

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

FINDING OF NO SIGNIFICANT IMPACT (FONSI)

Location

LaGuardia Airport (LGA)
Queens County, New York

Proposed Federal Action

The proposed federal action is the approval of a project on an airport layout plan and federal financial assistance for the construction of a new electrical substation and parking garage.

Project Description

The project involves the construction and operation of the East End Electrical Substation (EES) within Parking Lot 4 in front of Terminal C. The EES would be connected to Consolidated Edison (commercial electric supplier) electrical lines using new high voltage power lines crossing under the Grand Central Parkway in buried duct banks (conduits). The project also involves the decommissioning and removal of the existing Central Electrical Substation. The East Garage is proposed to be a six level parking structure that would connect to Terminal C with a pedestrian bridge; the parking garage would replace the surface parking that would be displaced from the construction of the EES as well as enhance safety and convenience for passengers using Terminals C and D.

Purpose and Need

The purpose of the new electrical substation is to provide reliable and economical electrical power at a location that better serves the east side of the airport. A new electrical substation is needed because the existing substation is more than 50 years old and is nearing the end of its useful life and design capacity. Over time the existing substation has been refurbished, expanded and rehabilitated, however, it is not feasible to make further upgrades to it.

The purpose and need of the parking garage is to replace the surface parking that would be displaced from the construction of the new electrical substation as well as enhance safety and convenience for passengers using Terminals C and D.

Independent Utility

The proposed project is a state-of-good repair project that is needed to improve electric service and reliability in support of airport operations on the east side of the airport. In addition, the parking garage is needed to accommodate parking spaces displaced by the construction of the new substation and to provide parking for passengers using Terminals C and D. Decisions regarding other projects at LaGuardia Airport for which environmental documents are being prepared do not affect the need for the project that is the subject of this finding.

Background

To provide for safe, secure and efficient airport operations, the airport must maintain reliable and economical electrical power supply. Over time, the reliability of the electrical substations has become a constraint. Peak demand during the summer months, mainly resulting from high air-conditioning usage, has been increasing over the past several years and that trend is expected to continue. At times, the electrical demand approaches system capacity resulting in service disruptions.

Alternatives

Alternatives involving upgrading the electrical substation and replacing it at the same location were investigated. However, the existing substation cannot be further upgraded and is at the end of its useful life. It also cannot be replaced at the same location because the substation cannot be shut down, even temporarily, to allow for a replacement project. With a new substation at a new location as the only viable option, four alternative location sites were evaluated. The preferred site offers the most advantages, fewest disadvantages, and is the best alternative in terms of proximity to major electrical loads on the proposed substation. The location of the parking garage is fixed by function. It would not be reasonable to provide a parking garage for Terminals C and D anywhere except Parking Lot 4, which allows for a pedestrian bridge to be constructed over the roads between the terminals and the garage.

Discussion

The attached January 2013 Environmental Assessment (EA) and appendices address the effect of the proposed project on the quality of the human and natural environment, and are made a part of this Finding. The following impact analysis highlights the more thorough analysis presented in the EA.

Air Quality

The project area is located in a non-attainment area for both 8-hour ozone and fine particulate matter, and in a designated maintenance area for carbon monoxide. Air emissions from aircraft, motor vehicles, ground support equipment, and stationary sources are not expected to change as a result of the proposed project. However, there will be a short-term increase in emissions during the construction period. Emissions from construction vehicles and equipment were quantified using NYSDOT's MOBILE6 emission factors for on-road vehicles and exhaust emission standards for Tier 1 non-road vehicles.

The analysis concluded that the proposed project will not result in construction related emissions that equal or exceed applicable *de minimis* threshold rates, nor increase the frequency of severity of any existing violations of the national standards. Therefore, a Conformity Determination was not required. The proposed project will conform to the New York State Implementation Plan (SIP) and comply with the requirements of the Clean Air Act. No adverse impacts to air quality are expected as a result of this project.

Water Quality

The proposed project will not result in any increase in the impervious surface area of the airport; it will be constructed on and above an already paved area. Storm water will be accommodated by the existing drainage system, and will be discharged through permitted outfalls. No adverse impacts to water quality are expected as a result of the project.

Department of Transportation Act, Section 4(f) Resources

The proposed electrical substation and parking garage are located on existing airport property and would not affect a Section 4(f) resource. However, connecting and maintaining electrical feeder service to the substation impacts a landscaped portion of the Grand Central Parkway (GCP) which is a designated Section 4(f) resource. Given the location of the proposed substation on the north side of the GCP, and Consolidated Edison's point-of-entry on the south side of the GCP, there is no reasonable or prudent alternative that avoids the Section 4(f) property.

The analyses presented in the EA conclude that the project related impacts to the GCP would be temporary and limited to the construction period. The utility crossing is not expected to adversely affect the activities, features, and attributes of the GCP. Accordingly, FAA has made a determination that the proposed project would have a *de minimis* impact on the Section 4(f) resource. In making this determination, coordination has occurred with the New York City Department of Parks and Recreation (DPR) as it has jurisdiction over the Section 4(f) property. The DPR has concurred with the *de minimis* determination (see correspondence dated January 9, 2013 in Appendix A of the EA).

Although construction would be temporary and is not expected to substantially impair the Section 4(f) property, revocable consent to authorize the installation and access would be required from the DPR. Further, to minimize harm to the Section 4(f) property, the Port Authority shall restore the GCP to its preconstruction condition. Specifically, the Port Authority shall comply with the requirements of the DPR Forestry Permit that will be required for project implementation.

Other Impact Categories

The impacts of the proposed Federal action on air quality, noise, land use compatibility, social, induced socioeconomic impacts, water quality, DOT Section 4(f), biotic communities, endangered species, coastal zones, floodplains, coastal barriers, prime and unique farmland, energy supply and natural resources, light emissions, solid waste impacts, construction impacts, environmental justice, and cumulative impacts were evaluated in the EA. It is the FAA's finding that the proposed action will not have any significant effect on any of the above noted categories.

Public Involvement

Public comment was solicited by Public Notice published in *Newsday*, the *Queens Courier*, and the *Queens Tribune* newspapers on November 15, 2012. This Public Notice announced a public comment period through December 3, 2012. The EA was also made available on the Port Authority of New York and New Jersey website at <http://www.panynj.gov/about/pdf/environmental-assessment-east-end-substation-laguardia.pdf>. Minor comments were received that have been adequately addressed in the Final EA.

Mitigation Measures

1. All necessary permits for construction of the proposed action shall be obtained prior to construction.
2. Construction contract provisions shall contain the provisions of AC 150/5370-10A, "Standards for specifying construction of Airports" item P-156, temporary air, water pollution, soil erosion and siltation control and AC 150/5320-5B, "Airport Drainage."
3. The Port Authority shall obtain from the New York City Department of Parks and Recreation, revocable consent to authorize the installation and access of the electrical conduits.
4. To minimize harm to the Section 4(f) property, the Port Authority will restore the GCP to its preconstruction condition. Specifically, the Port Authority will comply with the requirements of the DPR Forestry Permit that will be required for project implementation.

CONCLUSION AND APPROVAL:

After careful and thorough consideration of the facts contained herein, the undersigned finds the federal action is consistent with existing national environmental policies and objectives as set forth in Section 101 (a) of the National Environmental Policy Act of 1969 (NEPA) and it will not significantly affect the quality of the human environment or otherwise include any condition requiring consultation pursuant to Section 102(2)(c) of NEPA.

Recommended: *[Signature]* 2/5/13
Environmental Specialist Date
New York Airports District Office

Approved: *[Signature]* 2/5/13
Manager Date
New York Airports District Office

Disapproved: _____
Manager Date
New York Airports District Office

**East End Substation and East Garage
at LaGuardia Airport**

Final Environmental Assessment

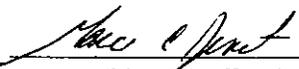
Prepared for
U.S. Department of Transportation
Federal Aviation Administration

Sponsored by
THE PORT AUTHORITY OF NY & NJ

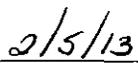
Prepared by
AECOM

January 2013

This environmental assessment (EA) becomes a Federal document when evaluated, signed, and dated by the Responsible FAA Official.



Responsible FAA Official



Date

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- Appendix B. Air Quality and Noise Report
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Acronyms

ALP	Airport Layout Plan
APE	Area of Potential Effect
ASCPS	Airport System Capacity Planning Study
ATCT	Air Traffic Control Tower
BMPP	Best Management Practices Plan
CAA	Clean Air Act (as amended in 1990)
CEQ	Council on Environmental Quality
CEQR	City Environmental Quality Review
CES	Central Electrical Substation
CFR	Code of Federal Regulations
CHRP	Cooling, Heating and Refrigeration Plant
ConEdison	Consolidated Edison
CTB	Central Terminal Building
CZMA	Coastal Zone Management Act
CZMP	Coastal Zone Management Program
DEP	Department of Environmental Protection
DOT	Department of Transportation
DPR	Department of Parks and Recreation
E.O.	Executive Order
EA	Environmental Assessment
EES	East End Substation
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
FAA	Federal Aviation Administration
FEMA	Federal Emergency Management Agency
FIRM	Federal Insurance Rate Map
FONSI	Finding of No Significant Impact
GHG	Greenhouse Gas
HAP	Hazardous Air Pollutants
KV	Kilovolt
LGA	LaGuardia Airport
LOS	Level of Service
MVA	Megavolt-Ampere
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act of 1969, as amended
NMFS	National Marine Fisheries Service
NOAA	National Oceanic and Atmospheric Administration
NOI	Notice of Intent
NOx	Nitrogen Oxides
NPL	National Priorities List
NYCDOT	New York City Department of Transportation
NYCWRP	New York City Waterfront Revitalization Program

NYSDEC	New York State Department of Environmental Conservation
NYSDOS	New York State Department of State
NYS DOT	New York State Department of Transportation
NYSNHP	New York State Natural Heritage Program
PANYNJ	Port Authority of New York and New Jersey
PFC	Passenger Facility Charge
PM _{2.5}	inhalable particulate matter less than 2.5 microns in diameter
POE	Point-of-Entry
RACT	Reasonably Available Control Technologies
RSA	Runway Safety Area
SHPO	State Historic Preservation Office
SPCC	Spill Prevention Control and Countermeasures
SPDES	State Pollution Discharge Elimination System
SWPPP	Storm Water Pollution Prevention Plan
TSS	Total Suspended Solids
VOC	Volatile Organic Compound
WES	West End Substation

Executive Summary

Introduction

In accordance with Federal Aviation Administration (FAA) policies and procedures for implementing the National Environmental Policy Act (NEPA), this Environmental Assessment (EA) includes brief discussions of the following: the need for the proposal; alternatives, including the proposed action; the environmental impacts of the proposed action and no-action alternatives; and, a listing of agencies and persons consulted.

Project Description, Purpose and Need

The Port Authority of New York & New Jersey (PANYNJ) proposes to construct a new electric substation and parking garage at LaGuardia Airport. As described in Section 1, the proposed East End Substation (EES) would be located in Parking Lot 4 in front of Terminal C. The EES is needed to replace the existing Central Electrical Substation (CES) which is nearing the end of its useful life and design capacity. It is not prudent or feasible to upgrade or replace the CES in its current location therefore it must be relocated. It is also not feasible to connect the new EES to Consolidated Edison (ConEdison) using the existing commercial electric service (feeder) lines. Instead, the EES would be connected to ConEdison using new feeder lines to be placed under the Grand Central Parkway. The proposed East Garage would also be located in Parking Lot 4, east of the EES, and is needed to provide a parking garage for Terminals C and D with enough capacity to accommodate displaced parking spaces in the surface lot, plus a reasonable allowance for growth. The six-level parking structure would be connected to Terminal C by way of a pedestrian bridge. Replacing surface parking with the East Garage and pedestrian bridge would enhance safety and convenience for passengers using Terminals C and D.

Alternatives, including the Proposed Action

Alternatives are evaluated in Section 2. Upgrading the existing CES is not a reasonable alternative because the entire facility needs to be replaced. Replacing the CES with a new facility in the same location is not a reasonable alternative because the existing CES cannot be shut down, even temporarily, to allow for a replacement project. Therefore, relocation is the only viable alternative. Four alternate sites were evaluated. The preferred site, directly in front of Terminal C, offers the most advantages, the fewest disadvantages, and it is the best alternative in terms of proximity to major loads on the proposed substation. The three remaining sites for the substation were dismissed from further consideration. The location of the East Garage is fixed by function. It would not be reasonable to provide a parking garage for Terminals C and D anywhere except Parking Lot 4, which allows for a pedestrian bridge to be constructed over the roads between the terminals and the garage.

The Proposed Action combines the preferred locations for the EES and the East Garage. Only the Proposed Action and No-Action Alternatives are carried forward for evaluation in this EA. Table 2-1 summarizes the environmental impacts of the Proposed Action and No Action Alternatives in comparative form.

Affected Environment

Section 3 briefly describes the environmental setting and lists the resources likely to be affected by the Proposed Action. Generally, LaGuardia Airport is a highly developed urban industrial complex that is built-out to the limits of the property boundary. The Airport is located in an area that does *not* meet established air quality standards. There are few, if any, biotic communities on-site and no known threatened or endangered species within the project area. The project site contains a publically-owned parkway but no historic properties. The Airport is located within a tidal floodplain, within a coastal zone management area, and above a sole-source aquifer; however, there are no wetlands or any other surface water resources in close proximity to the project site.

Environmental Consequences

Probable impacts on the environment that are likely to occur as a result of the Proposed Action and No Action Alternatives are presented in Section 4. For continuity with other airport-related NEPA documents, environmental impacts (or lack thereof) are discussed in the order presented in the *FAA's Environmental Desk Reference for Airport Actions*. Emphasis is placed on the following impact categories:

- *Air Quality*. An air emissions analysis was performed on construction activities and the results indicate that the Proposed Action would generate a temporary emissions increase that is clearly *de minimis*.
- *Coastal Zone Management*. The entire airport is located within a designated coastal zone management area but it was determined that the Proposed Action would not result in any reasonably foreseeable effects to land and water uses or natural resources of the coastal area.
- *Section 4(f) Resources*. Construction activities would temporarily affect the Grand Central Parkway; however, the effects on the Parkway were determined to be *de minimis* by the New York City Department of Parks and Recreation.
- *Floodplains*. The project site is located in a base floodplain but is not expected to impact floodplain resources; the project design includes measures to avoid or minimize the potential risk of flood damage.
- *Historic/Cultural Resources*. The project site consists of made-land that is currently used for roadways and parking; a records search indicates that no historic properties would be affected. The State Historic Preservation Office's opinion is that the Proposed Action would have no effect upon cultural resources in or eligible for inclusion in the National Register of Historic Places.
- *Noise*. No long-term noise impacts are expected to occur. Construction-related noise is unavoidable, adverse impacts can be mitigated and the effects would diminish as the project nears completion.
- *Water Resources*. Project-related impacts on surface water quality would be limited to the construction period and can be adequately controlled with best management practices; no other issues or concerns have been identified.
- *Construction Impacts*. The EES and East Garage would take approximately two and a half years to complete and the majority of the work would be performed in 2013 and 2014. During construction, there would be temporary air, noise and water pollution, and potential traffic delays.

- *Cumulative Impacts.* The Proposed Action is not expected to cause or contribute to a significant adverse effect on the environment when considered with other past, present or reasonably foreseeable future actions regardless of what agency or person undertakes such other actions.

Mitigation

Means and measures to minimize environmental harm are discussed in Section 5. Environmental permit requirements and best management practices notwithstanding, no specific mitigation measures or other environmental commitments are proposed, or have been recommended, or are otherwise needed to avoid a significance determination. Nevertheless, PANYNJ is committed to implementing the Proposed Action in accordance with all environmental laws, regulations, policies, and permit requirements applicable to the project and in accordance with the *LaGuardia Airport Best Management Practices Plan* and *PANYNJ Sustainable Design Guidelines*.

Agency Coordination

Appendix A lists the Federal, state and local agencies and persons consulted with during the EA process. The agencies contacted include:

- Federal Agencies
 - Federal Aviation Administration
 - National Marine Fisheries Service
- State Agencies
 - New York State Historic Preservation Office
 - New York State Department of Conservation
 - New York State Department of State
 - New York State Department of Transportation
- Local Agencies
 - New York City Department of City Planning
 - New York City Department of Parks and Recreation

Copies of the Draft EA were made available for review and comment to any agency or person who requested a copy.

Public Participation

An announcement was printed in the *Newsday*, *Queens Courier*, and *Queens Tribune* newspapers that the Draft EA was available for public review and comment for fifteen (15) days, ending Monday, December 3, 2012. In addition, the Draft EA was posted on the PANYNJ website (<http://www.panynj.gov/about/pdf/environmental-assessment-east-end-substation-laguardia.pdf>).

Minor comments were received during that period and are addressed in this Final EA. There have been no indications that the Proposed Action is controversial on environmental grounds; therefore, a public hearing or meeting was not warranted.

An announcement of FAA's decision will be placed in the newspapers. Copies of the Final EA and FAA's decision will be available at the administrative offices at LaGuardia Airport, PANYNJ's office in Manhattan, and the FAA Airports District Office in Garden City.

1 Project Description, Purpose and Need

This environmental assessment (EA) analyzes the potential effects associated with the construction and operation of the proposed East End Substation (EES) and East Garage at LaGuardia Airport. The project is sponsored by the Port Authority of New York and New Jersey (PANYNJ).

This EA is developed in accordance with Federal Aviation Administration (FAA) Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*; FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures*; and using FAA's *Environmental Desk Reference for Airport Actions* for guidance. Compliance with these orders and guidance ensures that the project will meet the procedural and substantive environmental requirements set forth by the Council on Environmental Quality (CEQ) in its regulations implementing the National Environmental Policy Act of 1969 (NEPA), as amended (40 CFR 1500-1508).

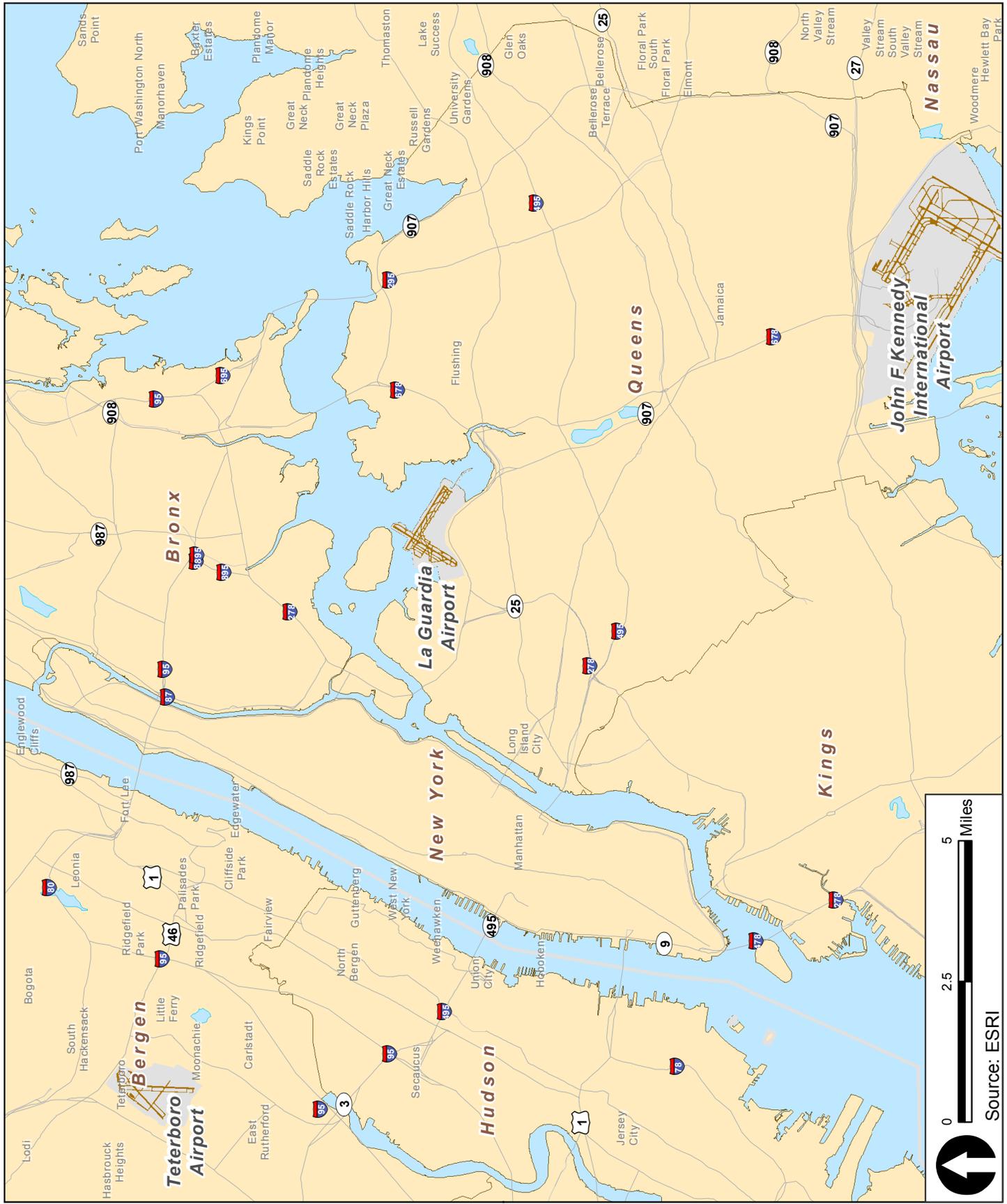
1.1 Background

LaGuardia Airport (LGA) is one of five airports operated by PANYNJ and serves the metropolitan New York City area (see Figure 1-1). The Airport is located in the Borough of Queens, New York City, New York, 8 miles east from midtown Manhattan. LaGuardia has been operated by PANYNJ under a lease with the City of New York since June 1, 1947. In 2004, PANYNJ and the City of New York concluded an agreement that ensures the agency's continued operation of LaGuardia and JFK International Airports through 2050.

The Airport's facilities are depicted in Figure 1-2. There are two runways—4/22 and 13/31—and each is 7,000 feet long. A complex taxiway system connects the runways to the passenger terminal areas. Four main terminals provide up to 71 contact gate positions: the Marine Air Terminal (Terminal A), the Central Terminal Building, or "CTB" (Terminal B), and the Delta Air Line's Terminals (Terminals C and D). More than 6,300 parking spaces are available including a 2,700-space, five-level parking garage located next to the CTB (P2). The other terminals are served by ground-level surface parking lots (P3 through P6).

Consolidated Edison (ConEdison) provides electrical power to the Airport via electric service (feeder) lines leading to two (2) separate substations owned and operated by PANYNJ—the Central Electrical Substation (CES) and the West End Substation (WES). About 70 percent of the Airport's power demand (load) is supplied from the CES. The substations are fed from two different ConEdison networks in a configuration that does not allow uninterrupted load transition from one substation to another.

