

90-10 Ditmars Boulevard

Environmental Assessment Statement (EAS)

CEQR # 18DCP119Q

Lead Agency:
New York City Department of City Planning (DCP)

Prepared for:
LGA Hotel, LLC

Prepared by:
Philip Habib & Associates

March 1, 2018

90-10 Ditmars Boulevard

Environmental Assessment Statement

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EAS FORM



City Environmental Quality Review

ENVIRONMENTAL ASSESSMENT STATEMENT (EAS) SHORT FORM

FOR UNLISTED ACTIONS ONLY • Please fill out and submit to the appropriate agency ([see instructions](#))

Part I: GENERAL INFORMATION

1. Does the Action Exceed Any Type I Threshold in 6 NYCRR Part 617.4 or 43 RCNY §6-15(A) (Executive Order 91 of 1977, as amended)? YES NO

If "yes," STOP and complete the [FULL EAS FORM](#).

2. Project Name 90-10 Ditmars Boulevard

3. Reference Numbers

CEQR REFERENCE NUMBER (to be assigned by lead agency)
18DCP119Q

BSA REFERENCE NUMBER (if applicable)

ULURP REFERENCE NUMBER (if applicable)
N180279 CMQ

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

4a. Lead Agency Information

NAME OF LEAD AGENCY
New York City Department of City Planning (DCP)

4b. Applicant Information

NAME OF APPLICANT
LGA Hotel, LLC on behalf of LGA Hotel, LLC, L48 Realty II, LLC, & GCP Realty II, LLC

NAME OF LEAD AGENCY CONTACT PERSON
Robert Dobruskin

NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON
Larry Heyman

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5. Project Description

The Applicant, LGA Hotel, LLC on behalf of LGA Hotel, LLC, L48 Realty II, LLC, & GCP Realty II, LLC, is seeking a modification to cancel Restrictive Declaration D-120 (CP-21904) that was recorded against the Project Site in 1972 (C870302ZMM) (the "Proposed Action") in an effort to (1) legalize and renovate an existing public parking use currently occupying a portion of the Project Site (Block 1068, Lots 1 (p/o) and 48) with a public parking use that would be in conformance with the Project Site's underlying zoning; and (2) legalize the existing approximately 11,000-gsf commercial office space currently occupying a portion of the Project Site hotel (a conforming use pursuant to the Project Site's underlying zoning) (the "Proposed Project").

Pursuant to the existing Restrictive Declaration, the Project Site: (1) can be used exclusively for purposes related to the hotel's operation; and (2) must conform to the plot plan included in the Restrictive Declaration. As such, the Project Site's existing, approximately 600-space public parking lot and approximately 11,000-gsf commercial office space, while permitted pursuant to current zoning, are not permitted pursuant to the Restrictive Declaration. However, as the existing Restrictive Declaration was recorded against the Project Site in conjunction with plans to expand the hotel, which never occurred, the Applicant is seeking a modification to cancel the Project Site's existing Restrictive Declaration to allow for the legalization and renovation of the Project Site's existing public parking lots and legalize the existing office use, both permitted uses pursuant to the Project Site's existing R3-2/C2-2 zoning.

As currently contemplated, the Applicant would build out four separate 150-space public parking lots to be accessed by one curb cut on 90th Street that would connect to an east-west access drive with dedicated entrances to each of the four parking lots. It is anticipated that an airport shuttle bus turnaround area would be located at the eastern terminus of the access drive. Each 150-space public parking lot would include a 150-gsf office structure. In addition, the proposed public parking would include a landscaping program that meets the buffer and landscaping requirements set forth in ZR Section 37-90. In conjunction with the proposed legalization and renovation of the public parking within the Project

Area, the number of parking spaces accessory to the hotel use would be reduced from the 323 spaces identified in the Certificate of Occupancy for Lot 1, to the 145 spaces that are required pursuant to zoning. The legalization of the existing approximately 11,000 gsf commercial office space that currently occupies a portion of the building's ground floor would not result in any changes to the Project Site from existing conditions. The Proposed Project is expected to be constructed and fully operational by the end of 2018.

Project Location

BOROUGH Queens	COMMUNITY DISTRICT(S) 3	STREET ADDRESS 90-10 Ditmars Boulevard
TAX BLOCK(S) AND LOT(S) Block 1068, Lots 1 and 48		ZIP CODE 11369

DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS The Project Site is bounded by Ditmars Boulevard to the north, 23rd Avenue to the south, 92nd Street to the east, and 90th Street to the west. The Project Site contains approximately 477 feet of frontage along Ditmars Boulevard, approximately 350 feet of frontage along 23rd Avenue, approximately 155 feet of frontage on 92nd Street, and approximately 554 feet of frontage on 90th Street.

EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY R3-2/C2-2	ZONING SECTIONAL MAP NUMBER 9C
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6. Required Actions or Approvals (check all that apply)

City Planning Commission: YES NO UNIFORM LAND USE REVIEW PROCEDURE (ULURP)

<input type="checkbox"/> CITY MAP AMENDMENT	<input type="checkbox"/> ZONING CERTIFICATION	<input type="checkbox"/> CONCESSION
<input type="checkbox"/> ZONING MAP AMENDMENT	<input type="checkbox"/> ZONING AUTHORIZATION	<input type="checkbox"/> UDAAP
<input type="checkbox"/> ZONING TEXT AMENDMENT	<input type="checkbox"/> ACQUISITION—REAL PROPERTY	<input type="checkbox"/> REVOCABLE CONSENT
<input type="checkbox"/> SITE SELECTION—PUBLIC FACILITY	<input type="checkbox"/> DISPOSITION—REAL PROPERTY	<input type="checkbox"/> FRANCHISE
<input type="checkbox"/> HOUSING PLAN & PROJECT	<input checked="" type="checkbox"/> OTHER, explain: Modification to cancel Restrictive Declaration D-120 (CP-21904)	

SPECIAL PERMIT (if appropriate, specify type: modification; renewal; other); EXPIRATION DATE:

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

Board of Standards and Appeals: YES NO

VARIANCE (use)

VARIANCE (bulk)

SPECIAL PERMIT (if appropriate, specify type: modification; renewal; other); EXPIRATION DATE:

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

Department of Environmental Protection: YES NO If "yes," specify:

Other City Approvals Subject to CEQR (check all that apply)

<input type="checkbox"/> LEGISLATION	<input type="checkbox"/> FUNDING OF CONSTRUCTION, specify:
<input type="checkbox"/> RULEMAKING	<input type="checkbox"/> POLICY OR PLAN, specify:
<input type="checkbox"/> CONSTRUCTION OF PUBLIC FACILITIES	<input type="checkbox"/> FUNDING OF PROGRAMS, specify:
<input type="checkbox"/> 384(b)(4) APPROVAL	<input type="checkbox"/> PERMITS, specify:
<input type="checkbox"/> OTHER, explain:	

Other City Approvals Not Subject to CEQR (check all that apply)

<input type="checkbox"/> PERMITS FROM DOT'S OFFICE OF CONSTRUCTION MITIGATION AND COORDINATION (OCMC)	<input type="checkbox"/> LANDMARKS PRESERVATION COMMISSION APPROVAL
	<input type="checkbox"/> OTHER, explain:

State or Federal Actions/Approvals/Funding: YES NO If "yes," specify:

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

Graphics: The following graphics must be attached and each box must be checked off before the EAS is complete. Each map must clearly depict the boundaries of the directly affected area or areas and indicate a 400-foot radius drawn from the outer boundaries of the project site. Maps may not exceed 11 x 17 inches in size and, for paper filings, must be folded to 8.5 x 11 inches.

<input checked="" type="checkbox"/> SITE LOCATION MAP	<input checked="" type="checkbox"/> ZONING MAP	<input checked="" type="checkbox"/> SANBORN OR OTHER LAND USE MAP
<input checked="" type="checkbox"/> TAX MAP	<input type="checkbox"/> FOR LARGE AREAS OR MULTIPLE SITES, A GIS SHAPE FILE THAT DEFINES THE PROJECT SITE(S)	
<input checked="" type="checkbox"/> PHOTOGRAPHS OF THE PROJECT SITE TAKEN WITHIN 6 MONTHS OF EAS SUBMISSION AND KEYED TO THE SITE LOCATION MAP		

Physical Setting (both developed and undeveloped areas)

Total directly affected area (sq. ft.): 237,535	Waterbody area (sq. ft) and type: 0
Roads, buildings, and other paved surfaces (sq. ft.): 237,535	Other, describe (sq. ft.): N/A

8. Physical Dimensions and Scale of Project (if the project affects multiple sites, provide the total development facilitated by the action)
 SIZE OF PROJECT TO BE DEVELOPED (gross square feet): 189,850
 NUMBER OF BUILDINGS: 5
 GROSS FLOOR AREA OF EACH BUILDING (sq. ft.): 150, 150, 150, 150, 189,250
 HEIGHT OF EACH BUILDING (ft.): 15, 15, 15, 15, 64
 NUMBER OF STORIES OF EACH BUILDING: 1, 1, 1, 1, 6

Does the proposed project involve changes in zoning on one or more sites? YES NO
 If "yes," specify: The total square feet owned or controlled by the applicant:
 The total square feet not owned or controlled by the applicant:

Does the proposed project involve in-ground excavation or subsurface disturbance, including, but not limited to foundation work, pilings, utility lines, or grading? YES NO
 If "yes," indicate the estimated area and volume dimensions of subsurface permanent and temporary disturbance (if known):
 AREA OF TEMPORARY DISTURBANCE: TBD sq. ft. (width x length) VOLUME OF DISTURBANCE: TBD cubic ft. (width x length x depth)
 AREA OF PERMANENT DISTURBANCE: TBD sq. ft. (width x length)

Description of Proposed Uses (please complete the following information as appropriate)

	<i>Residential</i>	<i>Commercial</i>	<i>Community Facility</i>	<i>Industrial/Manufacturing</i>
Size (in gross sq. ft.)		189,850	0	0
Type (e.g., retail, office, school)	units	Hotel, public parking		

Does the proposed project increase the population of residents and/or on-site workers? YES NO
 If "yes," please specify: NUMBER OF ADDITIONAL RESIDENTS: NUMBER OF ADDITIONAL WORKERS:
 Provide a brief explanation of how these numbers were determined:

Does the proposed project create new open space? YES NO If "yes," specify size of project-created open space: sq. ft.

