

This is a SAMPLE Technical Analysis

- Although you can use the basic format & information provided in the following, YOU MUST MAKE SURE ALL THE ANSWERS & ANALYSIS PERTAIN TO YOUR BASE STATION & OFF STREET PARKING LOCATION.
- You cannot assume that the answers in this particular sample technical analysis will be the same for YOUR technical analysis.
- For your benefit, the information that you need to provide specific to your base is underlined. This does not, HOWEVER, mean that you just fill in the underlined sections with your information. You must still do a **thorough analysis** for each section.

PROJECT DESCRIPTION

Under TLC regulations, each new base station must possess a license from the TLC before it is permitted to operate and conduct business. A base station is a central facility located in the City of New York, which manages organizes or dispatches For-Hire Vehicles under Chapter 5 of Title 19 of the Administrative Code. Each applicant for a base station license must show proof of lease for a base station location and an off-street parking lease with a third party. The proposed base station location for "XXX Car Service" is "xxx Avenue", Borough, (Block xxx Lot xx); the proposed off-street parking location to be used by the affiliated cars of "XXX Car Service" is at "xxx Avenue", Borough, (Block xxx Lot xx).

A. Land Use, Zoning and Public Policy

- A detailed assessment of land use, zoning and public policy is appropriate if the proposed action would result in a significant change in land use or would substantially affect regulations or policies governing land use. Under the CEQR Technical Manual guidelines in 3A-200, an assessment of zoning is typically performed in conjunction with a land use analysis when the action would change the zoning on the site or result in the loss of a particular use.
- The land use study area is defined by a 400 foot radius of the project site. The two sites, xxx Avenue (Base location) and xxx Avenue (Off-Street Parking location), are roughly bounded by xx Street to the East, xxx Blvd to the West, xxx Street to the North, and xxx Street to the South. Within the project area (encompassing both the base station and the off-street parking location), the proposed uses will be consistent with the existing land uses. For the Base location, the current land use is "mixed use;" the proposed action will utilize this space in a consistent fashion, using a store front on the first floor as retail/office space and making no changes in the use of the 4 residential units located on the other 3 stories. For the Off-Street Parking location, the current land use is classified as "transportation and parking;" the proposed action will utilize this space in a consistent fashion, as the location is already a private auto shop with parking spaces and the TLC Licensed Base company, "XXX Car Service", will be leasing spaces from this business, a third-party. Surrounding the two sites are several kinds of land use: mixed, commercial, multi-family residential, and institutions. The proposed action will not change the existing land uses of nearby properties in the project

area. In addition, there will be no displacement of existing users of the off-street parking location; “XXX Car Service” will be using spaces they specifically leased, and will not be using public parking along the adjacent streets. Thus further analysis is not required for land use.

- Zoning: The subject sites are both located in a large project area that is all zoned R6. The proposed actions of conducting business from a storefront and utilizing existing private parking spaces is consistent with the current zoning, and thus further analysis is not required for zoning.
- The subject sites are not located within the boundaries of the City’s Water Revitalization Program. It will not include creation or modification of Urban Renewal plans. It will not conflict with existing land uses or public policy and will not require a change of zoning. Thus, a detailed land use, zoning and public policy analysis is not required. (If your base IS within the City's Water Revitalization program you must change your answer to reflect the difference).

B. Socioeconomic Conditions

- A socioeconomic assessment may be necessary if the action is expected to create substantial socioeconomic changes within the area that would not be expected to occur in the absence of the action. Such socioeconomic changes include direct displacement of residential population, businesses, or employees; a new development that is markedly different from existing uses and activities within the neighborhood; or an adverse effect on conditions in a specific industry. According to the CEQR Technical Manual, section 3B-200, a residential development of 200 units or less, or a commercial development of 200,000 SF or less would typically not result in socioeconomic impacts, unless it generates socioeconomic conditions that are very different from prevailing conditions.
- The proposed actions will not exceed the threshold cited in the CEQR Technical Manual for Socioeconomic Conditions. Thus the proposed project will not result in significant socioeconomic impacts; no further analysis is required.