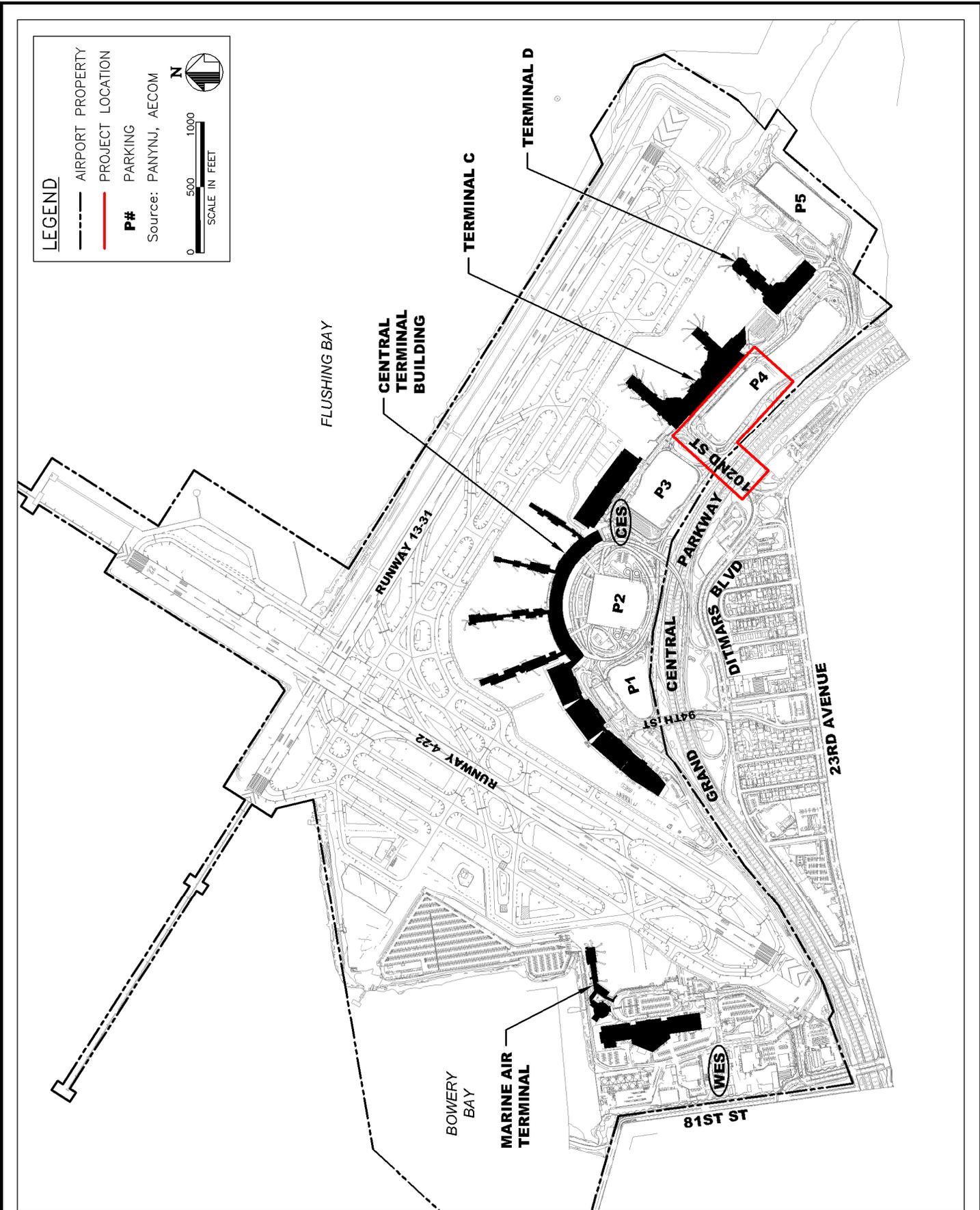
WES is a relatively new substation built in 1992 and is in good condition. CES is over 50 years old (originally built in 1961) and has reached its useful life and design capacity. The original substation was partially refurbished in 1990. Later, in 1995, the CES was expanded to accommodate east-end terminal modifications. In 2007, rehabilitation of the CES extended its useful life until approximately 2017.



**LAGUARDIA AIRPORT
ENVIRONMENTAL ASSESSMENT**
EAST END SUBSTATION AND EAST GARAGE

LOCATION MAP

FIGURE
1-1



**LAGUARDIA AIRPORT
ENVIRONMENTAL ASSESSMENT**
EAST END SUBSTATION AND EAST GARAGE

EXISTING SITE

**FIGURE
1-2**

It is essential that LaGuardia Airport maintain reliable and economical electrical power to provide for safe, secure and efficient airport operations, and the reliability of the CES has become a constraint. Peak demand, which occurs during summer months mainly due to high air-conditioning usage, has been increasing over the past several years and that trend is expected to continue. Capacity of the WES is 12 MVA and its load has progressively increased to over 10 MVA. Similarly, capacity of the CES is also 12 MVA. However, its load has consistently approached, and at times during peak demand, surpassed 12 MVA, with expectations to increase substantially in the immediate future. Based on existing airport loading analysis and anticipated load expansion, the projected overall airport load is expected to reach 32 MVA. Of that total, an estimated 10 MVA would continue to be supplied by the WES; however, the remaining 22 MVA needed would greatly exceed the 12 MVA capacity of the existing CES. As peak demands continue to approach system capacity, service disruptions can occur, as experienced during the summer of 2006 Queens power failure which ultimately affected the CES.

The anticipated load expansion on the east side of the airport is due in large part to tenant power consumption needs. In January 2012, Delta Airlines acquired Terminal C (formerly US Airways and US Airways Shuttle) which prompted the implementation of the ongoing program to upgrade both Terminals C and D. The program includes installation of ground power and preconditioned air units, addition of a baggage conveyor system, in-line baggage screening, new concessions, reclaimed gates, and construction of a connector between the two terminals with passenger walkways and baggage conveyors. The upgrades and replacements will increase power demand for Terminals C and D by summer 2014 (estimated completion of construction).¹ The full implications with regard to the capacity of the substations and improvement/upgrading options were not known at the time of project design and initiation of construction; therefore, the demand requirements were later incorporated into the analysis of LaGuardia's power needs. Other projects under various stages of development that will also contribute to the increased overall Airport electrical demand include Pump House #4 dike pumps upgrade which is scheduled to be complete by 2014.

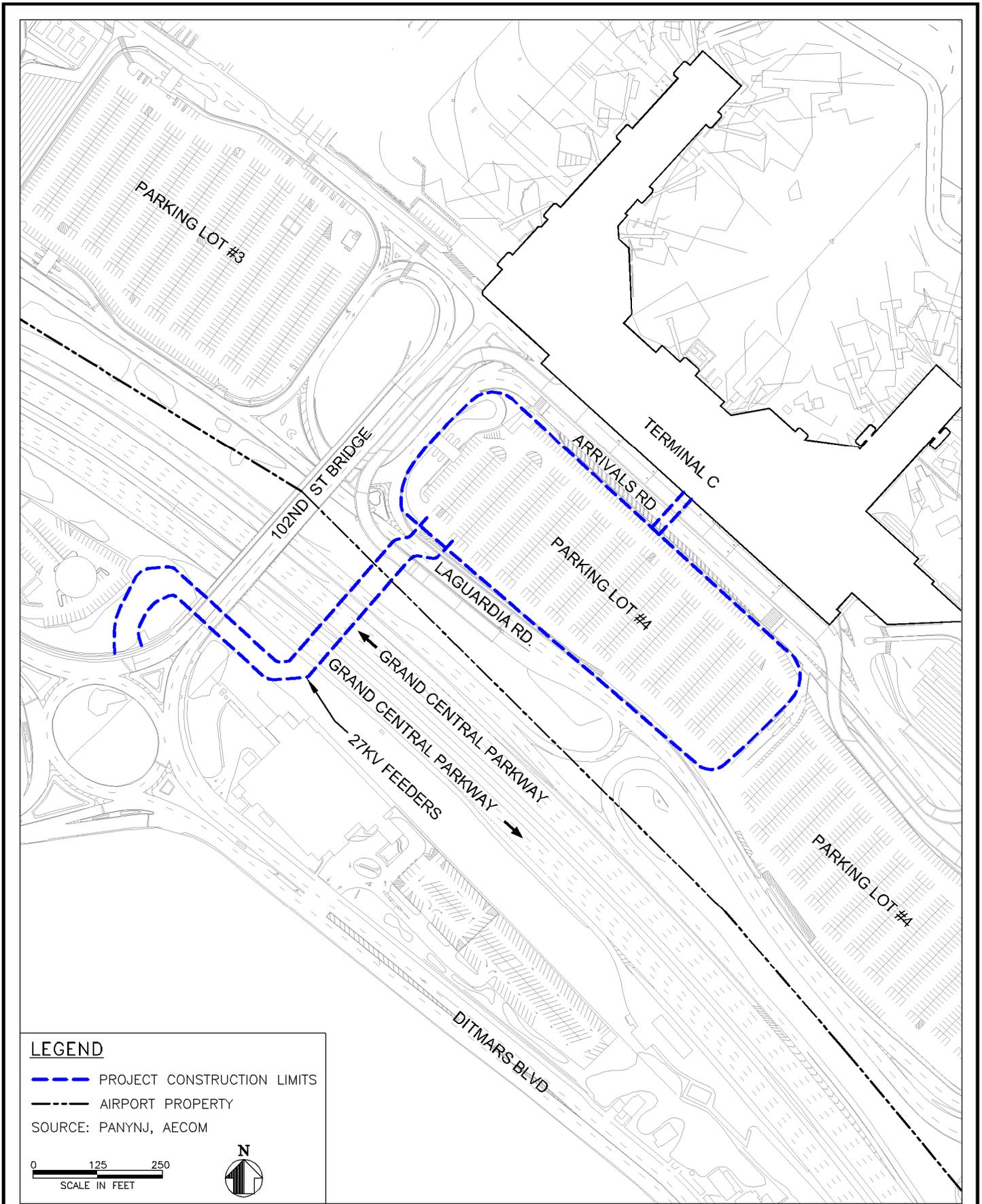
1.2 Project Description

PANYNJ is planning to construct the East End Substation and East Garage at LaGuardia Airport. The EES is needed to replace the existing CES, which is nearing the end of its useful life and design capacity. The proposed EES would be located in the existing surface Parking Lot #4 in front of Terminal C, giving rise to the need to construct the East Garage to accommodate several hundred parking spaces displaced by the EES (see Figure 1-3).

1.2.1 East End Substation

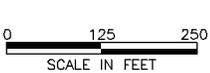
The EES would serve several buildings on the east side of the Airport including, but not necessarily limited to, a portion of the Central Terminal Building, Terminals C and D, and Hangars 2 and 4. When construction is complete, the existing WES and new EES would be sufficient to maintain reliability of the Airport's power distribution network and the existing CES can be taken off-line and the equipment removed.

¹ Delta Airlines load letter dated 08/26/2011.



LEGEND

- - - - PROJECT CONSTRUCTION LIMITS
 - - - - AIRPORT PROPERTY
- SOURCE: PANYNJ, AECOM



**LAGUARDIA AIRPORT
ENVIRONMENTAL ASSESSMENT**
EAST END SUBSTATION AND EAST GARAGE

PROJECT SITE

**FIGURE
1-3**

The proposed EES would be a ground plus two-level structure including an adjacent loading dock and service yard for scheduled maintenance and repairs. The EES would be a 24 MVA substation using a 6-feeder, closed tie configuration. The building, located on the west end of Parking Lot #4, would have a footprint of 15,000 square feet thereby displacing 265 parking spaces. The EES grade level would be used for utility vaults and other non-critical items; the first and second floors would house critical electrical equipment, resulting in an overall height of 53 feet. The 27KV/5KV transformers would be located on the outside platform of the second floor. The main equipment-level would be raised approximately two feet above the 100-year flood elevation.

The arrangement of the transformers and the orientation on the site would be coordinated with the confirmed approach to bring commercial electric service to the EES site. Currently, commercial service to the existing CES is provided by ConEdison through four (4) shared 27KV feeders. In consultation with ConEdison, it was determined that six (6) shared 27KV feeders, contained in three duct banks, are needed to provide commercial service power to the EES. Engineering evaluations confirm that the existing service line cannot be expanded to accommodate six feeders and therefore a new airport service line needs to be established.

The location of point-of-entry (POE)—the demarcation site between ConEdison and PANYNJ feeders—was discussed with ConEdison. The new POE is agreed to be located at the 102nd Street Bridge on the south side of the Grand Central Parkway. Extension of the high voltage feeder lines over the Parkway was deemed impractical (for more discussion, see Section 2.4.3 in this EA document). Therefore, the feeders would be extended, underground, from the POE to the EES. The construction method would be trenching and backfilling, the roadways and landscape would be restored to their original condition, and the installation underneath the roadways timed to coincide with the ongoing New York State Department of Transportation (NYS DOT) 94th Street interchange improvements project (including the 94th Street entrance to the Airport) which is scheduled to be complete by the 2nd quarter of 2013. Three duct banks are needed to support the EES; however, six duct banks would be installed under the roadways only to accommodate future expansion without impacting the roadways or traffic.

Power from the EES to receiving facilities would be distributed through existing duct banks to the degree practicable. New duct banks, conduits and man-holes may be installed where existing utilities do not exist or are not usable. The project is in the early design phase and an investigation is underway to determine the feasibility of using existing conduits (versus new).

1.2.2 East Garage

The proposed East Garage would be located in front of Terminal C and just east of the proposed EES. The East Garage would consist of ground plus five levels of supported parking for approximately 1,100 cars.

Parking Lot #4 has a total capacity of 1,449 vehicles – 711 parking spaces in the west side of the lot and 738 spaces in the east side of the lot. Construction of the EES would displace 265 spaces in the west side of the lot. When the garage is constructed, the entire west side of Parking Lot #4 would be closed to parking until the garage is opened. During construction, displaced parking would be accommodated in the east side of Parking Lot #4, Parking Lot #3 located between Terminals B and C, and in Parking Lot #5 located east of Terminal D. Some passengers using Terminal C may experience increased walking distances during the construction period. Shuttle service would be provided for passengers having to

use remote parking areas such as Parking Lot #5. No off-airport parking would be needed to accommodate displaced parking spaces during construction.

Two garage layouts are being considered—flat-plate and sloped-plate. The building footprint for these two options is not appreciably different and the project site remains the same for either garage layout. Two construction methods are also being considered: pre-cast concrete installation and cast-in-place. The final appearance of the garage would not be appreciably different and the project site remains the same for either method. At ground plus five levels, the overall height of the garage would be consistent with the height of adjacent Terminals C and D.

All the design alternatives incorporate the installation of a pedestrian bridge connecting Level 4 of the proposed East Garage to existing Terminal C. Passengers would use elevators in the garage to reach the bridge level to cross over the terminal frontage roadways to access Terminal C.

Although the design of the East Garage façade has not yet been developed, the intent is to create a screen wall that provides a transparency from the inside. This would allow maximum natural light to enter the garage and also provide optimal natural ventilation to avoid the need to provide mechanical ventilation.

1.3 Purpose and Need Statement

The purpose of the proposed action is to:

- Replace the out-of-date CES with a new EES in order to provide increased reliability through additional electrical capacity at a location that better serves the east side of the Airport;
- Provide a parking garage for Terminals C and D with enough capacity to accommodate displaced parking spaces in the surface lot, plus a reasonable allowance for growth.

The proposed action is needed because:

1. The existing CES is more than 50 years old and is nearing the end of its useful life and design capacity. The CES was built in 1961, partially refurbished in 1990, expanded in 1995, and rehabilitated in 2007 to provide electric service through 2017—by then, a new facility must be in place and operating.

The CES serves three of the airport's four terminals along with other buildings and facilities. Approximately 70 percent of the total airport load is supplied from the CES and peak power demands regularly approach the 12 MVA normal operating capacity allowed by ConEdison. The two existing airport substations (WES and CES) are not configured in a manner that allows for uninterrupted load transition. This prevents shifting excess loads to the WES when tenant power consumption needs require more electricity than the CES is able to provide. During summer months when peak demands occur, the system is vulnerable and the risk of a power failure increases.

In addition to the age and current condition of the CES, Delta Airlines' power demand is expected to double from 5 MVA to 10 MVA after improvements to Terminals C and D are complete, including installation of ground power and preconditioned air units, a new baggage conveyor system, in-line baggage screening, and a connector between the two terminals. PANYNJ is required to meet tenant

power consumption needs and these needs cannot be met using the existing CES. The projected overall airport load is expected to reach 32 MVA, which exceeds the 24 MVA capacity of the two existing airport substations (12 MVA each).

Reliable electric service is essential to providing safe, secure, and efficient airport operations and the aging CES is a critical component of the airport's power system. Replacing the CES is a state-of-good-repair project. If no action is taken, the existing CES would eventually begin to fail and the WES cannot accommodate the total airport load. Any service interruption would compromise airport safety and security, and in the event of a power failure limited resources would have to be allocated to an emergency repair that could have been avoided.

2. There is no parking garage for Terminals C and D and a large portion of the surface lot in front of Terminal C is needed for the proposed EES.

The only parking garage at LaGuardia Airport is located in front the Central Terminal Building (CTB) and is too far away for passengers using Terminals C and D. Under existing conditions, there is not an equivalent level service for passengers using Terminals C and D as those passengers using the CTB. A parking garage that is connected to Terminals C and D would offer these customers increased convenience and protection from adverse weather conditions.

The closest parking to Terminals C and D is Parking Lot #4 and they are separated by the arrivals roadway, which requires passengers to walk across nine lanes of traffic. Pedestrian crossings impede traffic circulation and flow along the arrivals roadway and there is also an inherent risk to passengers having to cross a busy roadway. A pedestrian bridge would increase safety and efficiency by allowing passengers to cross over the arrivals roadway.

From an engineering perspective, the best location for the proposed EES is the western half of Parking Lot #4 in front of Terminal C. However, from a passenger's perspective, construction of the EES displaces 265 parking spaces closest to Terminal C. Constructing a parking garage would free up valuable land space for the EES, replace surface parking displaced by the EES, and provide a marginal increase in parking capacity for convenience and growth.

1.4 Independent Utility

The EES is a state-of-good repair project that is urgently needed to improve electric service and reliability in support of airport operations on the east side of the airport, including, but not necessarily limited to, ongoing improvements to Terminals C and D. In addition, the East Garage is needed to accommodate parking spaces displaced by construction of the EES and to provide a parking garage for passengers using Terminals C and D. Decisions regarding other NEPA projects at LaGuardia Airport for which EAs are being prepared do not affect the need for pursuing the EES/East Garage.

1.5 Requested Federal Action and Schedule

The Federal Actions are:

- The approval of revisions to the Airport Layout Plan (ALP) for the construction of the following projects:

- Proposed East End Substation
- Proposed East Garage
- Approval for the PANYNJ to establish eligibility to participate in funding through the use of passenger facility charges (PFCs) for eligible airport development, assuming the independent requirements of this program are met.

Subject to environmental, ALP and funding approvals, construction is expected to begin by early 2013 and be completed by mid-2015.

1.6 Required Land Use/Environmental Permits

The following land use or environmental permits may be required prior to construction of the Proposed Action:

- Revision to New York State Department of Environmental Conservation (NYSDEC) State Pollution Discharge Elimination System (SPDES) Permit for Stormwater Discharges for LGA (Permit Number NY-0008133 DEC Number 2-6301-00106/00023)
- NYSDEC SPDES General Permit for Stormwater Discharges from Construction Activity Permit No. GP-0-10-001
- Stormwater Pollution Prevention Plan (SWPPP) and Notice of Intent (NOI) (submitted to NYSDEC at least 30 days prior to construction)
- Concurrence with New York State and New York City Waterfront Revitalization Program Coastal Zone Consistency Assessment Forms
- New York City Department of Parks and Recreation (DPR) Construction and Forestry Permits

1.7 Aviation Activity Forecasts

PANYNJ recently updated the aviation activity forecasts for LaGuardia Airport as part of the Airport System Capacity Planning Study (ASCPS) for Port Authority airports.² FAA approved the latest forecasts in April 2012.³ According to the FAA-approved forecasts, passenger activity at LaGuardia is expected to increase 1.8 percent each year, on average, for the 20-year planning period (2012-2032).

However, the EES and East Garage are ancillary facilities that would have no effect on aviation activity or the ability of the Airport to accommodate forecast aviation demand. The FAA-approved forecasts for LaGuardia Airport will not change with or without the proposed project.

² Long Range Forecasts for the Port Authority Airports, prepared for the Federal Aviation Administration by the Port Authority of New York and New Jersey (April 2012).

³ Letter from Steven Kapsalis, FAA, to Arlyn Purcell, PANYNJ (April 13, 2012).

2 Alternatives

This section evaluates the Proposed Action and No-Action Alternatives in comparative form, in terms of their ability to accomplish the project purpose and need, and in terms of the environmental consequences associated with each alternative.

2.1 Proposed Action

Under the Proposed Action, PANYNJ would implement the project as described in Section 1.2 and depicted in Figure 2-1. If the Proposed Action is implemented, the EES would be designed and constructed to meet the current and reasonably anticipated future energy demands of LaGuardia Airport. The EES would be ideally located in close proximity to end users and would have the capacity to accommodate tenant power consumption needs in fulfillment of PANYNJ's lease obligations. With two relatively new substations online, service and reliability would be substantially improved and the risk of power outages would be substantially reduced.

In addition, the East Garage would be constructed to accommodate parking spaces displaced by the EES and construction activities associated with the substation and new garage. A pedestrian bridge would connect the East Garage to Terminal C. The garage and bridge would enhance passenger convenience and provide protection from adverse weather conditions for passengers using Terminals C and D—thereby offering an equivalent level of convenience when compared to the CTB. *The Proposed Action satisfies the project's purpose and need.*

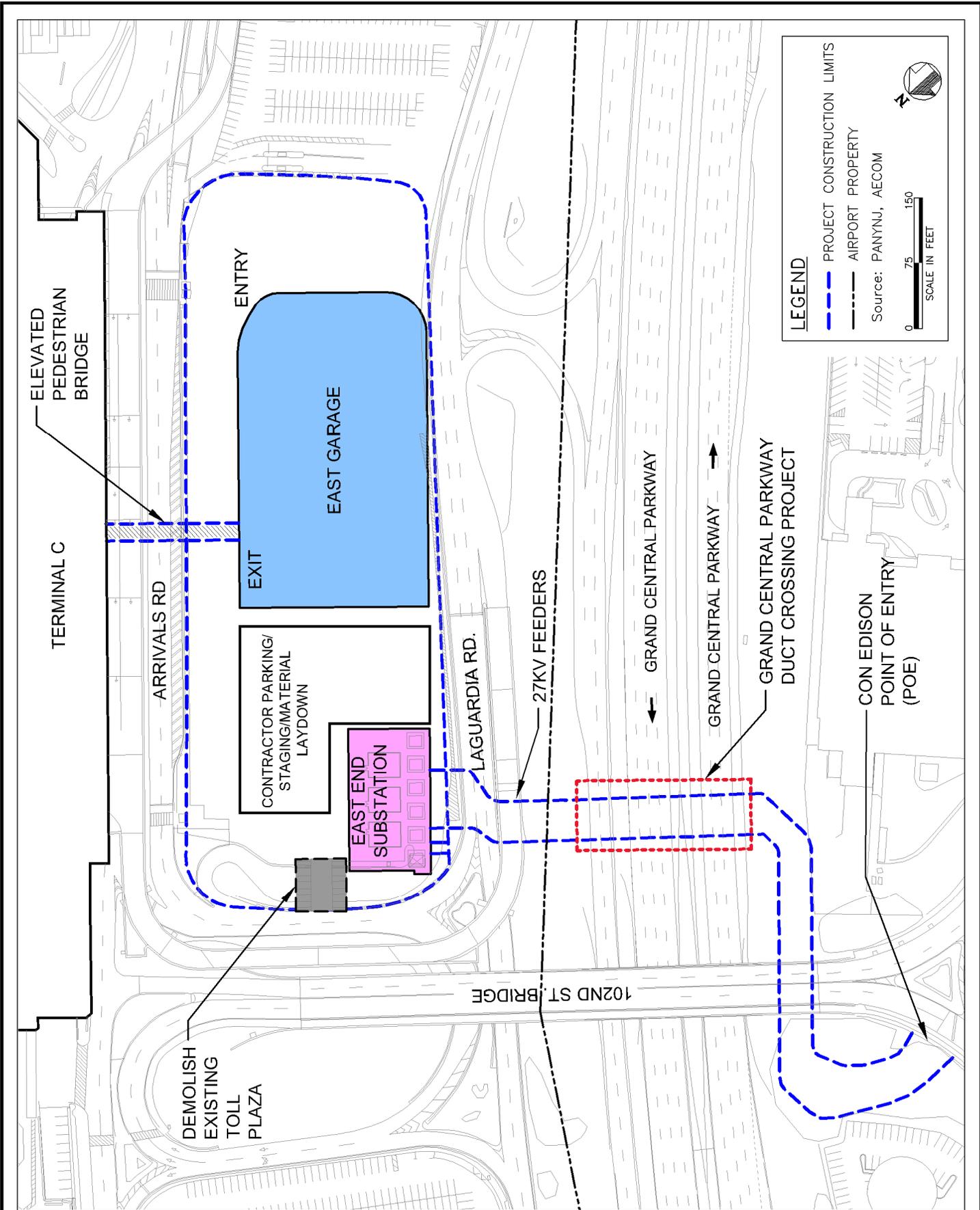
2.2 No-Build/No-Action Alternative

Under the No-Action Alternative, the Proposed Action would not be implemented, the environmental impacts associated with the build alternative would be avoided, and PANYNJ would have to consider less desirable options to meet tenant power consumption needs. If the Proposed Action is not approved, power to LaGuardia Airport would continue to be provided by the WES and CES for the foreseeable future. Demands on the CES would continue to increase as the Terminals C and D improvements and other projects are added to the grid. Service and reliability would not be improved, maintenance costs would increase and greater risk of power outages would compromise airport safety and security.