Has a No-Action scenario been defined for this project that differs from the existing condition? YES NO
 If "yes," see [Chapter 2](#), "Establishing the Analysis Framework" and describe briefly:
 In the absence of the Proposed Action, the Applicant could proceed with the enlargement of the existing hotel under the proposed hotel expansion plans shown in the Restrictive Declaration from 1972. The existing hotel could be expanded by approximately 47,865 gsf, increasing the existing hotel building from 189,250 gsf to 237,535 gsf. The proposed hotel expansion could include a two- to three-story addition to be constructed to the southwest of the existing hotel footprint, to the east of 90th Street. The two- to three-story expansion could include 225 guest rooms and occupy 27,244-sf of lot area, expanding the total number of guest rooms to 511 and the total building footprint to 70,669-sf; the commercial office space, which currently occupies approximately 11,000 gsf of the building is assumed to be occupied with hotel uses in the No-Action condition. The commercial FAR for the project site could increase from 0.80 to 1.00 (the maximum commercial FAR permitted pursuant to the site's existing zoning). Under the No-Action scenario, 367 accessory parking spaces could be provided as surface parking both to the south and to the northeast of the hotel.

9. Analysis Year [CEQR Technical Manual Chapter 2](#)

ANTICIPATED BUILD YEAR (date the project would be completed and operational): 2018

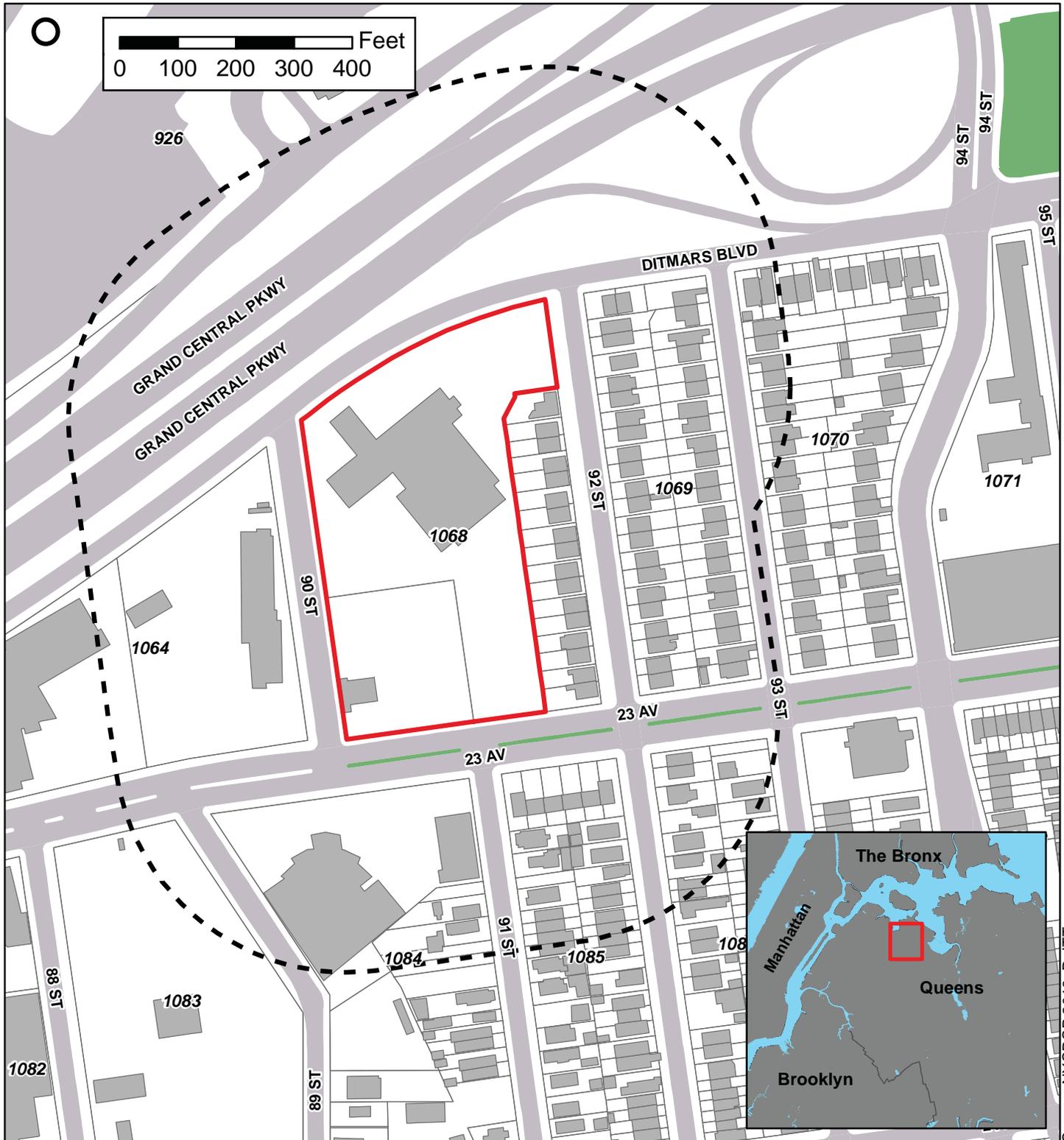
ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: less than 12 months

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

BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE: Single phase with construction lasting up to 12 months

10. Predominant Land Use in the Vicinity of the Project (check all that apply)

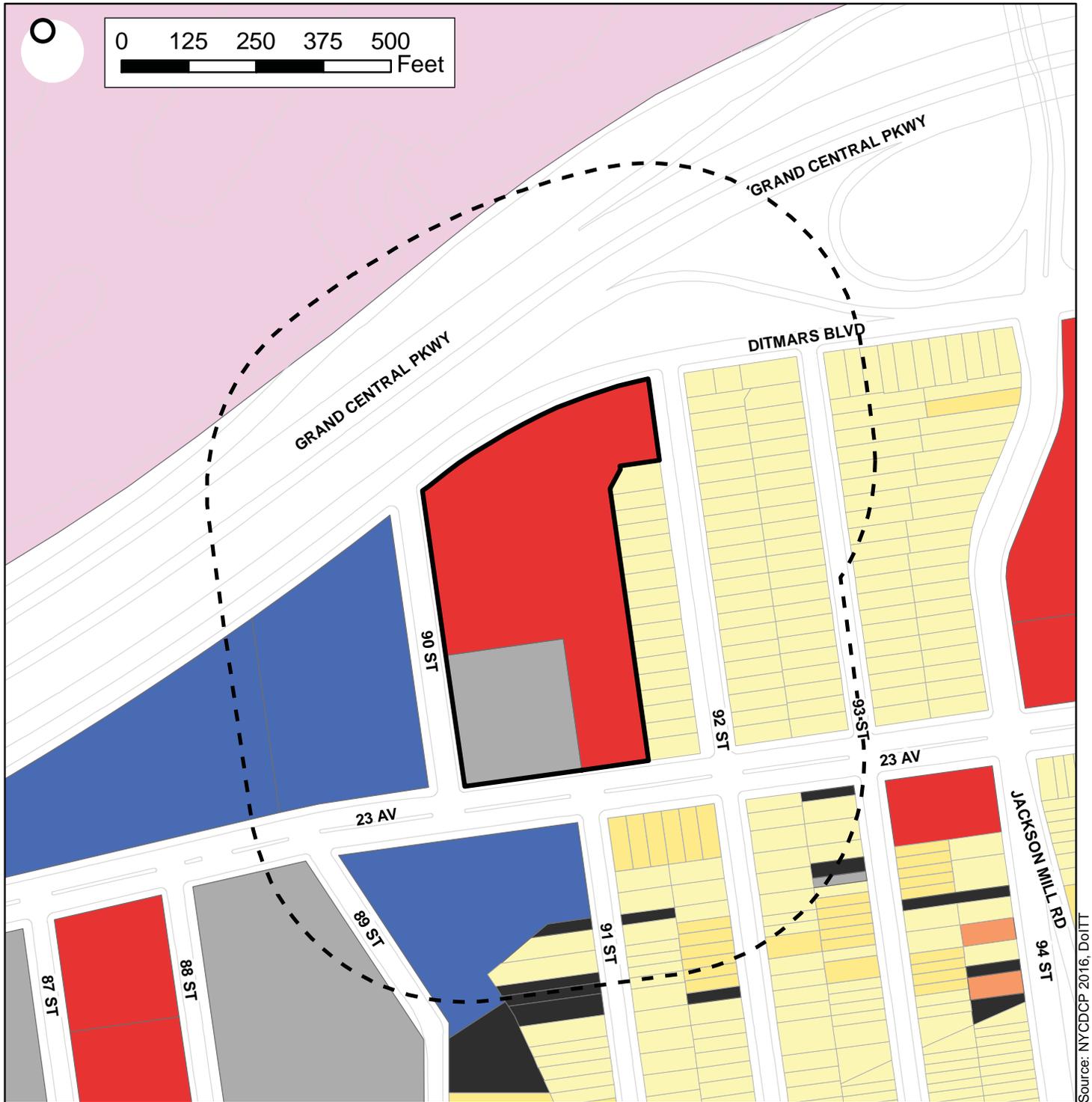
RESIDENTIAL MANUFACTURING COMMERCIAL PARK/FOREST/OPEN SPACE OTHER, specify:
 Institutional; Parking; Transportation