C. Community Facilities and Services

- The need for analysis of community facilities can be triggered by potential direct or indirect effects of a proposed project. Direct effects occur if a project would physically alter a community facility, whether by displacement or other physical change. Indirect effects occur if a project would add population to an area that may potentially affect service delivery. According to Section 3C-200 of the CEQR Technical Manual, such potential generally exists when a project either physically displaces or alters a community facility, or adds 100 or more residential units to an area, thereby indirectly affecting service delivery. The proposed action does not exceed the CEQR thresholds for analysis. The action would not add new residential units, nor would it eliminate, displace, or alter any community facilities. Thus, no further analysis is necessary.

D. Open Space

- The CEQR Technical Manual defines Open Space as publicly or privately owned land that is publicly accessible and has been designated for leisure, play or sport, or land set aside for the

protection and/or enhancement of the natural environment. An open space assessment may be necessary if a proposed action could potentially have a direct or indirect effect on open space resources in the project area.

- According to the guidelines established in the CEQR Technical Manual, Section 3D-200, a project that would add fewer than 200 residents or 500 employees, or a similar number of other users to an area, is typically not considered to have indirect effects on open space. Direct effects would occur if the action would result in the physical loss in public open space, if the use of an open space is changed so that it no longer serves the same user population, if public access to an open space is limited or if the project will cause increased noise or air pollutant emissions, odors, or shadows on public open space that would affect its usefulness, whether on a permanent or temporary basis.
- In accordance with the methodology provided in Section 3D-200 of the CEQR Technical Manual, the proposed action would not result in a loss of open space and would not generate the minimum number of new residents or employees needed to trigger a detailed open space analysis. No significant impacts on open space are anticipated.

E. Shadows

- The shadow assessment considers actions that result in new shadows long enough to reach a publicly accessible open space (except within an hour and a half of sunrise or sunset). Therefore, a shadow assessment is required only if the action would result in new structures or additions to existing structures (including the addition of rooftop mechanical equipment) and those structures that are tall enough for the shadows to touch a park or natural feature.
- Since the proposed action will not result in new structures or additions, in accordance with Section 3E-200 of the CEQR Technical Manual, no further analysis is necessary. No significant impacts are anticipated.

F. Historic Resources

- An assessment of Historic Resources is usually needed for projects that are located adjacent to historic or landmark structures, or projects that require in-ground disturbance, unless such disturbance occurs in an area that has already been excavated.
- The CEQR Technical Manual identifies Historic Resources as districts, buildings, structures, sites and objects of historical, aesthetic, cultural, and archaeological importance. This includes designated NYC Landmarks; properties calendared for consideration as landmarks by the New York City Landmarks Preservation Commission (LPC); properties listed on the State/National Register of Historic Places (S/NR) or contained within a district listed on or formally determined eligible for S/NR listing; properties recommended by the NY State Board for listing on the S/NR; National Historic Landmarks; and properties not identified by one of the programs listed above, but that meet their eligibility requirements.
- The subject sites are located at xxx Avenue and xxx Avenue. Neither of the sites is identified as a historic resource nor is either calendared as such.
- The analyses described in Section 3F-400 of the CEQR Technical Manual identify significant adverse impacts on archaeological resources; they are physical – disturbance or destruction – and typically occur as a result of construction activities. If any potential significant archaeological resources are identified on the site of the proposed action, and the action can disturb or destroy those resources in any way, a significant adverse impact will occur. Since

the proposed action does not exceed the threshold outlines in Section 3F-200 of the CEQR Manual, no further analysis is necessary.

G. Urban Design / Visual Resources

- According to the CEQR Technical Manual, Section 3G-200, for a preliminary screen for assessing changes in urban design/visual resources, a proposed project would have substantially different bulk or setbacks than exist in an area and/or substantial new, above-ground construction would occur in an area that has important view, natural resources, or landmark structures.
- The proposed project will not alter block form, demap an active street or map a new street. There will be no change to street hierarchy. The proposed project will not result in the elimination of natural features that are enjoyed by the community or are designated as special resources in the Zoning resolution nor will it obstruct the public's ability to enjoy natural features (by blocking views or access). There are no zoning changes requested.
- The proposed project will not constitute a significant negative impact in accordance with CEQR Technical Manual Section 3G-200.