Without the EES, it is unlikely PANYNJ would construct the East Garage at this time. If no parking spaces are displaced (by the EES), there is adequate capacity in Parking Lot #4 to meet current and near-term demands for parking at Terminals C and D. If the East Garage is not constructed, there would be no increase in convenience and no protection from adverse weather conditions for passengers using Terminals C and D. Without the East Garage, there would be no pedestrian bridge for passengers to cross over nine lanes of traffic in front of the terminal building. *The No-Action Alternative fails to satisfy the project's purpose and need.*

2.3 Summary of Environmental Consequences

Table 2-1 summarizes the potential environmental impacts associated with the implementation of the Proposed Action and No-Action Alternatives. These findings are discussed in more detail in Section 4.



LAGUARDIA AIRPORT ENVIRONMENTAL ASSESSMENT
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PROPOSED ACTION

FIGURE 2-1

Table 2-1. Comparison of Alternatives

Environmental Impact Category	Level of Impact		Significance*
	No-Action	Proposed Action	
Air Quality <ul style="list-style-type: none"> Peak year emissions of ozone precursors (VOCs and NOx) and PM_{2.5} 	None	VOC 1.71 tons/year NOx 31.23 tons/year PM _{2.5} 1.02 tons/year	Less than significant
Coastal Resources <ul style="list-style-type: none"> Development within a designated Coastal Zone Management Area 	None	4.82 acres of redevelopment within the CZMA; state and local agencies concurred with coastal zone consistency determination	Less than significant
Compatible Land Use <ul style="list-style-type: none"> Changes in off-airport land use or zoning 	None	None	None
DOT Section 4(f) <ul style="list-style-type: none"> Physical or constructive use of a Section 4(f) property 	None	Revocable consent for installation and maintenance within the portion of the Grand Central Parkway under DPR jurisdiction; impacts determined to be <i>de minimis</i>	Less than significant
Energy Supply, Natural Resources and Sustainable Design <ul style="list-style-type: none"> Increase in energy or natural resource consumption 	Future energy demands not satisfied by the CES	Future energy demands satisfied by the EES	Less than significant
Farmlands <ul style="list-style-type: none"> Conversion of farmland/soils to non-agricultural use 	None	None	None
Fish, Wildlife, and Plants <ul style="list-style-type: none"> Presence of Federal- or state-listed species or critical habitat 	None	None	None
Floodplains <ul style="list-style-type: none"> Encroachment upon 100-year floodplains 	None	4.76 acres of redevelopment; no adverse effect	Less than significant
Hazardous Materials, Pollution Prevention and Solid Waste <ul style="list-style-type: none"> Use of land that may contain hazardous materials or generation of solid waste 	None	No expectation of encountering contaminated media; temporary increase in solid waste generation during construction	Less than significant
Historic Architectural/Archeological Properties <ul style="list-style-type: none"> Number of resources with the APE 	None	None	None
Light Emissions and Visual Impacts	None	No appreciable difference	Less than significant
Noise <ul style="list-style-type: none"> Noise sensitive sites exposed to a noise increase of at least DNL 1.5 dB 	None	No change in aircraft or traffic noise; temporary increase in construction noise in compliance with local noise ordinances	Less than significant
Secondary (Induced) Effects	None	None	None
Social Impacts	None	None	None

Environmental Impact Category	Level of Impact		Significance*
	No-Action	Proposed Action	
Water Quality <ul style="list-style-type: none"> Changes in the quality or quantity of surface or groundwater resources Contamination of a sole source aquifer or its recharge area 	None	Temporary impacts on surface water quality during construction in compliance with SPDES permit requirements; no impacts on groundwater resources	Less than significant
Wetlands <ul style="list-style-type: none"> Impact to Federal or State regulated wetlands 	None	None	None
Wild and Scenic Rivers <ul style="list-style-type: none"> River segments listed in the Wild and Scenic River System 	None	None	None
Construction Impacts <ul style="list-style-type: none"> Air, noise, water and traffic impacts 	None	Temporary increases in air, noise and water pollution; off-peak traffic slowing and lane closures	Less than significant
Cumulative Impacts <ul style="list-style-type: none"> Additive effects to other past, present or reasonably foreseeable projects 	None	Temporary construction impacts	Less than significant

*Based on significant impact thresholds as presented in FAA Order 5050.4B, Table 7-1.

2.4 Alternatives Considered but Eliminated from Further Consideration

2.4.1 Alternatives to Improve/Replace the CES (In situ)

Two alternatives were considered to upgrade or replace the CES without having to relocate the facility:

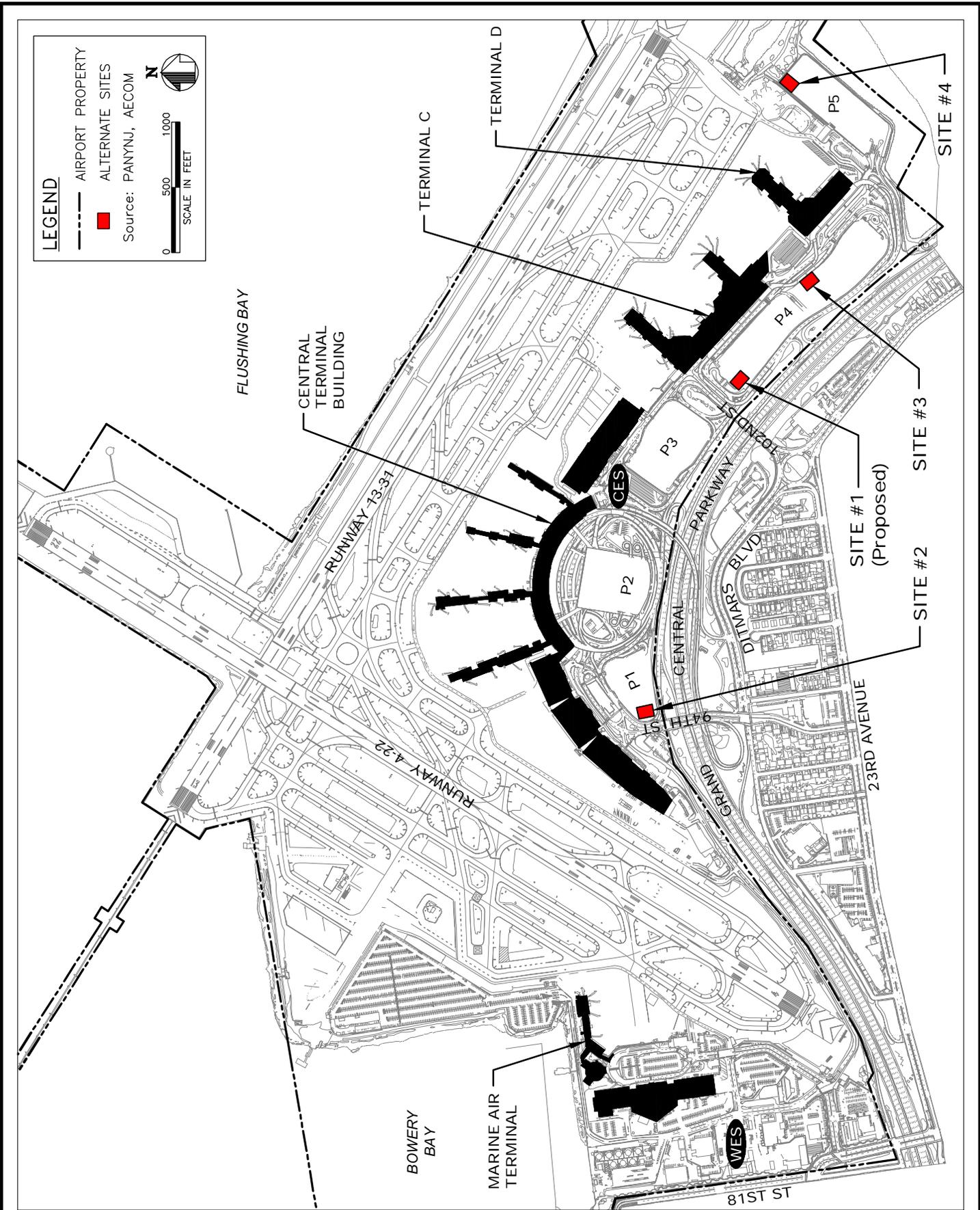
- Upgrade the CES. The CES was constructed in 1961, refurbished in 1990, expanded in 1995, and rehabilitated in 2007. The existing facility is 50-years old and has reached the end of its useful life and design capacity. Additional repairs to the facility would not ensure normal airport function under current and future operating conditions. *It is not reasonable to continue to upgrade the existing CES because the improvements needed to meet the project's objectives require the CES to be replaced with entirely new infrastructure with more electrical capacity.*
- Replace the CES. It is not practicable to replace the existing CES in the same location. The CES provides 70 percent of the electric power to LaGuardia Airport and cannot be shut-down, even temporarily, to facilitate a replacement project. In addition, the existing substation is surrounded by airport roadways, with no additional space available for construction of a replacement facility in the same location. *It is not reasonable to replace the existing substation because the operational requirements for continuous Airport power supply require the CES to be relocated.*

2.4.2 Alternatives to Relocate the CES

Four alternative locations were identified within the passenger terminal complex. Given the highly developed nature of the terminal area and the general lack of open space, the only feasible alternatives involve using some portion of an existing surface parking lot (see Figure 2-2). PANYNJ thoroughly evaluated the advantages and disadvantages of all four locations. The Preferred Alternative—Site 1—was selected as the Proposed Action. Sites 2, 3 and 4 were considered and dismissed:

- Site 2 is located in Parking Lot #1 on high ground adjacent to the airport traffic control tower (ATCT). This is the only possible location within the terminal area that is not within the 100-year floodplain. However, Site 2 is not a reasonable alternative in terms of proximity to major loads (including Terminals C and D) and in terms of severe site constraints that would limit construction staging and any opportunity for potential future expansion of the substation. *Site 2 is not a practicable alternative that avoids developing within the floodplain.*
- Site 3 is located in Parking Lot #4 between Terminals C and D. It is located a further distance from major loads than the proposed site and offers no other competitive advantage. *Site 3 is not a reasonable alternative site location for the proposed substation.*
- Site 4 is located in Parking Lot #5 on the far eastern side of the Airport. It is located a significant distance from major loads. This is the only alternative with a height restriction that would limit the substation to a two-story structure, which requires a larger building footprint and would displace more parking spaces. *Site 4 is not a practicable alternative site location for the proposed substation.*

When compared to the Proposed Action (Site 1), alternate Sites 2, 3 and 4 are not reasonable alternatives and were eliminated from further consideration.



**LAGUARDIA AIRPORT
ENVIRONMENTAL ASSESSMENT
EAST END SUBSTATION AND EAST GARAGE**

**ALTERNATIVE SUBSTATION
LOCATIONS**

**FIGURE
2-2**

2.4.3 Alternate Grand Central Parkway Crossing

The proposed EES is located on the north side of the Grand Central Parkway and the point-of-entry with ConEdison is located on the south side of the Parkway; therefore, the high voltage service lines must cross the Parkway in order to complete the connection. In order to cross *over* the Parkway, the new duct bank would have to be suspended from the 102nd Street Bridge. This is not a reasonable alternative because:

1. The existing bridge is not wide enough to comply with ConEdison's requirement for 20-foot separation between the feeder lines
2. Structural cross members would have to be modified to support the duct bank installation, adding substantial time and cost to the construction project
3. An incident involving the bridge due to accidental or deliberate causes could result in sudden loss of power to the EES

The preferred method for crossing the Parkway is to use a cut-and-cover method (i.e., trenching and backfilling) to bury the duct bank beneath the roadway. Extending the feeder lines *under* the Parkway can be accomplished quickly, more efficiently, and without having to modify the 102nd Street Bridge in any way. In addition, burying the duct banks underground would protect the feeder lines from potential incidents involving the roadway, traffic or the bridge above.

2.4.4 Alternate Garage Locations

Generally, the location of the East Garage is considered to be fixed by function. The garage needs to be located in front of (and be connected to) Terminal C and the building footprint needs to have as little impact on Parking Lot #4 as possible. Given the highly developed nature of the Airport property and the general lack of open space, the only possible alternate locations for a garage involve using some portion of an existing surface parking lot. No other parking lots are located in front of Terminals C and D and there are no unique environmental impacts associated with the proposed location that would otherwise be avoided if the garage were to be located further east on Parking Lot #4 than planned. On this basis, the only reasonable alternatives for the proposed garage are Build and No-Build.

3 Affected Environment

3.1 Project Location and Setting

LaGuardia Airport is located in the Borough of Queens, New York City, New York. The Airport is eight (8) miles from midtown Manhattan, in a densely developed metropolitan area. The property consists of 680 acres and is bordered by Flushing Bay and Bowery Bay to the north. The Grand Central Parkway runs along the southern property line, which connects to I-278 and I-495. The Airport is adjacent to the neighborhoods of Steinway, Jackson Heights, and East Elmhurst. Some commercial and industrial lots are interspersed between the residential development.

Figure 3-1 is an aerial photograph of LaGuardia Airport and the surrounding area.

3.2 Environmental Inventory

Table 3-1 provides a summary of the human and natural resources in the project study area. For convenience, the table is presented on a resource-by-resource basis in the same order as the resources are evaluated next in Section 4.



**LAGUARDIA AIRPORT
ENVIRONMENTAL ASSESSMENT**
EAST END SUBSTATION AND EAST GARAGE

SURROUNDING ENVIRONS

**FIGURE
3-1**

Table 3-1. Affected Environment by Resource Category

Resource Category	Summary Description
Air Quality	The New York-Northern New Jersey-Long Island (NY, NJ, CT) metropolitan area is in non-attainment for 8-hour ozone and fine particulate matter (PM _{2.5}) and is a maintenance area for carbon monoxide.
Coastal Resources	There are no coastal barriers in the project area; however, the project area is within the New York Coastal Zone Boundary.
Compatible Land Use	The project area is located on existing Airport property and a section of the Grand Central Parkway. The Parkway is adjacent to a residential area that could be affected by the project.
Construction Impacts	The Airport is located in a highly developed metropolitan area where construction activities are not uncommon and typically managed at the local level.
Section 4(f) Resources	The Grand Central Parkway is a publicly owned parkway that runs along the southern border of the Airport property.
Energy Supplies, Natural Resources and Sustainable Design	The Airport relies on public utilities for electricity and natural gas. The substation serving the eastern section of the Airport is nearing the end of its useful life.
Farmlands	There are no farmlands in the vicinity of LaGuardia Airport.
Fish, Wildlife and Plants	The project area is an existing parking lot with no ecological value. The Airport borders Bowery and Flushing Bays and small areas of tidal wetlands are present on the property. No federal- or state-listed rare, threatened or endangered species are known to occur in the project area.
Floodplains	The project area is within the 100-year tidal floodplain.
Hazardous Materials, Pollution Prevention and Solid Waste	There are no listed hazardous waste sites, landfill sites, munitions sites, or oil or gas pipelines in the project area. A Federal de-listed NPL site is located within 1.5 miles of the property. There are local utility easements for electricity, natural gas, and sanitary sewer lines.
Historic, Architectural, Archeological or Cultural Resources	The Marine Air Terminal is listed on the National Register for Historic Places; however, there are no historic resources located within the area of potential effect. The project site is located on made land that is unlikely to contain archaeological or prehistoric resources.
Light Emissions and Visual Effects	Aviation lighting is required for security, obstruction clearance, and aircraft navigation in the air and on the ground.
Noise	There are noise sensitive sites, including residences and an elementary school, across the Grand Central Parkway from the project site.

Resource Category	Summary Description
Secondary (Induced) Impacts	LGA is a major employer and contributes more than \$11.6 billion in economic benefits to the NYC area each year. Capital development (i.e., construction projects) generate additional income and employment opportunities, if only temporarily.
Social Impacts	The project site is located on existing airport property and the Grand Central Parkway right-of-way.
Water Quality	The Airport property is bordered by Bowery and Flushing Bays. There are no surface water resources in the project study area. The Airport is located above the Brooklyn-Queens sole source aquifer. Surface water discharges comply with a SPDES permit.
Wetlands	Tidal wetlands are present on the Airport property; however, there are no freshwater or tidal wetlands in the project area.
Wild and Scenic Rivers	There are no wild or scenic rivers in the project area.

4 Environmental Consequences

4.1 Air Quality

The Clean Air Act (CAA) is the comprehensive federal law that regulates air emissions from stationary and mobile sources. Among other things, this law authorizes the Environmental Protection Agency (EPA) to establish National Ambient Air Quality Standards (NAAQS) to protect public health and public welfare and to regulate emissions of hazardous air pollutants.

Areas of the country where air pollution levels persistently exceed the NAAQS are designated “nonattainment.” Areas that had a history of nonattainment but are now meeting NAAQS are designated as “maintenance.” According to the EPA’s Green Book, Queens County in New York is a designated nonattainment area for two criteria pollutants—ozone *and* fine particulates—and a designated maintenance area for carbon monoxide.⁴

LaGuardia Airport is located in Queens County, which means project-related air emissions would occur within an EPA-designated nonattainment area. The Proposed Action is not exempt from the Clean Air Act nor is the project presumed to conform under FAA rules. Therefore, the EPA’s General Conformity Rule applies to the project and an air quality analysis must be prepared.

Project-related air emissions are typically divided into two categories. *Direct* emissions are associated with the (short-term) construction of the project. *Indirect* emissions are associated with the (long-term) operations of the project. For the purpose of this discussion, it is assumed that no indirect emissions are associated with the project, for two reasons. First, aircraft operations and/or vehicle traffic volumes are not expected to change with or without the project; second, no emissions sources are associated with the daily operation of the EES or the East Garage.

On this basis, the air quality analysis focuses on the construction-related activities only. Supplemental air emissions quantification was performed to determine whether project-related emissions would equal or exceed established screening criteria emissions rates known as *de minimis* thresholds. According to the analysis, peak year construction emissions are far below applicable threshold rates. The analysis and results are presented in Appendix B.

Also discussed in Appendix B, detailed (“hot-spot”) analysis is not warranted for two reasons. First, the number of construction vehicles is not expected to exceed the screening criteria established by the New York City Department of Environmental Protection’s (DEP) *City Environmental Quality Review (CEQR) Technical Manual*. Second, traffic volumes are expected to remain the same with or without the project; therefore, no increase in localized concentrations is expected. There are no emissions associated with the operation of the EES or the East Garage; therefore, greenhouse gasses (GHGs) and hazardous air pollutants (HAPs) are not air quality issues or concerns.

⁴ EPA list of currently designated nonattainment and maintenance areas for all criteria pollutants as of March 30, 2012.

The No-Action Alternative would result in no emissions increase; whereas, the Proposed Action would cause a short-term increase in construction-related air emissions, the levels of which are *de minimis*. According to FAA guidance, agency consultation is not necessary, no mitigation is necessary and no further analysis is required for Clean Air Act or NEPA purposes.⁵

4.2 Coastal Resources

4.2.1 Coastal Barriers

There are no coastal barriers located in the vicinity of LaGuardia Airport. No impacts to coastal barrier resources are expected to occur as a result of the Proposed Action or No-Action Alternatives.

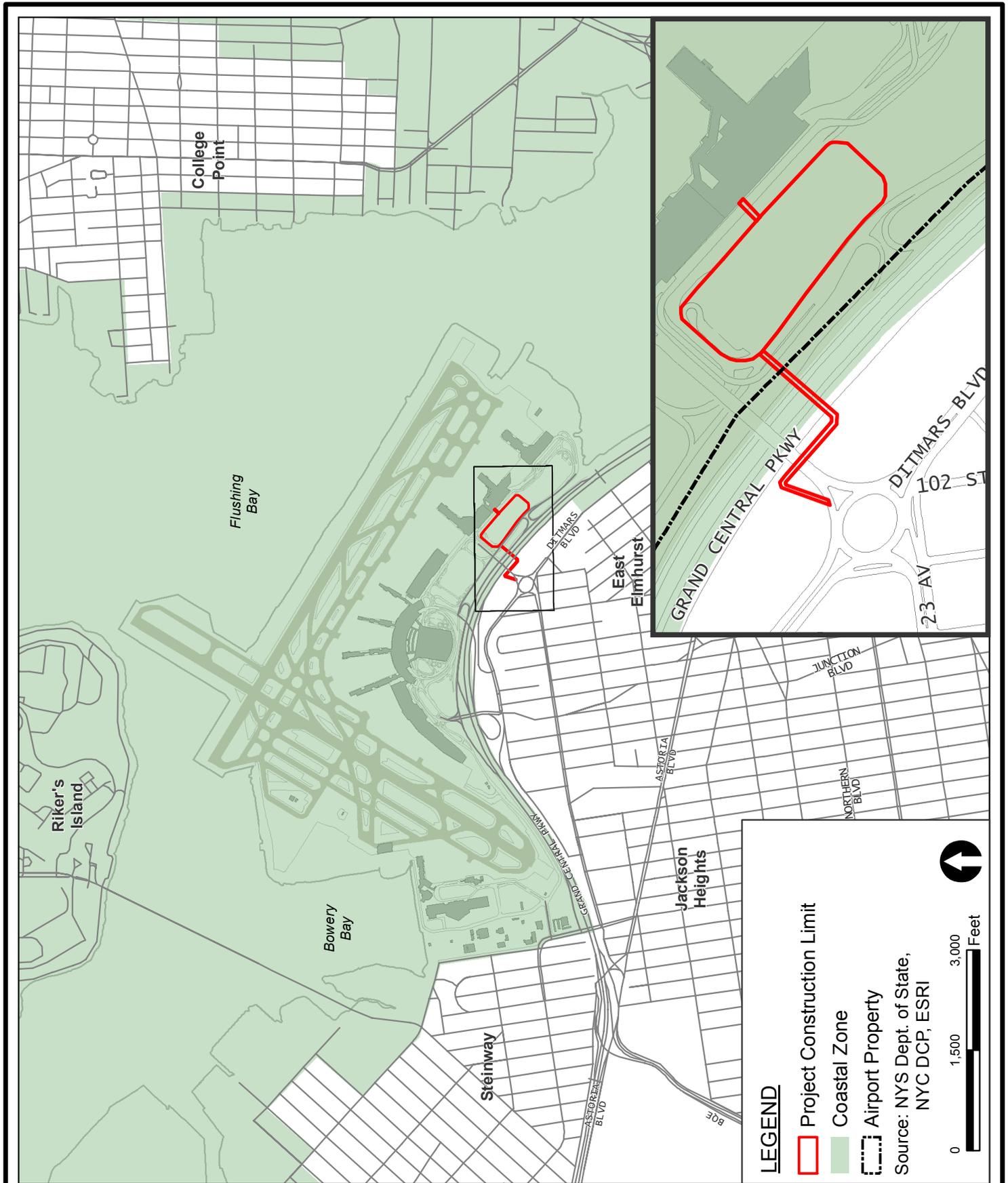
4.2.2 Coastal Zone Management Resources

The Federal Coastal Zone Management Act (CZMA) of 1972 recognizes the nation's coastal resources and directs coastal states to create coastal zone management programs (CZMPs). In 1981, New York State adopted the Waterfront Revitalization of Coastal Areas and Inland Waterways Act. This act enables municipalities to adapt statewide policies to local coastal management programs. New York City was the first municipality in the state to do so. The New York City Waterfront Revitalization Program (NYCWRP) is the City's principal coastal zone management tool. It establishes the City's policies for development and use of the waterfront and provides the framework for evaluating the consistency of local, state and federal discretionary actions in the coastal zone.