Source: NYCDCP 2016, DoITT

Legend

- 400-Foot Radius
- Project Site
- 1068 Tax Blocks
- Building Footprints
- Open Space



Source: NYDCDP 2016, DoITT

Legend

400-Foot Radius

Project Site

Land Use

One & Two Family Buildings

Multi-Family Walkup Buildings

Multi-Family Elevator Buildings

Mixed Commercial/Residential Buildings

Commercial/Office Buildings

Industrial/Manufacturing

Transportation/Utility

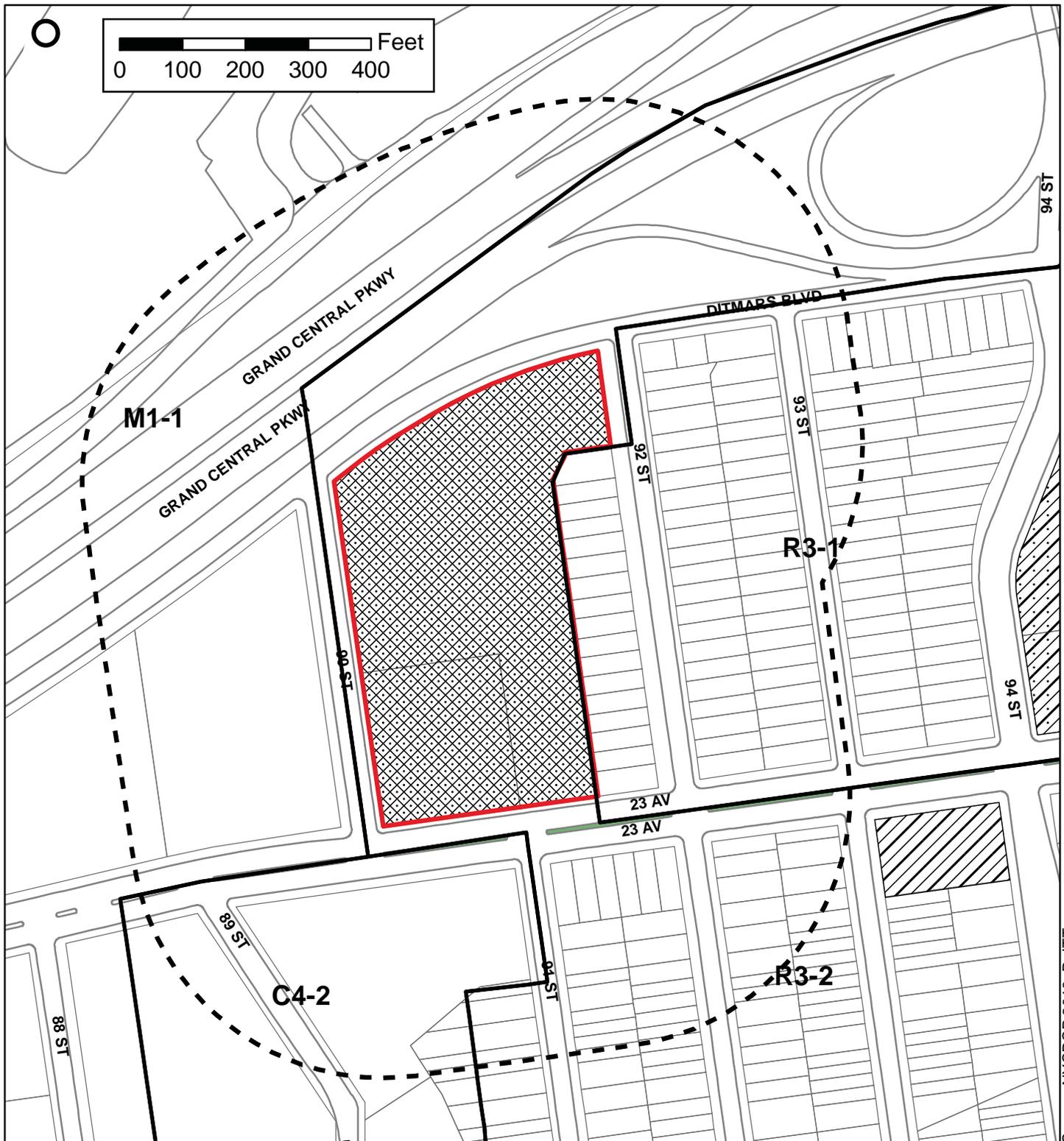
Public Facilities & Institutions

Open Space

Parking Facilities

Vacant Land

All Others or No Data



Source: NYCDCP 2016, DoITT

Legend

- 400-Foot Radius
- Project Site
- Zoning District Boundaries
- C1-3 Overlay
- C2-2 Overlay
- C2-3 Overlay