H. Neighborhood Character

- The CEQR Technical Manual (Section 3H-210) lists Preliminary Thresholds for 7 Neighborhood Character impact types, any one of which, if exceeded, may require a Neighborhood Character analysis. Thresholds for these 7 impact types (Land Use, Urban Design, Visual Resources, Historic Resources, Socioeconomic, Traffic and Noise) are not exceeded. Following are the reasons these 7 thresholds will not be exceeded by the proposed action:
 - A. Land Use – The proposed project will not conflict with surrounding land uses, land use policy or other public land use plans. It will also not affect surrounding zoning uses nor zoning public policy.
 - B. Urban Design /Visual Resources – The proposed project will not significantly alter any existing Urban Design and Visual Resources.
 - C. Historic Resources – There are no historic resources on or adjacent to the site. Therefore there will be no impact to this or another historic resource.
 - D. Socioeconomic conditions – As stated in section B of this document, no significant socioeconomic impact is anticipated.
 - E. Traffic – The traffic assessment is presented in the traffic section. No significant traffic impact is anticipated.
 - F. Noise – Because the anticipated traffic impacts will not be significant, the proposed project will not result in any significant noise impacts either.
- The proposed project will not have any significant impact on neighborhood character. Therefore, in accordance with section 3H-200 of the CEQR Technical Manual, no further analysis is necessary.

I. Natural Resources

- As stated in the CEQR Technical Manual, Section 3I-200, a natural resource is defined as plant and animal species and any area capable of providing habitat for plant and animal species or capable of functioning to support environmental systems and maintain the City's environmental balance. Such resources include surface and groundwater, wetlands, dunes and beaches, grasslands, woodlands, landscaped areas, gardens, and built structures used by wildlife. An assessment of natural resources is appropriate if a natural resource exists on or near the site of the proposed action, or if an action involves disturbance of that resources.
- There are no significant natural resources on either site of the proposed action. In accordance with the guidelines in the CEQR Technical Manual, Section 3I-200, no natural resources would be affected for the proposed project since:
 - A. The site is substantially devoid of natural resource;
 - B. The site is a small upland resource surrounded by fully built lots;
 - C. The site contains no built resource that is used as a habitat by a protected species.
 - D. There are no natural resources adjacent to the site.
- Thus, in accordance with the CEQR Technical Manual Section 3I-200, a more detailed natural resources analysis is not required.

J. Hazardous Materials

- According to the CEQR Technical Manual, Section 3J-200, 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 CEQR Technical Manual, the potential for impacts from hazardous materials can occur when:
 - A. Hazardous materials exist on a site
 - B. An action would increase pathways to their exposure
 - C. An action would introduce new activities or processes using hazardous materials and the risk of human or environmental exposure is increased
- A base representative visited both the base location and off-street parking location **on Month Day, 200x** to evaluate the need for an in-depth hazardous materials assessment due to the proposed actions of running a small business in the storefront at xxx Avenue or using xx private parking spaces at an established auto repair shop/used auto sales lot at xxx Avenue.
- For the proposed base location at xxx Avenue it is unlikely that there were any hazardous materials on the site due to its use history as a commercial, residential, and mixed-use facility with no manufacturing/industrial zoning in the past. The base representative did not detect any visible hazardous materials or dangerous processes on the premises that would result in significant negative hazardous materials impacts. Thus, no further analysis is required for the base location property.
- For the proposed off-street parking location at xxx Avenue, the use of up to xx private parking spaces is unlikely to create significant hazardous materials impacts. The proposed action does not involve rezoning of manufacturing zone to a commercial or residential zone (the zoning will remain R6 and the land use will remain as "transportation and parking"). Directly across the street from the lot is a XXX Gas Station, which is classified in the CEQR

Technical Manual Hazardous Materials Appendix 1 as a facility requiring further assessment. However, the proposed action will not result in development adjacent to this commercial facility listed in Appendix 1; the project area is consistently designated as zoning R6 and neither the zoning nor land use for adjacent properties will be affected. The proposed action will not generate any new sources of hazardous materials. (If there is not a gas station or any other facility with hazardous materials near the location, you DO NOT need to use this language.)