As shown in Figure 4-1, LaGuardia Airport is located within the Coastal Zone Boundary of New York, as is the Grand Central Parkway right-of-way along the south side of the Airport. But for a small section of the utility corridor located south of the Parkway, the proposed EES and East Garage, and most of the utility corridor, are located within the designated coastal zone management area. Given that the coastal zone boundary encompasses all of the Airport, and the affected segment of the Parkway as well, it is not possible for the Proposed Action to avoid development within the coastal zone, if the project's objectives are to be accomplished. As a result, approximately 4.82 acres of existing built land would be redeveloped within the coastal zone boundary.

Although the proposed project site is located within the coastal zone, there are no foreseeable impacts to any coastal resources of concern. Section 4.15 in this EA addresses project-related impacts on water resources and measures to minimize harm; no adverse impacts have been identified that cannot be adequately controlled through the use of water quality best management practices. Section 4.16 in this EA addresses the proximity of the project to tidal wetlands; there would be no encroachment on tidal wetlands.

⁵ The action is in a nonattainment area, but it has been determined that project emissions would be below *de minimis* thresholds under General Conformity requirements. Therefore, for NEPA purposes a NAAQS assessment (i.e., emissions dispersion modeling) is not required for this airport action because it is highly unlikely that the action's pollutant concentrations would exceed NAAQS. See FAA-AEE9703.



LAGUARDIA AIRPORT ENVIRONMENTAL ASSESSMENT
EAST END SUBSTATION AND EAST GARAGE

COASTAL ZONE MANAGEMENT AREA

FIGURE 4-1

PANYNJ has determined that there are no foreseeable adverse effects on coastal resources from the Proposed Action. PANYNJ sent a completed Federal Consistency Assessment Form to the New York State Department of State (NYS DOS) and a completed New York City Waterfront Revitalization Program Consistency Assessment Form to the New York City Department of City Planning requesting their concurrence. NYS DOS concurred with the determination that the Proposed Action would not result in any foreseeable effects to land and water uses or natural resources of the coastal area (July 5, 2012). All relevant correspondence is included in Appendix A.

The No-Action Alternative avoids development within the coastal zone; whereas, the Proposed Action results in development activity that would have no adverse impact on coastal zone resources. The Proposed Action is consistent with the applicable coastal zone management programs.

4.3 Compatible Land Use

Land Use Compatibility and Noise

Noise impacts are addressed in Section 4.12 of this EA. That section indicates the Proposed Action would not alter existing or future aviation- or traffic-related noise impacts or affect land uses subjected to those noise impacts. Other than temporary construction-related noise (discussed in Section 4.18), no noise impacts are expected to occur as a result of the Proposed Action.

Land Use Compatibility Not Related to Noise

To the extent not already covered in other sections in this EA (i.e., floodplains, coastal zones, Section 4(f) properties, etc.), the Proposed Action is compatible with existing and planned land uses in the vicinity of the Airport. The project site is located on existing airport property and a designated right-of-way for the Grand Central Parkway. The site consists of an existing surface parking lot and surrounding roadways and infrastructure. The proposed EES and East Garage would be constructed on an existing parking lot. Revocable consent must be granted by New York City Department of Parks and Recreation (DPR) to maintain the 27KV feeder lines underneath the Parkway, but the maintenance activities would be temporary. There would be no land acquisition, no changes in land use on or off the Airport, and no changes to local zoning plans.

The project is consistent with land use plans and programs for areas on and surrounding the Airport. For example, as discussed in Section 4.2, the Proposed Action is consistent with the Coastal Zone Management Program, and the New York City Waterfront Redevelopment Program. As discussed in Section 4.4, the impacts associated with constructing and maintaining electricity service underneath the Grand Central Parkway would be temporary. As discussed in Section 4.14, the Proposed Action would not move any homes or businesses, divide or disrupt an established community, change surface transportation patterns, or interfere with orderly or planned development. The Proposed Action would not create a wildlife hazard as defined in FAA Advisory Circular (AC) 150/5200-33.

No changes in on-airport or off-airport land uses would occur as a result of the Proposed Action or No-Action Alternatives.

4.4 Department of Transportation Act, Section 4(f) Resources

The Department of Transportation Act (DOT Act) of 1966 included a special provision, Section 4(f), which stipulated that DOT agencies cannot approve the use of land from publically-owned parks, recreation areas, wildlife and waterfowl refuge areas, or public and private historical sites, unless the following conditions apply:

- There is no feasible and prudent alternative to the use of the land from the property.
- The action includes all possible planning to minimize harm to the property resulting from such use.

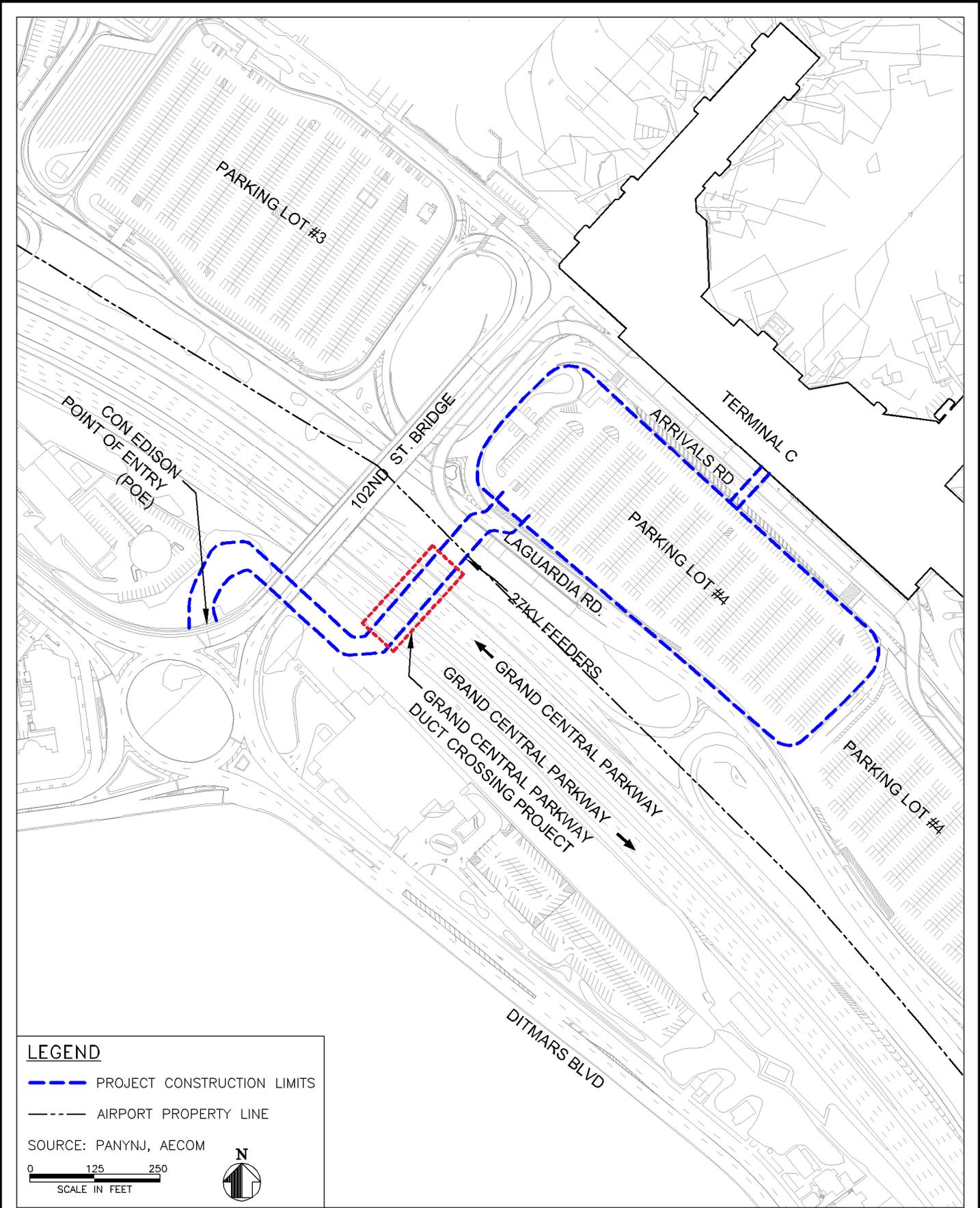
The EES and East Garage are located on existing airport property and would not affect a Section 4(f) resource. However, connecting and maintaining feeder service to the EES impacts a landscaped section of the Grand Central Parkway, which *is* a designated Section 4(f) resource. The utility crossing would not be necessary *but for* the need for the EES; therefore, the environmental impacts associated with the utility crossing are connected to the Proposed Action and are included in this EA.

Six (6) shared 27KV feeders contained in three duct banks are needed to provide commercial service power to the EES. The location of point-of-entry (POE)—the demarcation site between ConEdison and PANYNJ feeders—was agreed to with ConEdison. The new POE would be located adjacent to the 102nd Street Bridge on the south side of the Parkway. The feeders would be extended from the POE, underneath the Parkway and LaGuardia Road, and connected to the EES (see Figure 4-2). The construction method would be trenching and backfilling, and the installation timed to coincide with the ongoing NYS DOT 94th Street interchange improvement project (including the 94th Street entrance to the Airport) which is scheduled to be complete by the second quarter of 2013.

The utility crossing would be partially installed across a landscaped section of the Grand Central Parkway that is protected under Section 4(f). Although construction would be temporary and is not expected to substantially impair Section 4(f) property, the Proposed Action must comply with Section 4(f) even if the impact on the protected property is less than significant for NEPA purposes. In cases where there is no physical taking of Section 4(f) property and the project-related impacts are expected to be minor, Section 4(f) is considered to be satisfied if the FAA makes a *de minimis* impact finding. Under Section 4(f) rules, the FAA may make this finding if:

- a) the agency determines, after public notice and opportunity for public review and comment, the project will not adversely affect the activities, features, and attributes of the eligible Section 4(f) property; and,
- b) the officials with jurisdiction over the Section 4(f) property have concurred with the FAA's *de minimis* determination.

For this evaluation, PANYNJ prepared a technical memorandum entitled *Preliminary Section 4(f) Impact Analysis and Supporting Documentation for a De Minimis Impact Finding* (Appendix C). The memorandum outlines the Section 4(f) regulations applicable to the project and provides the information needed to support a *de minimis* determination. The memorandum was appended to the Draft EA and was available to agencies and the public for review and comment.



LEGEND

- - - - PROJECT CONSTRUCTION LIMITS
- - - - AIRPORT PROPERTY LINE

SOURCE: PANYNJ, AECOM

0 125 250
SCALE IN FEET



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SECTION 4(F) IMPACTS

**FIGURE
4-2**

Project-related impacts to the Grand Central Parkway are described in the technical memorandum and compared to *de minimis* impact criteria. The analysis concludes that the effects would be temporary, limited to the construction period, and are expected to diminish as the project nears completion. Overall, the utility crossing is *not* expected to adversely affect the activities, features, and attributes of the Grand Central Parkway.

The New York City Department of Parks and Recreation (DPR) is the agency with jurisdiction over Section 4(f) property within the Grand Central Parkway. PANYNJ staff initially met with the DPR Queens Borough Forester to visually inspect the affected areas of the Parkway and to identify any potential trees to be removed. PANYNJ staff subsequently met with DPR officials to review preliminary plans, to address potential impacts, and to discuss permit requirements including potential mitigation measures.

PANYNJ transmitted an advance copy of the technical memorandum to DPR and later provided a copy of the Draft EA. DPR responded by email with two editorial comments on the Draft EA, which have been addressed and resolved in the body of this Final EA (see comments in Appendix D). No other agency or public comments were received during or after the comment period. The New York State Department of Transportation (NYS DOT) provided a letter with updated information about construction plans for the utility crossing, and there is no mention of any issues or concern regarding Section 4(f) impacts or any other environmental impact categories addressed in the Draft EA.

After public notice and opportunity for public review and comment, DPR issued a letter to PANYNJ concurring with the *de minimis* determination presented in the Draft EA (see letter dated January 9, 2013; Appendix A). Although no specific mitigation measures are recommended at this time, the letter clearly states DPR's understanding and expectations for the proposed project including specific permit requirements that must be accomplished by PANYNJ.

The letter from DPR also requests that the EA describe the proposed tree removals. It has not been determined yet exactly how many trees would be affected by the utility crossing or which trees would be removed. This element of the project is still in the design phase and PANYNJ is revising preliminary plans in an effort to minimize tree removal. As discussed in the technical memorandum, PANYNJ conducted a site visit with the DPR Queens Borough Forester to visually assess the project area. Initial observations indicate that potentially affected wooded areas are dominated by tall shrubs interspersed with only a few mature trees. No specific issues or concerns related to the proposed work were identified at the site visit or during the subsequent meeting with DPR officials.

PANYNJ will stipulate that before any action is taken that would disturb trees within the Grand Central Parkway, PANYNJ will submit complete applications for DPR Construction and Forestry permits, including a detailed survey illustrating the location and number of trees proposed to be removed, and that tree restoration will be carried out by PANYNJ as per the DPR Forestry Permit. Based on any such tree survey and final construction plans for work within the Parkway, DPR may establish additional mitigation measures. PANYNJ is committed to restoring the project site, including necessary tree replacement, in accordance with any imposed DPR mitigation requirements.

As mentioned above, PANYNJ is also coordinating with NYS DOT on all aspects of the project including design and construction for the buried conduit to be located beneath the roads and right-of-way associated with the Parkway (see letter dated December 7, 2012 in Appendix A). NYS DOT determined they have no objection to PANYNJ installing the duct banks as shown in preliminary plans so long as the

Parkway crossing is closely coordinated with NYS DOT construction (94th Street Interchange Improvement project) to prevent potential delays. PANYNJ advised NYS DOT that the Draft EA would include a *Preliminary Section 4(f) Impact Analysis and Supporting Documentation for a De Minimis Impact Finding* (Appendix C) and that PANYNJ would be consulting with DPR regarding the FAA's intent to issue a *de minimis* finding.⁶

DPR has provided two clarifications regarding information presented in Section 4.4 of the Draft EA. First, a permanent easement would not be issued for this project; instead, a revocable consent would be granted for installation, maintenance and repair of the feeder lines, if necessary (see letter dated January 9, 2013 in Appendix A). Second, not all of the unpaved area within the Grand Central Parkway is under DPR jurisdiction; instead, only portions of the unpaved area of the Parkway are under DPR jurisdiction (see email message dated December 3, 2012 in Appendix D). The project description and related information in this section of the Final EA have been revised accordingly; the *Preliminary Section 4(f) Impact Analysis and Supporting Documentation for a De Minimis Impact Finding* (Appendix C), was not revised.

The Proposed Action is not expected to adversely affect the activities, features, and attributes of the eligible Section 4(f) property. DPR has concurred in writing that the effects of the Proposed Action on Section 4(f) property within the Grand Central Parkway would be *de minimis*. On this basis, FAA is able to issue a *de minimis* impact finding and the Section 4(f) process is complete.

The No-Action Alternative avoids the use of Section 4(f) property but the project's objectives would not be accomplished. The Proposed Action requires underground utilities to be partially installed within Section 4(f) property, the effects of which have been determined to be *de minimis*.

4.5 Energy Supply, Natural Resources and Sustainable Design

The Proposed Action involves the need to construct a new electric substation to provide 24MVA capacity to the east side of the airport. The power would be delivered by ConEdison through six dedicated feeders to the proposed EES contained in three duct banks. In consultation with ConEdison, system requirements are being established to meet the existing energy needs of the Airport with an allowance for reasonable growth. Because ConEdison provides dedicated electric service to the Airport from multiple sources, the Proposed Action would have no effect on the existing or future energy supply for local businesses or residences.

The project would not require the consumption of any scarce or unusual natural resources. The project would comply with the PANYNJ's *Sustainable Design Project Manual for Infrastructure Projects* to identify and incorporate attributes of sustainable design applicable to the project, as prescribed by the PANYNJ's *Policy on Sustainable Design*. To the extent practicable, the items considered for implementation include, but are not limited to, the following: utilize appropriate vegetation, balance earthwork, coordinate utility work, optimize roadway alignment selection, implement Stormwater Best Management Practice Strategies, use recycled materials, use local/regional materials, reuse materials,

⁶ Roadways within the Parkway are not within the Section 4(f) property; therefore, NYSDOT does not have a Section 4(f) interest in the project and written concurrence is not required under 4(f) rules (telephone conversation between Edward Knoesel (PANYNJ) and Marie Jenet (FAA) on October 4, 2012).

use durable materials, minimize use of toxic and/or hazardous materials, enhance pavement lifecycle, preventative pavement maintenance, utilize warm-mix asphalt technology, and maintain soil quality.

Although the design of the East Garage façade has not yet been developed, the intent is to create a screen wall that provides a transparency from the inside. This would allow maximum natural light to enter the garage and also provide optimal natural ventilation to avoid the need to provide mechanical ventilation.

Under the No-Action Alternative, the existing CES would not be replaced, power capacity on the east side of the Airport would remain unchanged and future energy demands would not be met. Under the Proposed Action, the existing CES would be replaced with the new EES, capacity would be increased and the reasonably anticipated future energy needs of the Airport would be satisfied. The Proposed Action and No-Action Alternatives have no affect on aircraft operations or fuel use by aircraft or service vehicles.

4.6 Farmland

There are no farmlands in the vicinity of LaGuardia Airport. No impacts to farmland would occur as a result of the Proposed Action or No-Action Alternatives.

4.7 Fish, Wildlife, and Plants

The project site consists of an existing surface parking lot and surrounding roadways and infrastructure. Vegetation is limited to urban landscaping and roadway medians and shoulder areas; no water resources are located within 1,000 feet of the project limits of disturbance.

Secondary source data and agency resource mapping were used to establish baseline environmental conditions. A biologist visited the project site to verify baseline conditions, to validate secondary source data and to obtain supplemental resource information. The results of the preliminary environmental screening are presented in a *Preliminary Environmental Resource Screening Report* prepared specifically for this project.⁷

According to the screening report, with the exception of the 100-year tidal floodplain, no sensitive environmental resources are present within the project area. No adverse impacts on biotic communities, federally-listed threatened or endangered species, floodplains, wetlands or water resources are anticipated. A New York State Natural Heritage Program (NYSNHP) database search request resulted in no records of rare or state listed animals or plants, significant natural communities or other significant habitats on or in the immediate vicinity of the project site (see letter dated June 14, 2012; Appendix A). Correspondence from the National Oceanic and Atmospheric Administration (NOAA) National Marine Fisheries Service (NMFS) indicated that no federally listed or proposed threatened or endangered species and/or designated critical habitat for listed species under the jurisdiction of NMFS are known to exist in the vicinity of the Proposed Action (June 15, 2012; see Appendix A).

The connection of the EES to commercial electric service from ConEdison via a crossing of the Grand Central Parkway and its associated right-of-way would require some tree removal. Efforts would be

⁷ Amy S. Greene Environmental Consultants, Inc., June 3, 2012.

taken to avoid impacting trees and minimize impacts to trees that cannot be avoided. Any trees, plantings, or other affected landscaping would be replaced in accordance with applicable permit requirements (see Section 4.4 for more information).

The Proposed Action is not expected to cause or contribute to adverse impacts on biotic communities of special interest or concern; any impacts due to construction activities would be localized, temporary and minor. The No-Action Alternative would avoid any impact on biotic communities.

4.8 Floodplains

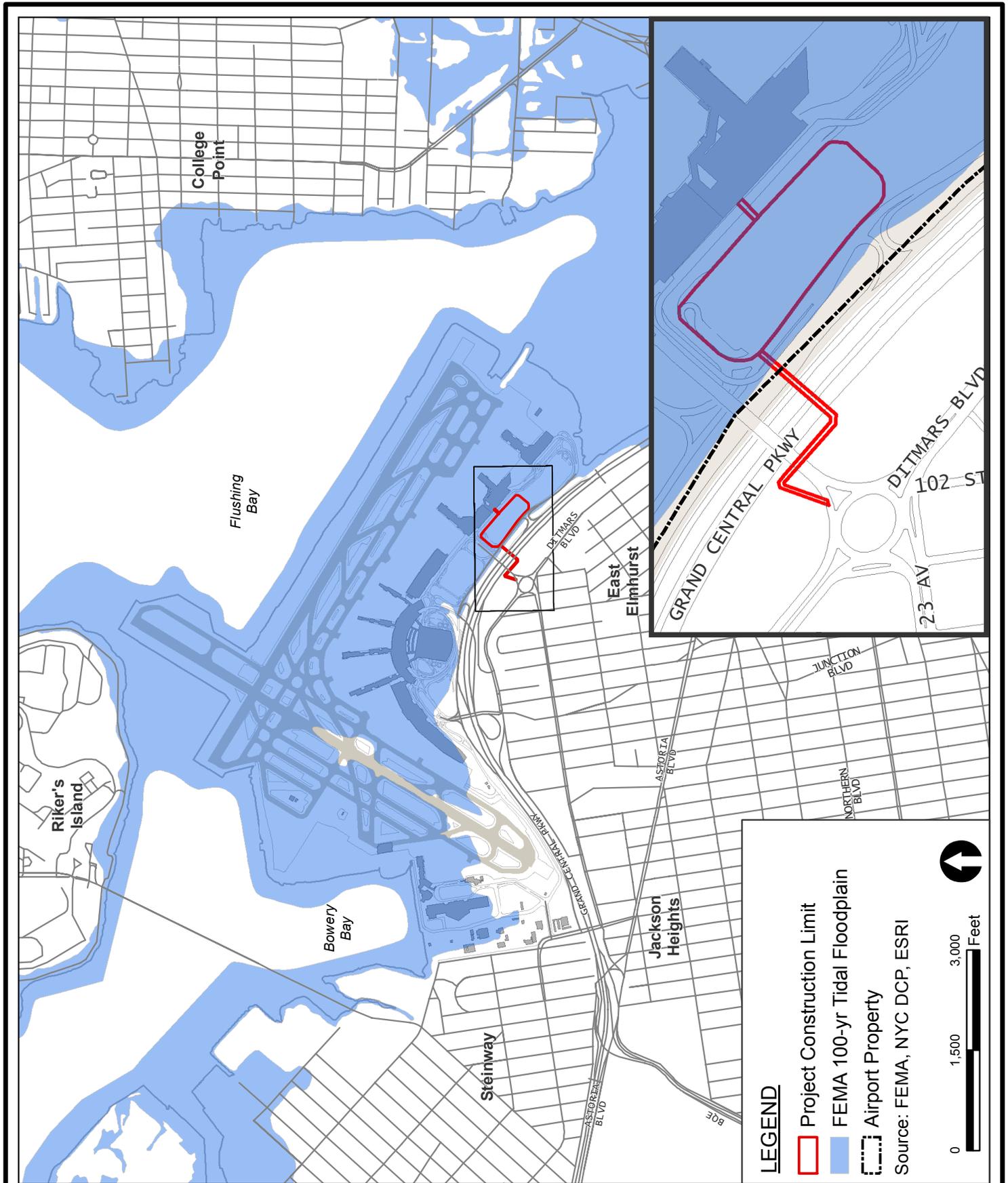
Executive Order 11988 requires that all airport actions must avoid the floodplain, if a practicable alternative exists. If no practicable alternative exists, actions in a floodplain must be designed to minimize adverse impact to the floodplain's natural and beneficial values. The design must also minimize the potential risks for flood related property loss and impacts on human safety, health and welfare.

