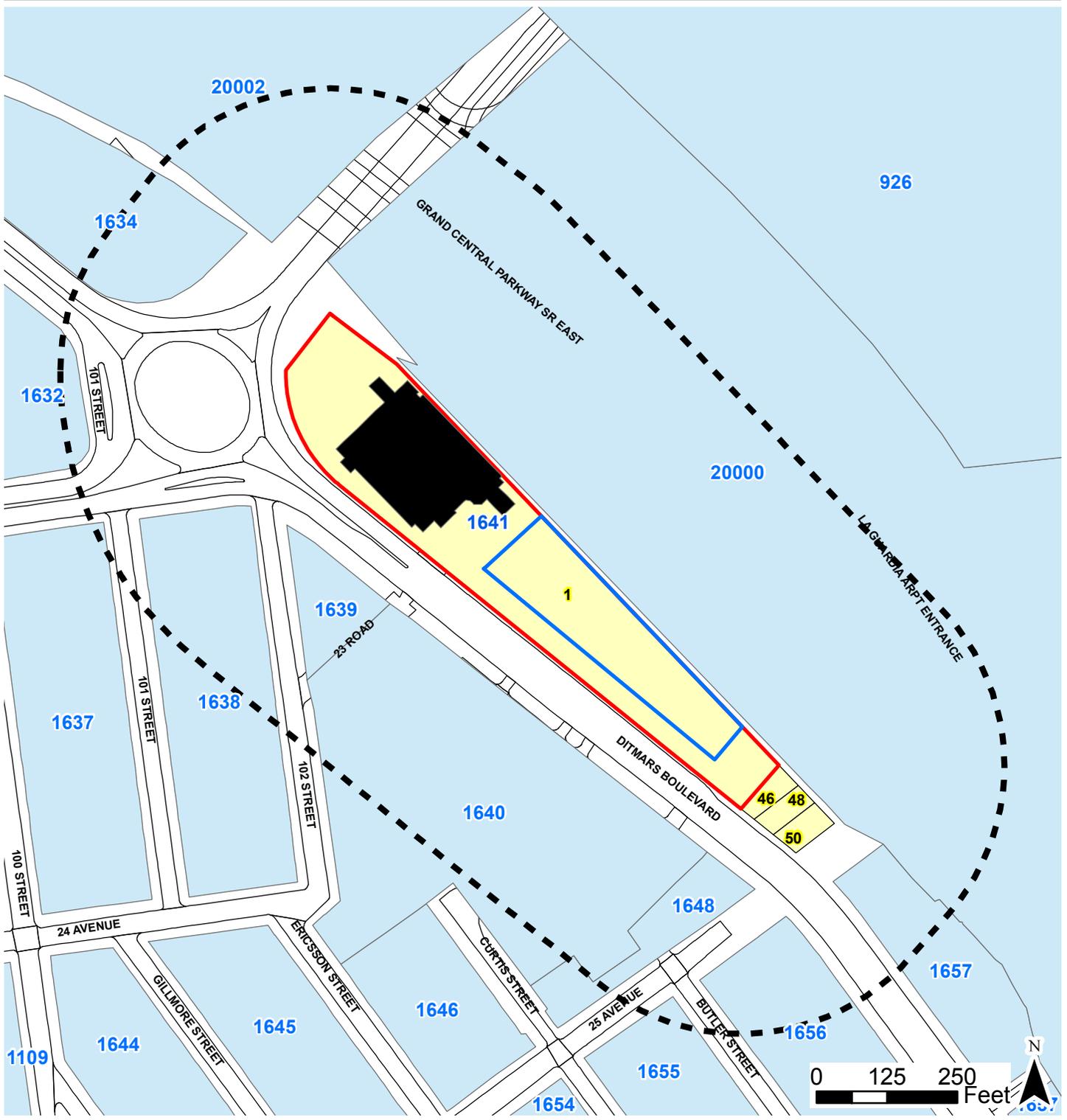
102-05 Ditmars Blvd. Garage
Queens, New York

Land Use Map

Figure 2

- | | |
|---|----------------------------------|
| Project Site | Commercial/Office Buildings |
| 400-Foot Radius | Industrial/Manufacturing |
| Existing Hotel Building Footprint | Transportation/Utility |
| Location of Proposed Parking Garage (Approximate) | Public Facilities & Institutions |
| Land Use | Open Space |
| One & Two Family Buildings | Parking Facilities |
| Multi-Family Walkup Buildings | Vacant Land |
| Multi-Family Elevator Buildings | All Others or No Data |
| Mixed Commercial/Residential Buildings | |

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). Department of Information Technology & Telecommunications (DoITT). Building Footprints Data. New York City: NYC DoITT.
 4. New York (City). Department of Information Technology & Telecommunications (DoITT). Roadbed Data. New York City: NYC DoITT.



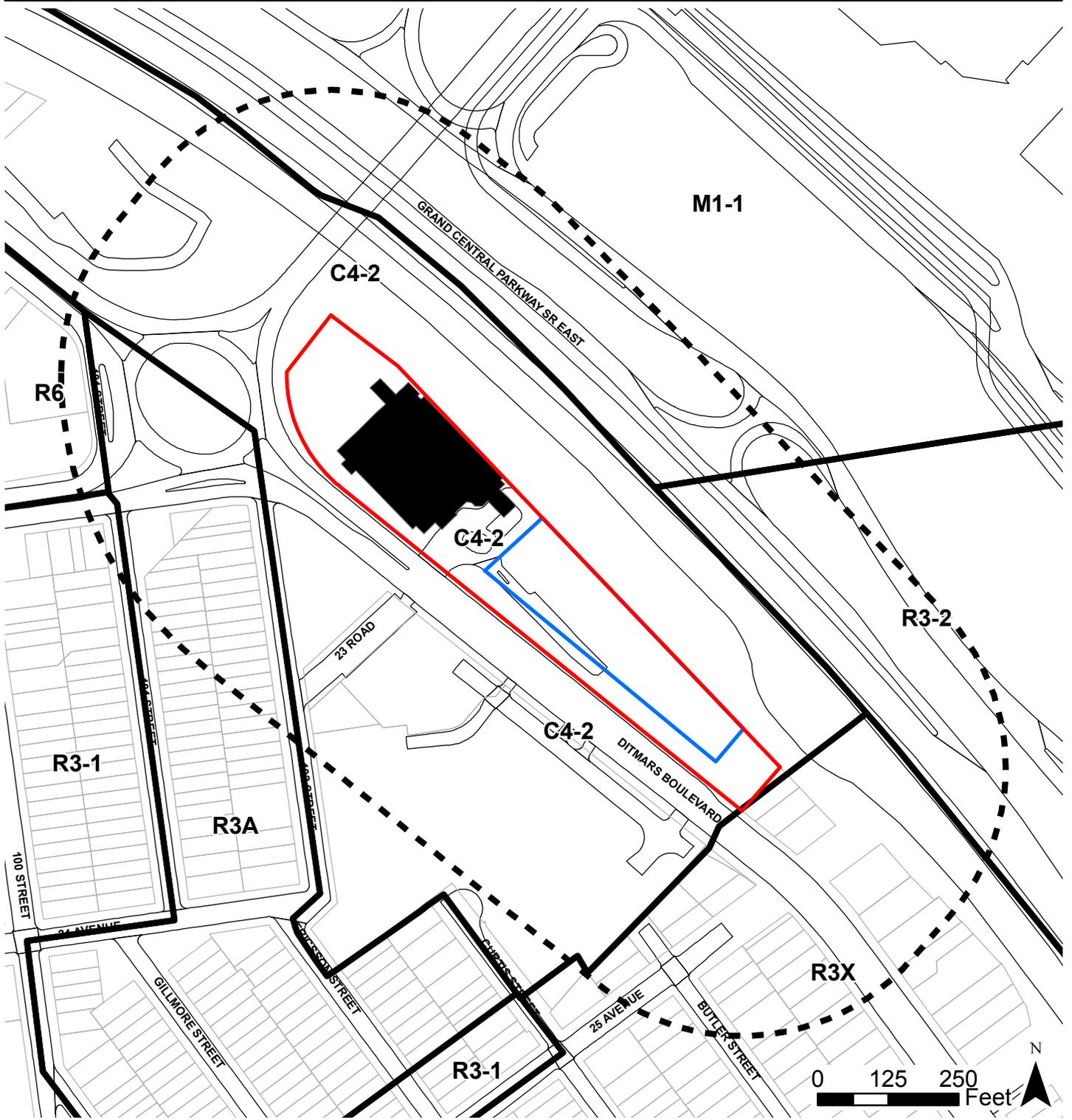
102-05 Ditmars Blvd. Garage
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Tax Map

Figure 3

- Project Site
- 400-Foot Radius
- Existing Hotel Building Footprint
- Location of Proposed Parking Garage (Approximate)
- Tax Block
- Tax Parcel
- 1641** Tax Block Number
- 1** Tax Lot Number

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). Department of Information Technology & Telecommunications (DoITT). Building Footprints Data. New York City: NYC DoITT.
4. New York (City). Department of Information Technology & Telecommunications (DoITT). Roadbed Data. New York City: NYC DoITT.



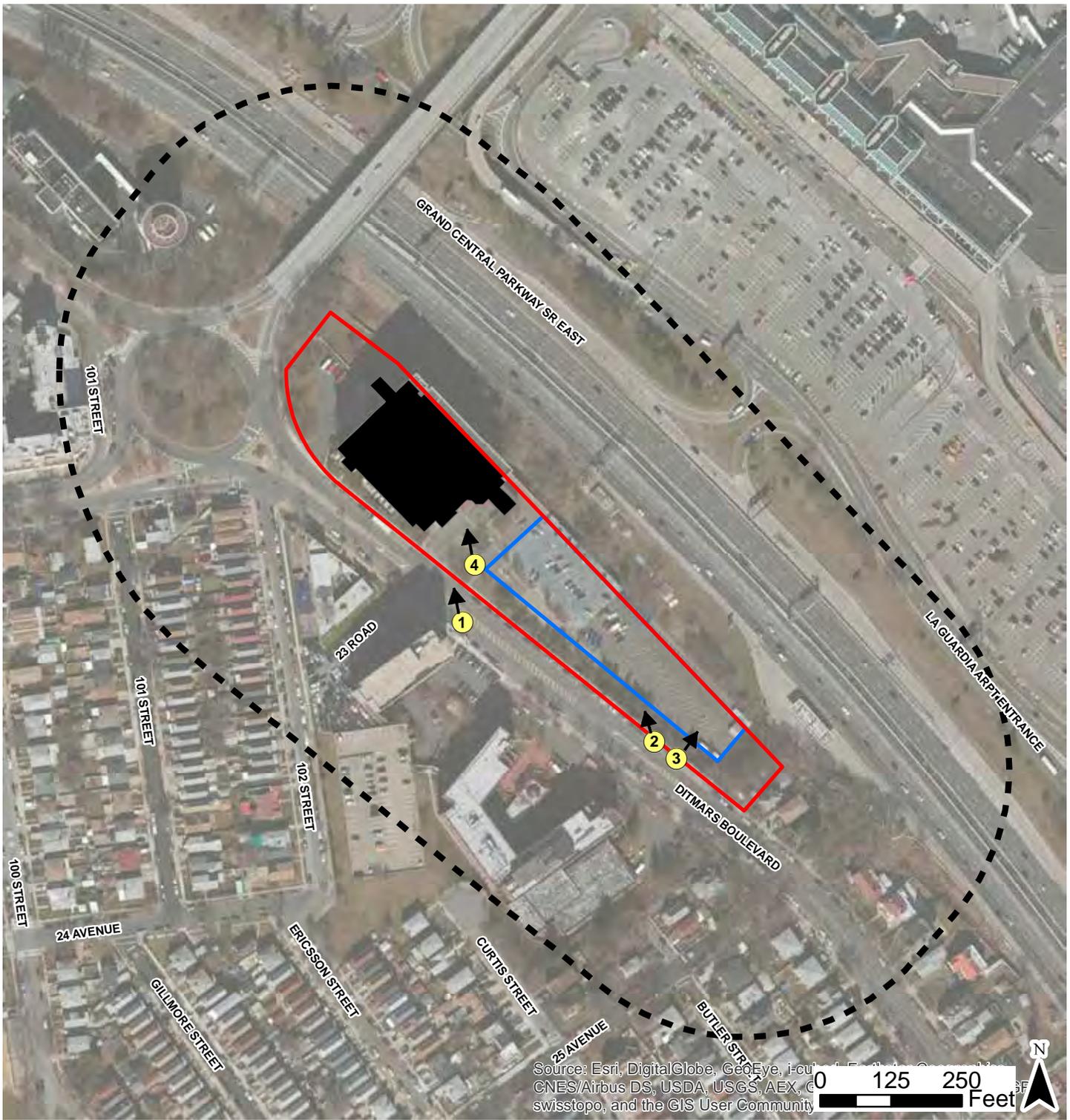
102-05 Ditmars Blvd. Garage
Queens, New York

Zoning Map

Figure
4

-  Project Site
-  400-Foot Radius
-  Existing Hotel Building Footprint
-  Location of Proposed Parking Garage (Approximate)
-  New York City Zoning District

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, Technical Review Division 2013. New York City Zoning Data (Edition 13v1). New York City: NYC Department of City Planning.
4. New York (City). Department of Information Technology & Telecommunications (DoITT). Building Footprints Data. New York City: NYC DoITT.
5. New York (City). Department of Information Technology & Telecommunications (DoITT). Roadbed Data. New York City: NYC DoITT.