Tax Map

90-10 Ditmars Boulevard
Queens Block 1068 Lot 1 & 48

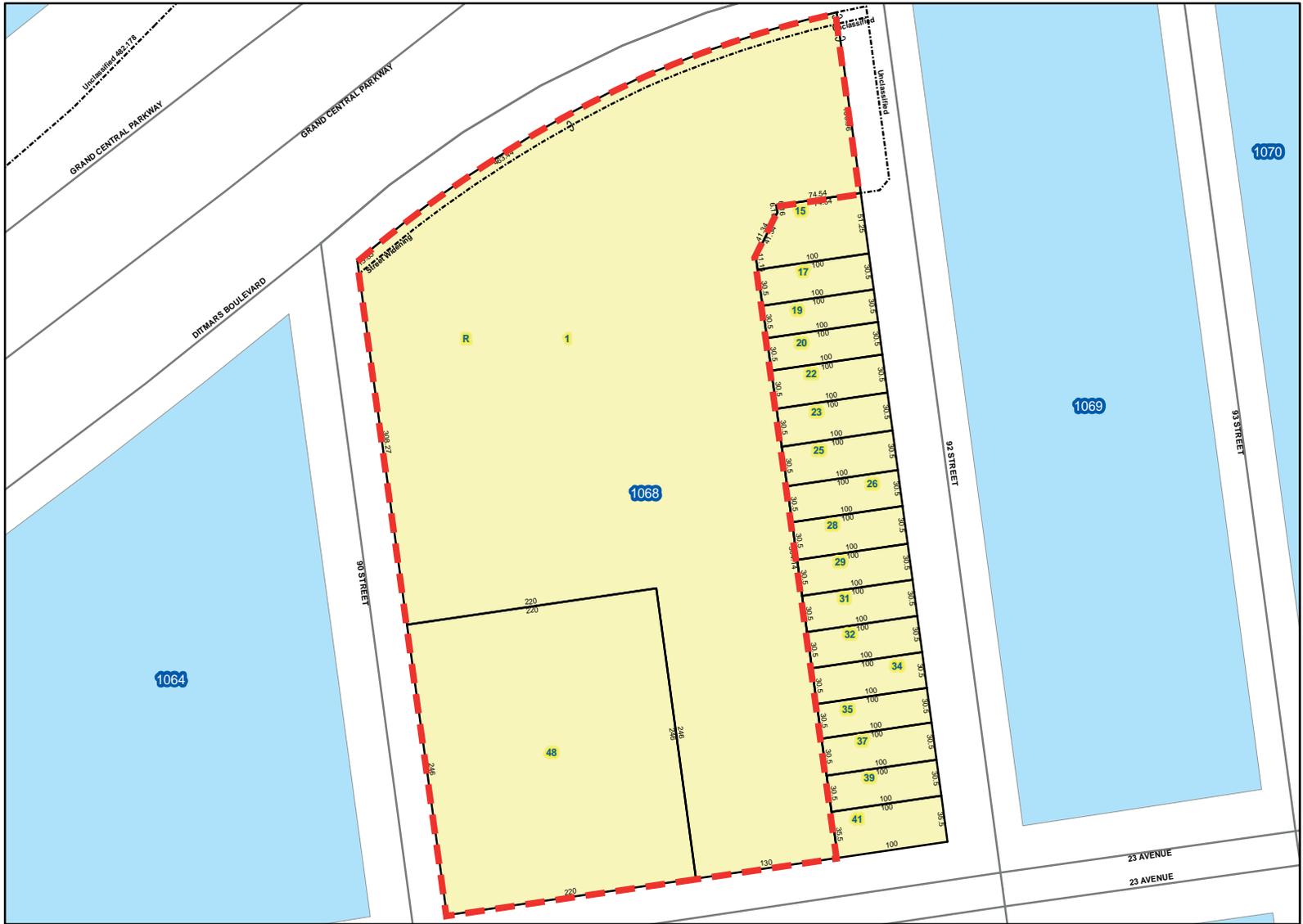


NYC Digital Tax Map

Effective Date : 01-12-2017 09:57:17
End Date : Current
Queens Block: 1068

Legend

- Streets
- Miscellaneous Text
- C Possession Hooks
- - - Boundary Lines
- C Lot Face Possession Hooks
- Regular
- Underwater
- Yellow Tax Lot Polygon
- Blue Tax Block Polygon
- Red dashed box Project Site



90-10 Ditmars Boulevard EAS

Figure 4
Tax Map



1. View looking northwest from 23rd Avenue and 92nd Street.



2. View looking northeast on 23rd Avenue.



3. View looking north on 23rd Avenue.





4. View looking west from 23rd Avenue.



5. View looking north from 23rd Avenue and 90th Street.



6. View looking west from 23rd Avenue and 90th Street.





7. View looking northwest from 23rd Avenue and 90th Street.



8. View looking south from midblock along 90th Street.



9. View looking west from Ditmars Boulevard and 90th Street.





10. View looking southeast from midblock along Ditmars Boulevard.



11. View looking southeast from Ditmars Boulevard and 92nd Street.



12. View looking east from midblock along 92nd Street.



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 Short 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 200 or more residential units?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Generate a net increase of 200,000 or more square feet of commercial space?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Directly displace more than 500 residents?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Directly displace more than 100 employees?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Affect conditions in a specific industry?	<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, hospitals and other health care facilities, day care centers, police stations, or fire stations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Indirect Effects		
o Child Care Centers: 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 Libraries: 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 Public Schools: 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 Health Care Facilities and Fire/Police Protection: Would the project result in the introduction of a sizeable new neighborhood?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. OPEN SPACE: CEQR Technical Manual Chapter 7		
(a) Would the proposed 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"/>
o If “yes,” would the proposed project generate more than 50 additional residents or 125 additional employees?	<input type="checkbox"/>	<input type="checkbox"/>
(c) 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"/>
o If “yes,” would the proposed project generate more than 350 additional residents or 750 additional employees?	<input type="checkbox"/>	<input type="checkbox"/>
(d) 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"/>

	YES	NO
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 type="checkbox"/>	<input checked="" 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"/>
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 type="checkbox"/>	<input checked="" 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"/>
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 proposed 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," were Recognized Environmental Conditions (RECs) identified? Briefly identify:		
	<input 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"/>
(c) If the proposed project located in a separately sewered area , would it result in the same or greater development than the amounts listed in Table 13-1 in Chapter 13 ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Would the proposed 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"/>

	YES	NO
(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 generate contaminated stormwater in 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"/>
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): 10,590 pounds/week (With-Action total)		
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"/>
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): 41,064,555 BTU (With-Action total)		
(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 screening analyses, attach appropriate 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 type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," would the proposed project result in 50 or more vehicle trips per project peak hour at any given intersection? <i>**It should be noted that the lead agency may require further analysis of intersections of concern even when a project generates fewer than 50 vehicles in the peak hour. See Subsection 313 of Chapter 16 for more information.</i>	<input 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"/>
o If "yes," would the proposed project result, per project peak hour, in 50 or more bus trips on a single line (in one direction) or 200 subway trips per station or line?	<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"/>
o 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 checked="" type="checkbox"/>
(c) Does the proposed project involve multiple buildings on the project site?	<input checked="" type="checkbox"/>	<input 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"/>
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) If "yes" to any of the above, would the project require a GHG emissions assessment based on the guidance in Chapter 18 ?	<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"/>
17. PUBLIC HEALTH: CEQR Technical Manual Chapter 20		

	YES	NO
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Air Quality; Hazardous Materials; Noise?	<input type="checkbox"/>	<input checked="" 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.		
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 type="checkbox"/>	<input checked="" 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.		
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 type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input 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 Attachment B		

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 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 Philip Habib, PE	DATE March 1, 2018
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SIGNATURE 

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

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

INSTRUCTIONS: In completing Part III, the lead agency should consult 6 NYCRR 617.7 and 43 RCNY § 6-06 (Executive Order 91 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.	Potentially Significant Adverse Impact	
	YES	NO
IMPACT CATEGORY		
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 type="checkbox"/>	<input checked="" type="checkbox"/>
Historic and Cultural Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Urban Design/Visual Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Natural Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Hazardous Materials	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
Air Quality	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Greenhouse Gas Emissions	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Noise	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Public Health	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Neighborhood Character	<input type="checkbox"/>	<input checked="" 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?

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.

<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	-------------------------------------

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 and Review Division	LEAD AGENCY Department of City Planning, acting on behalf of the City Planning Commission
NAME Robert Dobruskin, AICP	DATE 4/06/2018
SIGNATURE <i>Robert Dobruskin</i>	

ATTACHMENT A
PROJECT DESCRIPTION

I. INTRODUCTION

The Applicant, LGA Hotel, LLC on behalf of itself, L48 Realty II, LLC, & GCP Realty II, LLC, is seeking a modification to cancel Restrictive Declaration D-120 (CP-21904) that was recorded against the Project Site in 1972 (C870302ZMM) (the "Proposed Action") in an effort to (1) legalize and renovate an existing public parking use currently occupying a portion of the Project Site (Block 1068, Lots 1 (p/o) and 48) with a public parking use that would be in conformance with the Project Site's underlying zoning; and (2) legalize the existing approximately 11,000-gsf Avis office space currently occupying a portion of the Project Site hotel (a conforming use pursuant to the Project Site's underlying zoning) (the "Proposed Project"). The Proposed Project, located at 90-10 Ditmars Boulevard in the East Elmhurst neighborhood of Queens Community District (CD) 3, is expected to be constructed and fully operational by the end of 2018.