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM Panel 113 of 457 for the City of New York), the majority of the Airport is situated within the 100-year tidal floodplain which runs along the southern edge of LaGuardia Road near the project location (Figure 4-3). The 100-year floodplain delineated onsite is considered tidal and is governed by tidal flooding from the Atlantic Ocean and other coastal waters caused by coastal storms. The floodplain is less influenced by fluvial sources of stormwater runoff than from inland sources. As a result, the proposed EES and East Garage would be located within the 100-year tidal floodplain while the duct banks with the 27KV feeders would be located outside of the floodplain. Approximately 4.76 acres of existing built land would be redeveloped within the floodplain.

The Proposed Action encroaches on tidal floodplains. As described in Section 2.4, since a large majority of the Airport is within the 100-year floodplain, there is no practical alternative site location that avoids encroachment on floodplains. Due to the large storage capacity of the unconstrained tidal floodplain, the minor displacement associated with the Proposed Action is not anticipated to adversely impact the floodplain resource. The minor floodplain displacements for equipment structural support and garage deck columns would not increase the likelihood of potential property loss or human safety risks. The EES electrical equipment would be raised two (2) feet above the 100-year tidal flood elevation in order to protect vital components. The New York City Department of City Planning considered those floodplain avoidance design elements when concurring with the coastal zone consistency determination as part of the Waterfront Revitalization Program (see Section 4.2).

The Proposed Action would not be a *significant* encroachment on the 100-year floodplain. Per DOT regulations, the Proposed Action would not result in the following impacts:

- High likelihood of loss of human life
- Substantial costs or damage including adversely affecting safe airport operations or interruption of aircraft services
- Notable adverse impact on the floodplain's natural and beneficial value.



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FLOODPLAINS

**FIGURE
4-3**

The No-Action Alternative avoids any impact on the 100-year floodplain; the Proposed Action encroaches on the floodplain but there would be no adverse impact on floodplain resources.

4.9 Hazardous Materials, Pollution Prevention, and Solid Waste

A subsurface investigation of the proposed site for the EES and East Garage was performed in late 2011/early 2012.⁸ Deep borings were drilled and soil samples obtained and tested. There were no indications of petroleum products in any of the soil samples. There are no National Priorities List (NPL) sites in the vicinity of the project area. A de-listed NPL site (Radium Chemical Co.) is located 1.5 miles from the property.

There is no expectation of encountering contaminated media during construction. Any excavated soils that exhibit signs of petroleum contamination (e.g., odor, staining, saturated with free product) would be disposed of as either solid waste or petroleum contaminated soil in accordance with New York State Department of Environmental Conservation (NYSDEC) requirements. If petroleum contamination in the form of free product is encountered during construction, it would be reported as a spill to the NYSDEC and the contamination would be removed or remediated as appropriate. It is assumed that any groundwater from dewatering would not comply with the 100 mg/L Total Suspended Solids (TSS) limit in the LGA SPDES permit; therefore, treatment of TSS in the dewatering discharge would be necessary.

Since the construction of the Proposed Action would disturb more than 1 acre of soil, a Stormwater Pollution Prevention Plan (SWPPP) would be prepared and a Notice of Intent (NOI) would be submitted to the NYSDEC.

If asbestos is encountered on any underground utilities (e.g., duct banks) during excavation, then abatement of the asbestos would be conducted prior to removal. If the duct banks are to be reused, it would be necessary to establish asbestos dust mitigation measures during cable pulling operations. If the utilities were to be abandoned in place, asbestos abatement would not be required. If lead-containing paint is determined to be present (e.g., parking lot stripes), then abatement of the paint would be conducted prior to disturbance or the appropriate requirements from federal, state and local regulations would be followed.

As part of the EES design, a series of oil containment pipes equipped with filtering media would be used to contain potential oil spills from each of the six transformer's containment pits, located outside the south façade of the EES building. The function of the containment pipe would be to trap potential oil spills from the containment pits while filtering the rain water at a rate of 4 gpm.

Regular operation of the EES and East Garage would not generate additional solid waste; however, some waste would be generated during construction. Small amounts of excess soil and construction debris may be disposed of as solid waste. Soil and construction debris will be reused or recycled to the greatest extent possible. If separate disposal methods are required for larger quantities of material, a disposal facility will be identified that is properly permitted to receive the excess soils and/or construction debris. The transporter will be properly permitted as well.

⁸ Geotechnical Subsurface Investigation Report for the East End Substation (EES) & the Chiller, Heating, & Refrigeration Plant (CHRP) Buildings, April 27, 2012.

The No-Action Alternative would not generate additional solid waste or increase the risk of exposure to hazardous materials. Under the Proposed Action Alternative, construction specifications would include procedures to ensure that no contamination from hazardous materials would occur during construction.

4.10 Historical, Architectural, Archaeological, and Cultural Resources

The National Historic Preservation Act of 1966 requires Federal agencies to consult with the State Historic Preservation Office (SHPO) prior to undertaking projects that may impact historic or cultural resources. The New York State Office of Parks, Recreation & Historic Preservation is the state agency for historic preservation and the consultation process, which often includes local citizens and officials, and is referred to as “a Section 106 Review.” All relevant correspondence is included in Appendix A.

The project site is located on existing airport property and designated right-of-way for the Grand Central Parkway. The area of potential effect (APE) is defined by the project’s limit of disturbance including easements for underground electric service (27KV feeder) lines passing beneath the Parkway. Land within the APE is man-made and consists of fill material brought in when the original Airport was constructed in the 1930s. There are no historic structures within the APE and low potential for historic or prehistoric archeological remains.⁹ The nearest listed historic site is the Marine Air Terminal, which is located approximately one mile west of the project site. No additional survey or documentation of historic resources is recommended.

The Proposed Action is an “undertaking” as defined in 36 CFR Section 800.16(y); however, in consultation with the SHPO, the PANYNJ has made a determination that the project does not have the potential to affect protected historic properties. In making this determination, PANYNJ considered the following information:

- A description of the undertaking including the APE and historical maps, drawings and photographs of the affected area;
- A description of the steps taken to identify historic properties including efforts to seek information from consulting parties; and,
- The basis for determining there are no historic properties present or affected.

The information listed above was sent to the SHPO (June 4, 2012) and a response received July 11, 2012 concurred with the finding. The SHPO’s opinion is that the Proposed Action would have no effect upon cultural resources in or eligible for inclusion in the National Register of Historic Places. Appendix A of this EA includes the no historic properties affected determination, proof of consultation and all supporting documentation. Copies of the Draft EA were made available to the public for review and comment. No other consulting parties were identified during that period.

No historic properties are affected by the No-Action or Proposed Action Alternatives. Section 4.18, Construction Impacts, discusses the procedure(s) to be followed in the unlikely event that earthmoving activities uncover historic resources, artifacts or remains.

⁹ Letter to Ms. Beth Cumming (New York SHPO) from Mr. Alan Tabachnick (AECOM) sent June 4, 2012.

4.11 Light Emissions and Visual Impacts

Ambient light emissions associated with the Proposed Action are not expected to be appreciably different than existing conditions. The existing surface parking lot has pole-mounted flood lighting for safety and security. Under the Proposed Action, the EES/East Garage would also have flood lighting for safety and security. Although the parking garage is likely to be higher than the existing light poles, the proposed garage elevation is consistent with (no higher than) Terminals C and D. There is no high intensity or directional lighting associated with the project and there are no known sensitive light receptors nearby.

The visual impact of the project to a passerby is not expected to be appreciably different than existing conditions. Under the Proposed Action, the existing surface parking lot would be replaced with the EES/East Garage—the garage being approximately two stories taller than the substation. At ground plus five levels, the overall height of the garage is consistent with (no higher than) the adjacent Terminals C and D; therefore, the horizon or skyline would not change. The urban design approach for LaGuardia Airport entails the establishment of a unified building façade across the terminal complex. Generally, the façade of each new building is to be of a coordinated design—not identical but clearly related. The EES/East Garage would appear to be uniform and consistent with the existing terminal complex when viewed from a static position and from a vehicle moving along the Grand Central Parkway.

Under the No-Action Alternative, existing light emissions and visual impacts would not change; under the Proposed Action, minor changes would occur.

4.12 Noise

No noise sources are associated with the typical operation of the proposed EES or East Garage. The Proposed Action would have no effect on airfield operations; therefore, aircraft over-flights (and noise) would not change with or without project.

Vehicular traffic volumes (and noise) in the vicinity of Terminals C and D are not expected to change with or without the project. The EES is not a traffic generator. The East Garage is replacing a portion of an existing surface parking lot. The net increase in parking capacity as a result of the project (approximately 375 spaces) is expected to increase convenience without increasing demand.

Project noise levels from temporary construction activities associated with the EES and the East Garage are not expected to exceed the New York City *Noise Control Code* (Local Law No. 113, Title 15, Chapter 24) or the *Citywide Construction Noise Mitigation* policy (Title 15, Chapter 28). With the exception of the utility trenching across the Parkway, all of the construction activities would occur on airport property well outside the screening distance of 800 feet from the closest residences.¹⁰

In order to minimize traffic impacts on the Grand Central Parkway, trenching for the 27KV feeders is proposed to be completed primarily at night during weekends over a two to three month period. Since the duct bank burial is a very short-term project and would only require minor trenching and backfilling, a quantitative analysis of the noise impacts was not performed. As described in the *Air Quality and Noise*

¹⁰ *City Environmental Quality Review Technical Manual, Chapter 19, Noise.*

Report (Appendix B), the contractor would be required to adhere to the NYC *Noise Control Code* and incorporate a noise control plan within the environmental management plan for the project. As necessary, the contractor may implement noise control measures to minimize any potential noise impacts in the nearby community, such as:

- Performing the loudest activities within the daytime period
- Substituting louder equipment with quieter equipment
- Establishing staging areas away from residences
- Installing temporary barriers or acoustical shrouds around the loudest equipment;
- Retro-fitting trenching equipment with hospital grade mufflers
- Other reasonably available control technologies (RACT) in accordance with the *Noise Control Code* and the *Citywide Construction Noise Mitigation* policy.

Under the No-Action Alternative, there would be no change in noise sources or construction noise; under the Proposed Action, there would be unavoidable construction-related noise for a short period of time and steps can be taken to minimize noise impacts.

4.13 Secondary (Induced) Impacts

LaGuardia Airport employs about 8,000 people. The airport contributes more than \$11.6 billion in economic activity to the New York/New Jersey region, generating about 93,000 jobs and \$4.2 billion in annual wages and salaries.¹¹ Capital development (i.e., construction projects) generates additional income and employment opportunities, albeit on a temporary basis.

The EES/East Garage would take approximately two and a half years to construct and peak employment is estimated to require up to 250 full-time workers that are most likely to come from local trades, i.e., no shifts in population movement or growth. Any changes to business or economic activity as a result of the project would be relatively minor when compared to the Airport's overall contribution to the local economy. No changes in public service demands are anticipated.

No secondary (induced) impacts are expected to occur as a result of the No-Action Alternative; any secondary (induced) impacts associated with Proposed Action would be minor.

4.14 Social Impacts

The project site is located on existing airport property and designated right-of-way for the Grand Central Parkway. The project would not move homes or businesses, divide or disrupt an established community, change surface transportation patterns, interfere with orderly or planned development, or create an appreciable change in employment. There are no foreseeable adverse effects on low-income or minority populations and no foreseeable risk to children's health and safety. The project is not a traffic generator so there is no expected change to the level of service (LOS) on local roadways. The project is not expected to be controversial on environmental grounds. No social impacts are expected to occur as a result of the Proposed Action or No-Action Alternatives.

¹¹ www.panynj.gov/airports/lga-facts.html (viewed May 18, 2012).

4.15 Water Quality

The project site consists of an existing surface parking lot and surrounding roadways and infrastructure. A preliminary wetlands evaluation determined there are no wetlands or water bodies located within 1,000 feet of the project limits of disturbance.¹²

There is an 18-inch low pressure water main located below the roadway on the north side of the EES building adjacent to Terminals C and D that is sufficient to meet the domestic water needs of the project. There is a 24-inch high pressure fire water main running parallel to the 18-inch main that is sufficient to meet the life safety requirements of the project. There is an 8-inch forced sanitary sewer main running parallel to the 24-inch and 18-inch water mains that is also sufficient to meet the needs of the project. No upstream utility improvements are expected to be necessary.

The project limits of disturbance consist almost entirely of impervious surfaces. Vegetation is limited to urban landscaping and roadway medians and shoulders. Any disturbance to these grassy areas would be restored to pre-construction conditions. There is no expected increase in impervious cover so there is no expected change in the present rate and volume of storm runoff.

The Airport has a current *State Pollution Discharge Elimination System (SPDES) Permit* for the discharge of storm runoff, the *LaGuardia Airport Best Management Practices Plan* is being implemented, and a *Spill Prevention Control and Countermeasures (SPCC) Plan* is in place.

No new land use or activity would be introduced that is likely to increase pollution concentrations when compared to existing conditions. Detailed project plans are not available at this time but it is anticipated that water quality best management practices would be implemented into the design and that the condition of storm runoff from the future project site would be same or improved when compared to existing conditions.

The potential for water quality degradation would be greatest during the construction period when topsoil is exposed thereby making it more susceptible to erosion that can cause or contribute to increased sediment loading on downstream receiving waters. Erosion and sediment control measures would be required as part of the permit for construction. Construction-related effects on water quality including measures to minimize harm are addressed in more detail in Section 4.18.

The project site is located over the Brooklyn-Queens sole-source aquifer; however, neither the construction nor the operation of the proposed project is expected to have any adverse effect on drinking water resources. A sole source aquifer is one that supplies at least 50 percent of the drinking water in the area overlying the aquifer.¹³ The Safe Drinking Water Act, Section 1424(e) prohibits Federal actions that may contaminate an aquifer that would "create a significant hazard to public health." A *significant hazard* occurs when contamination exceeds maximum contaminant levels at a point where

¹² Amy S. Greene Environmental Consultants, Inc., *Preliminary Environmental Resource Screening Report*, June 3, 2012.

¹³ Although the Brooklyn-Queens Aquifer is not utilized as the sole source of drinking water for the area, the counties are the recharge zone for the aquifers underlying the southeastern portion of Queens County and the streamflow source zone for aquifers underlying parts of Nassau County. Since Nassau County is under sole source protection, the sole source aquifer designation extends to encompass the Boroughs of Brooklyn and Queens (USEPA, Region 2 Water, Support Document, December 1983).

water may be used or may otherwise threaten human health or result in the need for additional treatment.

It is highly unlikely that the proposed action would have the potential to contaminate the sole-source aquifer or adversely affect the quality or quantity of drinking water resources in any way. No adverse impacts to surface or groundwater resources have been identified in this EA that could be potentially linked to the aquifer resources below. No new land use or activities are proposed. No groundwater injection-wells, or extraction wells, are associated with the project. No soil or groundwater contamination is identified in the geotechnical report for the proposed EES. Infiltration rates would not be affected because there would be no change in impervious surface cover. Construction and operation of the proposed project would comply with all applicable laws, regulations and permits for the protection of water resources including mitigation requirements, if any.

Under the Proposed Action, compliance with the Airport's SPDES permit, including any temporary permits for construction, provides adequate assurance that project-related impacts on water resources, if any, would be less than significant. Compliance with *LaGuardia Airport's Best Management Practices Plan* provides an opportunity for storm water runoff to be improved. The No-Action Alternative avoids any impact on water resources.

4.16 Wetlands

No freshwater wetlands occur on existing airport property or near the affected portion of the Grand Central Parkway. Tidal wetlands are present where the airport borders Flushing Bay and Bowery Bay but those areas are not affected by the project. A preliminary wetlands evaluation determined the nearest (tidal) wetlands are located approximately 1,000 feet southeast of the proposed project site.¹⁴ No impacts to wetlands are expected to occur as a result of the Proposed Action or No-Action Alternatives.

4.17 Wild and Scenic Rivers

There are no designated wild or scenic rivers in the vicinity of LaGuardia Airport; no impacts would occur as a result of the Proposed Action or No-Action Alternatives.

4.18 Construction Impacts

Construction impacts are caused by and confined to the construction period. Consequently, they are short-term in nature, terminating with the completion of construction operations and restoration of the project site.

- **Air Pollution.** Probable impacts on ambient air quality include mobile source emissions from construction vehicles and equipment, and fugitive dust emissions from earthmoving activities. Construction-induced air emissions cannot be avoided but can be minimized to help reduce the temporary adverse effects on air quality. Refer to Section 4.1 and Appendix B of this EA for more detailed information about construction-related air emissions.

¹⁴ Amy S. Greene Environmental Consultants, Inc., *Preliminary Environmental Resource Screening Report*, June 3, 2012.

- **Contaminated Soils.** No hazardous waste sites or soil contamination are known to exist where the construction activities are proposed to occur. A geotechnical subsurface investigation was completed in April 2012 and there was no evidence of petroleum hydrocarbon contamination in soil or groundwater. If construction-related activities, such as excavation, result in the discovery of previously unknown hazardous substances, then PANYNJ would be responsible for removing and disposing of contaminated media in accordance with State laws and regulations for hazardous waste management. Refer to Section 4.9 of this EA for more information about hazardous materials, pollution prevention and solid waste management.
- **Hazardous Materials, Leaks and Spills.** Heavy equipment typically used during construction may require fueling operations, routine maintenance and minor repairs while onsite. There is a risk of minor spills or leaks of petroleum products during maintenance and equipment refueling. If a spill or leak of fuel or other hazardous substance occurs, it would be addressed according to NYSDEC containment and remedial action procedures. Potential risks to human health and the environment attributable to an accidental release can be reduced by implementing a SPCC plan prior to construction. Refer to Section 4.9 of this EA for more information about hazardous materials and pollution prevention.
- **Discovery of Historic Resources.** The project's limit of disturbance was evaluated and PANYNJ has made a preliminary determination that the archeological sensitivity is low. Nevertheless, the project requires earth moving activities and so it is possible that excavation could uncover historic or even prehistoric resources or remains. If construction-related activities, such as excavation, result in the discovery of a historic property or artifacts, then those construction activities would be suspended until the FAA, in consultation with the SHPO, determines what actions must be taken to address the potential for adverse effects. Refer to Section 4.10 of this EA for more information about historic resources.
- **Noise and Vibration.** Noise and vibrations would be generated by heavy equipment and related activities for the duration of the construction project. Construction methods could result in inordinate levels of noise or intrusiveness (such as pile-driving). Noise pollution cannot be avoided but the effects can be mitigated to help reduce the potential for annoyance by ensuring that nighttime operations are minimized and that all construction vehicles and equipment meet 40 CFR 204, Noise Emission Standards for Construction Equipment. Refer to Section 4.12 of this EA for more information about the potential for noise impacts due to construction equipment and activities.
- **Traffic Congestion and Delay.** Utility installation across the Grand Central Parkway would cause or contribute to increased levels of traffic congestion and delay due to lane closures and reduced speed limits through the construction work zones for up to three months. Some degree of inconvenience is unavoidable but the effects would be minimized by construction sequencing and scheduling in accordance with NYS DOT standards and specifications for maintenance and protection of traffic on State highways affected by construction. At no time would the Parkway be closed or construction permitted to occur during peak hour traffic conditions.

The incremental impact of this utility work could be minimized if construction can be scheduled to coincide with the ongoing 94th Street interchange improvement project along the Parkway in the vicinity of LaGuardia Airport. According to the NYC DOT Weekly Traffic Advisory, one lane in each

direction of the Parkway may be closed 10am to 2pm weekdays and 10pm to 5am weekdays, and 10pm Friday to 7am Saturday, and 10pm Saturday to 3pm Sunday. Two lanes in each direction may be closed 12:01am to 5am weeknights, 1am to 6pm Saturday and 1am to 9am Sunday to facilitate NYS DOT bridge rehabilitation through December 2012.

The need for the utility crossing is connected to the Proposed Action. It is anticipated that the utility crossing would take up to three months to complete and that construction activities would occur during allowable periods of the day and/or night. No construction would occur without NYS DOT traffic coordination and approval. PANYNJ is currently in discussions with the jurisdictional agencies involved and ConEdison about coordinating the utility crossing.

The No-Action Alternative would have no incremental traffic impact on the Parkway but the Parkway is still scheduled to be under construction until the second quarter of 2013; the Proposed Action would increase the amount of construction along the Parkway for up to three months but there is opportunity to minimize traffic impacts if the work can be scheduled to coincide with ongoing 94th Street interchange improvement project in the vicinity of the airport.

- **Utility Disruption.** Several on-airport utilities would be affected by the project including, but not necessarily limited to, the following: electricity, separate water mains for domestic use and fire suppression, sanitary sewer mains, and storm sewers—all of which are located immediately adjacent to the proposed EES/East Garage. Utility coordination meetings would be conducted to bring all affected utilities companies together to discuss connectivity and to establish the coordination efforts some utilities must perform between each other as well as with the General Contractor. All required documentation for the proposed utility relocations would be completed so that the appropriate permit approvals can be secured for the work to be performed. No service disruptions are anticipated; any service disruptions would be temporary, localized and minor.

ConEdison provides dedicated electric service to LaGuardia Airport separate from the surrounding community. The proposed 27KV feeders to the EES are intended to improve the existing service. No service disruptions are anticipated to occur; any service disruptions would be temporary, localized and minor, and the Airport has standby generators in place to maintain essential services when necessary.

- **Soil Erosion and Water Pollution.** The potential for soil erosion and degradation of water quality is greatest during the construction period when topsoil is exposed, thereby making it more susceptible to erosion that can cause or contribute to increased sediment loading on downstream receiving waters. Soil erosion cannot be avoided but the resulting effects on surface water resources can be mitigated so as to avoid potentially significant water quality impacts. Construction of the EES/East Garage and associated facilities would disturb more than one acre of soil therefore a Stormwater Pollution Prevention Plan (SWPPP) must be prepared and a Notice of Intent (NOI) submitted to the NYSDEC. The contractor(s) would be required to comply with the Airport's SPDES permit including applicable sections of the Best Management Practices Plan (BMPP). Compliance with the SWPPP and the SPDES permit provides adequate assurance that BMPs would effectively control the quality and quantity of storm runoff in accordance with State Water Quality Requirements. Refer to Section 4.16 of this EA for more information pertaining to water resources.

Construction Phasing

Construction phasing would begin with the burying of duct banks under the Grand Central Parkway for the new 27KV feeder lines. Next, the toll plaza on the far west side would be demolished. The foundation and underground utilities for the substation would be installed. The EES building would then be constructed. The foundation and underground utilities for the East Garage would be installed simultaneous with the installation of electrical equipment in the EES. Feeders would be pulled through the duct banks and connected to the substation. The EES would be connected to the existing 5KV power distribution system. Final testing and energization would be performed by ConEdison. After commissioning of the substation, loads would be transferred off the CES to the EES and the CES decommissioned. The East Garage structure would be constructed, as well as the connection to Terminal C. MEP and other finishes would be installed prior to completion.