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Photograph Key

Figure 5

- Project Site
- 400-Foot Radius
- Existing Hotel Building Footprint
- Location of Proposed Parking Garage (Approximate)
- # → Photograph 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). Department of Information Technology & Telecommunications (DoITT). Building Footprints Data. New York City: NYC DoITT.

Photo 1

View of the existing hotel building, facing northwest from Ditmars Boulevard



Photo 2

View of the existing parking structure, facing northwest from Ditmars Boulevard



Photo 3

View of parking area, facing north from Ditmars Boulevard



Photo 4

View of existing signage on hotel building



DESCRIPTION OF EXISTING AND PROPOSED CONDITIONS

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

	EXISTING CONDITION		NO-ACTION CONDITION		WITH-ACTION CONDITION		INCREMENT
LAND USE							
Residential	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	
If "yes," specify the following:							
Describe type of residential structures							
No. of dwelling units							
No. of low- to moderate-income units							
Gross floor area (sq. ft.)							
Commercial	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	
If "yes," specify the following:							
Describe type (retail, office, other)	Hotel		Hotel		Hotel		
Gross floor area (sq. ft.)	229,784 gsf		229,784 gsf		229,784 gsf		No Change
Manufacturing/Industrial	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	
If "yes," specify the following:							
Type of use							
Gross floor area (sq. ft.)							
Open storage area (sq. ft.)							
If any unenclosed activities, specify:							
Community Facility	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	
If "yes," specify the following:							
Type							
Gross floor area (sq. ft.)							
Vacant Land	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	
If "yes," describe:							
Publicly Accessible Open Space	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	
If "yes," specify type (mapped City, State, or Federal parkland, wetland—mapped or otherwise known, other):							
Other Land Uses	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	
If "yes," describe:							
PARKING							
Garages	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	
If "yes," specify the following:							
No. of public spaces	0		0		1,800		1,800
No. of accessory spaces	410		410		400		-10
Operating hours	24 Hours per Day		24 Hours per Day		24 Hours per Day		
Attended or non-attended	Non-Attended		Non-Attended		Attended		
Lots	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	
If "yes," specify the following:							
No. of public spaces							
No. of accessory spaces							
Operating hours	24 Hours per Day		24 Hours per Day		24 Hours per Day		
Other (includes street parking)	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	
If "yes," describe:							
POPULATION							
Residents	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	
If "yes," specify number:							
Briefly explain how the number of residents was calculated:							

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
Businesses	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
If "yes," specify the following:				
No. and type	Existing Parking Garage	Existing Parking Garage	Proposed Parking Garage	
No. and type of workers by business	1	1	64	63
No. and type of non-residents who are not workers	N/A	N/A	N/A	
Briefly explain how the number of businesses was calculated:	Count			
Other (students, visitors, concert-goers, etc.)	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
If any, specify type and number:				
Briefly explain how the number was calculated:				
ZONING				
Zoning classification	C4-2	C4-2	C4-2	
Maximum amount of floor area that can be developed	676,634	676,634	676,634	
Predominant land use and zoning classifications within land use study area(s) or a 400 ft. radius of proposed project	Residential, Commercial, Institutional, Transportation	Residential, Commercial, Institutional, Transportation	Residential, Commercial, Institutional, Transportation	
Attach any additional information that may be needed to describe the project.				
If your project involves changes that affect one or more sites not associated with a specific development, it is generally appropriate to include total development projections in the above table and attach separate tables outlining the reasonable development scenarios for each site.				

Part II: TECHNICAL ANALYSIS

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

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

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

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

	YES	NO
percent?		
<ul style="list-style-type: none"> o If "yes," are there qualitative considerations, such as the quality of open space, that need to be considered? Please specify:	<input type="checkbox"/>	<input type="checkbox"/>
5. SHADOWS: CEQR Technical Manual Chapter 8		
(a) Would the proposed project result in a net height increase of any structure of 50 feet or more?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Would the proposed project result in any increase in structure height and be located adjacent to or across the street from a sunlight-sensitive resource?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) If "yes" to either of the above questions, attach supporting information explaining whether the project's shadow would reach any sunlight-sensitive resource at any time of the year. [SEE ATTACHED]		
6. HISTORIC AND CULTURAL RESOURCES: CEQR Technical Manual Chapter 9		
(a) Does the proposed project site or an adjacent site contain any architectural and/or archaeological resource that is eligible for or has been designated (or is calendared for consideration) as a New York City Landmark, Interior Landmark or Scenic Landmark; that is listed or eligible for listing on the New York State or National Register of Historic Places; or that is within a designated or eligible New York City, New York State or National Register Historic District? (See the GIS System for Archaeology and National Register to confirm)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Would the proposed project involve construction resulting in in-ground disturbance to an area not previously excavated?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) If "yes" to either of the above, list any identified architectural and/or archaeological resources and attach supporting information on whether the proposed project would potentially affect any architectural or archeological resources.		
7. URBAN DESIGN AND VISUAL RESOURCES: CEQR Technical Manual Chapter 10		
(a) Would the proposed project introduce a new building, a new building height, or result in any substantial physical alteration to the streetscape or public space in the vicinity of the proposed project that is not currently allowed by existing zoning?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Would the proposed project result in obstruction of publicly accessible views to visual resources not currently allowed by existing zoning?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) If "yes" to either of the above, please provide the information requested in Chapter 10 .		
8. NATURAL RESOURCES: CEQR Technical Manual Chapter 11		
(a) Does the proposed project site or a site adjacent to the project contain natural resources as defined in Section 100 of Chapter 11 ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," list the resources and attach supporting information on whether the project would affect any of these resources.		
(b) Is any part of the directly affected area within the Jamaica Bay Watershed ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," complete the Jamaica Bay Watershed Form and submit according to its instructions .		
9. HAZARDOUS MATERIALS: CEQR Technical Manual Chapter 12		
(a) Would the proposed project allow commercial or residential uses in an area that is currently, or was historically, a manufacturing area that involved hazardous materials?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Does the proposed project site have existing institutional controls (e.g., (E) designation or Restrictive Declaration) relating to hazardous materials that preclude the potential for significant adverse impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Would the project require soil disturbance in a manufacturing area or any development on or near a manufacturing area or existing/historic facilities listed in Appendix 1 (including nonconforming uses)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(d) Would the project result in the development of a site where there is reason to suspect the presence of hazardous materials, contamination, illegal dumping or fill, or fill material of unknown origin?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) Would the project result in development on or near a site that has or had underground and/or aboveground storage tanks (e.g., gas stations, oil storage facilities, heating oil storage)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(f) Would the project result in renovation of interior existing space on a site with the potential for compromised air quality; vapor intrusion from either on-site or off-site sources; or the presence of asbestos, PCBs, mercury or lead-based paint?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(g) Would the project result in development on or near a site with potential hazardous materials issues such as government-listed voluntary cleanup/brownfield site, current or former power generation/transmission facilities, coal gasification or gas storage sites, railroad tracks or rights-of-way, or municipal incinerators?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(h) Has a Phase I Environmental Site Assessment been performed for the site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o If "yes," were Recognized Environmental Conditions (RECs) identified? Briefly identify: Off-site spill (see attachment)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(i) Based on the Phase I Assessment, is a Phase II Investigation needed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
10. WATER AND SEWER INFRASTRUCTURE: CEQR Technical Manual Chapter 13		
(a) Would the project result in water demand of more than one million gallons per day?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) If the proposed project located in a combined sewer area, would it result in at least 1,000 residential units or 250,000 square feet or more of commercial space in Manhattan, or at least 400 residential units or 150,000 square feet or more of commercial space in the Bronx, Brooklyn, Staten Island, or Queens?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO
(c) If the proposed project located in a separately sewerred area , would it result in the same or greater development than that listed in Table 13-1 in Chapter 13 ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Would the project involve development on a site that is 5 acres or larger where the amount of impervious surface would increase?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) If the project is located within the Jamaica Bay Watershed or in certain specific drainage areas , including Bronx River, Coney Island Creek, Flushing Bay and Creek, Gowanus Canal, Hutchinson River, Newtown Creek, or Westchester Creek, would it involve development on a site that is 1 acre or larger where the amount of impervious surface would increase?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(f) Would the proposed project be located in an area that is partially sewerred or currently unsewerred?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a Wastewater Treatment Plant and/or contribute contaminated stormwater to a separate storm sewer system?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(h) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(i) If "yes" to any of the above, conduct the appropriate preliminary analyses and attach supporting documentation.		
11. SOLID WASTE AND SANITATION SERVICES: CEQR Technical Manual Chapter 14		
(a) Using Table 14-1 in Chapter 14 , the project's projected operational solid waste generation is estimated to be (pounds per week): N/A - Parking Facility		
o Would the proposed project have the potential to generate 100,000 pounds (50 tons) or more of solid waste per week?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Would the proposed project involve a reduction in capacity at a solid waste management facility used for refuse or recyclables generated within the City?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," would the proposed project comply with the City's Solid Waste Management Plan?	<input type="checkbox"/>	<input type="checkbox"/>
12. ENERGY: CEQR Technical Manual Chapter 15		
(a) Using energy modeling or Table 15-1 in Chapter 15 , the project's projected energy use is estimated to be (annual BTUs): N/A - Parking Facility		
(b) Would the proposed project affect the transmission or generation of energy?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
13. TRANSPORTATION: CEQR Technical Manual Chapter 16		
(a) Would the proposed project exceed any threshold identified in Table 16-1 in Chapter 16 ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) If "yes," conduct the appropriate screening analyses, attach back up data as needed for each stage, and answer the following questions:		
o Would the proposed project result in 50 or more Passenger Car Equivalents (PCEs) per project peak hour?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
If "yes," would the proposed project result in 50 or more vehicle trips per project peak hour at any given intersection? **It should be noted that the lead agency may require further analysis of intersections of concern even when a project generates fewer than 50 vehicles in the peak hour. See Subsection 313 of Chapter 16 for more information.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o Would the proposed project result in more than 200 subway/rail or bus trips per project peak hour?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If "yes," would the proposed project result, per project peak hour, in 50 or more bus trips on a single line (in one direction) or 200 subway/rail trips per station or line?	<input type="checkbox"/>	<input type="checkbox"/>
o Would the proposed project result in more than 200 pedestrian trips per project peak hour?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If "yes," would the proposed project result in more than 200 pedestrian trips per project peak hour to any given pedestrian or transit element, crosswalk, subway stair, or bus stop?	<input type="checkbox"/>	<input type="checkbox"/>
14. AIR QUALITY: CEQR Technical Manual Chapter 17		
(a) <i>Mobile Sources:</i> Would the proposed project result in the conditions outlined in Section 210 in Chapter 17 ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) <i>Stationary Sources:</i> Would the proposed project result in the conditions outlined in Section 220 in Chapter 17 ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," would the proposed project exceed the thresholds in Figure 17-3, Stationary Source Screen Graph in Chapter 17 ? (Attach graph as needed)	<input type="checkbox"/>	<input type="checkbox"/>
(c) Does the proposed project involve multiple buildings on the project site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Does the proposed project require federal approvals, support, licensing, or permits subject to conformity requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) Does the proposed project site have existing institutional controls (e.g., (E) designation or Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(f) If "yes" to any of the above, conduct the appropriate analyses and attach any supporting documentation.		
15. GREENHOUSE GAS EMISSIONS: CEQR Technical Manual Chapter 18		
(a) Is the proposed project a city capital project or a power generation plant?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Would the proposed project fundamentally change the City's solid waste management system?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Would the proposed project result in the development of 350,000 square feet or more?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(d) If "yes" to any of the above, would the project require a GHG emissions assessment based on guidance in Chapter 18 ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO
<ul style="list-style-type: none"> o If "yes," would the project result in inconsistencies with the City's GHG reduction goal? (See Local Law 22 of 2008; § 24-803 of the Administrative Code of the City of New York). Please attach supporting documentation. 	<input type="checkbox"/>	<input type="checkbox"/>
16. NOISE: CEQR Technical Manual Chapter 19		
(a) Would the proposed project generate or reroute vehicular traffic?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Would the proposed project introduce new or additional receptors (see Section 124 in Chapter 19) near heavily trafficked roadways, within one horizontal mile of an existing or proposed flight path, or within 1,500 feet of an existing or proposed rail line with a direct line of site to that rail line?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Would the proposed project cause a stationary noise source to operate within 1,500 feet of a receptor with a direct line of sight to that receptor or introduce receptors into an area with high ambient stationary noise?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Does the proposed project site have existing institutional controls (e.g., (E) designation or Restrictive Declaration) relating to noise that preclude the potential for significant adverse impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) If "yes" to any of the above, conduct the appropriate analyses and attach any supporting documentation. [SEE ATTACHED]		
17. PUBLIC HEALTH: CEQR Technical Manual Chapter 20		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Air Quality; Hazardous Materials; Noise?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) If "yes," explain why an assessment of public health is or is not warranted based on the guidance in Chapter 20 , "Public Health." Attach a preliminary analysis, if necessary. [SEE ATTACHED]		
18. NEIGHBORHOOD CHARACTER: CEQR Technical Manual Chapter 21		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Land Use, Zoning, and Public Policy; Socioeconomic Conditions; Open Space; Historic and Cultural Resources; Urban Design and Visual Resources; Shadows; Transportation; Noise?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) If "yes," explain why an assessment of neighborhood character is or is not warranted based on the guidance in Chapter 21 , "Neighborhood Character." Attach a preliminary analysis, if necessary. [SEE ATTACHED]		
19. CONSTRUCTION: CEQR Technical Manual Chapter 22		
(a) Would the project's construction activities involve:		
o Construction activities lasting longer than two years?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Construction activities within a Central Business District or along an arterial highway or major thoroughfare?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o Closing, narrowing, or otherwise impeding traffic, transit, or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, etc.)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o The operation of several pieces of diesel equipment in a single location at peak construction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Closure of a community facility or disruption in its services?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Activities within 400 feet of a historic or cultural resource?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Disturbance of a site containing or adjacent to a site containing natural resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Construction on multiple development sites in the same geographic area, such that there is the potential for several construction timelines to overlap or last for more than two years overall?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) If any boxes are checked "yes," explain why a preliminary construction assessment is or is not warranted based on the guidance in Chapter 22 , "Construction." It should be noted that the nature and extent of any commitment to use the Best Available Technology for construction equipment or Best Management Practices for construction activities should be considered when making this determination. See Attached Supplemental Studies, Section 2.11 "Construction."		
20. APPLICANT'S CERTIFICATION		
I swear or affirm under oath and subject to the penalties for perjury that the information provided in this Environmental Assessment Statement (EAS) is true and accurate to the best of my knowledge and belief, based upon my personal knowledge and familiarity with the information described herein and after examination of the pertinent books and records and/or after inquiry of persons who		

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

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

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

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

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

YES NO

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

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

Positive Declaration: If the lead agency has determined that the project may have a significant impact on the environment, and if a Conditional Negative Declaration is not appropriate, then the lead agency issues a *Positive Declaration* and prepares a draft Scope of Work for the Environmental Impact Statement (EIS).