II. EXISTING CONDITIONS

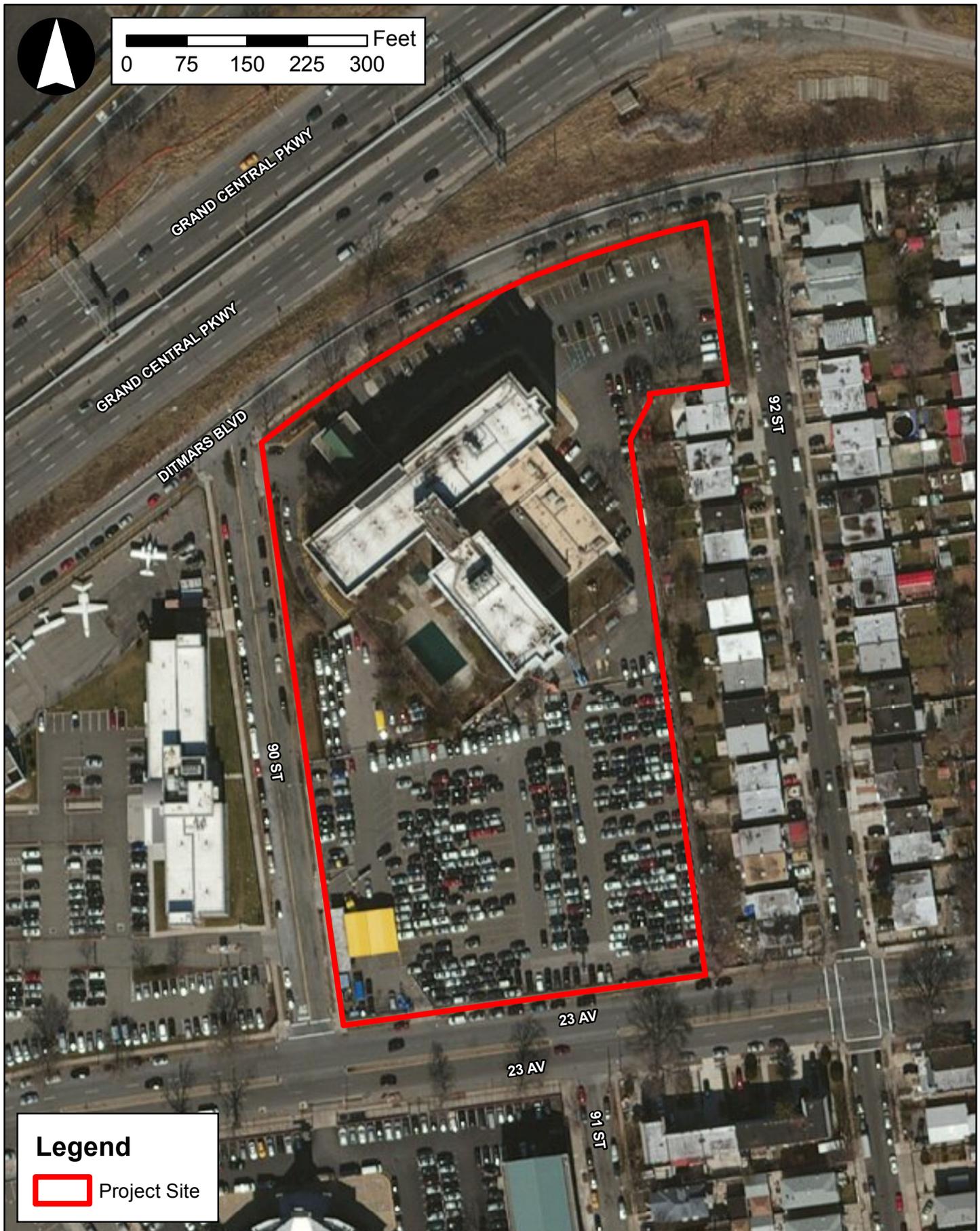
Project Site

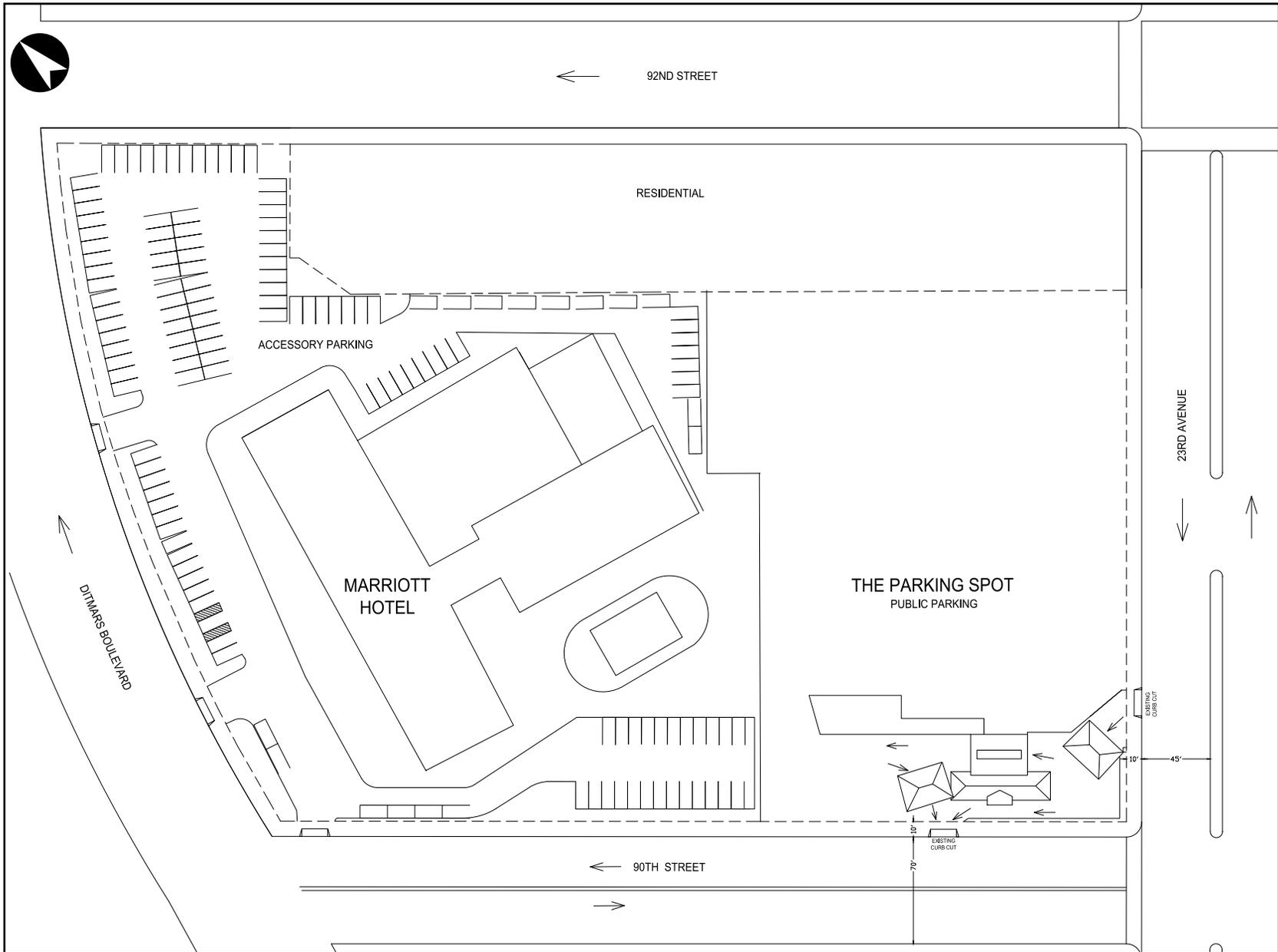
The Project Site measures 237,535-sf and is comprised of two tax lots (consisting of one zoning lot): Queens Block 1068, Lots 1 and 48 (see **EAS Form Figure 4, "Tax Map"**). The site occupies a majority of Block 1068 and has approximately 477 feet of frontage along the south side of Ditmars Boulevard, approximately 350 feet of frontage along the north side of 23rd Avenue, approximately 155 feet of frontage along the western side of 92nd Street, and approximately 554 feet of frontage along the eastern side of 90th Street.

As shown in **Figure A-1, "Aerial View of the Project Site,"** and **Figure A-2, "Existing Site Plan,"** the Project Site is occupied by the six-story (64-foot tall), approximately 189,250 gsf Courtyard New York LaGuardia Airport Hotel, as well as accessory and public surface parking lots. Additionally, a one-story (15-foot tall), approximately 600 gsf building is located on Lot 48, and is accessory to the public parking use. The hotel is located on Lot 1 and contains 286 guest rooms, 5,200 sf of ground-level conference and meeting space, a gym, a gift shop, a ground-level restaurant and cocktail lounge, and an 11,000 sf ground-level commercial office space occupied by Avis. A 145-space surface parking lot accessory to the hotel use is located on the northern portion of Lot 1 and is accessed by two existing curb cuts along Ditmars Boulevard and one existing curb cut along 90th Street. An approximately 600-space public surface parking lot occupies the entirety of Lot 48 and the southern portion of Lot 1 and is operated by The Parking Spot. The public surface parking lot is accessed by one existing curb cut along 90th Street and one existing curb cut along 23rd Avenue.

Surrounding Area

The area surrounding the Project Site is occupied by a mix of uses, reflective of the mix of manufacturing, commercial, and residential zoning districts mapped in the East Elmhurst neighborhood (see **EAS Form Figures 2, "Land Use Map,"** and **3, "Existing Zoning"**). Dominating the area to the north of the Project Site is LaGuardia Airport (LGA), which is situated on 680 acres along the waterfront of Flushing Bay and





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Bowery Bay and is separated from the Project Site by Grand Central Parkway. LaGuardia Airport's influence on development patterns in the surrounding area is apparent in the many parking lots, car-rental establishments, hotels, and other airport-related commercial facilities, which are primarily located to the west and south of the Project Site, while residential uses are generally located to the east and south of the Project Site.

In accordance with its zoning, the area to the east of the Project Site is developed with low-density residential buildings, consisting of a mix of two- and three- story detached, attached, and semi-attached one and two family residences as well as small multi-family buildings. Farther east, on the east side of 94th Street, a former hotel was recently converted into The Landings, a homeless shelter (Block 1071, Lot 1). To the south of The Landings, there is a large public parking lot and two-story garage used for airport parking (Block 1071, Lot 1 (p/o) and Lot 50). A large Korean Church is located immediately south of the Project Site (Block 1084, Lot 1).

To the west and southwest of the Project Site, the area is primarily commercial and industrial, although a former hotel, the Kings Inn, on the south side of 23rd Avenue between 87th and 88th Streets, has recently been converted into a homeless shelter, the Kings Inn Family Center (Block 1082, Lot 1). Vaughn College of Aeronautics occupies the large block directly west of the Project Site, and features classroom buildings, dormitories, and surface parking (Block 1064, Lots 2 and 100). A large Budget Car Rental facility is located on the south side of 23rd Avenue, between 87th and 89th Streets (Block 1082, Lot 34 and Block 1083, Lot 121). The LaGuardia Bus Depot is also located on the south side of 23rd Avenue, between 85th and 87th Streets (Block 1080, Lot 1).

There are no open space resources within 400 feet of the Project Site. However, further to the east and west, the surrounding area contains two small public parks located along Ditmars Boulevard. Overlook Park is located east of the Project Site, on the northwest side of Ditmars Boulevard and 97th Street, and Planeview Park is located west of the Project Site, at the intersection of Ditmars Boulevard and 23rd Avenue.