Approximately 700 parking spaces closest to Terminal C would be unavailable during the construction period. Until the East Garage is open, some passengers may experience increased walking distances to/from Parking Lot #3, the eastern half of Parking Lot #4, or Parking Lot #5. Passenger inconvenience could be reduced by using shuttle busses when the airport is busiest or to assist those passengers who may have to park in more remote areas, such as Parking Lot #5. No off-airport parking is expected to be needed to accommodate parking displaced by temporary construction activities.

4.19 Cumulative Impacts

The geographic scope of this analysis includes existing Airport property and a segment of the Grand Central Parkway right-of-way that is adjacent to the Airport. The time frame for the analysis is three years past (2009-2011) and three years in to the future (2013-2015). The following Table 4-1 lists the past, present and future projects included in this analysis and related effects on the environment. Unless otherwise discussed below, no other projects or actions are known to affect the resources, ecosystems and human communities of concern.

Past Projects

In the past three years (2009-2011), the only major development projects undertaken at LaGuardia Airport are construction of the new Air Traffic Control Tower (EA) and Police Emergency Garage/Emergency Fire Pump Station (short form EA), while ten other projects have been categorically excluded from the requirement to prepare an EA or an Environmental Impact Statement (EIS). Except for ongoing NYS DOT 94th Street interchange improvement project (see below), no other projects have been implemented along the affected segment of the Grand Central Parkway.

Ongoing Projects

Three projects are currently underway at LaGuardia Airport—all three projects were categorically excluded or are expected to be. One project along the Parkway—NYS DOT 94th Street Interchange Improvement—is underway and scheduled to be complete by the second quarter of 2013. The project affects the Parkway between 82nd Street and 111th Street including the bridge to LaGuardia Airport located at 94th Street. According to NYCDOT Traffic Advisories, traffic-slowing and lane closures (up to

two lanes) may be expected during off-peak hours including nights and weekends. According to NYS DOT this project was also categorically excluded.

Future Projects

Within the next three years (2013-2015), the PANYNJ plans to undertake the following projects at LaGuardia Airport:

- Runway Safety Area Improvements (2013-2015)
- Central Terminal Building (CTB) Redevelopment Program (2014-2021)

The Runway Safety Area (RSA) Improvements project is a federally-mandated plan to correct nonstandard safety areas associated with Runways 4-22 and 13-31. An EA will be prepared in 2013. Assuming no significant impacts are identified during the EA process, construction is expected to begin in late 2013 and be complete by 2015.

The CTB Redevelopment Program is a plan to replace the existing Central Terminal Building complex including the terminal head house, concourses, parking garage, and associated roadways (including relocating the eastbound ramp from the Parkway to the Airport). Ongoing Terminal C/D improvements are a separate action and not part of the CTB program. The CTB program is a large project that is expected to cost \$3.6 billion and take up to eight years to construct. Preliminary design is substantially complete. An EA will be prepared in 2013. If no significant environmental impacts are identified during the EA process, construction is expected to begin in 2014.

Other than state-of-good repair projects, no other major projects or actions affecting LaGuardia Airport or the Parkway (adjacent to the Airport) are planned or programmed to occur before 2015.

Discussion

Past actions include ten airport projects that were categorically excluded from the requirement to prepare an EA and two construction projects resulting in Findings of No Significant Impact (FONSIs). Current actions include three airport projects and one roadway project, and all were (or are expected to be) categorically excluded. By definition, projects eligible for a categorical exclusion do not individually or cumulatively have significant adverse effects on the environment.

It is not possible to know for certain what impacts might occur as a result of future projects until EAs for those projects are prepared. It is noted that construction of the proposed EES/East Garage is expected to occur at approximately the same time as the proposed RSA improvements (2013-2015) and be complete before the more significant components of the proposed CTB Redevelopment Program are scheduled to be under way (2014-2021).

Because no potentially significant adverse impacts have been linked to the Proposed Action in this EA, it is unlikely that the incremental impact of the Proposed Action would cause or contribute to a significant adverse impact on the environment when added to future projects or actions involving LaGuardia Airport and/or the Parkway. If the Proposed Action is approved and implemented, it will be incumbent on NEPA analyses for future projects to look back on this EA as a past project and to reevaluate the potential for cumulative impacts.

The Proposed Action is not expected to cause or contribute to a significant adverse impact on the environment when considered with other past, present or reasonably foreseeable future actions regardless of what agency or person undertakes such other actions.

Table 4-1. Projects for Cumulative Effects Analysis

Temporal/ Geographic Boundary	Past Projects (2009-2011)	Ongoing Projects (2012)	Future Projects (2013-2015)
LaGuardia Airport	<ul style="list-style-type: none"> • Air Traffic Control Tower • Police Emergency Garage • Emergency Fire Pump Station • Runway 4/22 Rehabilitation • Perimeter Fence Strengthening • Fillet Improvements—Taxiways AA, BB and CY • Terminal D Extension for Inline Baggage Handling System • Rehabilitation of CTB Concourse Alleyway Pavements • Vaughn College Soundproofing • Delta Terminal C/D Connector Bridge • Bollard Protection Terminal Frontages • Wildlife Hazard Assessment Study • ALP Change—Restricted Vehicle Service Road and Taxiways D, F and Y 	<ul style="list-style-type: none"> • Rehabilitation of Taxiways R, S, P and G • Rehabilitation of Taxiways A, M, ZA and B • Pump House 4 Upgrades 	<ul style="list-style-type: none"> • Runway Safety Area (RSA) Improvements • Central Terminal Building (CTB) Redevelopment Program • Miscellaneous (state-of-good-repair) projects
Grand Central Parkway	<ul style="list-style-type: none"> • No known projects 	<ul style="list-style-type: none"> • NYS DOT 94th Street Interchange Improvements 	<ul style="list-style-type: none"> • No known projects
Cumulative Effects	<ul style="list-style-type: none"> • Temporary construction-related increases in air, noise and water pollution; traffic congestion/delay • Incremental increases in energy demand contributed to the need to replace/relocate the CES. • No permanent adverse effect on any resource of concern has been identified. 		

5 Mitigation

Environmental permit requirements and best management practices notwithstanding—no mitigation measures or other environmental commitments are included in the Proposed Action; no mitigation measures or other environmental commitments have been proposed by any agency consulted with; and, no mitigation measures or other environmental commitments are needed to reduce potentially significant adverse environmental effects below a threshold level in order to avoid a significance determination. In other words, for the purpose of determining the impact level the Proposed Action and No-Action Alternatives would cause, the environmental consequences described in Section 4 are *unmitigated*.

Although no specific mitigation measures are *required*, PANYNJ is committed to implementing the Proposed Action in accordance with all environmental laws, regulations, policies, and permit requirements applicable to the project. In addition, PANYNJ is committed to performing the work in accordance with the following recent and relevant standards and guidelines to reduce adverse environmental impacts associated with PANYNJ projects and actions:

- *PANYNJ Sustainable Design Guidelines (AI 45-2)*
 - *Sustainable Building Guidelines*
 - *Sustainable Infrastructure Guidelines*
- *LaGuardia Airport Best Management Practices Plan*
- Item 156 of Advisory Circular (AC) 150/5070-10A, *Standards for Specifying Construction of Airports*

6 Public Involvement

An announcement was printed in the *Newsday*, *Queens Courier*, and *Queens Tribune* newspapers that the Draft EA was available for public review and comment for fifteen (15) days, ending Monday, December 3, 2012 (see Appendix D). The document was available at the PANYNJ's Administration Building at LaGuardia Airport and PANYNJ's office in Manhattan (225 Park Avenue South). In addition, the Draft EA was posted on the PANYNJ website (<http://www.panynj.gov/about/pdf/environmental-assessment-east-end-substation-laguardia.pdf>). Minor comments were received during that period and are addressed in this Final EA. There has been no indication that the Proposed Action is controversial on environmental grounds; therefore, a public hearing or meeting was not warranted.

An announcement of FAA's decision will be placed in the newspapers. Copies of the Final EA and FAA's decision will be available at the administrative offices at LaGuardia Airport, PANYNJ's office in Manhattan, and the FAA Airports District Office in Garden City.

7 List of Preparers

AECOM (NEPA Documentation and Compliance)

- Bryan Oscarson – Project Manager, Environmental Assessment. B.A. Airport Management, M.S. Engineering Management. 22 years experience. Responsible for NEPA documentation and compliance.
- Nicole Weymouth – Senior Environmental Planner. B.S. Environmental Engineering, Masters Urban and Environmental Planning. 15 years experience. Responsible for NEPA documentation and compliance.
- Alan Tabachnick – Task Leader, Historic Resources. B.A. Anthropology, M.S. Historic Preservation Planning. 25 years experience. Responsible for historic, architectural, archeological and cultural resources.
- Frank Mikolic – Principal Investigator, Archaeology. B.A. Anthropology, M.A. American Studies. 13 years experience. Responsible for archeological resources and historic research.
- Thomas Herzog – Task Leader, Air and Noise. B.A. Physics and German, MBA Finance. 20 years experience. Responsible for air quality analysis.

Port Authority of New York and New Jersey

- Edward Knoesel – Manager, Environmental Programs, Aviation Department.
- Adeel Yousuf – Airport Environmental Specialist, Aviation Department.
- Andrew Chiurazzi – Airside Project Manager, LaGuardia Airport.

Amy S. Greene Environmental Consultants (Biotic Resources, Floodplains, Water Resources)

- Lynn Brass-Smith – Technical Lead. B.S. Environmental Studies. 33 years experience. Responsible for biotic resources inventory, floodplains, water resources, and wetlands.

8 References

Amy S. Greene Environmental Consultants. *Preliminary Environmental Resource Screening, Port Authority of New York & New Jersey LaGuardia Airport Proposed East End Substation and Parking Garage*. June 3, 2012.

Environmental Data Resources, Inc. *EDR NEPA Check for LaGuardia Airport*. May 16, 2012.

Environmental Data Resources, Inc. *EDR Summary Radius Map Report*. May 15, 2012.

Executive Order 11988, *Floodplain Management*. May 24, 1977.

Federal Aviation Administration (FAA). Change 1 to FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures*. March 20, 2006.

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Federal Aviation Administration (FAA). Advisory Circular 150/5200-33, *Hazardous Wildlife Attractants on or Near Airport*. May 1, 1997.

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Federal Aviation Administration (FAA). FAA/APO Terminal Area Forecast Summary Report Fiscal Years 2010 – 2030. January 2012.

Federal Highway Administration, Department of Transportation. 23 CFR 771.135 (D), Highways, Right-of-Way and Environment, Environmental Impact and Related Procedures, Section 4(f). October 16, 2001.

New York City Code of Rules and Regulations. Title 15, Chapter 24, Noise Control Code.

New York City Code of Rules and Regulations. Title 15, Chapter 28, Citywide Construction Noise Mitigation Policy

New York City Mayor's Office of Environmental Coordination. *CEQR City Environmental Quality Review Technical Manual*. January 2012.

Port Authority of New York and New Jersey (PANYNJ). *LaGuardia Airport Best Management Practices Plan*. July 2009.

Port Authority of New York and New Jersey (PANYNJ). *LaGuardia Airport Central Terminal Building Modernization, Geotechnical Subsurface Investigation Report for the East End Substation (EES) & the Chiller, Heating, & Refrigeration Plant (CHRP) Buildings*. April 27, 2012.

Port Authority of New York and New Jersey (PANYNJ). *LaGuardia Airport Terminal Redevelopment Program East End Substation, 50% Stage I Report*. June 29, 2012.

Port Authority of New York and New Jersey (PANYNJ). *Long Range Forecast for the Port Authority Airports; Newark Liberty International Airport, John F. Kennedy International Airport, LaGuardia Airport, Stewart International Airport, Teterboro Airport*. April 2012.

Port Authority of New York and New Jersey (PANYNJ). *Sustainable Infrastructure Guidelines*. March 23, 2011.

Appendix A.
Agency Coordination

Appendix A. Agency Coordination

A.1 Federal Agencies

Federal Aviation Administration

Ms. Marie Jenet
Environmental Specialist
New York Airports District Office
600 Old Country Road, Suite 446
Garden City, NY 11530

U.S. Department of Commerce

National Oceanic and Atmospheric Administration
National Marine Fisheries Service
Northeast Region
55 Great Republic Drive
Gloucester, MA 01930-2276

A.2 State and Regional Agencies

New York State Historic Preservation Office

Ms. Beth Cumming
Technical Assistance & Compliance Unit
Ms. Ruth Pierpont
Deputy Commissioner for Historic Preservation
New York State Historic Preservation Office
Peebles Island Resource Center
P.O. Box 189
Waterford, NY 12188-0189

New York State Department of Conservation

Division of Fish, Wildlife & Marine Resources
New York Natural Heritage Program
625 Broadway
Albany, NY 12233-4757

New York State Department of State

Mr. Jeffrey Zappieri
Supervisor, Consistency Review Unit
New York State Department of State
Division of Coastal Resources
1 Commerce Plaza, Suite 1010
Albany, NY 12231-0001

New York State Department of Transportation

Mr. Joseph T. Brown, P.E.
Regional Director, Region 11
New York State Department of Transportation
47-40 21st Street
Long Island City, NY 11101

A.3 Local Agencies (County and Municipality)

New York City Department of City Planning

Mr. Michael Marrella
Director, Waterfront and Open Space Division
New York City Department of City Planning
22 Reade Street
New York, NY 10007-1216

New York City Department of Parks and Recreation

Mr. Joshua Laird
Assistant Commissioner of Planning & Parklands
New York City Department of Parks and Recreation
The Arsenal
830 Fifth Avenue, Room 401
New York, NY 10065



May 30, 2012

United States Department of Commerce
National Oceanic and Atmospheric Administration
National Marine Fisheries Service
Northeast Region
55 Great Republic Drive
Gloucester, MA 01930-2276

Re: LaGuardia Airport
Proposed East End Substation
Borough of Queens
Queens County, New York
ASGECI #3450

Dear Sir/Madam:

Our company would like to obtain a complete list of all significant habitats, critical environmental areas, and/or federally listed threatened and endangered species reported within the immediate vicinity of the referenced project. A copy of the appropriate USGS maps (Central Park and Flushing topographic quadrangles) and aerial photograph that depict the project area are attached for your use.

The Port Authority of New York/New Jersey proposes to construct a new electrical substation and parking garage at LaGuardia Airport. The attached aerial photograph depicts the approximate location of the electrical substation, parking garage and duct alignment. The duct alignment is a connected action to be performed by another entity. We need this information to fulfill the requirements for a NEPA compliant Environmental Assessment. No proprietary location data will be published without your consent.

Please contact me at 908-788-9676 ext. 32 if you have any questions regarding this request. Thank you for your assistance.

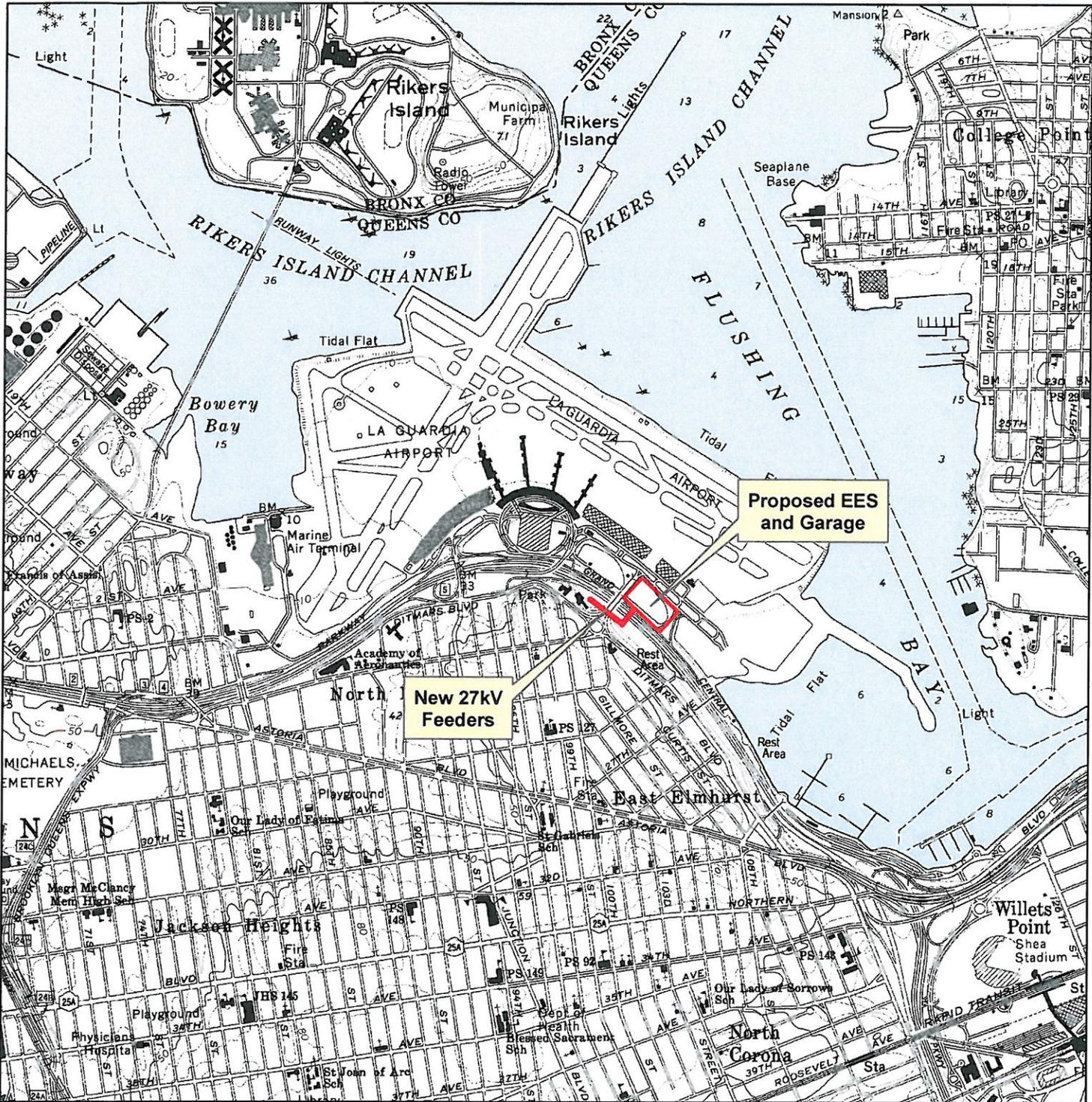
Sincerely,
AMY S. GREENE ENVIRONMENTAL
CONSULTANTS, INC.



Lynn Brass-Smith
Senior Project Manager

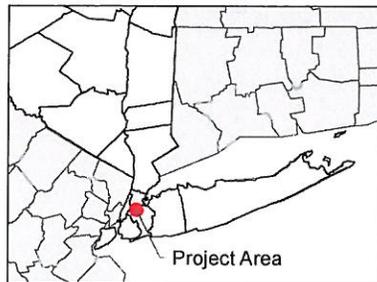
enc.

cc: Tom Brodde, Project Director, ASGECI



Legend

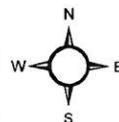
 Project Area



USGS Topographic Map

Laguardia East End Substation & Garage
 Borough of Queens
 Queens County, New York

ASGECI Project # 3450

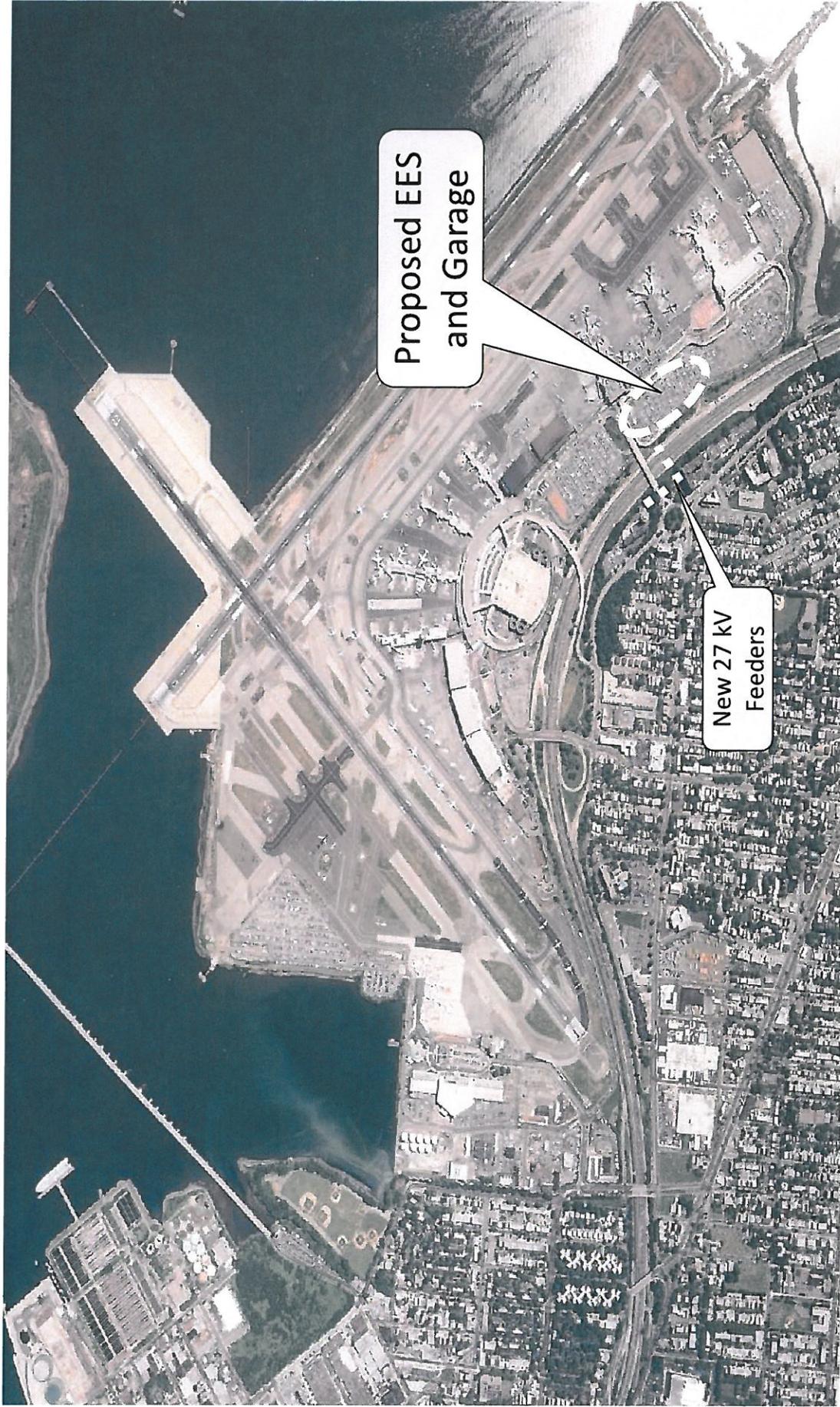


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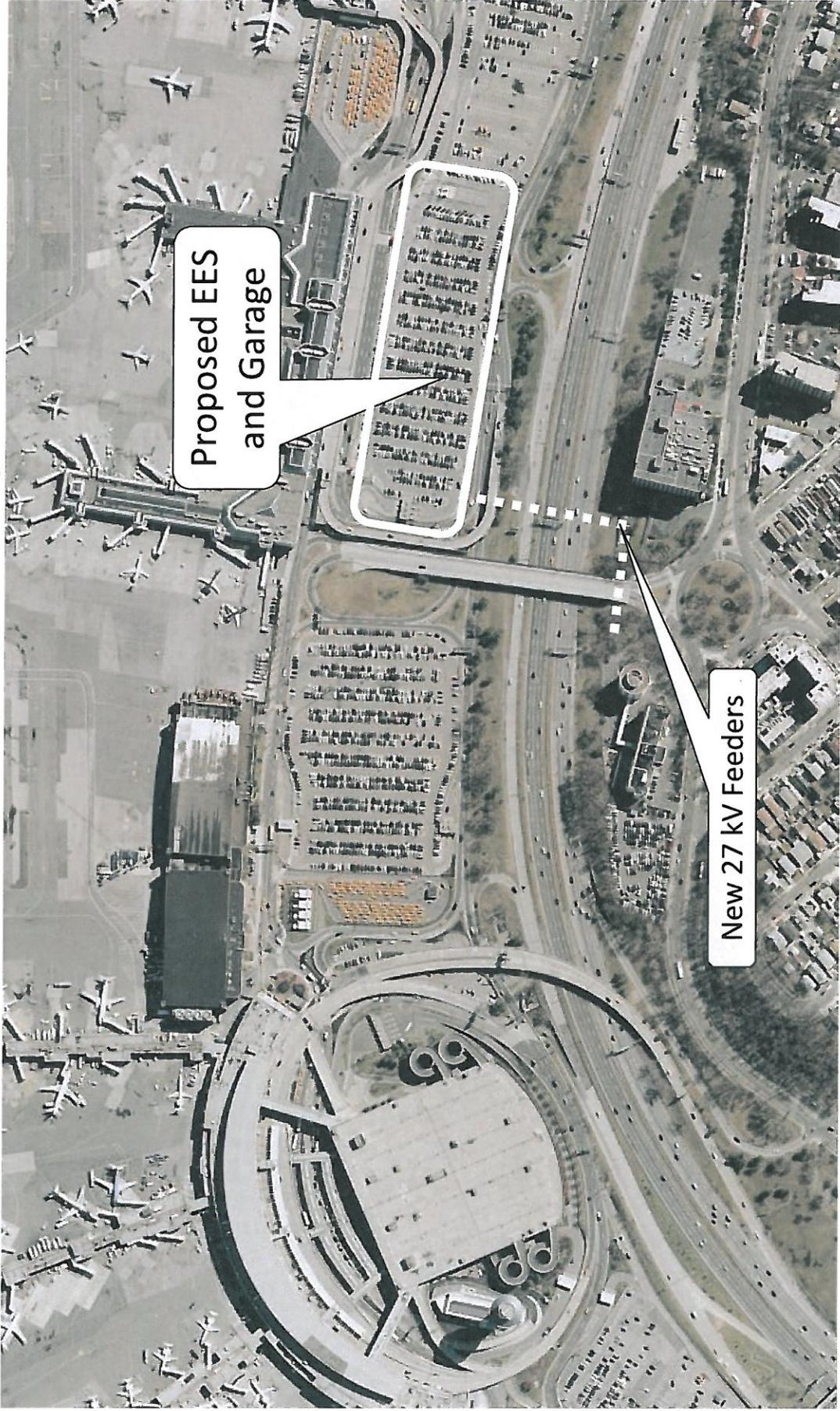
AMY S. GREENE
ENVIRONMENTAL
CONSULTANTS.