- Therefore, in accordance with Section 3J-200 of the CEQR Technical Manual no significant hazardous materials impact is anticipated to occur from the proposed project.

K. Waterfront Revitalization Program

- A review of the City's coastal zone boundary maps indicates that the project site is not located within the designated NYC coastal zone boundary. Therefore, the proposed action will have no effects on the coastal zone and a detailed consistency assessment and analysis is not necessary. The screening guidelines presented in the CEQR Technical Manual, Section 3K-200, confirm that no further analysis of the Waterfront Revitalization Program or the New York City Coastal Zone is warranted. (If your base IS within the City's Water Revitalization program you must change your answer to reflect the difference).

L. Infrastructure

- For CEQR purposes, the City's "infrastructure" comprises the physical systems supporting its population, including water supply, wastewater treatment and storm water management. Other infrastructure components are addressed separately under CEQR. Given the size of New York City's water supply system and the City's commitment to maintaining adequate water supply and pressures, few actions have the potential to cause significant impacts on this system. Therefore only very large developments or actions have exceptionally large water demands (e.g. more than 1 million gallons per day) would warrant a detailed water supply assessment. Similarly, only unusual actions with very large flows could have potential impacts on wastewater treatment.
- According to the CEQR Technical Manual, Section 3L-200, no infrastructure analysis is required because the proposed project is:
 - A. Not of a size or type to require an exceptionally large water demands;
 - B. Not located at the end of a water system where pressure is low;
 - C. Not of a size or type to generate unusually large wastewater volumes;
and
 - D. Not industrial in nature and would have its own drainage system.
- Therefore, in accordance with Section 3L-200 of the CEQR Technical Manual no further assessment is necessary.

M. Solid Waste and Sanitation

- The CEQR Technical Manual requires that a detailed evaluation of the effect of the proposed action on solid waste and sanitation services be prepared if the solid waste generation is unusually large (typically greater than 10,000 lbs/week).
- The solid waste generation for the proposed base station would be 45 lbs/week and 0 lbs/week for the proposed off-street parking location, as per table 3M-1 of the CEQR Technical Manual. The proposed base will employ 5 people in what table 3M-1 classifies as “single offices”, generating 9 lbs/week per employee. The proposed off-street parking location will not be attended and thus will not employ any person nor generate any solid waste. The combined solid waste generation is considerably less than the threshold of 10,000 lbs/week, and thus no impacts are anticipated. No further analysis is required.

N. Energy

- According to Section 3N-200 of the CEQR Technical Manual, detailed assessments of energy impacts are limited to actions that could significantly affect energy transmission or generation, or that would generate substantial indirect energy consumption.
- The proposed base office location is of a modest size (330 SF). The off-street parking location is 7500 SF. As per table 3N-1 of the CEQR Technical Manual, the base location (classified as “office”) would use around 25,707,000 BTUs/sq. ft./yr (using the energy use index average of 77,900 BTUs/sq.ft./yr) and the off-street parking location would use around 20,550,000 BTUs/sq. ft./yr (using the energy use index average of 27,400 BTUs/sq.ft./yr for “parking garage”). Both project locations will be using the space with what is currently in use at both sites. Thus, the amount of energy use will not change overall and therefore will not constitute a significant increase and no impacts are anticipated.