Conditional Negative Declaration: A *Conditional Negative Declaration* (CND) may be appropriate if there is a private applicant for an Unlisted action AND when conditions imposed by the lead agency will modify the proposed project so that no significant adverse environmental impacts would result. The CND is prepared as a separate document and is subject to the requirements of 6 NYCRR Part 617.

Negative Declaration: If the lead agency has determined that the project would not result in potentially significant adverse environmental impacts, then the lead agency issues a *Negative Declaration*. The *Negative Declaration* may be prepared as a separate document (see template) or using the embedded Negative Declaration on the next page.

4. LEAD AGENCY'S CERTIFICATION

TITLE Director, Environmental Assessment & Review	LEAD AGENCY New York City Department of City Planning
NAME Robert Dobruskin, AICP	DATE May 14, 2015
SIGNATURE <i>Robert Dobruskin</i>	

have personal knowledge of such information or who have examined pertinent books and records.

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

APPLICANT/REPRESENTATIVE NAME	SIGNATURE	DATE
Nancy Doon, AICP VHB, Director of Environmental Services		5/12/2015

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



102-05 Ditmars Blvd. Garage

LaGuardia Parking at the Marriott

Lead Agency

New York City Department of City
Planning
22 Reade Street
New York, New York 10007

Applicant

LGA Parking, LLC

PREPARED BY



**VHB Engineering, Surveying and
Landscape Architecture, P.C.**

Two Penn Plaza
Suite 2602
New York, New York 10121

May 12, 2015

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Appendix

Appendix A – Travel Demand Assumptions (TDA) Memorandum

1.0

Project Description

1.1 Introduction

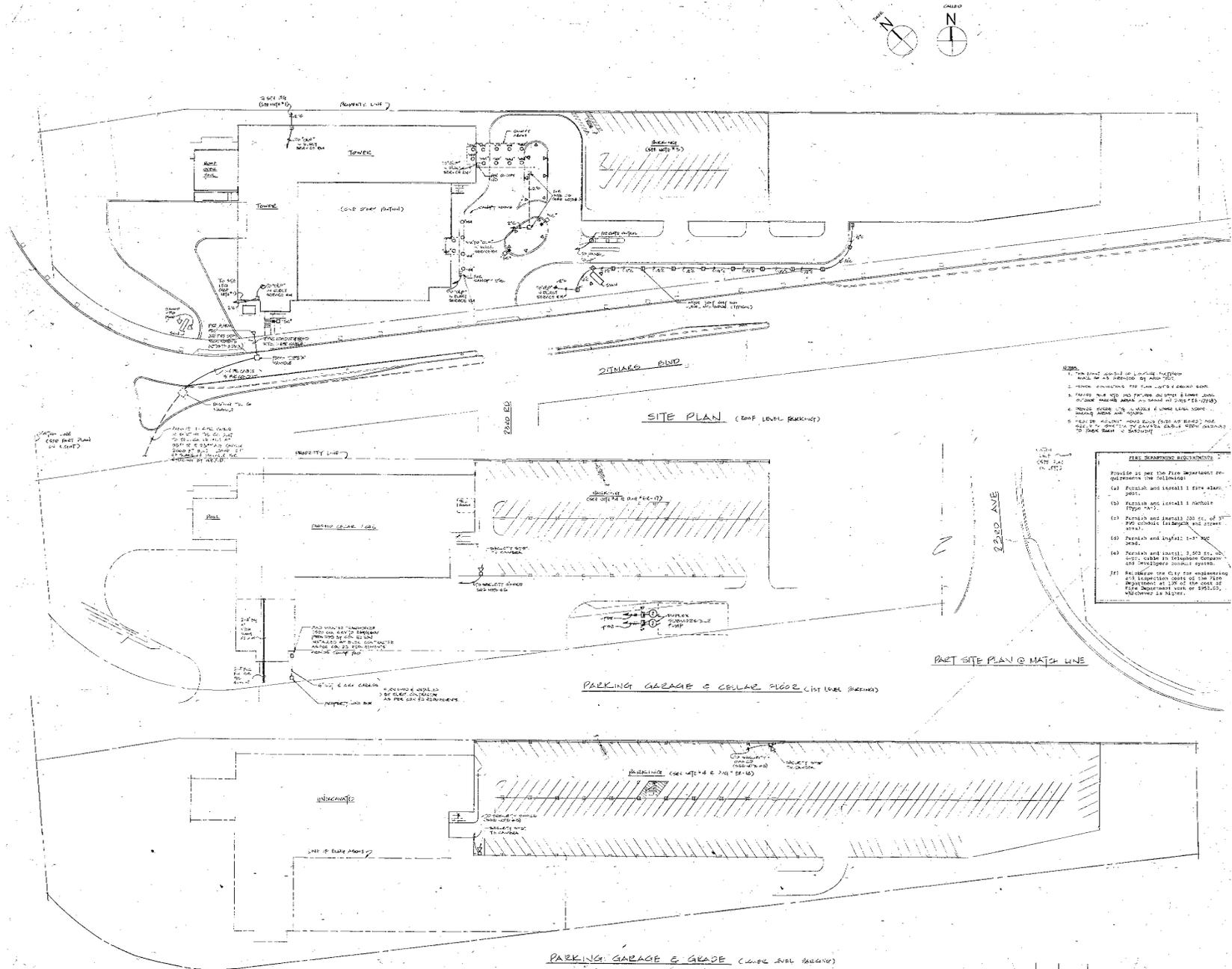
This section provides a description of the proposed actions and the resulting development, as well as the purpose and need for the proposed actions. Section 2.0 of the attachment examines the potential for the proposed actions to result in significant adverse impacts, based on the procedures set forth in the *City Environmental Quality Review (CEQR) Technical Manual* (2014 edition).

The applicant, LGA Parking, LLC, is requesting several discretionary actions from the City Planning Commission to effectuate the construction of a new parking garage structure which, due to variations in grade, would be seven stories from the Ditmars Boulevard frontage and nine stories from the Grand Central Parkway frontage. The new garage structure would contain two parking facilities: a 400-space garage accessory to the existing hotel and a 1,800-space long-term public parking garage servicing passengers from LaGuardia Airport.

The actions required for this 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 a notice of cancellation and a filing of a new Restrictive Declaration.

1.2 Project Site

The project site is located at 102-05 Ditmars Boulevard in the East Elmhurst neighborhood of Queens, Community District 3. The project 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 EAS Figure 1). The project site 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 (see Figure 1.1). 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



- NOTES:**
1. ALL EXISTING CONDITIONS ARE SHOWN UNLESS NOTED OTHERWISE BY THIS SET.
 2. ALL NEW WORK SHALL BE SHOWN WITH DASHED LINES UNLESS NOTED OTHERWISE BY THIS SET.
 3. ALL EXISTING WORK SHALL BE SHOWN WITH SOLID LINES UNLESS NOTED OTHERWISE BY THIS SET.
 4. ALL EXISTING WORK SHALL BE SHOWN WITH DASHED LINES UNLESS NOTED OTHERWISE BY THIS SET.
 5. ALL EXISTING WORK SHALL BE SHOWN WITH DASHED LINES UNLESS NOTED OTHERWISE BY THIS SET.

FIRE DEPARTMENT REQUIREMENTS

Provide as per the Fire Department requirements the following:

- (1) Furnish and install 1 fire alarm post.
- (2) Furnish and install 1 smoke detector (Type "A").
- (3) Furnish and install 100 ft. of 1" fire hose, including nozzle and street connection.
- (4) Furnish and install 1-1/2" fire hose.
- (5) Furnish and install 1,000 sq. ft. of fire blanket including storage and fire extinguisher.
- (6) Be subject to the City fire engineering and inspection department of the Fire Department at the cost of the Fire Department with or without, whichever is higher.

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

Existing Conditions/No Action Scenario
Site Plan (with 3 Garage Levels Shown)

Figure
1.1

district allows up to 3.4 floor area ratio (FAR) for commercial uses and up to 4.8 FAR for community facility uses.

1.3 Project Site History

In 1979 the project site was rezoned from R3-2 to C4-2, which was accompanied by a Restrictive Declaration (CPC No. 790347 ZMQ) 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 (CPC No. 790347 ZMQ), 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.

1.4 Proposed Actions

The applicant is seeking several actions (collectively the “proposed actions”) in order to facilitate the proposed development (see Section 1.5), described as follows:

Special Permit for Large-Scale General Development (LSGD)

The special permit would:

Pursuant to Zoning Resolution (ZR) § 74-743(a)(2) 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;

Pursuant to ZR § 74-744(c) to allow the modification of sign regulations in the proposed LSGD, which is subject to the provisions of ZR § 74-743(a)(2), related to surface area and height of signs set forth in ZR § 32-642 and § 32-655.

Special Permit for Public Parking Garage Structure

Pursuant to ZR § 74-512, the special permit would:

1. Allow the development of a public parking garage structure with a capacity in excess of 150 parking spaces; and
2. Allow rooftop parking.

Notice of Cancellation and Refiling of Restrictive Declaration

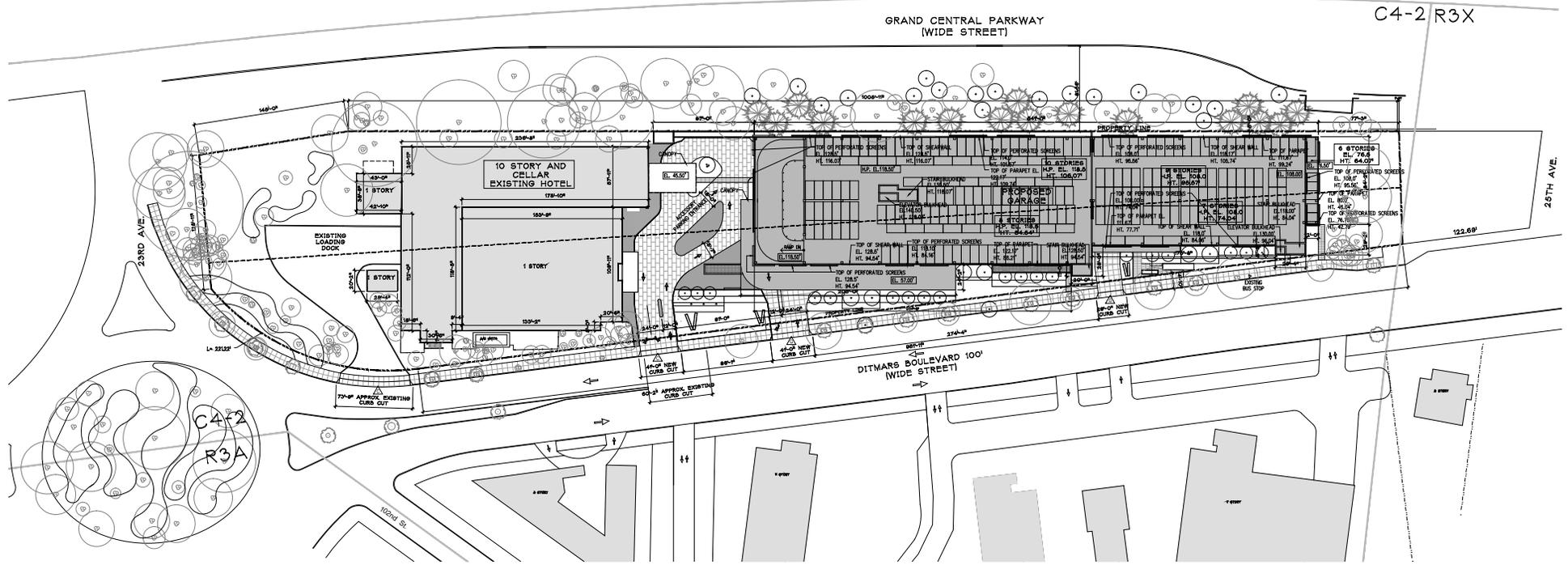
This action involves the cancellation of the Restrictive Declaration dated July 11, 1979 pursuant to paragraph 8 of the declaration. A new restrictive declaration, which would incorporate relevant requirements from the 1979 declaration, would be recorded in regard to the large scale general development.