Source:
 New York State Department of Transportation (NYSDOT) Raster Quadrangle,
 Central Park and Flushing NY USGS quadrangles updated by NYSDOT, NYSDOT edition 1990.

**Project Location –
LaGuardia Airport East End Substation (EES) and Garage Construction**



**Project Location –
LaGuardia Airport East End Substation (EES) and Garage Construction**





UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
NORTHEAST REGION
55 Great Republic Drive
Gloucester, MA 01930-2276

3450
/

JUN 15 2012

Lynn Brass-Smith
Amy S. Greene Environmental
4 Walter E. Foran Blvd
Suite 209
Flemington, New Jersey 08822

RECEIVED

JUN 18 2012

AMY S. GREENE
ENVIRONMENTAL CONSULTANTS, INC.

Dear Ms. Smith,

This is in response to your letter dated May 30, 2012, requesting information on the presence of species listed by NOAA's National Marine Fisheries Service (NMFS) in the vicinity of a new electrical substation and parking garage at LaGuardia Airport, Borough of Queens, Queens County, New York.

No federally listed or proposed threatened or endangered species and/or designated critical habitat for listed species under the jurisdiction of NMFS are known to exist in the vicinity of your proposed project. As such, NMFS Protected Resources Division does not intend to offer additional comments on this proposal. Should project plans change or new information become available that changes the basis for this determination, further coordination should be pursued. If you have any questions regarding these comments, please contact Danielle Palmer at (978) 282-8468.

Sincerely,

Mary A. Colligan
Assistant Regional Administrator
for Protected Resources

EC: Palmer
File Code: Sec 7 No Species Present 2012



Ms. Beth Cumming
Technical Assistance & Compliance Unit
New York State Historic Preservation Office
Peebles Island Resource Center
P.O. Box 189
Waterford, NY 12188-0189

Re: Environmental Assessment for the Proposed East End Substation and East Garage at LaGuardia Airport, Flushing, New York

Ms. Cumming:

The Port Authority of New York and New Jersey (PANYNJ or PA) are planning to construct the East End Substation (EES) and the East Garage at LaGuardia Airport, Flushing, New York. The East End Substation will replace the Central Substation (CES) which is at capacity and nearing the end of its useful life. Delta Air Lines is requesting additional electric power and there is no capacity to spare or room to expand the CES at its present location. As a federal undertaking, the project is subject to Section 106 of the National Historic Preservation Act of 1966 (NHPA) and its implementing regulation (36 CFR Part 800).

The proposed EES will be constructed in the existing surface parking lot #4 in front of Terminal C and D, giving rise to the need to construct the East Garage to accommodate parking spaces displaced by the EES. In addition, since Terminals C and D do not have a parking garage, the proposed East Garage will provide an equivalent level of convenience for passengers using Terminals C and D as for those passengers using the Central Terminal Building, which is connected to a five-level parking garage.

The purpose of this letter is to assess the potential for archaeological or historic architectural sensitivity within the project area. To meet this goal, the effort included background research, delineation of an Area of Potential Effects (APE), and letter preparation.

Description of the Proposed Action

The PANYNJ has carefully developed the Proposed Action to handle the current and projected needs of the airport at acceptable levels of service. The project area for the EES and the East Garage is located within the southeastern portion of the airport adjacent to LaGuardia Road and the Grand Central Parkway (**Figure 1-1**).

East End Substation

The EES will serve a portion of the Central Terminal Building and adjunct facilities, as well as Terminals C and D, Hangers 2 and 4, Dike Pump House 6, among other facilities. When construction is complete, the existing West Electrical Substation and new EES will be sufficient to maintain reliability of the Airport's 5KV distribution network.

The proposed EES will be a ground plus two-level structure and include an adjacent loading dock and service yard as well as clearance for vehicular access for maintenance and equipment replacement (**Attachment 1**). The main equipment-level will be raised approximately two feet above the 100-year flood elevation. Ongoing discussions with Con Ed have confirmed that service to the new EES will be provided by six (6) shared 27KV feeders. Engineering evaluations confirm that the current service alignment cannot be expanded to accommodate six (6) feeders and therefore a new airport service line needs to be established.

Buried duct bank for the 27KV feeder service will be installed between the EES and the location of Point of Entry (POE)—the line of demarcation between ConEdison and PA feeders, which is located along the south side of the Grand Central Parkway right-of-way near the intersection of Ditmars Boulevard and the 102nd Street entrance to the airport. Approximately 625 feet (190 meters) of duct bank will be installed via open cut-and-cover construction (minor trenching and backfilling) across 102nd Street, the Grand Central Parkway, and the LaGuardia Access Road leading to the EES site. The surface will be restored to the original condition. The off-airport portion of the duct bank installation will be performed by a separate entity than the PANYNJ, but will be evaluated as a connected action to the EES construction in the Environmental Assessment (EA).

East Garage

The proposed East Garage will be located in front of Terminal C, just east of the proposed EES (**Attachment 1**). The East Garage will consist of ground plus five levels of supported parking for approximately 1,100 cars. The entry plaza for parking will be located at the east end of the existing surface parking lot #4 and will serve the East Garage and the remaining (unaffected) area of the surface parking lot. The exit plaza for both the surface lot and the East Garage will be located at the west end of the surface lot and east of the garage. A pedestrian bridge will connect Level 3 of the proposed East Garage to the existing Terminal C.

Area of Potential Effects (APE)

The APE encompasses all areas where construction activities could directly or indirectly impact significant historic properties. The APE is defined as “the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist” (36 CFR §800.16[d], amended 2004).

The APE includes all areas with the potential to be affected by the end result of the improvements as well as during the construction of the project. Development of the APE took into consideration potential visual effects, auditory effects, direct and indirect effects, beneficial as well as adverse effects, physical effects, and changes in the way the land or historic properties may be used.

There are no historic architectural resources over 50 years of age within 500 feet of the proposed East Garage and EES locations. There are two historic architectural resources approximately 515 feet northwest and southwest of the project site, but are far enough away

that the potential for visual impacts are very low and as a result, were not included in the APE. Since the proposed improvements are not expected to visually alter the setting or cause changes in the character or use of historic architectural resources in the vicinity, the APE was confined to the limits of disturbance.

The project APE is illustrated on **Figure 1-2** and includes the planned building footprint for the EES and East Garage, project limits-of-disturbance (LOD) for construction including installation of duct bank to and from the EES, and an elevated pedestrian walkway between the East Garage and existing Terminal C.

Previous Cultural Resources Surveys and Cultural Setting

A file search was conducted by AECOM cultural resources staff to determine what, if any, archaeological and historic architectural resources have been documented within the APE and what the potential for undocumented resources might be. This review included an online records check at the NYSHPO website, a visit to the NYSHPO office in Waterford, New York, and a review of historic maps for evidence of historic architectural resources (farmsteads, bridges, culverts, etc.) to determine whether previously identified archaeological sites or historic architectural resources exist in or near the limits of the project APE. Background research indicates that this area was made land, constructed of fill brought in as part of the original construction of the airport in the 1930s. An examination of historic maps and aerials indicate that no previous structures existed within the APE, hence there is a low potential for historic archaeological resources within the project APE.

Archaeological Resources

The NYSHPO Office's GIS mapping tool indicates that the project APE is located outside of, and approximately 530 feet to the east of an area designated as an archaeological area of sensitivity by the NYSHPO's GIS tool. Research at the NYSHPO office in Waterford, New York identified no previously recorded archaeological sites or previously conducted archaeological surveys within the project APE. The soil types present within the APE were reviewed as to their suitability for prehistoric habitation. Soils within the APE consist of anthropogenic fill soils as the result of urban development. Historic maps from 1891 and 1924 indicate that the shoreline for Flushing Bay was once located to the west of the APE; meaning that the current APE is located within made land created in the twentieth century (**Figure 1-3**). Construction at LaGuardia Airport began in 1937 with fill materials from Rikers Island, then a garbage dump. The potential for intact prehistoric resources within the APE would be low because the land was created in the early twentieth century with fill transported from areas north of the current APE. Historic maps and aerials indicate that no historic structures stood within the project APE, hence the potential for historic archaeological resources is considered low.

Historic Architectural Resources

Review of the NYSHPO Office's GIS mapping tool determined that there are no historic architectural resources within the APE that are listed on or eligible for listing on the National Register of Historic Places (NRHP). In addition, review of current and historic maps and aerials of the APE determined that there are no historic architectural resources within the

APE that are older than 50 years of age and potentially eligible for listing in the NRHP. Historic maps from 1891 and 1924 show structures once stood just to the east of the proposed APE; however, these structures are no longer extant (**Figure 1-3**). A review of current aerial photographs indicates that the APE does not contain any standing structures and only consists of a parking lot. Because there are no listed, eligible, or potentially eligible historic architectural resources within the APE, there is no potential for effect. As a result, the proposed project will have no effect on historic properties. No additional survey or documentation of historic architectural resources is recommended.

Consulting Parties and Public Participation

According to 36 CFR 800.2(c)(1-6), a number of parties could have a consultative role in a project such as this. These parties can include State and Tribal Historic Preservation Officers, Indian tribes, representatives of local governments, applicants for Federal assistance, permits, licenses and other approvals, and certain individuals and organizations who have demonstrated an interest in the undertaking. However, in consideration of the low to nil archaeological potential due to the project being constructed on twentieth century made land, and the fact that there are no historic architectural resources within or immediately adjacent to the APE that could be affected by the project, it is unlikely any additional outreach would be necessary.

Conclusions and Recommendations

In summary, the APE does not possess any sensitivity for archaeological or historic architectural resources. The parking lot was originally built on man-made land, and the project area was used as a parking lot from the 1940s to the present. There never were any buildings in this location. No further work is recommended.

We look forward to your concurrence with this recommendation. If you would like additional information, or have any questions, please contact me.

Sincerely;



Alan D. Tabachnick
Director of Cultural Resources
AECOM
516 East State Street
Trenton, NJ 08609
(609)-310-3194
Alan.Tabachnick@aecom.com

References

ESRI

2012 World_Imagery [web map service]. Available online at <http://www.arcgis.com/home/item.html?id=10df2279f9684e4a9f6a7f08febac2a9>.

Unites States Geological Survey (USGS)

1891 Haarlem NY [map]. 15 minute series topographic quadrangle. 1:62500.

1924 Haarlem NY [map]. 15 minute series topographic quadrangle. 1:62500.

1995 Central Park NY-NJ [map]. 7.5 minute series topographic quadrangle: 1:24000.

1995 Flushing NY [map]. 7.5 minute series topographic quadrangle: 1:24000.



Legend

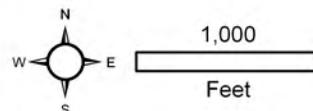
-  Proposed East End Substation and East Garage
-  New 27 kV Feeder Lines

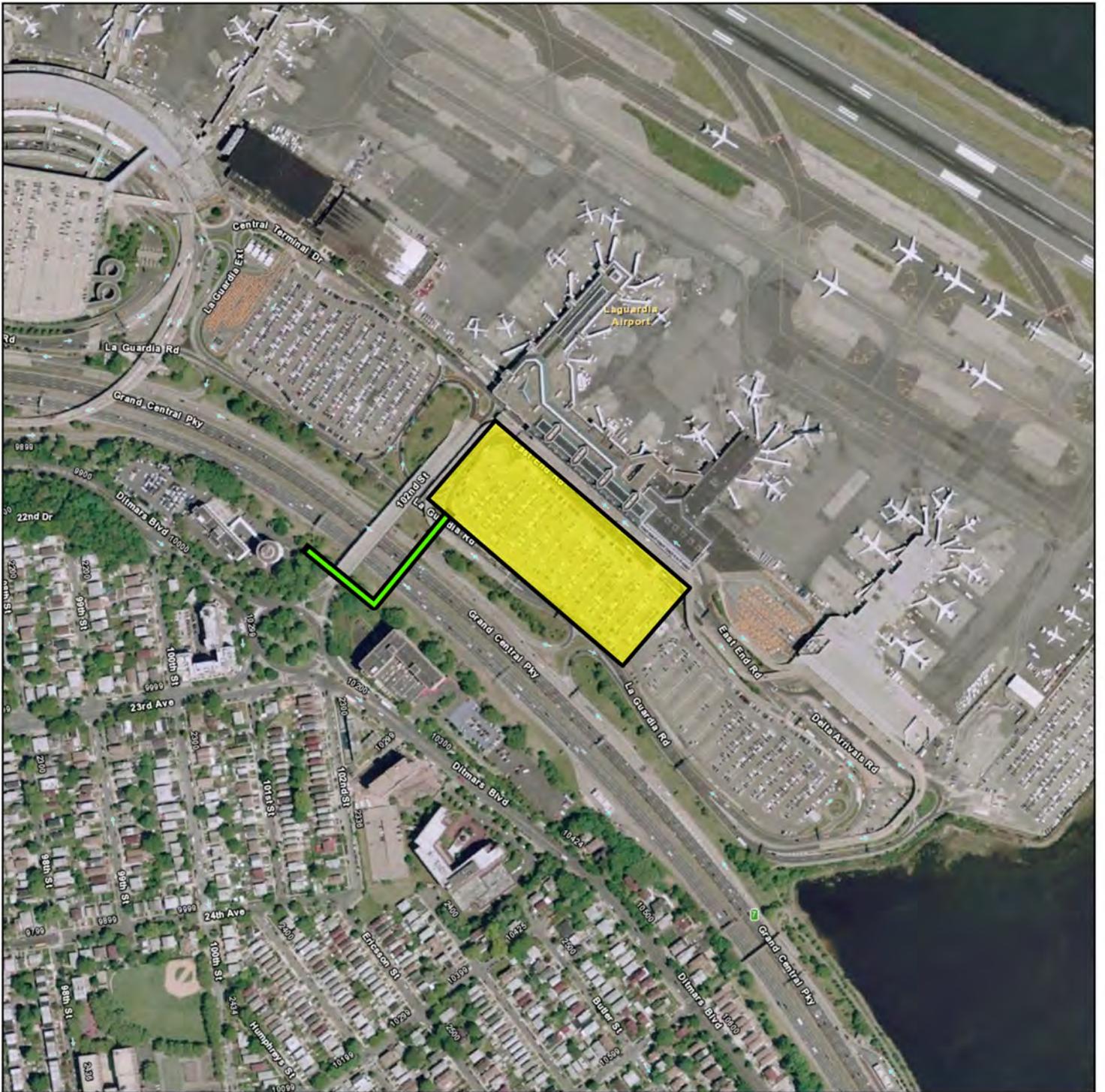


Figure 1-1: Project Location

Laguardia East End Substation & Garage
 Borough of Queens
 Queens County, New York

Source: USGS - 1995 Central Park NJ & NY and 1995 Flushing NY Topographic Quadrangles





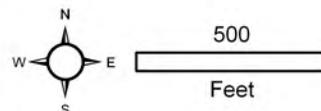
Legend

- Proposed East End Substation and East Garage
- New 27 kV Feeder Lines

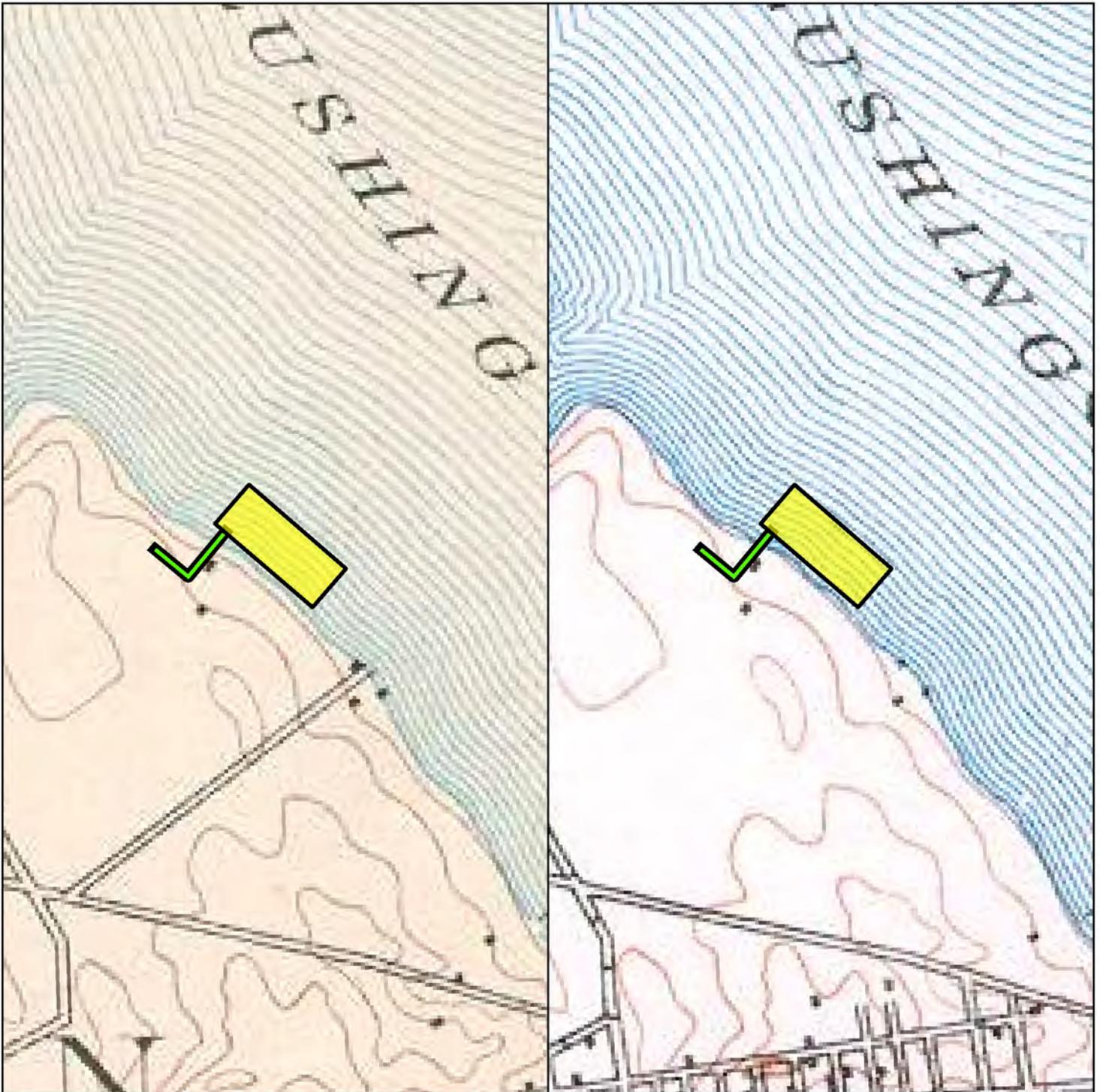


Figure 1-2: Proposed Action Area

Laguardia East End Substation & Garage
 Borough of Queens
 Queens County, New York



Source: ESRI 2012



Legend

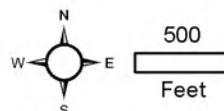
-  Proposed East End Substation and East Garage
-  New 27 kV Feeder Lines