The area surrounding the Project Site is not well-served by public transportation. The nearest subway station is the 90th Street-Elmhurst Avenue Station of the IRT Number 7 line, which is located approximately 1.35 miles south of the Project Site. Several MTA-New York City Transit (NYCT) bus lines, including the Q33, Q48, and Q72 local bus routes, as well as the M60 SBS and Q70 SBS, which provide Select Bus Service to and from LaGuardia Airport, provide service in the surrounding area. Bus stops for the Q33 and Q48 bus lines are located near the Project Site, along 23rd Avenue.

III. THE PROPOSED ACTION

The Proposed Project requires one discretionary action: a modification to cancel Restrictive Declaration D-120 (C870302ZMM).

IV. PURPOSE AND NEED FOR THE PROPOSED ACTION

According to the Applicant, the Proposed Action is needed to facilitate the legalization and renovation of the existing public parking use currently occupying a portion of the Project Site with a public parking use,

as well as the legalization of the existing approximately 11,000-gsf commercial office space currently occupying a portion of the Project Site hotel; the public parking, hotel, and office uses would be in conformance with the Project Site's underlying zoning.

The existing six-story hotel was built on Block 1068, Lot 1 in 1961, pursuant to zoning in place prior to the adoption of the 1961 Zoning Resolution. The Project Site was zoned R3-2 in 1961, making the hotel a non-conforming use. In 1972, to allow for the expansion of the hotel, a C2-2 overlay was mapped on the Project Site, and a Restrictive Declaration (D-120; C870302ZMM) was applied to the lot in connection with the rezoning (Reel 595, page 492, dated June 21, 1972). Pursuant to the existing Restrictive Declaration, the Project Site: (1) can be used exclusively for purposes related to the hotel's operation; and (2) must conform to a plot plan included in the Restrictive Declaration. As such, the existing, approximately 600-space public parking lot located within the Project Site is an existing non-complying use. As the existing Restrictive Declaration was recorded against the Project Site in conjunction with plans to expand the hotel, which never occurred, the Applicant is seeking terminate modification to cancel the Project Site's existing Restrictive Declaration to allow for the legalization and improvement of the site's existing public parking lot and commercial office space, both permitted uses pursuant to the Project Site's existing R3-2/C2-2 zoning.

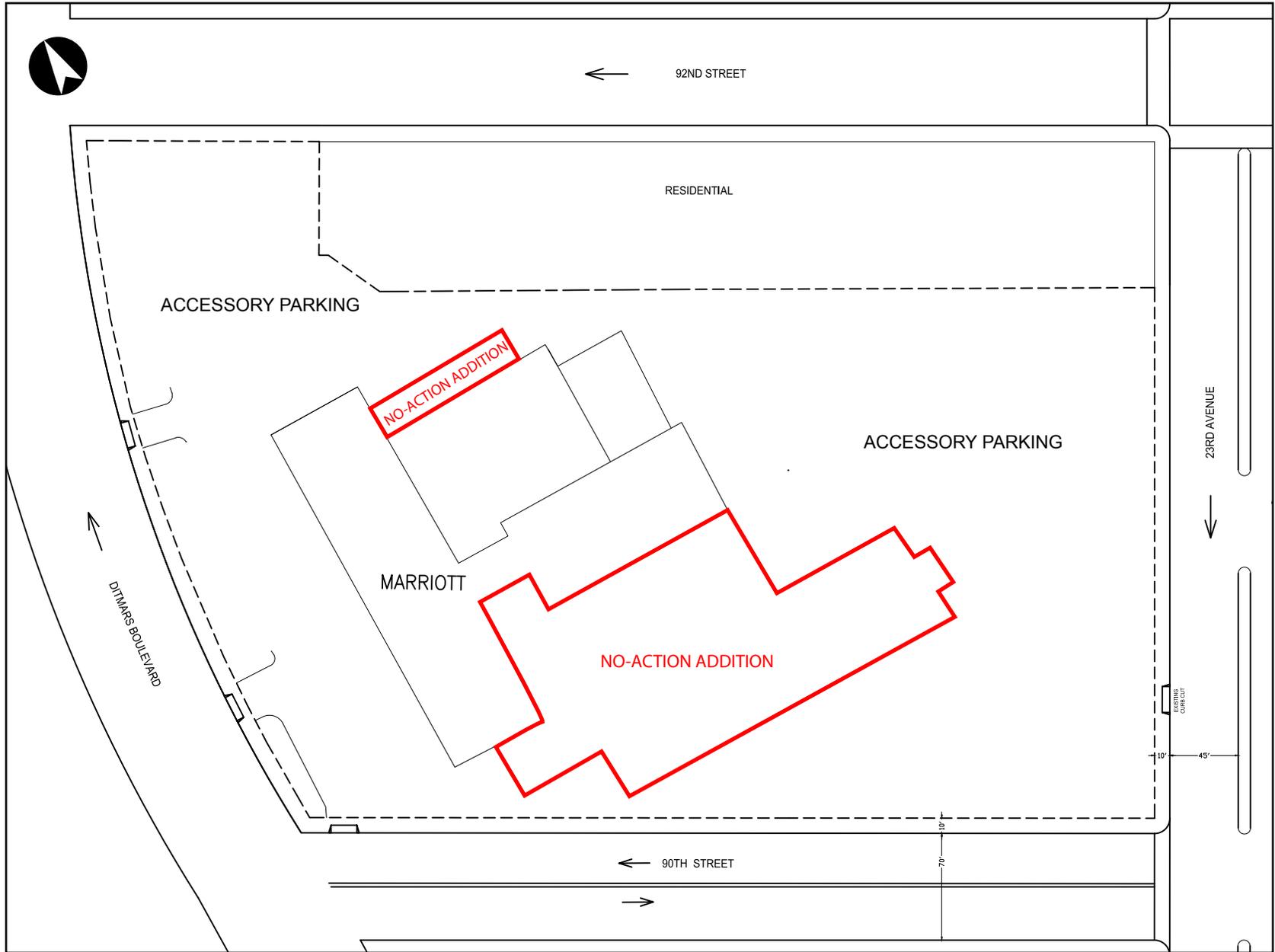
V. ANALYSIS FRAMEWORK

As discussed above, the Project Site would be renovated as a result of the Proposed Action in the future With-Action scenario. The incremental difference between the No-Action and With-Action scenarios is the basis of the impact category analyses of this Environmental Assessment Statement. To determine the No-Action and With-Action scenarios, standard methodologies have been used following the CEQR Technical Manual guidelines. These methodologies have been used to identify the amount and location of future development, as discussed below.

Future without the Proposed Action (No-Action Condition)

The RWCDs for the Proposed Project assumes a larger commercial expansion to the Applicant-owned Project Site (Lot 1 and Lot 48), inclusive of the enlargement of the existing six-story Courtyard New York LaGuardia Airport Hotel under the proposed hotel expansion plans shown in the Restrictive Declaration from 1972.

As presented in **Table A-1** and shown in **Figure A-3, "No-Action Site Plan,"** in the No-Action condition and in accordance with the 1972 Restrictive Declaration, the existing hotel could be expanded by approximately 47,865 gsf, increasing the existing hotel from 189,250 gsf to 237,535 gsf. The proposed hotel expansion is assumed to include a two- to three-story addition to be constructed to the southwest of the existing hotel footprint, to the east of 90th Street, as well as a minor expansion of hotel accessory space on the eastern portion of the existing building. In accordance with the 1972 Restrictive Declaration, the two- to three-story expansion could include 225 guest rooms and occupy 27,244-sf of lot area, expanding the total number of guest rooms to 511 and the total building footprint to 70,669-sf; the commercial office space, which currently occupies approximately 11,000 gsf of the building is assumed to be occupied with hotel uses in the No-Action condition. The commercial FAR for the Project Site could increase from 0.80 to 1.00 (the maximum commercial FAR permitted pursuant to the site's existing zoning). Under the No-Action scenario and in accordance with the 1972 Restrictive Declaration, 367 accessory parking spaces could be provided as surface parking both to the south and to the northeast of



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the hotel. In accordance with the 1972 Restrictive Declaration, the 367-space surface parking lot accessory to the hotel would be accessed from the north via three existing curb cuts along Ditmars Boulevard, and from the south via an existing curb cut along 23rd Avenue. Lastly, in accordance with the 1972 Restrictive Declaration, it is assumed that the existing approximately 600-space public parking lot would cease operation and the associated 600-sf public parking office building located on the southern portion of the Project Site would be demolished in the No-Action condition.