1.5 Proposed Project

The proposed actions would allow for 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 1.2 through 1.4). 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 hotel and 1,800 would be long-term attended 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 existing Restrictive Declaration on the property requires 410 accessory parking spaces. The applicant proposes 400. The Restrictive Declaration requirement of 410 spaces would not be maintained because hotel parking records demonstrate that 400 spaces would more than satisfy the needs of the 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 will provide access to the garage and will be located 86 feet east of the curb cut for the hotel. Additional access will 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 would not result in any new modifications to the existing 10-story, 229,784 gross square foot 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. As required by zoning, there would be more than 50 reservoir parking spaces and 215 bicycle parking spaces. The proposed actions would not result in any new modifications to the existing 10-story hotel.



1 SITE PLAN
SCALE: 1"=40'-0"

For Illustrative Purposes Only

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

Proposed Project Site Plan

Figure
1.2



① SOUTH ELEVATION



① WEST ELEVATION

For Illustrative Purposes Only

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

Proposed Project Elevation

Figure
1.3



① NORTH ELEVATION



② EAST ELEVATION

For Illustrative Purposes Only

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

Proposed Project Elevation

Figure
1.4

1.6 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 structure. 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 2017, 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 current facility experiences very high

occupancy rates) in addition to the passenger's demand. A goal for the proposed new garage structure 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;
3. ZR Section 74-744 (c) Large Scale General Development: to permit modification of sign regulations.

Both special permit actions would require conditions to be recorded in a new Restrictive Declaration, which would supercede the existing Restrictive Declaration. (Restrictive Declaration No. D-43)

1.7 Analysis 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 project would be built and operational by the middle of 2018.

1.8 Reasonable Worst-Case Development Scenario

A reasonable worst-case development scenario (RWCDS) for both "future No-Action" and "future With-Action" conditions are considered for a 2018 build year. The future With-Action RWCDS identifies the amount and type of development that is expected to occur by 2018 as a result of the proposed actions. The future No-Action RWCDS identifies development projections for 2018 absent the proposed actions. The incremental difference between the With-Action and No-Action RWCDS serves as the basis for the impact analyses.

1.8.1 No-Action

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).

1.8.2 With-Action

The proposed actions would allow for the construction of an approximately 649,000 gross square foot (gsf), public parking garage structure (the “proposed project”) that would consist of 2,200 parking spaces. The new parking garage structure, due to variations in grade, would be seven stories from the Ditmars Boulevard frontage and nine stories from the Grand Central Parkway frontage. The new garage structure would contain two parking facilities: a 400-space garage accessory to the existing hotel and a 1,800-space long-term public parking garage servicing passengers from LaGuardia Airport.

The proposed actions would not result in any new modifications to the existing 10-story, 229,784 gross square foot 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.

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.

1.8.3 Increment

In each of the technical areas in Section 2.0 of the Supplemental Analyses, the With-Action RWCDs is compared to the No-Action RWCDs. Table 1.1 summarizes the increments for analysis.

Table 1.1: 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

2.0

Impact Analyses

This attachment examines the potential for the proposed actions to result in impacts in any CEQR technical area. The attachment has been prepared in accordance with the procedures set forth in the *City Environmental Quality Review (CEQR) Technical Manual* (2014 Edition). For each of the impact categories, the screening analysis is intended to determine whether further, more detailed impact assessment in the Draft Environmental Impact Statement (EIS) is appropriate for the proposed actions or whether the potential for adverse impacts can be ruled out.

21 Land Use, Zoning and Public Policy

2.1.1 Introduction

This analysis of land use, zoning, and public policy follows the guidelines set forth in the *2014 CEQR Technical Manual*. It characterizes the existing conditions in the area surrounding the project site and addresses potential impacts to land use, zoning, and public policy that would be associated with the proposed actions.

2.1.2 Methodology

In order to assess potential impacts to land use, zoning, and public policy, pursuant to the *2014 CEQR Technical Manual*, the existing conditions, future No-Action condition, and future With-Action condition of the project site and study area were considered. With regard to existing conditions, field surveys and available documentation relating to the project site and study area are reviewed in order to identify existing land use patterns, relationships, and trends.

For the future No-Action condition, an analysis of land use and development projects, initiatives, and proposals that are expected to be completed by the project's build year is undertaken. Based on this analysis and inventory, a description of the land use conditions that are expected to exist in the build year are described.

The future With-Action condition includes information presented in the existing conditions and future No-Action condition, as well as discussions of the following:

- A detailed description of the type of development that would occur as a result of project implementation;
- The extent to which the proposed uses characterize the study area or would be consistent or inconsistent with existing uses, and the amount of the proposed use presented as a percentage of existing uses or in aggregate (sometimes known as a “conformance analysis”);
- A determination of whether the proposed project would create additional non-conformance or non-compliance of existing buildings or uses;
- A determination of whether the proposed development would alter or accelerate existing development patterns;
- Consideration of any public policy that would affect the targeted land uses and determine whether any other public policy might affect the potential for land use change; and
- A determination whether the proposed project would result in the direct displacement of any existing land uses.

Sources used to conduct this assessment include a field survey conducted on July 27, 2014, evaluation of land use and zoning maps, discussions with the Department of City Planning (DCP), and consultation of other sources, such as the *Zoning Resolution of the City of New York*.

The land use study area is defined as the area within 400 feet of the project site and is generally bounded by LaGuardia Airport parking fields to the north, mid-block east of 25th Avenue to the east, Curtis Street and 102nd Street to the south, and mid-block west of the 102nd Street Bridge to the west (see EAS Figure 2). This is the area in which the proposed actions would be most likely to have effects in terms of land use, zoning, or public policy.

2.1.3 Assessment

Existing Conditions

Land Use

The project site comprises the majority of the block generally bounded by the Grand Central Parkway to the north, residential properties to the east, Ditmars Boulevard to the south, and the 102nd Street Bridge to the west (Block 1641, Lot 1). Existing development at the project site includes a 10-story hotel building with associated parking and appurtenances (see Figure 5a in the EAS). Main access to the building is via the primary entrance driveway at Ditmars Boulevard. The project site contains approximately 952 feet of frontage along the north side of Ditmars Boulevard (a wide, east-west thoroughfare featuring two lanes in each direction), 350 feet along the east side of the 102nd Street

Bridge, and 1,151 feet along the south side of the eastbound Grand Central Parkway service road.

The project site is located in the East Elmhurst neighborhood of Queens, which is generally 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 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, 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.

As shown in in EAS Figure 2, 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 (two along the south side of Ditmars Boulevard immediately south of the project site and another west of the project site, west of the 102nd Street Bridge, which is currently not operating as it undergoing renovations).

These aforementioned hotel uses, as well as institutional uses are situated in the immediate vicinity of the project site along Ditmars Boulevard. This includes two hotels (i.e., the Hampton Inn at LaGuardia Airport and the LaGuardia Plaza Hotel, comprising 805 hotel rooms) and the Elmhurst Care Center (and associated Elm York Assisted Living Facility) comprising 430 rooms total. The hotel at the project site (i.e., the Marriott at LaGuardia Airport) comprises another 435 rooms, and, as previously discussed another hotel within the study area to the northwest of the project site is currently undergoing renovations and expansions to add even more hotel rooms, reinforcing the airport-compatible commercial uses and institutional uses of the study area.

The remainder of the study area is characterized by one- and two-family residential uses to the east and south, scattered vacant properties, and two institutional uses (a homelessness resources office at the intersection of Ditmars Boulevard and 102nd Street and a nursing facility to the west at the intersection of 101st Street and Ditmars Boulevard). It should be noted that a parking garage is located within the study area, a shared facility associated with the two hotels south of the project site on the south side of Ditmars Boulevard (i.e., the Hampton Inn at LaGuardia Airport and the LaGuardia Plaza Hotel).

While there are no public parks, playgrounds, or recreation areas administered by the New York City Department of Parks and Recreation (DPR) within the immediate vicinity, there are several open space areas. These mainly consist of “Greenstreets” spaces in front of the project site on Ditmars, as well the landscaped area within the center of the traffic circle itself, which is part of the Greenstreets program. Greenstreets are part of a

comprehensive citywide green infrastructure program to transform unused impervious areas into vibrant and pervious green space.¹

Zoning and Public Policy

The project site is situated within the C4-2 zoning district (see EAS Figure 4). C4 districts are mapped in regional commercial centers that are located outside of the central business districts where specialty and department stores, theaters and other commercial and office uses serve a larger region. C4-2 districts permit residential, commercial, and community facility uses with associated permitted floor area ratios (FARs) of 3.0, 3.4, and 4.8, respectively. The maximum height of a streetwall for commercial buildings within the C4-2 district is 60 feet, with additional height governed by a sky exposure plane thereafter.

Other than zoning, development of the project site is limited by a Restrictive Declaration (D-43, dated July 11, 1979), which was approved in connection with a rezoning to change the project site from an R3-2 to a C4-2 district. The Restrictive Declaration limited development on the site to a 10-story hotel with ancillary facilities and no less than 410 accessory parking spaces in a two-level parking garage. 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.

Further, the site is located within a Food Retail Expansion to Support Health (FRESH) Program-designated area for discretionary tax incentives. This program is open to grocery store operators renovating existing retail space or developers seeking to construct or renovate retail space in underserved neighborhoods that will be leased by a full-line grocery store operator. Stores that benefit from the FRESH program must meet specific criteria related to minimum levels of fresh produce and grocery products intended for home preparation. Discretionary tax incentives available include real estate tax reductions, sales tax exemptions and mortgage recording tax deferrals.

As shown in EAS Figure 4, the study area is primarily situated within the C4-2, M1-1, R3-2, R3A, and R3X zoning districts. Additionally, very small portions of the study area are situated within the R3-1 and R6 zoning districts to the west. The immediate vicinity of the project site is completely within the C4-2 district, as the areas bordering LaGuardia Airport are commercial areas containing many airport-related uses.

As previously discussed, the C4-2 zoning district is intended to encourage large retail stores, entertainment venues and office uses to serve large areas outside of central business districts. C4-2 is mapped throughout a large area bordering the airport, between Grand Central Parkway and the residential neighborhoods to the west and south. The residential neighborhoods within the study area are zoned as R3-2, R3A, and R3X zoning districts, and generally permit for low density residential development (i.e., attached and detached one- and two-family homes). The R3A and R3X districts are “contextual” zoning

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¹ <http://www.nycgovparks.org/greening/green-infrastructure>, accessed October 10, 2014

districts, which encourage development consistent with the existing built character of the neighborhood.

The M1-1 zoning district is designed to act as a buffer between more intensive M2 and M3 Zoning districts and residential districts, permitting light industrial uses (such as woodworking shops, auto storage and repair facilities), as well as office and retail uses. The LaGuardia Airport is within the M1-1 district within the study area.

A significant portion of the study area was rezoned in October 2013, including the western, southern, and eastern portions, as part of the East Elmhurst Rezoning (ULURP Reference No. 130344 ZMQ and CEQR No. 13CPD138Q). The R3-1, R3A, and R3X zoning districts found in the study area were implemented as part of the East Elmhurst Rezoning and were formerly zoned as the R3-2 zoning district, which remains in the northeastern portion of the study area. These specific zoning changes were instituted in order to better match zoning with existing development character and patterns.

The northern half of the study area is located within a FRESH Program-designated area for discretionary tax incentives (discussed above). Other than zoning, this is the only public policy in place that governs any portion of the study area.

The Future Without the Proposed Actions

Land Use

Absent the proposed actions, the project site would continue to operate with its current uses as a hotel and 410-space accessory parking structure due to the restriction of uses on the project site associated with the existing Restrictive Declaration

No known projects are anticipated to be developed within the study area in the future without the proposed actions, with the exception of planned improvements at LaGuardia Airport to the north. The planned improvements at the airport include “demolition of the existing [Central Terminal Building] and associated infrastructure and the construction of a new 1.3 million square foot, 35 gate terminal building; a new aeronautical ramp; frontage roads that will serve the new terminal; a new central heating and refrigeration plant; and other utilities and site improvements. [The] Port Authority [intends to] also undertake certain supporting projects that have independent utility and will support airlines and passengers across the entire airport including the construction of utilities; the demolition of Hangars 2 and 4; the construction of the new East Parking Garage; and the installation of runway safety enhancements.”² While these improvements will be ongoing within the study area, they would not be completed by the 2018 build year of the proposed project.

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² <http://www.panynj.gov/airports/lgactb/>

The East Elmhurst Rezoning, adopted in October of 2013, instituted zoning changes to the East Elmhurst neighborhood of Queens (where the project site and study area are located) in order to match zoning controls to reflect established building patterns and to guide future development to appropriate locations (primarily along the Astoria Boulevard Corridor). However, there are no proposed development sites within the study area, related to the East Elmhurst Rezoning or otherwise. It should be noted, however, that the hotel to the northwest of the project site (i.e., the LaGuardia Airport Hotel) is currently undergoing renovations that will create two smaller hotels from the existing facility.