O. Traffic and Parking

- According to section 3O-200 of the CEQR Technical Manual, traffic or parking analyses are determined by referring to table 3O-1, “Minimum Densities Potentially Requiring Traffic Analysis.” The proposed project site for the base location at xxx Avenue is classified under Zone 5 (“all other areas” in table 3O-1) and would utilize existing retail space that would not exceed the respective threshold of 10,000 SF (from table 3O-1), and thus would not result in more than the threshold of 50 peak hour vehicle trips.
- In order to assess the potential traffic and parking impacts of the off-street parking location at xxx Avenue a base representative visited the site (xxx Auto Repair located at the intersection of xxx Avenue and xxx Blvd) to observe current traffic and parking conditions. The base representative observed the number of vehicles traveling along xxx Avenue (a two-lane roadway) and xxx Boulevard (a one-lane roadway) at two peak traffic times (half-hour intervals) for the project area: “rush hour AM” (9:15-9:45 am) and “mid-day” (12:15-12:45 pm).
- The current activity during two peak half-hours was observed as follows:
 - # of vehicles traveled along xxx Avenue during “rush hour AM” (1)
 - # of vehicles traveled along xxx Blvd during “rush hour AM” (2)
 - # of vehicles traveled along xxx Avenue during “mid-day” (3)
 - # of vehicles traveled along xxx Blvd during “mid-day” (4)

- Thus, the maximum current activity along xxx Avenue during a peak hour is ###(5), (you get the max current activity by choosing the highest of (1) or (3) and multiplying it by 2), using the half-hour amount of (1) or (3), (whichever is higher) vehicles per peak half-hour as the worst-case scenario
- Thus, the maximum current activity along xxx Blvd during a peak hour is ###(6), (you get the max current activity by choosing the highest of (2) or (4) and multiplying it by 2), using the half-hour amount of (2) or (4), (whichever is higher) vehicles per peak-hour as the worst-case scenario.
- Using the Passenger Car Equivalent Factor listed on page 3O-2 of the CEQR Technical Manual, we determined that the maximum number of new trips generated is would not exceed the threshold of 50 per hour. XXX Car Service will generate ## of new trips; to get this we multiplied the maximum number of parking spaces leased by XXX Car Service (# of spaces your business is going to lease), by the corresponding PCE (1.0) and multiplied by 2 because the CEQR Technical Manual, Section 3O-200 classifies taxi trips as two trips.
- According to the Highway Capacity Manual published by the Transportation Research Board, the typical service volume for an urban street (refer to the table entitled “Example Service Volumes for Urban Streets” on page 10-10) for a two-lane roadway (xxx Avenue) is 1200 vehicles per peak hour assuming an average level of service (LOS) C. The typical service volume for a one-lane roadway is 540 vehicles per peak hour using the same parameters and source. **Please note that the corresponding vehicles per peak hour are published by the Highway Capacity Manual and vary depending on how many lanes. For example, a one-lane roadway has a capacity of 540 vehicles per peak hour while a two-lane roadway has a capacity of 1200 vehicles per peak hour. If the roads that your off-street parking facility is located on are not one or two-lane roadways, you must find out the appropriate capacity by research.**
- The off-street parking location is primarily used as a rest stop for for-hire vehicles during the work day, while they are awaiting a dispatch from the base station. In essence, the off-street parking is an option for drivers to use as a temporary space so as not to use public parking resources. The vast majority of drivers do not start nor end their shifts in the lot; instead, drivers permanently park their cars near their residences when not in use for their shifts. During their shifts, drivers may only use the lot once or twice, at a maximum, if the shift is slow. Otherwise, vehicles are on the road and are dispatched during a current trip so as to avoid having to go back to the base station/off-street parking locations. During a typical peak hour, if a vehicle had pulled into the off-street-parking location, and was dispatched, the length of its round-trip journey will exceed one hour. Thus, there will be no more than two trips generated per vehicle per peak hour.
- The trip generation created by the proposed action on both streets per peak hour is ## new trips (this is the number of spaces leased multiplied by two that you found earlier). Adding ## new trips to the total current activity during a peak hour along xxx Avenue and xxx Boulevard (total is add ###(5) + ###(6)) will not significantly impact the current use of either roadway and will not exceed the threshold of 50 peak hour vehicle trips outlined in CEQR Technical Manual Section 3O-200. In addition, comparing the estimated new total of trips per peak hour (add ###(5) + ###(6)) to the maximum capacity permitted on the two-lane roadway of xxx Avenue (1200) and one-lane roadway xxx Boulevard (540) during a peak hour, the action will not result in significant traffic impacts on the project area as a whole. No further analysis is required. **(If your analysis determined that the trip generation WILL exceed 50 peak hour vehicle trips, you must refer to the CEQR Technical Manual Section 3O-200 to complete your analysis and to determine if further investigation is necessary).**