Future with the Proposed Action (With-Action Condition)

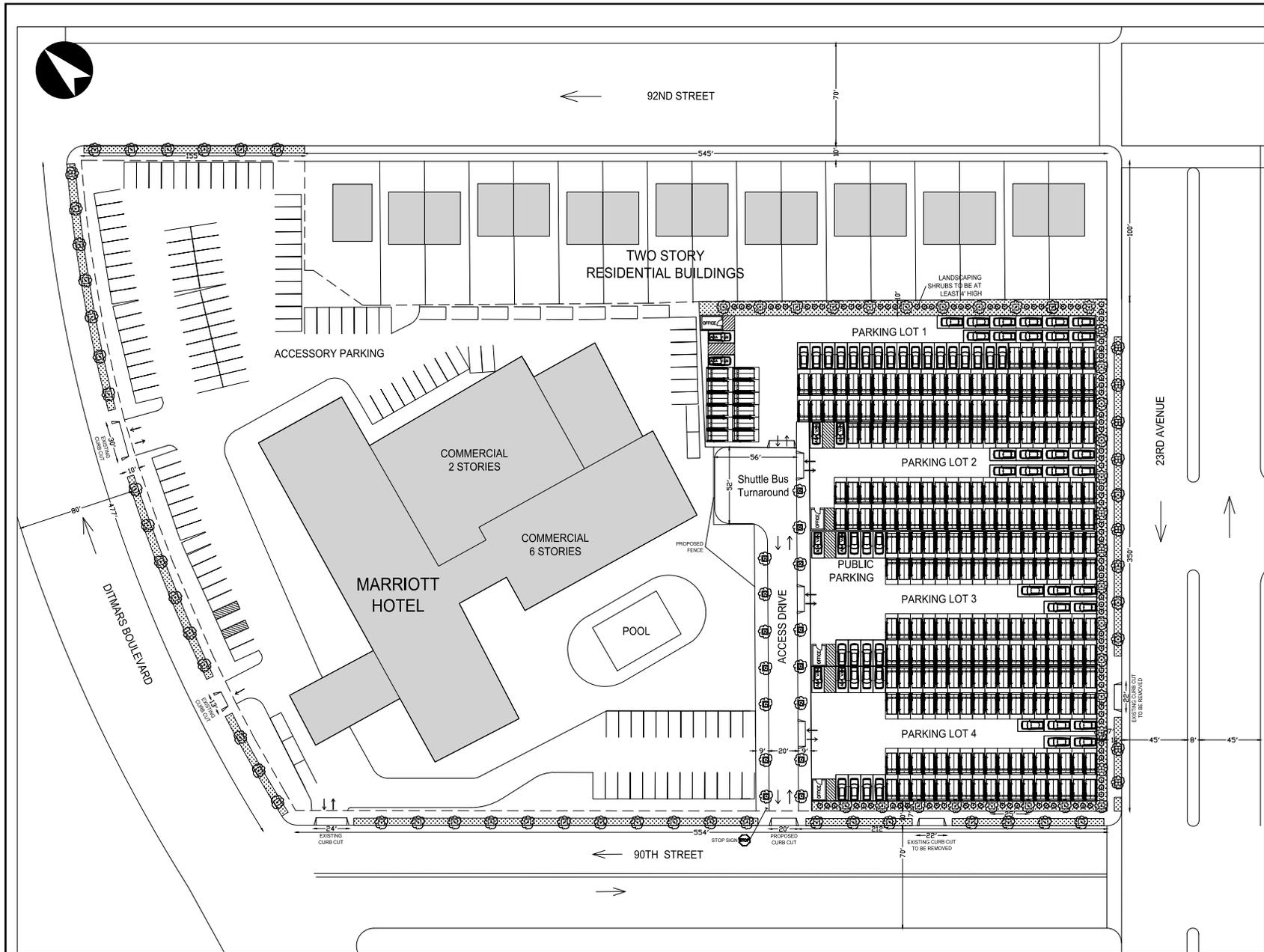
In the With-Action condition, the Restrictive Declaration applicable to the Project Site would be terminated. With the approval of the Proposed Action, the existing public parking use occupying the entirety of Lot 48 and the southern portion of Lot 1 on the Project Site would be legalized and renovated with public parking uses and the existing approximately 11,000-gsf commercial office space currently occupying a portion of the building's ground floor would be legalized; both uses would be in conformance with the Project Site's R3-2/C2-2 zoning.

As currently contemplated, the Applicant would build out four separate 150-space public parking lots (for a total of 600 public parking spaces) to be accessed by a new curb cut on 90th Street that would connect to an east-west access drive with dedicated entrances to each of the separate parking lots (see **Figure A-4, "With-Action Site Plan"**). The proposed curb cut would be zoning compliant and located approximately 230 feet to the north of the intersection of 90th Street and 23rd Avenue. The two existing curb cuts, one on 90th Street and one on 23rd Avenue, would be removed under the With-Action condition. The proposed public parking would include a landscaping program that would meet the buffer and landscaping requirements set forth in ZR Section 37-90. In addition, the existing 600 gsf building accessory to the public parking use located on Lot 48 would be demolished and replaced with four separate 150 gsf office structures, with one office structure located on each of the four separate public parking lots (refer to **Figure A-4**). In conjunction with the proposed legalization and renovation of the public parking, the number of parking spaces accessory to the hotel use would be reduced by 222 spaces, from 367 spaces in the No-Action Condition to 145 spaces in the With-Action Condition. The legalization of the existing approximately 11,000-gsf commercial office space that currently occupies a portion of the building's ground floor would not result in any changes to the Project Site from existing conditions.

As presented in **Table A-1**, compared to condition in the future without the Proposed Actions, the With-Action condition would result in a net increase of 600 public parking spaces, 600 gsf of parking-related commercial floor area, and 11,000 gsf of commercial office space, as well as a net reduction of 59,685 gsf of hotel floor area and 222 accessory parking spaces.

**Table A-1:
Comparison of No-Action and With-Action Development Scenarios**

Use	No-Action Scenario	With-Action Scenario	Increment
Commercial – Hotel	237,535 gsf	178,250 gsf	-59,285 gsf
Commercial – Office	0 gsf	11,000 gsf	+11,000 gsf
Commercial – Parking	0 gsf	600 gsf	+600 gsf
Parking – Accessory	367 spaces	145 spaces	-222 spaces
Parking – Public	0 spaces	600 spaces	+600 spaces
Population/Employment	No-Action Scenario	With-Action Scenario	Increment
Guests/Visitors	1,022 guests/visitors	572 guests/visitors	-450 guests/visitors
Workers	170 workers	150 workers	-20 workers



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VI. REQUIRED APPROVALS

Implementation of the Proposed Actions requires CPC approval, which is subject to CEQR. CEQR is a process by which City agencies review discretionary actions for the purpose of identifying the effects those actions may have on the environment. The CEQR process requires City agencies to assess, disclose, and mitigate to the greatest extent practicable the significant environmental consequences of their decisions to fund, directly undertake, or approve a proposed project. DCP is serving as the lead agency for the CEQR review.

ATTACHMENT B
SUPPLEMENTAL SCREENING

90-10 Ditmars Boulevard EAS
ATTACHMENT B: SUPPLEMENTAL SCREENING

I. INTRODUCTION

This Environmental Assessment Statement (EAS) has been prepared in accordance with the guidelines and methodologies presented in the 2014 *CEQR Technical Manual*. For each technical area, thresholds are defined, which, if met or exceeded, require that a detailed technical analysis be undertaken. Using these guidelines, preliminary screening assessments were conducted for the Proposed Action to determine whether detailed analysis of any technical area may be appropriate. Part II of the EAS Form identifies those technical areas that warrant additional assessment. The technical areas that warranted a “Yes” answer in Part II of the EAS form were Transportation, Air Quality, Noise, and Construction. As such, a supplemental screening assessment for each area is provided in this attachment. All remaining technical areas detailed in the *CEQR Technical Manual* were not deemed to require supplemental screening because they do not trigger initial CEQR thresholds and/or are unlikely to result in significant adverse impacts.

The supplemental screening assessment contained herein identified that a detailed analysis is not required for any of the CEQR technical areas. **Table B-1** identifies for each CEQR technical area whether (a) the potential for impacts can be screened out based on the EAS Form, Part II, Technical Analyses; (b) the potential for impacts can be screened out based on a supplemental screening per the *CEQR Technical Manual*, (c) or whether a more detailed assessment is required.

Table B-1:
Summary of CEQR Technical Areas Screening

TECHNICAL AREA	SCREENED OUT PER EAS FORM	SCREENED OUT PER SUPPLEMENTAL SCREENING	DETAILED ANALYSIS REQUIRED
Land Use, Zoning, & Public Policy	X		
Socioeconomic Conditions	X		
Community Facilities	X		
Open Space	X		
Shadows	X		
Historic & Cultural Resources	X		
Urban Design & Visual Resources	X		
Natural Resources	X		
Hazardous Materials	X		
Water & Sewer Infrastructure	X		
Solid Waste & Sanitation Services	X		
Energy	X		
Transportation		X	
Air Quality		X	
Greenhouse Gas Emissions	X		
Noise		X	
Public Health	X		
Neighborhood Character	X		
Construction		X	

II. TRANSPORTATION

The 2014 *CEQR Technical Manual* identifies minimum development densities that have the potential to result in significant adverse impacts to transportation and therefore require a detailed transportation analysis. As shown in Table 16-1 of the *CEQR Technical Manual*, actions which may result in fewer than 50 peak hour vehicle trips are generally unlikely to cause significant adverse impacts. For projects in Zone 5 (where the Project Site is located), the development threshold requiring trip generation analysis is 60 additional parking spaces for an off-street parking facility.