Zoning and Public Policy

The project site is not located within the New York City Waterfront Revitalization Program (WRP) boundaries, however, the northern portion of the 400-foot study area is situated within the WRP. The purpose of the WRP is to promote appropriate activities at various waterfront locations within the city through discretionary review. In March of 2012, a 197-a plan was undertaken to revise and update the existing WRP in order to make it consistent with New York City's 2011 comprehensive waterfront plan, entitled *Vision 2020*. At this time, the revised WRP requires approval from the New York State Department of State and U.S. Department of Commerce before it takes effect. The project site would not be within the revised WRP boundaries, while the north portion of the study area would still be situated within the boundaries.

In addition to revisions and updates to the WRP, the Federal Emergency Management Agency (FEMA) issued Preliminary Flood Insurance Rate Maps (FIRMs) for New York City in 2013. It is expected that FEMA will officially adopt these Preliminary FIRMS in 2015, replacing those FIRMS issued in 1983 (and revised in 2007). Absent the proposed actions, the project site and study area would be subject to the updated maps upon adoption of the Preliminary FIRMS. The Preliminary FIRMS indicate that a portions of the project side would be situated within the "Zone X" and "Zone AE, Elevation 13" flood zones.

As previously discussed, the October 2013 East Elmhurst Rezoning was instituted to better match zoning to existing development character and patterns within the neighborhood, as well as guide future development to suitable locations.

The Future With the Proposed Actions

Land Use

The proposed actions would allow for the development of the With-Action RWCDS, which consists of two parking facilities, including a public parking garage structure with 1,800 long-term public spaces and 400 accessory parking spaces for the existing adjacent hotel (2,200 total spaces), to be developed at the location of the existing parking facilities at the project site. This represents the With-Action RWCDS condition.

The With-Action RWCDs would not introduce new land uses to the study area, as parking facilities are located at the other access point to LaGuardia Airport and there is currently a garage at the site. The With-Action RWCDs would reflect and be compatible with the existing commercial and institutional uses in the vicinity of the project site that define the character of the area as well as the low density residential uses beyond. Therefore, the proposed actions would not adversely affect the land use character of the study area and would not result in significant adverse land use impacts.

Approximately a half-mile west of the project site and study area, at the intersection of Ditmars Boulevard and 94th Street, is another access drive to LaGuardia Airport. Land uses in this area are similar to that of the project site and study area, including commercial uses complementary to LaGuardia Airport, including hotels, car rental facilities, and parking facilities. Thus, construction of the proposed parking garage structure would reflect existing land use character and patterns found within the study area as well as at entry points to the LaGuardia Airport.

Zoning and Public Policy

The proposed development would be constructed in accordance with the prevailing zoning and public policy currently in place at the project site and surrounding areas. The proposed actions are needed to permit a garage of a larger size and different design that permitted under existing zoning, however as discussed above, the use and size of the garage is compatible with the nature of the airport-related land uses (hotels, parking facilities) in the surrounding area.

The garage structure would be designed to be in compliance with the future FEMA flood requirements for the AE Zone (Elevation 13) expected to be in effect at the site by 2015. The proposed actions would not involve any new zoning or policy actions within the study area, other than at the project site. Therefore, the proposed actions would not result in significant adverse impacts to zoning or public policy.

2.1.4 Conclusion

As described above, the proposed actions would allow for the construction of the proposed parking garage structure at the project site. The With-Action RWCDs would be consistent with the development patterns of the surrounding area as compared to existing and No-Action conditions. The proposed parking garage structure would reinforce the existing land use character found in the study area (i.e., defined by businesses and uses complementary to the LaGuardia Airport), while also improving the pedestrian experience along Ditmars Boulevard by creating a more complete streetwall. Accordingly, the proposed actions would result in changes that would be compatible with, and supportive of, current land use trends, zoning, and public policy. Therefore, the proposed actions would not result in any significant adverse impacts to land use, zoning or public policy.

22 Socioeconomic Conditions

According to the *2014 CEQR Technical Manual*, if a project results in the development of more than 200,000 square feet of commercial space on a single site, a preliminary analysis of the socioeconomic effects of indirect business displacement may be warranted. Indirect business displacement is focused on determining whether a project would add to, or create, a retail concentration that may draw a substantial amount of sales from existing businesses within the study area to the extent that certain categories of business close and vacancies in the area increase, thus resulting in a potential for disinvestment on local retail streets.

Additional information is provided in this section to address the “yes” answer to Question 2(a) in the EAS Full Form, specifically that the project would result in development of more than 200,000 square feet of commercial space. The introduction of the proposed long-term parking garage structure at the project site would help address a need for the LaGuardia Airport passengers that is not being met with the existing parking garages in the area. Furthermore, the planned improvements for the LaGuardia Airport and long-term projections for increased air travel indicates that demand for long-term parking would continue to increase in the future.

In general, the existing garages in the vicinity do not represent unique retail uses that provide neighborhood amenities, as may occur with other commercial uses. In addition, new garages in the area would not affect local neighborhood uses. Given the high demand for long-term parking spaces in the vicinity of the airport and the minimal supply, it is not expected that the garage structure would result in indirect business displacement of other garages due to market saturation. Therefore, the proposed actions would not result in any significant adverse socioeconomic impacts and no further analysis is warranted.

23 Shadows

The *CEQR Technical Manual* requires a shadow assessment for a proposed action that would result in a new structure(s), or addition(s) to existing structure(s) that are greater than 50 feet in height and/or adjacent to an existing sunlight-sensitive resource. The Proposed Actions would permit development of a structure greater than 50 feet in height, located in the vicinity of sunlight sensitive resources. Therefore, the proposed actions have the potential to cast new shadows on nearby open spaces. As such, consistent with the guidelines of the *CEQR Technical Manual*, an analysis of the new building’s potential to result in shadow impacts on sunlight sensitive resources is warranted and will be included in the EIS, as described in the Draft Scope of Work.

24 Urban Design and Visual Resources

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

According to the *CEQR Technical Manual*, a preliminary analysis of urban design and visual resources is considered appropriate when there is the potential for a pedestrian to observe, from the street level, a physical alteration beyond that allowed by existing zoning, including the following: 1) projects that permit the modification of yard, height, and setback requirements; and 2) projects that result in an increase in built floor area beyond what would be allowed "as-of-right" or in the future without the proposed action. The *CEQR Technical Manual* stipulates a detailed analysis for projects that would result in substantial alterations to the streetscape of the neighborhood by noticeably changing the scale of buildings.

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

25 Hazardous Materials

2.5.1 Introduction

A hazardous material is any substance that poses a threat to human health or the environment. Substances that can be of concern include, but are not limited to, heavy metals, volatile and semi-volatile organic compounds, methane, polychlorinated biphenyls and hazardous wastes (defined as substances that are chemically reactive, ignitable, corrosive or toxic). According to the *2014 CEQR Technical Manual*, the potential for significant impacts from hazardous materials can occur when: a) hazardous materials exist on a site and b) an action would increase pathways to their exposure; or c) an action would introduce new activities or processes using hazardous materials.

2.5.2 Assessment

Existing Conditions

Phase I Environmental Site Assessment

A Phase I Environmental Site Assessment (ESA), dated April 22, 2014, was completed by CBRE, Inc. (CBRE) of Houston, Texas for the project site and included all analyses as specified in the American Society for Testing and Materials (ASTM) Method E 1527-13. The goal of the Phase I ESA process is to identify “Recognized Environmental Conditions” (RECs), which means the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of release of any hazardous substances or petroleum products into structures on the property or into the ground, ground water, or surface water of the property. The Phase I ESA was also completed to assess the potential presence of “Historic Recognized Environmental Conditions” (HRECs) or “Controlled Recognized Environmental Conditions” (CRECs) which could further assess the potential for a current or past release that could impact subsurface conditions at the site. The scope of CBRE’s Phase I ESA included the existing two-story parking garage located at the site.

Per the ASTM Standard, the Phase I ESA reviewed a variety of information sources, including current and historic Sanborn Fire Insurance Maps; topographic maps and aerial photographs; historical land title records and city directories; state and federal environmental regulatory databases identifying listed sites; and local environmental records. The Phase I ESA also included reconnaissance of the site and surrounding neighborhood and interviews with the building manager.

As stated in Practice E1527-13, there may be environmental issues or conditions at the site, which may be requested by the user to be addressed as part of the Phase I ESA, which are not covered within the scope of ASTM Practice E1527-13. These issues are referred to as non-scope considerations. The following non-scope considerations were addressed in a limited capacity within the Phase I ESA: radon, lead-based paint (LBP), asbestos-containing materials (ACM), wetlands, and mold and water damage.

The Phase I ESA stated no evidence of RECs in connection with the property except for the following:

Mobil Service Station 168 (107-02 Grand Central Parkway) located immediately adjacent to the Property to the northeast. The station is identified as the location of an active NYSDEC spill case (No. 07-09582)... Based on the review, the NYSDEC indicated that Exxon/Mobil, the responsible Party, will be required to excavate area between the canopy and the sidewalk at the site including dewatering, to achieve closure... CBRE identified several groundwater monitoring wells on the gasoline station property, immediately adjacent to the northeastern boundary of the Property. In addition, the existing gasoline tanks were identified to be located no more than 20 feet from the northeastern boundary of the Property. Based on the identification of an active

spill case on the adjacent property for which the NYSDEC is requiring additional remedial actions and the presence of groundwater monitoring wells on the gasoline station property, coupled with the proximity of the gasoline tanks to the Property and the likelihood that the release at the gasoline station operation has at least minimally impacted the Property, the gasoline station operation is identified as a REC for this assessment.

No further RECs were identified. Furthermore, no CRECs or HRECs were identified in the CBRE Phase I ESA. Based upon the aforementioned REC associated with the adjacent New York State Department of Environmental Conservation (NYSDEC) active spill incident, the Phase I ESA indicated that ...*Given that minimal impacts to the Property are presumed, coupled with the identified current uses of the Property, additional investigation is not warranted to confirm the release; however, CBRE recommends that the presumed impacts to the Property should be considered with regard to future redevelopment activities to be undertaken at the Property.*

The Phase I ESA indicated Mr. Bill Wangenstein, Director of Engineering for the LaGuardia Marriott Hotel accompanied CBRE personnel during the Phase I ESA visual inspection. Mr. Wangenstein had no knowledge of any environmental conditions at the site. Furthermore, Mr. Wangenstein indicated that there are no petroleum storage tanks located within the proposed redevelopment area.

No hazardous or non-hazardous petroleum substances, or unidentified substance containers were present at the site during CBRE's site reconnaissance.

The Phase I ESA identified a 275-gallon diesel aboveground storage tank (AST) associated with an emergency backup generator for the existing LaGuardia Marriott Hotel. The tank was not observed within or proximate to the proposed redevelopment area and was not considered a significant environmental risk.

Several storm drains were identified in the lower parking garage levels. Furthermore, approximately 22 dry wells were observed within the surface parking lot located within the redevelopment areas. According to the Phase I ESA, the storm drains were assumed to be connected to the municipal storm/sanitary sewer system. However, there is a potential for storm drains to leach into the ground. Leaching structures such as storm drains, sanitary systems and floor drains are classified as Underground Injection Control (UIC) structures that are subject to closure procedures under the UIC Program as mandated by the United States Environmental Protection Agency (USEPA).

No equipment with the potential to contain polychlorinated biphenyls (PCBs) were identified during the site reconnaissance. Furthermore, no stains, corrosions, odors, evidence of petroleum spills or other conditions were identified on the project site by CBRE.

No debris, dumping or surficial staining was identified in the Phase I ESA. However, minor pavement staining was observed associated with routine automobile storage and was classified as a “de minimus” condition.

No suspect asbestos-containing material (ACM) or lead-based paint (LBP) were identified at the site during the CBRE visual inspection, and same are not considered an environmental concern.

Subsurface Exploration and Foundation Engineering Report for LaGuardia Airport Marriott Hotel Parking Garage

GZA GeoEnvironmental of New York (GZA) performed a limited Subsurface Report (July 2014) containing the results of the geotechnical evaluation. The environmental test boring (known in the Subsurface Report as B-05A) was at the easternmost boundary of the site, proximate to the gasoline filling station that services Grand Central Parkway. Although not specifically indicated in the Subsurface Report, it is likely the environmental test boring was installed in order to assess whether the adjacent spill incident (as noted in the Phase I ESA) impacted subsurface soils and groundwater at the site.

Soils were collected continuously at test boring B-05A to a terminal depth of approximately 20-feet below grade surface (bgs). Groundwater was confirmed during the soil boring installation at approximately nine-to-10-feet bgs. Two (2) soil samples were collected at a depth of approximately 15-feet bgs (within the groundwater interface) from test boring B-05A and were submitted for laboratory analysis for volatile organic compounds (VOCs) and semi-volatile organic compounds (SVOCs). Laboratory analytical data from B-05A indicated the presence of acetone at low concentrations of 2.4 and 4.3 parts per billion (ppb), which is well below applicable standards. No additional VOCs or SVOCs were identified in the sample results, which indicates impacts associated with the adjacent active spill incident have not encroached onto the subject property.

The Subsurface Report indicates that dewatering activities would likely be necessary for excavations extending below eight-feet bgs, and that a dewatering plan should be designed by a Licensed Professional Engineer registered in the State of New York. The contractor should also be prepared to evacuate accumulated rainwater and runoff from local excavations during construction.

The Future Without the Proposed Actions

In the future without the proposed actions the project site and building would continue to be utilized as an active two-story parking garage, associated surface parking lot and a hotel building.