P. Transit and Pedestrians

- The CEQR Technical Manual states that reference be made to Table 3O-1 of the Traffic and Parking section to determine whether any numerical analyses would be appropriate. Using the same criteria as section O of this analysis (Passenger Car Equivalents and Minimum Development Densities Potentially Requiring Traffic Analysis), the thresholds for further transit and pedestrian analyses will not be exceeded by the proposed action, and thus further analysis for transit and pedestrian activities are not likely needed.

Q. Air Quality

- Mobile Sources – According to Section 3Q-200 of the CEQR Technical Manual, the proposed project will not result in significant mobile source air quality impacts since the number of vehicle trips would be below the criteria level of 100 trips.
- Stationary Sources – The proposed project will not create new stationary sources of pollutants nor will it create any change in the dispersion of emissions that could affect surrounding uses. The area within ¼ mile from the proposed project consists of residential, commercial, office, community facility, institutional, transportation and parking, mixed-use and vacant lots. The proposed project is neither a significant emissions producer nor is located near any according to the land use maps provided with this document. There are no major stationary sources within a 400 foot radius of the subject sites.
- Since the proposed project with regard to mobile source air quality and stationary sources will not exceed CEQR Technical Manual threshold levels, no significant impact on air quality is anticipated in accordance with Section 3Q-200 of the CEQR Technical Manual.

R. Noise

- Mobile Sources – The CEQR Technical Manual, Section 3R-311.1 states that passenger car equivalent (PCE) values would have to double between the existing condition and the build condition in order for a detailed analysis of traffic noise to be required. The PCE's for the proposed project will not double for the existing condition on any street near the proposed project, for either the base location or off-street parking site.
- Stationary Sources – The proposed project will not use noise generating equipment associated with industrial and manufacturing operations and building ventilating systems. The proposed project will also not generate crowd noise, another principal stationary noise source.
- There will be no other noise source introduced by the proposed project. Therefore a noise analysis is not required in accordance with Section 3R-200 of the CEQR Technical Manual.

S. Construction Impacts

- Construction impacts, although temporary, can include disruptive and noticeable effects of a project. Determination of their significance and need for mitigation is generally based on the duration and magnitude of the impacts. Construction impacts are usually important when construction activity could affect traffic conditions, archaeological resources, the integrity of historic resources, community noise patterns, and air quality conditions.

- Since the proposed project will not result in any new construction, and in accordance with Section 3S-200 of the CEQR Technical Manual, no further analysis is necessary.

T. Public Health

- According to the CEQR Technical Manual Guidelines for Public Health, Public Health involves the activities that society undertakes to create and maintain conditions in which people can be healthy. Many public health concerns are closely related to air quality, hazardous materials and construction with natural resources. A public health assessment may be warranted if a project results in:
 - A. Increased vehicular traffic or emissions from stationary sources resulting in significant adverse air quality impacts
 - B. Increased exposure to heavy metals and other contaminants in soil/dust resulting in significant adverse impacts, or the presence of contamination from historic spills or release of substances that might have affected or might affect ground water to be used as a source of drinking water
 - C. Solid waste management practices that could attract vermin and result in an increase in pest populations
 - D. Potentially significant adverse impacts to sensitive receptors from noise and odors
 - E. Vapor infiltration from contaminants within a building or underlying soil that may result in significant adverse hazardous materials or air quality impacts.
- Since the proposed project does not exceed any of the criteria listed above, no further analysis is warranted. As such, the proposed action will not result in any significant adverse impacts on Public Health. The screening guidelines presented in the CEQR Technical Manual, Section 3T-200, confirm that no further analysis of Public Health Conditions is necessary.