As the RWCDs net increment for the Proposed Action would include 600 public parking spaces, a Level 1 Project Trip Generation is warranted in accordance with *CEQR Technical Manual* methodology.

To develop accurate trip generation estimates for the RWCDs No-Action and With-Action conditions, peak hour vehicle counts were conducted at the existing Project Site 600-space parking lot and the existing hotel. A summary of the count data is provided in **Table B-2**, below. As shown in the table, there are currently 68 and 76 vehicles entering/exiting the Project Site during the weekday AM and PM peak hours. As the Proposed Action would legalize the existing uses on the Project Site, in the With-Action condition it is anticipated that total vehicle trips generated by the Project Site would be comparable to existing conditions.

**Table B-2:
Existing, No-Action, and With-Action Peak Hour Project Site Vehicle In/Out Counts**

	Weekday AM Peak Hour			Weekday PM Peak Hour		
	In	Out	Total	In	Out	Total
Existing	46	22	68	32	44	76
No-Action ¹	20	20	40	21	35	56
With-Action	46	22	68	32	44	76
With-Action Increment	26	2	28	11	9	20

Source: PHA counts conducted in September and October 2017.

Notes:

¹ No-Action vehicle estimates reflect 1.255:1 ratio between No-Action and existing hotel building gsf applied to existing hotel counts and the elimination of the existing/With-Action 600-space public parking garage.

Alternately, as discussed in Attachment A, “Project Description,” in the RWCDs No-Action condition, it is assumed that the Project Site would be developed in conformance with the existing Restrictive Declaration. Specifically, it is assumed that the existing 600-space public parking lot would be removed and the existing hotel building would be expanded from 189,250 gsf to 237,535 gsf, representing a 25 percent increase in the hotel’s floor area, as compared to existing conditions. As such, vehicle trips generated by the hotel are expected to increase proportionately (i.e., by approximately 25 percent), while all existing demand from the 600-space public parking lot (to be removed in the RWCDs No-Action condition) would be eliminated. As such, weekday AM and PM peak hour vehicle trips to/from the Project Site are expected to be reduced to 40 and 56, respectively.

As presented in **Table B-2**, based on the methodology presented above, the Proposed Action would result in a net increase of 28 and 20 vehicle trips to/from the Project Site in the weekday AM and PM peak hours, respectively. As the Proposed Action would generate fewer than 50 trips over No-Action conditions, no further analysis is warranted in accordance with CEQR, and no significant adverse transportation impacts are anticipated.

III. AIR QUALITY

Mobile Sources

Mobile source air quality analyses generally consider projects that add new vehicles to the road, change traffic patterns by diverting vehicles—including parking lots or garages—or add new uses near sources of pollutants, such as when a park is adjacent to a highway. As discussed in Attachment A, “Project Description,” the Proposed Action would legalize and improve the existing 600-space public parking lot currently located on the Project Site; the Proposed Action would not result in additional parking facilities, as compared to existing conditions. However, the RWCDs assumes the Project Site’s redevelopment in conformance with the existing Restrictive Declaration, including the removal of the existing 600-space public parking lot and the provision of an additional 222 accessory parking spaces in conjunction with the hotel’s as-of-right expansion. As such, compared to the No-Action, the Proposed Action would result in a net increase of 600 public parking spaces and a net decrease of 222 accessory parking spaces, for a combined net increase of 378 surface parking spaces.

As stated in the *CEQR Technical Manual*, projects that would result in parking facilities or applications to the City Planning Commission (CPC) requesting the grant of a special permit or authorization for parking facilities may warrant an air quality analysis of parking facilities; consultation with the lead agency regarding whether the analysis is needed is recommended. Table 17-2 of the *CEQR Technical Manual* further states that the “potential issue of concern” related to parking lots/garages is “induced traffic,” which can result in elevated levels of carbon monoxide (CO).

The net 378 surface parking spaces that would be located on the Project Site, as compared to No-Action conditions, would not result in a substantial increase in vehicle volumes entering/exiting the Project Site or traveling within the Project Site. The existing/With-Action public parking lot would be used primarily for customers traveling to/from LaGuardia Airport (LGA) as under existing conditions; this is a low-turnover use, compared to parking facilities associated with retail uses, for example. Specifically, based on counts conducted at the existing approximately 600-space public parking lot (to be legalized and renovated in the future with the Proposed Action), a maximum of 37 and 35 combined in/out trips were observed entering/exiting the parking garage in the weekday AM and PM peak hours. Compared to the No-Action condition (which assumes the as-of-right expansion of the existing Project Site hotel and the removal of the existing parking lot), the Proposed Action would result in a net increase of only 28 and 20 vehicle trips in the weekday AM and PM peak hours, well below the 170-vehicle threshold warranting a mobile source air quality assessment. Furthermore, as the lot would be attended, customers would not circle the lot looking for available parking, thereby minimizing the amount of vehicle idling and drive time. Lastly the With-Action public parking lot would have approximately 75 percent fewer spaces than the 2,200-space parking facility analyzed in the 2015 *102-105 Ditmars Blvd. Parking Garage Proposal DEIS*, and the 2015 DEIS concluded that no significant adverse mobile source air quality impacts would result. As such, the With-Action parking facility is not expected to result in significant adverse mobile source air quality impacts.

Stationary Sources

While the Proposed Project would involve the construction of four 150-gsf office buildings accessory to the proposed public parking lots, given the use and size of the buildings, the four structures are not expected to include heating, ventilation, and air conditioning (HVAC) stack, and no significant adverse HVAC air quality impacts would result.

IV. NOISE

A noise analysis examines an action for its potential effects on sensitive noise receptors (which can be both indoors and outdoors), including the effects on the interior noise levels of residential, commercial, and certain community facility uses, such as hospitals, schools, and libraries. The principal types of noise sources affecting the City are mobile sources (primarily motor vehicles), stationary sources (typically machinery or mechanical equipment associated with manufacturing operations or building HVAC systems) and construction noise (e.g., trucks, bulldozers, power tools, etc.). An initial impact screening would consider whether a proposed action would generate any mobile or stationary source noise, or would be located in an area with high ambient noise levels.

Per the EAS Part II Form, further analysis of stationary noise sources has been screened out in accordance with *CEQR Technical Manual* assessment screening thresholds. In addition, as the Proposed Action would not introduce new or additional receptors (as defined in Section 124 of Chapter 19 of the *CEQR Technical Manual*), further assessment of potential impacts from existing area noise sources on the Proposed Project are not warranted. However, as the Proposed Action would generate traffic, a preliminary screening assessment is warranted to determine whether the Proposed Action would result in significant adverse mobile source noise impacts.

The *CEQR Technical Manual* indicates that if existing noise passenger car equivalents (PCEs) are not increased by 100 percent or more (which is equivalent to an increase of three dBA or more), it is likely that a proposed project would not cause a significant adverse vehicular noise impact, and, therefore, no further vehicular noise analysis is needed. As discussed in the "Transportation" section, above, the Proposed Action is expected to generate a maximum of 28 vehicle trips in any peak hour and are not expected to double traffic volumes. The Project Site is located in proximity to heavily-trafficked roadways, and the incremental traffic from the Proposed Action would not have the potential to result in significant adverse mobile source noise impacts.

V. CONSTRUCTION

Although temporary, construction impacts can include noticeable and disruptive effects from an action that is associated with construction or could induce construction. Determination of the significance of construction impacts and the 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.

The Proposed Project would involve minimal construction activities, limited to the demolition of the existing 600 sf public parking office building on the Project Site, potential minor subsurface utility work, grading and/or paving, and the installation of new parking stackers and 150-sf office buildings. This minor site work is expected to occur over a period of less than 12 months, and is therefore considered "short term" pursuant to the *CEQR Technical Manual*.

Compared to conditions in the future without the Proposed Action, the Proposed Action would not result in any additional demolition work. Construction of the Proposed Project would also occur over a shorter term period (less than 12 months) than under the No-Action Condition. Specifically, compared to the With-Action condition, under the RWCDs No-Action condition, comparatively more extensive construction activities could occur, as the No-Action condition two- to three-story hotel addition would

require substantial demolition activities to the existing hotel and surrounding grounds, new in-ground excavation, and foundation construction on the Project Site, all of which would prolong the length of the construction schedule (more than 12 months) compared to conditions anticipated under the With-Action condition.

Therefore, while short-term construction (less than 12 months) associated with the Proposed Project could potentially result in temporary narrowing or closure of adjacent sidewalk and/or the operation of several pieces of diesel equipment or machinery, the Proposed Actions would result in lesser temporary construction disruption, as compared to conditions in the future without the Proposed Action. In addition, through adherence to relevant guidelines and regulations including the *New York City Noise Control Code* and *New York City Air Pollution Control Code*, and any sidewalk closure would have to be coordinated with the New York City Department of Transportation's (DOT's) Office of Construction Mitigation and Coordination (OCMC). Therefore, the Proposed Project is not expected to result in significant adverse construction-related impacts and no further analysis is warranted.