The Future With the Proposed Actions

In the future with the proposed actions, the existing parking garage and surface parking lot would be demolished, and the site would be redeveloped with a larger parking garage structure associated with the nearby LaGuardia Airport and adjacent Marriott Hotel.

Implementation of the proposed actions would result in excavation at the site to a terminal depth of approximately 25 feet. Based upon the CBRE Phase I ESA, groundwater is expected to be encountered between ten-to-15 feet, and was confirmed at nine-to-10-feet in the Subsurface Report prepared by GZA. As such, dewatering activities would likely be required. Given the active NYSDEC spill incident associated with the adjacent gasoline filling station to the northeast, there is a potential for impacted groundwater associated with the adjacent gasoline filling station to be drawn onto the site based upon required dewatering activities. As such, in addition to the dewatering plan as recommended by GZA, an approved Groundwater Management Plan (GWMP) would be implemented at the site in order to address concerns related potentially impacted groundwater. The GWMP would involve baseline groundwater sampling, routine groundwater monitoring, supervision of dewatering activities, temporary on-site storage of pumped groundwater and permitted discharge of potentially impacted groundwater (i.e., to municipal storm sewer or off-site disposal). The GWMP would be prepared in accordance with prevailing regulations.

Approximately 22 dry wells were observed within the surface parking lot located within the redevelopment areas, some of which have the potential to leach into the ground. Leaching structures such as storm drains, sanitary systems and floor drains are classified as UIC structures that are subject to closure procedures under the UIC Program as mandated by the USEPA. Prior to removal of the storm drains, the USEPA would be provided a completed Inventory of Injection Wells Form (EPA FORM 7520-16). Upon review, additional closure activities may be required by the USEPA, including sampling and remedial action of bottom sediments (if confirmed to be impacted). All storm drain removal would be conducted in accordance with prevailing regulations.

Based upon the findings from the CBRE Phase I ESA and GZA Subsurface Report, there were no RECs identified at the site with respect to the existing conditions. As mentioned above, there was one off-site REC identified in association with an active NYSDEC spill incident associated with the adjacent gasoline station to the northeast.

Following review of the Phase I ESA and the GZA Subsurface Report, the New York City Department of Environmental Protection (DEP) issued a comment letter on January 15, 2015 requesting additional Phase II testing be completed as well as an Inspection Health and Safety Plan (HASP). The DEP found that due to historical on-site and surrounding area land uses, a Phase II Environmental Site Assessment (Phase II) would be necessary to adequately identify/characterize the surface and subsurface soils. The applicant would conduct Phase II testing pursuant to DEP approved sampling protocol and HASP.

2.5.3 Conclusion

As the project site and surrounding area has a documented history of hazardous materials conditions, the EIS will include an assessment of hazardous materials. This chapter of the EIS will summarize the prior hazardous materials studies conducted for the project site, and consider the potential for significant adverse impacts to occur as a result of the proposed project. Conditions at the project site (resulting from previous and existing uses of the site and the surrounding areas) have been studied in prior studies, as noted above. This chapter of the EIS will also describe the Phase II Environmental Site Assessment and HASP, including a description of what measures would be required before construction begins and what would be required before the site becomes operational.

2.6 Transportation

According to *2014 CEQR Technical Manual* procedures for transportation analysis, a two-tiered screening process is to be undertaken to determine whether a quantified analysis of potential transportation impacts is necessary. The first step, the Level 1 (Trip Generation) screening, determines whether the number of peak hour person and vehicle trips generated by the proposed actions would remain below the minimum thresholds for further study. These thresholds are:

- 50 peak hour vehicle trips ends;
- 200 peak hour subway/rail or bus transit riders; and
- 200 peak hour pedestrian trips.

If project-generated trips are expected to exceed any of these thresholds, a Level 2 (Trip Assignment) screening assessment is performed. Under this assessment, project-generated trips that exceed Level 1 thresholds are assigned to and from the site through their respective networks (streets, bus and subway lines, sidewalks etc.) based on expected origin-destination patterns and travel routes. Upon a review of the results of these assignments, a detailed analysis may be needed.

Consistent with the guidelines of the *2014 CEQR Technical Manual*, an assessment of transportation will be provided in the EIS. As detailed in the Travel Demand Assumptions (TDA) technical memorandum included in Appendix A, based on a preliminary travel demand forecast and trip assignment, the project is expected to generate more than 50 additional (net) vehicular trips in the project study area. Therefore, the EIS will provide a detailed traffic analysis that focuses on those peak hours and street network intersections where the highest concentrations of action-generated demand would occur. The transportation studies will focus on: the size of the traffic study area and the number of intersections to be analyzed both within the study area and along major access routes; and the potential for the proposed actions to generate significant traffic impacts requiring mitigation.

27 Air Quality

Under CEQR, an air quality analysis determines whether a proposed project would result in stationary or mobile sources of pollutant emissions that could have a significant adverse impact on ambient air quality, and also considers the potential of existing sources of air pollution to impact the proposed uses. As discussed below, the proposed actions would require an air quality analysis for mobile sources associated with the parking facility, which will be further detailed in the Draft Scope of Work. Consistent with the guidelines of the *2014 CEQR Technical Manual*, an assessment of air quality emissions associated with the parking facility will be provided in the EIS. As detailed in the Draft Scope of Work, the air quality assessment will consider the potential impacts of carbon monoxide and particulate matter from project-generated vehicle trips resulting from the proposed actions.

28 Greenhouse Gas Emissions

The *2014 CEQR Technical Manual* notes that GHG consistency assessments are typically required when they meet the following criteria:

- 1) Power generation (not including emergency backup power, renewable power, or small-scale co-generation); or
- 2) Regulations and other actions that fundamentally change the City's solid waste management system by changing solid waste transport mode, distances, or disposal technologies.
- 3) A project conducting an EIS that would also result in development of 350,000 square feet or greater.

Although the proposed actions are expected to facilitate the construction of a new parking garage facility that would result in development of approximately 649,000 gross square feet, this project does not meet the criteria for a full GHG analysis. The development resulting from this project would not be considered a typical commercial building in New York City, such as a large office or retail building, which would have a much higher energy consumption on a square foot basis. Rather, because parking garages are not fully occupied throughout the building, the heating and cooling requirements for the structure are much lower than an office or other commercial building of similar size.

The CEQR guidance explains that "the need for a GHG emissions assessment is highly dependent on the nature of the project and its potential impacts and the lead agency should evaluate, on a case-by-case basis, whether an assessment of consistency with the City's GHG reduction goals should be conducted..." (*CEQR Technical Manual*, March 2014 edition, p. 18-7). Thus, because the project would not result in the typical building

construction of the nature and energy consumption that was intended to trigger further GHG analyses, no further analysis is required.

29 Noise

According to the *2014 CEQR Technical Manual*, a noise analysis is appropriate if an action would generate any mobile or stationary sources of noise or would be located in an area with high ambient noise levels. Specifically, an analysis would be required if an action generates or reroutes vehicular traffic, if an action is located near a heavily trafficked thoroughfare, or if an action would add new sensitive receptors within one mile of an existing flight path or within 1,500 feet of existing rail activity (and with a direct line of sight to that rail facility). A noise assessment would also be appropriate if the action would result in a playground or would cause a stationary source to be operating within 1,500 feet of a receptor (with a direct line of sight to that receptor), or if the action would include unenclosed mechanical equipment for manufacturing or building ventilation purposes, or if the action would be located in an area with high ambient noise levels resulting from stationary sources. A detailed noise analysis will be included in the EIS as the proposed actions would meet the following *CEQR Technical Manual* thresholds: they would result in additional vehicle trips to and from the project site. Mobile source noise will be examined and discussed in the EIS, as described in the Draft Scope of Work.

210 Public Health

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

As the hazardous materials assessment has not yet been completed, the potential for an impact in this analysis, and thus potentially to public health, cannot be ruled out at this time. Should the technical analyses conducted for the EIS indicated that significant unmitigated adverse impacts would occur in the area hazardous materials, then an assessment of public health will be provided, as discussed in the Draft Scope of Work.

211 Neighborhood Character

In accordance with the *2014 CEQR Technical Manual*, a neighborhood character assessment considers how elements on the environment combined to create the context and feeling of a neighborhood and how a project may affect that context and feeling. To determine a

project's effects on neighborhood character, a neighborhood's contributing elements are identified and an analysis is conducted to determine whether the project results in the potential for moderate effects in different impact categories to combine and form significant adverse impacts on the neighborhood's distinguishing characteristics.

According to the *2014 CEQR Technical Manual*, an assessment of neighborhood character is generally needed when a proposed project has the potential to result in significant adverse impacts in the areas of land use, socioeconomic conditions, open space, urban design and visual resources, historic and cultural resources, transportation, and noise, or when the project may have moderate effects on several of these elements that define a neighborhood's character. The proposed actions are expected to affect one or more of the constituent elements of the proposed project area's neighborhood character, specifically traffic levels. Therefore, an analysis of the proposed actions' effects on neighborhood character will be provided in the EIS, as described in the Draft Scope of Work.

2.12 Construction

2.12.1 Introduction

Construction activities, although temporary in nature, can sometimes result in significant adverse environmental impacts. Consideration of several factors including the location and setting of the project in relation to other uses, and the intensity and duration of the construction activities, may indicate that a project's construction activities warrant analysis.

This section explains in further detail the planned construction activities and why they do not trigger the need for a preliminary construction analysis pursuant to CEQR methodology. A description of the planned, short-term construction activities at the site is included below as well as the anticipated temporary parking plan during construction.

2.12.2 Construction Schedule and Activities

The construction activities associated with the development of the proposed project are expected to result in conditions that are typical of construction sites in New York City. As mentioned, construction of the proposed project would occur over a period of approximately 20 to 23 months, which is less than the two-year threshold that the *2014 CEQR Technical Manual* identifies as potentially requiring additional review.

Construction activities are anticipated to be standard in nature, and any effects from construction of the project would be considered short-term. While some temporary parking lane closures may be required, they would be short-term and all travel lanes would remain open during construction. In the event that closure of any portion of

sidewalk elements is needed, it would be fully addressed by a permit and a Pedestrian Access Plan as required by the New York City Department of Transportation (DOT) Office of Construction Mitigation and Coordination prior to the closure so that impacts would not occur.

Construction of the proposed project would be carried out in accordance with New York City laws and regulations, which allow construction activities between 7 AM and 6 PM on weekdays. However, it is anticipated that workers would arrive as early as 6 AM to prepare work areas. It is also anticipated that most construction-related activity would conclude around 3 PM. Occasionally, Saturday or overtime hours may be required to complete some time-sensitive tasks. Weekend work or weekday work outside of the hours of 7 AM to 6 PM would require a permit from the New York City Department of Buildings (DOB) and, in certain instances, approval of a noise mitigation plan from the New York City Department of Environmental Protection under the New York City Noise Code. The New York City Noise Control Code limits construction (absent special circumstances as described below) to weekdays between the hours of 7 AM and 6 PM, and sets noise limits for certain specific pieces of construction equipment. Construction activities occurring outside of these hours may be permitted only to accommodate: (i) emergency conditions; (ii) public safety; (iii) construction projects by or on behalf of city agencies; (iv) construction activities with minimal noise impacts; and (v) undue hardship resulting from unique site characteristics, unforeseen conditions, scheduling conflicts and/or financial considerations. In such cases, the numbers of workers and pieces of equipment in operation would be limited to those needed to complete the particular authorized task. Therefore, the level of activity for any weekend work would be less than a normal workday. The typical weekend workday would be on Saturday from 7 AM with worker arrival and site preparation to 5 PM for site cleanup.

As a result, most construction-generated vehicle traffic would occur outside of background traffic peak hours, and are not expected to result in a significant increase in overall traffic volumes during background weekday traffic peak hours.

During the construction period, which is anticipated to be approximately 20-23 months, temporary parking would be provided on site for the hotel guests and off-site for the hotel staff. The hotel on the site currently has parking for 410 cars, although the parking demand by hotel patrons is much less on a typical basis throughout the year. Accommodations for approximately 75 spaces for hotel guests would be made on site, in an area to the west of the hotel currently occupied by truck parking and landscaped areas. The guests would enter and exit via a temporary entrance driveway, which would be granted through a ministerial DOB permit. Since the LaGuardia Marriott caters to guests arriving at the airport, few of their guests arrive by car. The 75 on-site spaces would exceed the number of cars parking overnight at the hotel on the majority of days during a typical year.

On the days when the parking demand at the hotel exceeds 75, which occurs roughly 15 days a year, attendants would park guest cars at The Parking Spot existing facility on 90th Street and return them to guests at the temporary driveway. The parking demand for

overnight and event hotel customers would be accommodated in the 75 space temporary parking area adjacent to the hotel for approximately 228 days of the year (according to 2013 data collected by the hotel and applicant). For the remaining days of the year when the overnight and event hotel demand exceeds 75 spaces, then the overflow would be accommodated at The Parking Spot facility on 90th Street. Typically, hotel staff require about 35 parking spaces. For the staff that drive to the site on a daily basis, the applicant would provide 35 spaces within the 90th Street parking facility, which is approximately 0.7 miles and five minutes away from the site by car, and would provide shuttles for employees from the 90th Street facility to the hotel. All temporary parking facilities would be restored to their original condition once the new proposed garage structure is operational.

2.12.3 Conclusion

The planned construction activities do not meet the *2014 CEQR Technical Manual* thresholds for a preliminary construction analysis - the activities would be completed in less than two years, the site is not located in the Central Business District or adjacent to historic resources, construction activities would not disrupt any sensitive uses such as a school or other community facility, and are standard in nature. The concentration of construction activity would be short-term, and its effects would be minimized by standard measures such as adherence to the New York City Noise Code and construction permitting through DOT's Office of Construction Mitigation and Coordination as required to avoid or reduce disruption to existing traffic and the surrounding population during scheduling and staging of activities. Therefore, the proposed actions would not have significant adverse construction-related impacts and no further analysis is warranted.

APPENDIX A

TRAVEL DEMAND ASSUMPTIONS (TDA)
MEMORANDUM



Memorandum

To: New York City Department of City Planning

Date: May 30, 2014 (Updated November 21, 2014)

Cc: Steven Lewent – Graf & Lewent Architects
John Lyons – The Parking Spot
Nancy Doon – VHB

Project: LGA Parking Garage
No.: 29229.00

From: Amir Rizavi and Marty Taub

Re: Travel Demand Assumptions Memorandum

This memorandum summarizes the travel demand assumptions for a proposed parking garage that would serve long-term air travelers from LaGuardia Airport (LGA) in Queens. The proposed parking garage would be located at 102-05 Ditmars Avenue, just south of the Grand Central Parkway. The analysis presented in this memorandum determined that the volume of vehicle trips generated by the proposed parking garage (approximately 95 to 115 vehicle trips per hour during weekday peak hours) would exceed CEQR Level 1 screening thresholds cited in the *2014 City Environmental Quality Review (CEQR) Technical Manual* for vehicular traffic. A Level 2 (trip assignment) screening was then prepared and used to identify traffic study locations. The proposed parking garage is not expected to generate any significant level of transit or pedestrian trips, which would be below their respective CEQR Level 1 screening thresholds; no further transit or pedestrian analyses would be needed.

ANALYTICAL FRAMEWORK

The Parking Spot (the developer) proposes to develop a public parking garage adjacent to the LaGuardia Marriott Hotel at 102-05 Ditmars Boulevard in East Elmhurst, Queens. The proposed garage would consist of seven levels above-grade, two levels below-grade, and one level of parking on the roof. The garage would include a total of approximately 2,200 parking spaces; approximately 297 spaces would be accessory to the hotel replacing existing spaces that would be temporarily lost during construction and about 1,903 would be public spaces to be used by air travelers from LGA.

CEQR TRANSPORTATION ANALYSIS SCREENING

According to *2014 CEQR Technical Manual* procedures for transportation analysis, a two-tiered screening process is to be undertaken to determine whether a quantified analysis is necessary. The first step, the Level 1 (Trip Generation) screening, determines whether the volume of peak hour person and vehicle trips generated by the proposed project would remain below the minimum thresholds for further study.

These thresholds are:

- 50 peak hour vehicle trip ends;
- 200 peak hour subway/rail or bus transit riders; and
- 200 peak hour pedestrian trips.

If project-generated trips would exceed any of these thresholds, a Level 2 (Trip Assignment) screening assessment is usually performed. Under this assessment, project-generated trips that exceed Level 1 thresholds are assigned to and from the site through their respective modal networks (streets, bus and subway lines, sidewalks, etc.) based on expected origin-destination patterns and travel routes.

Level 1 Screening Assessment (Trip Generation)

Trip generation projections for the proposed parking garage have been determined based on existing volume data (“ins” and “outs”) provided by The Parking Spot for a similar 701-space parking lot which is located at 90-01 23rd Avenue, East Elmhurst, NY 11369, less than one-half mile away from the proposed project site, which also serves LGA travelers. Volume data (“ins” and “outs”) were also provided for parking garages near Newark Liberty International Airport (EWR) in Newark, NJ, and John F. Kennedy International Airport (JFK) in Queens. The volumes for the lot located near LGA were higher than the volumes at the lots/garages near EWR and JFK because the duration of parking stays at LGA are lower and, so, parking turnover is higher. Therefore, utilizing the volumes from the 701-space parking lot near the project site is appropriate. Also, the developer operates airport parking garages all around the country (33 locations) and the provided information demonstrates their first-hand knowledge of this airport/long-term travel market.

The volume information for the existing 701-space parking lot includes data for typical weeks in May and October 2013. The volumes consist of a 24-hour count of entering vehicles (“ins”) and exiting vehicles (“outs”) for all seven days of both weeks. This information is provided in Table A-1 at the end of this technical memorandum. The AM, midday and PM peak periods for background commuting traffic have been highlighted in the table.

The proposed parking garage is expected to have approximately 1,903 public spaces so “in” and “out” volumes for the proposed parking garage were developed by pro-rating the existing volumes for the 701-space lot to reflect 1,903 spaces (multiplying the volumes for the 701-space lot by 2.49). Table A-2 provides the results for the 7-10 AM, 11 AM to 2 PM midday, and 3-7 PM peak periods (highlighted).

Table A-2 again shows that the total volumes (“ins” plus “outs”) during the three weekday peak periods are higher in October than in May. Table A-2 also shows that the highest volumes do not necessarily occur on a Tuesday, Wednesday or Thursday which are the typical peak commuting days for background traffic. In fact, the highest volumes during the month of October occur on either a Monday or a Friday depending on the peak period. It can also be seen that weekend peak hour volumes are generally lower than weekday peak hour volumes for the month of October.

Level 1 Screening Results

Traffic and Parking

Table 1 below summarizes total peak hour volumes (“ins” plus “outs”) for the highest individual weekday during typical weeks in May and October.

Table 1 - Highest Individual Weekday Peak Hour Volumes (vph)*

	May			October		
	Ins	Outs	Total	Ins	Outs	Total
AM Peak	82	14	96	98	14	112
Midday Peak	58	30	88	25	68	93
PM Peak	49	41	90	30	79	109

**Includes a net increase of 6 shuttle buses per hour during each peak period.*

As shown in Table 1, the net increase in vehicle trips (“ins” plus “outs”) would exceed the 50 peak hour trip threshold during the weekday peak hours. The volume of hourly vehicle trips generated by the proposed project would be 112 vehicles per hour (vph) during the weekday AM peak hour, 93 vph in the weekday midday peak hour and 109 vph in weekday PM peak hour (as described previously, volumes from October are being used since they are higher). Since the volume of vehicle trips that would be generated by the proposed project would exceed the 50 vehicle trip threshold during at least one weekday peak hour, additional analysis is warranted.

Transit and Pedestrians

It is assumed that the vast majority of those using the proposed parking garage will be flying out of LaGuardia Airport and will be shuttled back and forth to the airport. Project-generated transit and pedestrian trips would thus be expected to be well below their respective CEQR Level 1 screening thresholds; accordingly, no further transit or pedestrian analyses are needed.

TRIP ASSIGNMENTS AND COUNT LOCATIONS

Vehicle trip increments shown in Table 1 for October were assigned through the surrounding street network based on expected routes to and from the project site. Trip assignment maps are located at the end of this technical memorandum (see Figures A-1, A-2 and A-3). Based on these traffic assignments, traffic analysis study locations were identified along routes approaching the project site and through which most project-generated traffic would pass, plus the proposed project site driveways. Preliminarily, the proposed study intersections are as follows (Note: may be refined after review with City traffic reviewers):

- Ditmars Boulevard and 94th Street
- Ditmars Boulevard and 97th Street/Ramp to Eastbound Grand Central Parkway
- Ditmars Boulevard and 23rd Road/Marriott Entrance/Exit
- Ditmars Boulevard and 27th Avenue
- Ditmars Boulevard and Astoria Boulevard/111th Street
- Northern Boulevard and 114th Street
- 94th Street and GCP Westbound Exit Ramp

Traffic counts and level of service impact analyses will be performed at these locations for weekday AM, midday, and PM peak hours.

It is anticipated that 24-hour volume information within the study area will be obtained using Automatic Traffic Recorders (ATRs) along with manual turning movement counts at the analysis locations for the peak periods. The volume data from the existing parking garage several blocks away indicates that the highest volumes associated with the parking garage generally occur on Mondays and/or Fridays which are not the typical "count" days for analysis (per the *CEQR Technical Manual*) since these are not considered typical commuting days. However, if DCP or NYCDOT feels that manual turning movement counts need to be performed on either a Monday or a Friday then the counts will be performed accordingly. Another alternative would be to perform the counts on a typical weekday (Tuesday, Wednesday or Thursday), and increase the volumes based on the ATR counts if the Monday or Friday counts are higher. The exact course of action will be determined in conjunction with DCP/NYCDOT.

A parking accumulation will also be performed to provide the hour-by-hour parking occupancies for the proposed garage. This information will also be based on the existing parking occupancies at the nearby 701-space parking lot.

Table A-1 - Existing Volumes (2013)
New York LaGuardia - 90-01, 23rd Avenue, East Elmhurst, NY 11369

Number of spaces = 701

Entries 5/12/2013 through 5/18/2013							
Hour	Sun	Mon	Tue	Wed	Thu	Fri	Sat
12 - 1 am	0	1	0	0	0	0	0
1 - 2 am	0	0	0	0	0	0	0
2 - 3 am	0	0	1	0	1	0	0
3 - 4 am	0	1	0	4	2	0	0
4 - 5 am	2	20	10	8	16	19	7
5 - 6 am	6	15	11	13	24	22	26
6 - 7 am	5	21	14	20	23	35	14
7 - 8 am	10	28	12	14	10	21	32
8 - 9 am	5	13	8	17	19	23	14
9 - 10 am	9	10	9	19	23	28	13
10 - 11 am	0	11	8	11	8	21	14
11 am - 12 pm	1	11	9	16	12	8	5
12 - 1 pm	3	8	4	9	13	19	6
1 - 2 pm	7	9	7	10	13	12	4
2 - 3 pm	2	6	5	10	15	17	0
3 - 4 pm	2	6	9	16	14	10	1
4 - 5 pm	8	5	9	12	12	13	1
5 - 6 pm	2	4	4	11	12	13	2
6 - 7 pm	1	2	4	5	5	9	0
7 - 8 pm	2	1	1	2	4	5	0
8 - 9 pm	0	0	0	0	1	1	0
9 - 10 pm	1	0	0	0	1	0	0
10 - 11 pm	1	0	0	1	0	0	0
11 pm - 12 am	0	0	1	0	0	0	0

Exits 5/12/2013 through 5/18/2013							
Hour	Sun	Mon	Tue	Wed	Thu	Fri	Sat
12 - 1 am	3	4	1	3	7	7	3
1 - 2 am	1	0	1	0	0	0	1
2 - 3 am	0	0	0	0	0	0	1
3 - 4 am	0	0	0	0	0	0	0
4 - 5 am	0	0	0	0	0	0	0
5 - 6 am	0	0	0	0	0	0	0
6 - 7 am	0	0	0	0	0	0	1
7 - 8 am	0	3	0	0	1	5	0
8 - 9 am	1	6	1	4	1	0	0
9 - 10 am	2	9	2	1	1	3	0
10 - 11 am	5	9	3	3	0	5	2
11 am - 12 pm	12	8	5	3	6	10	6
12 - 1 pm	20	9	3	4	4	9	7
1 - 2 pm	9	10	9	3	3	8	5
2 - 3 pm	31	14	7	4	4	8	5
3 - 4 pm	19	15	14	13	9	4	11
4 - 5 pm	19	15	9	3	7	5	4
5 - 6 pm	25	20	7	8	14	8	15
6 - 7 pm	18	12	5	13	8	8	4
7 - 8 pm	16	17	11	12	12	13	14
8 - 9 pm	17	10	10	16	13	7	7
9 - 10 pm	15	20	8	14	11	12	9
10 - 11 pm	21	16	9	7	16	14	14
11 pm - 12 am	19	13	4	15	12	13	13

Totals (Entries + Exits) 5/12/2013 through 5/18/2013							
Hour	Sun	Mon	Tue	Wed	Thu	Fri	Sat
12 - 1 am	3	5	1	3	7	7	3
1 - 2 am	1	0	1	0	0	0	1
2 - 3 am	0	0	1	0	1	0	1
3 - 4 am	0	1	0	4	2	0	0
4 - 5 am	2	20	10	8	16	19	7
5 - 6 am	6	15	11	13	24	22	26
6 - 7 am	5	21	14	20	23	35	15
7 - 8 am	10	31	12	14	11	26	32
8 - 9 am	6	19	9	21	20	23	14
9 - 10 am	11	19	11	20	24	31	13
10 - 11 am	5	20	11	14	8	26	16
11 am - 12 pm	13	19	14	19	18	18	11
12 - 1 pm	23	17	7	13	17	28	13
1 - 2 pm	16	19	16	13	16	20	9
2 - 3 pm	33	20	12	14	19	25	5
3 - 4 pm	21	21	23	29	23	14	12
4 - 5 pm	27	20	18	15	19	18	5
5 - 6 pm	27	24	11	19	26	21	17
6 - 7 pm	19	14	9	18	13	17	4
7 - 8 pm	18	18	12	14	16	18	14
8 - 9 pm	17	10	10	16	14	8	7
9 - 10 pm	16	20	8	14	12	12	9
10 - 11 pm	22	16	9	8	16	14	14
11 pm - 12 am	19	13	5	15	12	13	13

Entries 10/13/2013 through 10/19/2013							
Hour	Sun	Mon	Tue	Wed	Thu	Fri	Sat
12 - 1 am	1	0	0	0	0	1	0
1 - 2 am	0	0	0	0	0	0	0
2 - 3 am	0	0	0	0	0	0	0
3 - 4 am	0	2	1	0	1	2	6
4 - 5 am	4	12	4	8	7	17	15
5 - 6 am	7	14	14	18	18	27	11
6 - 7 am	4	31	16	19	33	26	24
7 - 8 am	7	18	12	13	23	34	28
8 - 9 am	4	5	17	16	22	25	14
9 - 10 am	9	9	12	14	22	25	9
10 - 11 am	5	12	7	12	22	15	9
11 am - 12 pm	4	12	14	9	21	21	3
12 - 1 pm	2	8	5	8	25	10	6
1 - 2 pm	7	7	12	11	12	12	3
2 - 3 pm	4	4	1	8	8	6	5
3 - 4 pm	11	9	6	12	14	23	6
4 - 5 pm	3	2	2	11	17	21	1
5 - 6 pm	2	2	3	9	9	14	2
6 - 7 pm	3	2	1	5	5	4	0
7 - 8 pm	2	0	0	1	2	5	0
8 - 9 pm	0	0	0	0	0	0	0
9 - 10 pm	0	0	0	0	0	0	0
10 - 11 pm	1	0	0	0	2	0	0
11 pm - 12 am	3	1	2	2	1	2	1

Exits 10/13/2013 through 10/19/2013							
Hour	Sun	Mon	Tue	Wed	Thu	Fri	Sat
12 - 1 am	4	8	4	8	3	5	0
1 - 2 am	0	0	0	0	0	0	0
2 - 3 am	0	4	0	0	1	0	0
3 - 4 am	0	0	0	0	0	1	0
4 - 5 am	0	0	0	1	0	0	1
5 - 6 am	0	1	0	2	1	0	0
6 - 7 am	0	0	0	0	0	0	0
7 - 8 am	1	2	3	0	2	3	0
8 - 9 am	2	6	3	0	3	1	1
9 - 10 am	8	13	7	3	2	2	1
10 - 11 am	4	9	5	3	3	4	1
11 am - 12 pm	10	17	11	2	3	4	6
12 - 1 pm	13	15	8	6	4	11	5
1 - 2 pm	21	23	11	9	5	5	10
2 - 3 pm	16	30	5	9	4	5	2
3 - 4 pm	10	27	11	4	5	5	7
4 - 5 pm	20	26	12	13	7	5	10
5 - 6 pm	19	25	13	6	14	10	9
6 - 7 pm	20	20	18	10	15	8	9
7 - 8 pm	22	26	7	11	13	11	6
8 - 9 pm	15	24	24	7	12	20	12
9 - 10 pm	34	31	16	12	19	10	7
10 - 11 pm	15	26	15	12	17	12	9
11 pm - 12 am	17	14	5	8	12	4	9

Totals (Entries + Exits) 10/13/2013 through 10/19/2013							
Hour	Sun	Mon	Tue	Wed	Thu	Fri	Sat
12 - 1 am	5	8	4	8	3	6	0
1 - 2 am	0	0	0	0	0	0	0
2 - 3 am	0	4	0	0	1	0	0
3 - 4 am	0	2	1	0	1	3	6
4 - 5 am	4	12	4	9	7	17	16
5 - 6 am	7	15	14	20	19	27	11
6 - 7 am	4	31	16	19	33	26	24
7 - 8 am	8	20	15	13	25	37	28
8 - 9 am	6	11	20	16	25	26	15
9 - 10 am	17	22	19	17	24	27	10
10 - 11 am	9	21	12	15	25	19	10
11 am - 12 pm	14	29	25	11	24	25	9
12 - 1 pm	15	23	13	14	29	21	11
1 - 2 pm	28	30	23	20	17	17	13
2 - 3 pm	20	34	6	17	12	11	7
3 - 4 pm	21	36	17	16	19	28	13
4 - 5 pm	23	28	14	24	24	26	11
5 - 6 pm	21	27	16	15	23	24	11
6 - 7 pm	23	22	19	15	20	12	9
7 - 8 pm	24	26	7	12	15	16	6
8 - 9 pm	15	24	24	7	12	20	12
9 - 10 pm	34	31	16	12	19	10	7
10 - 11 pm	16	26	15	12	19	12	9
11 pm - 12 am	20	15	7	10	13	6	10

Note: Volumes have been provided by The Parking Spot based on the data collected for this facility

Table A-2 - Projected Volumes
New York LaGuardia - 102-05 Ditmars Boulevard, East Elmhurst, NY 11370

Number of Spaces = 1903

Entries 5/12/2013 through 5/18/2013							
Hour	Sun	Mon	Tue	Wed	Thu	Fri	Sat
12 - 1 am	0	3	0	0	0	0	0
1 - 2 am	0	0	0	0	0	0	0
2 - 3 am	0	0	3	0	3	0	0
3 - 4 am	0	3	0	11	5	0	0
4 - 5 am	5	54	27	22	43	52	19
5 - 6 am	16	41	30	35	65	60	71
6 - 7 am	14	57	38	54	62	95	38
7 - 8 am	27	76	33	38	27	57	87
8 - 9 am	14	35	22	46	52	62	38
9 - 10 am	24	27	24	52	62	76	35
10 - 11 am	0	30	22	30	22	57	38
11 am - 12 pm	3	30	24	43	33	22	14
12 - 1 pm	8	22	11	24	35	52	16
1 - 2 pm	19	24	19	27	35	33	11
2 - 3 pm	5	16	14	27	41	46	0
3 - 4 pm	5	16	24	43	38	27	3
4 - 5 pm	22	14	24	33	33	35	3
5 - 6 pm	5	11	11	30	33	35	5
6 - 7 pm	3	5	11	14	14	24	0
7 - 8 pm	5	3	3	5	11	14	0
8 - 9 pm	0	0	0	0	3	3	0
9 - 10 pm	3	0	0	0	3	0	0
10 - 11 pm	3	0	0	3	0	0	0
11 pm - 12 am	0	0	3	0	0	0	0

Exits 5/12/2013 through 5/18/2013							
Hour	Sun	Mon	Tue	Wed	Thu	Fri	Sat
12 - 1 am	8	11	3	8	19	19	8
1 - 2 am	3	0	3	0	0	0	3
2 - 3 am	0	0	0	0	0	0	3
3 - 4 am	0	0	0	0	0	0	0
4 - 5 am	0	0	0	0	0	0	0
5 - 6 am	0	0	0	0	0	0	0
6 - 7 am	0	0	0	0	0	0	3
7 - 8 am	0	8	0	0	3	14	0
8 - 9 am	3	16	3	11	3	0	0
9 - 10 am	5	24	5	3	3	8	0
10 - 11 am	14	24	8	8	0	14	5
11 am - 12 pm	33	22	14	8	16	27	16
12 - 1 pm	54	24	8	11	11	24	19
1 - 2 pm	24	27	24	8	8	22	14
2 - 3 pm	84	38	19	11	11	22	14
3 - 4 pm	52	41	38	35	24	11	30
4 - 5 pm	52	41	24	8	19	14	11
5 - 6 pm	68	54	19	22	38	22	41
6 - 7 pm	49	33	14	35	22	22	11
7 - 8 pm	43	46	30	33	33	35	38
8 - 9 pm	46	27	27	43	35	19	19
9 - 10 pm	41	54	22	38	30	33	24
10 - 11 pm	57	43	24	19	43	38	38
11 pm - 12 am	52	35	11	41	33	35	35

Totals (Entries + Exits) 5/12/2013 through 5/18/2013							
Hour	Sun	Mon	Tue	Wed	Thu	Fri	Sat
12 - 1 am	8	14	3	8	19	19	8
1 - 2 am	3	0	3	0	0	0	3
2 - 3 am	0	0	3	0	3	0	3
3 - 4 am	0	3	0	11	5	0	0
4 - 5 am	5	54	27	22	43	52	19
5 - 6 am	16	41	30	35	65	60	71
6 - 7 am	14	57	38	54	62	95	41
7 - 8 am	27	84	33	38	30	71	87
8 - 9 am	16	52	24	57	54	62	38
9 - 10 am	30	52	30	54	65	84	35
10 - 11 am	14	54	30	38	22	71	43
11 am - 12 pm	35	52	38	52	49	49	30
12 - 1 pm	62	46	19	35	46	76	35
1 - 2 pm	43	52	43	35	43	54	24
2 - 3 pm	90	54	33	38	52	68	14
3 - 4 pm	57	57	62	79	62	38	33
4 - 5 pm	73	54	49	41	52	49	14
5 - 6 pm	73	65	30	52	71	57	46
6 - 7 pm	52	38	24	49	35	46	11
7 - 8 pm	49	49	33	38	43	49	38
8 - 9 pm	46	27	27	43	38	22	19
9 - 10 pm	43	54	22	38	33	33	24
10 - 11 pm	60	43	24	22	43	38	38
11 pm - 12 am	52	35	14	41	33	35	35

Entries 10/13/2013 through 10/19/2013							
Hour	Sun	Mon	Tue	Wed	Thu	Fri	Sat
12 - 1 am	3	0	0	0	0	3	0
1 - 2 am	0	0	0	0	0	0	0
2 - 3 am	0	0	0	0	0	0	0
3 - 4 am	0	5	3	0	3	5	16
4 - 5 am	11	33	11	22	19	46	41
5 - 6 am	19	38	38	49	49	73	30
6 - 7 am	11	84	43	52	90	71	65
7 - 8 am	19	49	33	35	62	92	76
8 - 9 am	11	14	46	43	60	68	38
9 - 10 am	24	24	33	38	60	68	24
10 - 11 am	14	33	19	33	60	41	24
11 am - 12 pm	11	33	38	24	57	57	8
12 - 1 pm	5	22	14	22	68	27	16
1 - 2 pm	19	19	33	30	33	33	8
2 - 3 pm	11	11	3	22	22	16	14
3 - 4 pm	30	24	16	33	38	62	16
4 - 5 pm	8	5	5	30	46	57	3
5 - 6 pm	5	5	8	24	24	38	5
6 - 7 pm	8	5	3	14	14	11	0
7 - 8 pm	5	0	0	3	5	14	0
8 - 9 pm	0	0	0	0	0	0	0
9 - 10 pm	0	0	0	0	0	0	0
10 - 11 pm	3	0	0	0	5	0	0
11 pm - 12 am	8	3	5	5	3	5	3

Exits 10/13/2013 through 10/19/2013							
Hour	Sun	Mon	Tue	Wed	Thu	Fri	Sat
12 - 1 am	11	22	11	22	8	14	0
1 - 2 am	0	0	0	0	0	0	0
2 - 3 am	0	11	0	0	3	0	0
3 - 4 am	0	0	0	0	0	3	0
4 - 5 am	0	0	0	3	0	0	3
5 - 6 am	0	3	0	5	3	0	0
6 - 7 am	0	0	0	0	0	0	0
7 - 8 am	3	5	8	0	5	8	0
8 - 9 am	5	16	8	0	8	3	3
9 - 10 am	22	35	19	8	5	5	3
10 - 11 am	11	24	14	8	8	11	3
11 am - 12 pm	27	46	30	5	8	11	16
12 - 1 pm	35	41	22	16	11	30	14
1 - 2 pm	57	62	30	24	14	14	27
2 - 3 pm	43	81	14	24	11	14	5
3 - 4 pm	27	73	30	11	14	14	19
4 - 5 pm	54	71	33	35	19	14	27
5 - 6 pm	52	68	35	16	38	27	24
6 - 7 pm	54	54	49	27	41	22	24
7 - 8 pm	60	71	19	30	35	30	16
8 - 9 pm	41	65	65	19	33	54	33
9 - 10 pm	92	84	43	33	52	27	19
10 - 11 pm	41	71	41	33	46	33	24
11 pm - 12 am	46	38	14	22	33	11	24

Totals (Entries + Exits) 10/13/2013 through 10/19/2013							
Hour	Sun	Mon	Tue	Wed	Thu	Fri	Sat
12 - 1 am	14	22	11	22	8	16	0
1 - 2 am	0	0	0	0	0	0	0
2 - 3 am	0	11	0	0	3	0	0
3 - 4 am	0	5	3	0	3	8	16
4 - 5 am	11	33	11	24	19	46	43
5 - 6 am	19	41	38	54	52	73	30
6 - 7 am	11	84	43	52	90	71	65
7 - 8 am	22	54	41	35	68	100	76
8 - 9 am	16	30	54	43	68	71	41
9 - 10 am	46	60	52	46	65	73	27
10 - 11 am	24	57	33	41	68	52	27
11 am - 12 pm	38	79	68	30	65	68	24
12 - 1 pm	41	62	35	38	79	57	30
1 - 2 pm	76	81	62	54	46	46	35
2 - 3 pm	54	92	16	46	33	30	19
3 - 4 pm	57	98	46	43	52	76	35
4 - 5 pm	62	76	38	65	65	71	30
5 - 6 pm	57	73	43	41	62	65	30
6 - 7 pm	62	60	52	41	54	33	24
7 - 8 pm	65	71	19	33	41	43	16
8 - 9 pm	41	65	65	19	33	54	33
9 - 10 pm	92	84	43	33	52	27	19
10 - 11 pm	43	71	41	33	52	33	24
11 pm - 12 am	54	41	19	27	35	16	27

Note: Volumes have been pro-rated based on information provided by The Parking Spot (does not include shuttle buses).



Figure A-1
 Weekday AM Trip Increments
 102-05 Ditmars Boulevard Parking Garage