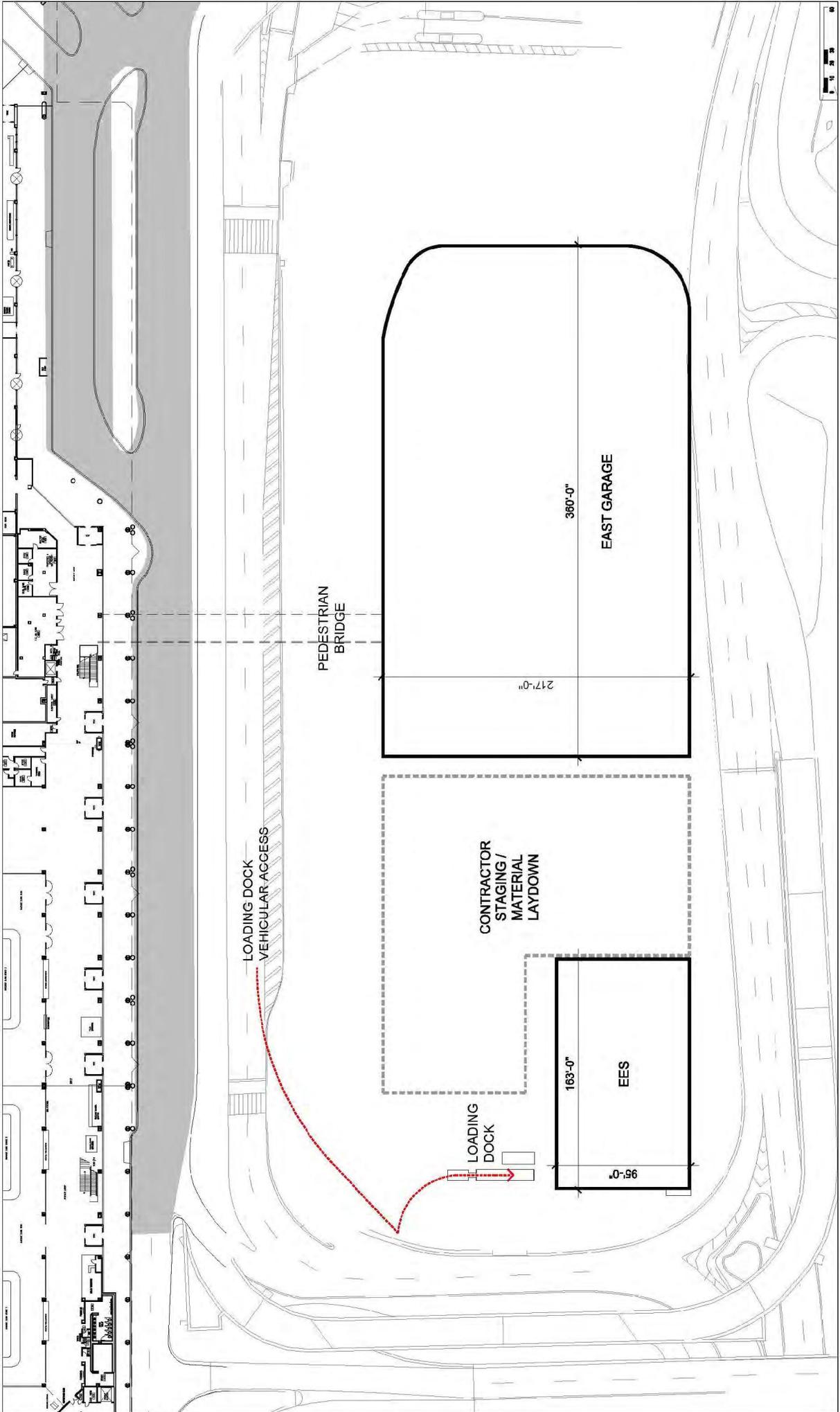


Figure 1-3: Project Location
c.1891 (left) and c. 1924 (right)

Laguardia East End Substation & Garage
 Borough of Queens
 Queens County, New York

Source: USGS 1891, 1924





<p>THE PORT AUTHORITY OF NEW YORK & NEW JERSEY Corporation created by Chapter 107 of the Laws of 1921</p>	<p>SOM Skidmore, Orange & Merrill LLP 100 Park Avenue New York, New York 10022</p>	<p>SHoP Shop Architecture Group 100 Park Avenue New York, New York 10022</p>	<p>ACCOM 630 Third Avenue 7th Floor New York, New York 10016</p>	<p>BNVP BURNS & MCDONNELL 100 Park Avenue New York, New York 10022</p>	<p>PROJECT: LaGuardia Terminal Redevelopment Program</p>	<p>Review: P. Avramakis</p>	<p>ASAC: EE-MIN- P1.3</p>	<p>Project No: 210103F Date: 04-24-2012 Scale: 1" = 30' (MIN)</p>
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**EAST END - EES/ EAST GARAGE
 EES #1A - MINIMUM SITE IMPACT
 GROUND LEVEL SITE PLAN**

Attachment 1



New York State Office of Parks, Recreation and Historic Preservation

Historic Preservation Field Services Bureau • Peebles Island, PO Box 189, Waterford, New York 12188-0189

518-237-8643

www.nysparks.com

Andrew M. Cuomo
Governor

Rose Harvey
Commissioner

July 11, 2012

Alan Tabachnick
AECOM
516 East State Street
Trenton, New Jersey 08609

Re: FAA
Proposed East End Substation and East Garage
at LaGuardia Airport
LaGuardia Airport, Flushing
QUEENS, Queens County
12PR02370

Dear Mr. Tabachnick:

Thank you for requesting the comments of the State Historic Preservation Office (SHPO). We have reviewed the project in accordance with Section 106 of the National Historic Preservation Act of 1966. These comments are those of the SHPO and relate only to Historic/Cultural resources. They do not include potential environmental impacts to New York State Parkland that may be involved in or near your project. Such impacts must be considered as part of the environmental review of the project pursuant to the National Environmental Policy Act and/or the State Environmental Quality Review Act (New York Environmental Conservation Law Article 8).

Based upon this review, it is the SHPO's opinion that your project will have No Effect upon cultural resources in or eligible for inclusion in the National Registers of Historic Places.

If further correspondence is required regarding this project, please be sure to refer to the OPRHP Project Review (PR) number noted above.

Sincerely,

Ruth L. Pierpont
Deputy Commissioner for Historic Preservation



May 30, 2012

New York State Department of Conservation
Division of Fish, Wildlife & Marine Resources
New York Natural Heritage Program
625 Broadway
Albany, New York 12233-4757

Re: LaGuardia Airport
Proposed East End Substation
Borough of Queens
Queens County, New York
ASGECI #3450

Dear Sir/Madam:

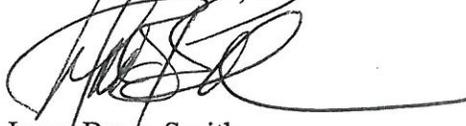
Our company would like to obtain data on endangered and threatened wildlife and plant species for the referenced project area. We would also like to obtain information on documented sightings within one half mile of the project area. A copy of the appropriate USGS maps (Central Park and Flushing NY topographic quadrangles) and aerial photograph that depict the project area are attached for your use.

In addition to a list of species that may occur in the project area, we would like to obtain a list of species occurring on the Central Park and Flushing NY topographic quadrangles and the most recent listing of Priority Sites and Generalized Natural Heritage Index maps in the vicinity of the project.

The Port Authority of New York/New Jersey proposes to construct a new electrical substation and parking garage at LaGuardia Airport. The attached aerial photograph depicts the approximate location of the electrical substation, parking garage and duct alignment. The duct alignment is a connected action to be performed by another entity. We need this information to fulfill the requirements for a NEPA compliant Environmental Assessment. No proprietary location data will be published without your consent.

Please contact me at 908-788-9676 ext. 32 if you have any questions regarding this request. Thank you for your assistance.

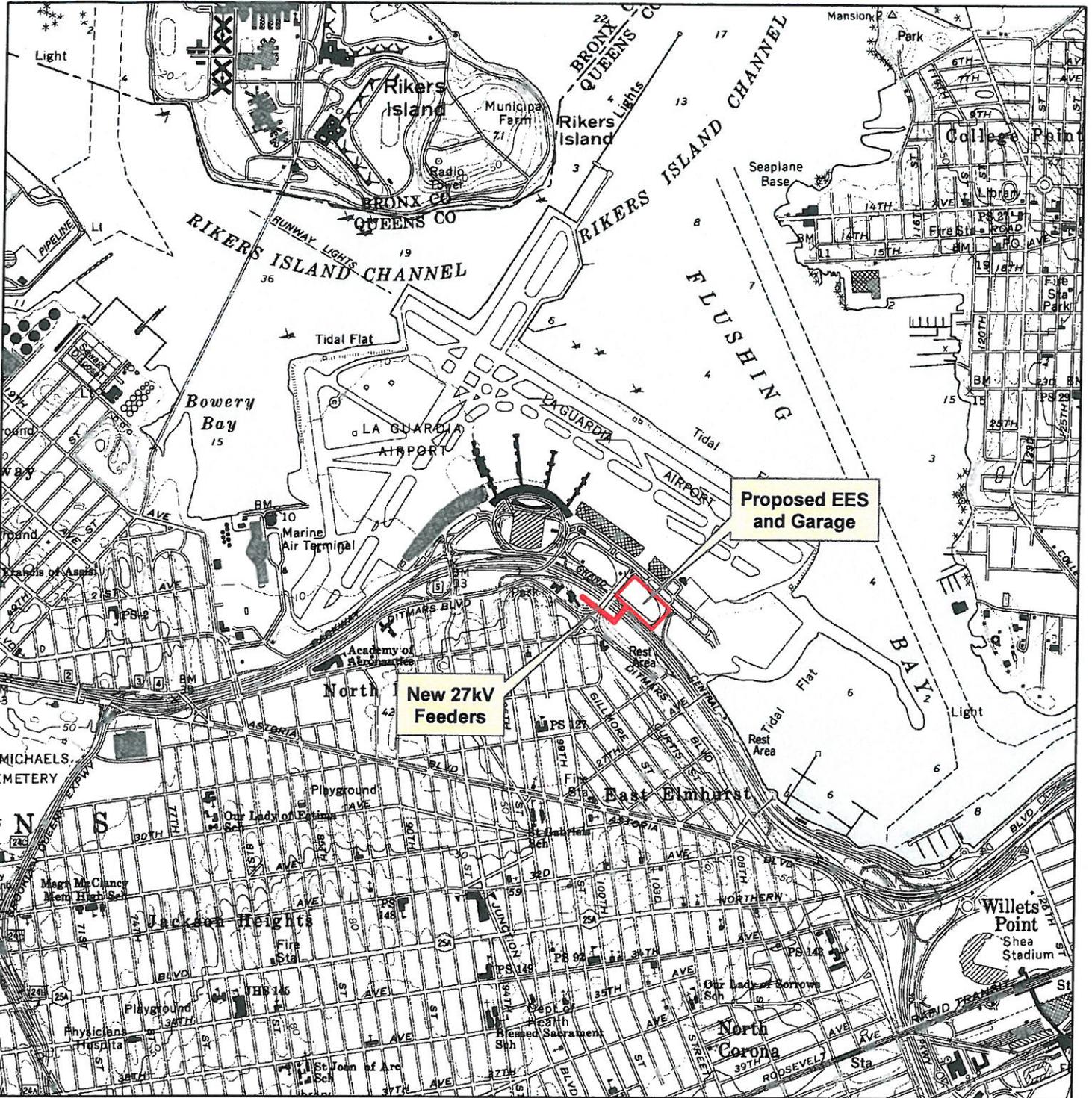
Sincerely,
AMY S. GREENE ENVIRONMENTAL
CONSULTANTS, INC.



Lynn Brass-Smith
Senior Project Manager

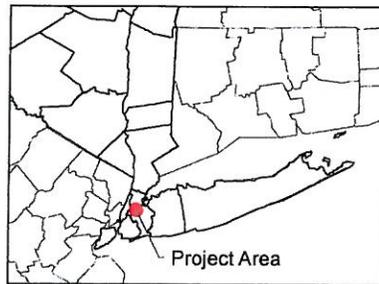
Enc.

cc: Tom Brodde, Project Director, ASGECI



Legend

 Project Area

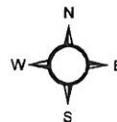


Project Area

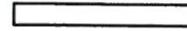
USGS Topographic Map

Laguardia East End Substation & Garage
 Borough of Queens
 Queens County, New York

ASGECI Project # 3450



2,000

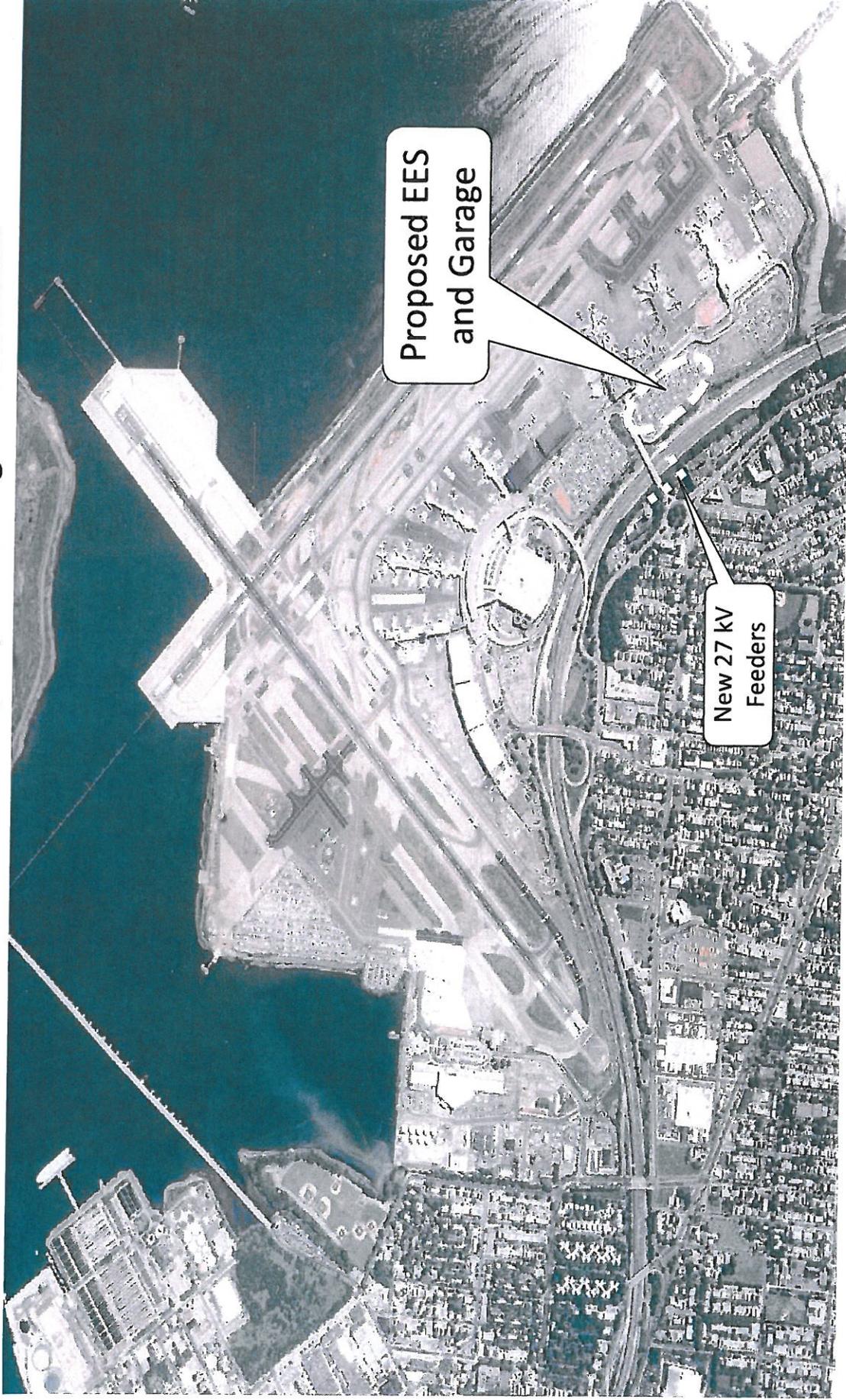


Feet

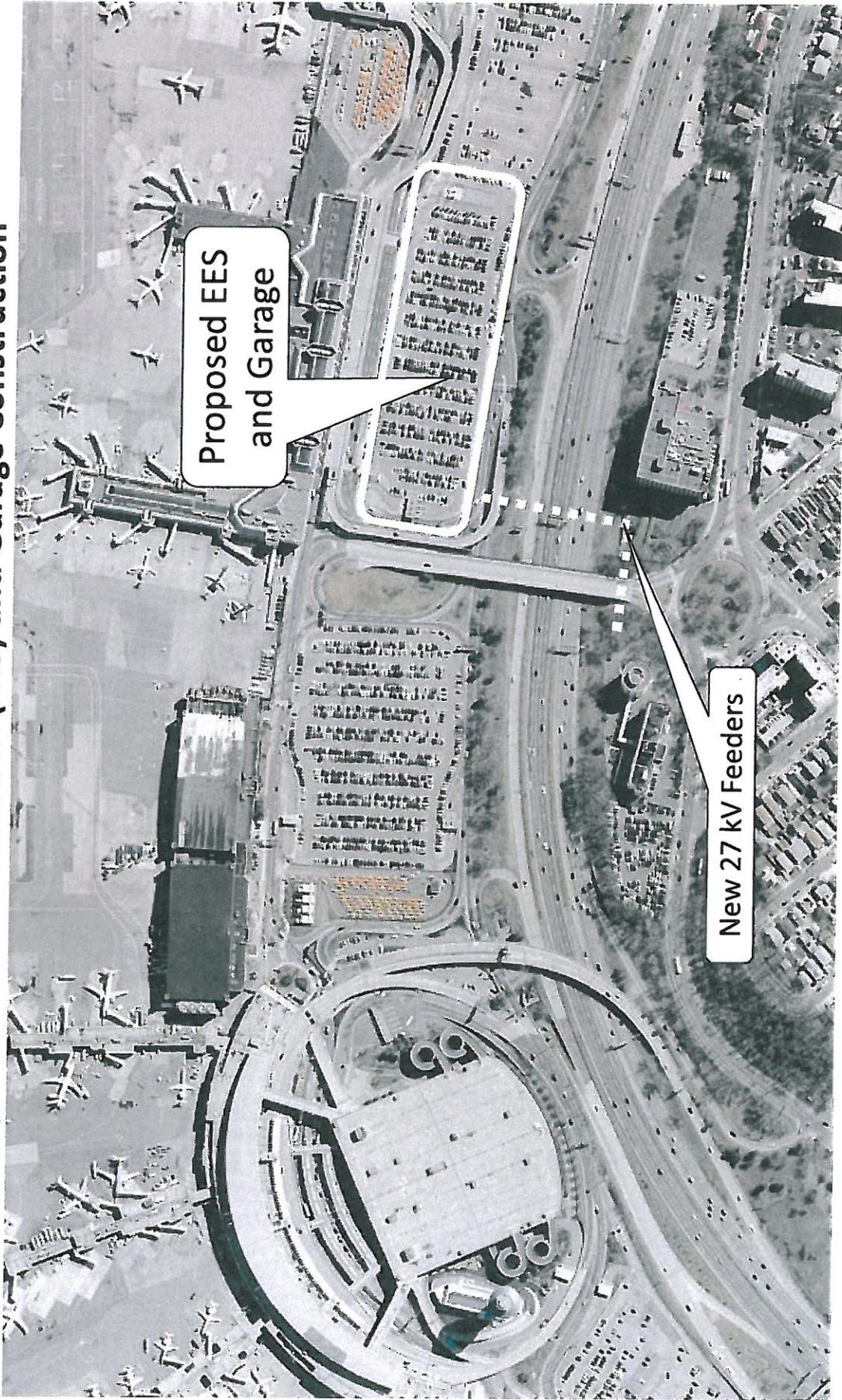
**AMY S. GREENE
 ENVIRONMENTAL
 CONSULTANTS.**

Source:
 New York State Department of Transportation (NYSDOT) Raster Quadrangle,
 Central Park and Flushing NY USGS quadrangles updated by NYSDOT, NYSDOT edition 1990.

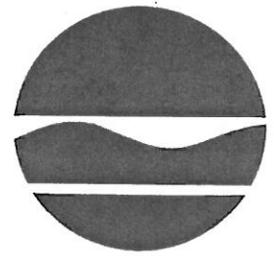
**Project Location –
LaGuardia Airport East End Substation (EES) and Garage Construction**



**Project Location –
LaGuardia Airport East End Substation (EES) and Garage Construction**



NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION
Division of Fish, Wildlife & Marine Resources
625 Broadway, 5th Floor, Albany, New York 12233-4757
Phone: (518) 402-8935 • **Fax:** (518) 402-8925
Website: www.dec.ny.gov



June 14, 2012

Joe Martens
Commissioner

RECEIVED

3450

JUN 18 2012

AMY S. GREENE
ENVIRONMENTAL CONSULTANTS, INC.

Lynn Brass Smith
Amy S Greene, Env. Consultants
Walter E Foran Blvd, Suite 209
Flemington, NJ 08822

Dear Ms. Smith:

In response to your recent request, we have reviewed the New York Natural Heritage Program database, with respect to an Environmental Assessment for the proposed East End Substation at LaGuardia Airport, Queens Borough, Project # 3450, site as indicated on map you provided, located in the County of Queens.

We have no records of rare or state listed animals or plants, significant natural communities or other significant habitats, on or in the immediate vicinity of your sites.

The absence of data does not necessarily mean that rare or state-listed species, natural communities or other significant habitats do not exist on or adjacent to the proposed site. Rather, our files currently do not contain information which indicates their presence. For most sites, comprehensive field surveys have not been conducted. We cannot provide a definitive statement on the presence or absence of all rare or state-listed species or significant natural communities. This information should not be substituted for on-site surveys that may be required for environmental assessment.

Our databases are continually growing as records are added and updated. If this proposed project is still under development one year from now, we recommend that you contact us again so that we may update this response with the most current information.

This response applies only to known occurrences of rare or state-listed animals and plants, significant natural communities and other significant habitats maintained in the Natural Heritage Data bases. Your project may require additional review or permits; for information regarding other permits that may be required under state law for regulated areas or activities (e.g., regulated wetlands), please contact the appropriate NYS DEC Regional Office, Division of Environmental Permits, as listed at www.dec.ny.gov/about/39381.html.

Sincerely,


Jean Pietrusiak, Information Services
NYS Department Environmental Conservation

Enc.

cc: Reg. 2, Wildlife Mgr.

548



THE PORT AUTHORITY OF NY & NJ

Engineering Department

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

7010 1670 0060 8139 0966

June 1, 2012

Jeffrey Zappieri
Supervisor, Consistency Review Unit
New York State Department of State
Division of Coastal Resources
1 Commerce Plaza, Suite 1010
Albany, NY 12231-0001

SUBJECT: LGA AIRPORT - EAST END SUBSTATION & EAST GARAGE CONSTRUCTION

Dear Mr. Zappieri:

The Port Authority of NY & NJ (Port Authority) is proposing construction of new electrical substation (East End Electrical Substation [EES]) and a new 6 level parking garage (East Garage [EG]) at LaGuardia Airport (LGA). The EES is needed to replace the existing Central Electrical Substation (CES), which currently is operating at capacity but is nearing the end of its useful life. The proposed EES will be located in the existing Parking Lot #4 in proximity to Terminals C and D. Therefore, the EG is necessary to provide parking space displaced by the EES. The proposed site for the EES and EG is in the southeastern portion of LGA, adjacent to LaGuardia Road and the Grand Central Parkway.

The proposed project requires approval by the Federal Aviation Administration (FAA) because of a change in the Airport Layout Plan. In addition, FAA will provide funding for the project. Therefore, consistency concurrences are required from the New York State Department of State (NYS DOS) and the New York City Department of City Planning (NYC DCP).

The Port Authority has reviewed the subject project in light of the NYSDOS coastal zone policies and the New York City Waterfront Revitalization Program (NYCWRP) coastal zone policies and determined that there would be no foreseeable adverse effects on coastal resources from this project.

Enclosed to assist in your review are project drawings, a completed Federal Consistency Assessment Form (FCAF), and a completed New York City Waterfront Revitalization Program Consistency Assessment Form (NYCWRPCAF).

The project site is located within a developed area that is inland of the shoreline. Therefore, neither a permit from the U.S. Army Corps of Engineers nor a permit from the New York State Department of Environmental Conservation will be required.

*Two Gateway Center
Newark, NJ 07102*



THE PORT AUTHORITY OF NY & NJ

If you have any questions or require additional information, please contact the undersigned by e-mail at mhelman@panvny.gov or by telephone at (973) 565 - 7564.

Very truly yours,

Marc Helman
Supervisor, Permits and Governmental Approvals
Environmental Engineering Unit

Enclosures:

- 1) Project Drawings
- 2) FCAF w/ policy assessment
- 3) NYC WRPCAF w/ policy assessment

cc: Michael Marrella, NYCDPC



THE PORT AUTHORITY OF NY & NJ

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Engineering Department

7010 1670 0000 8139 0973

June 1, 2012

Michael Marrella
Director, Waterfront and Open Space Division
New York City Department of City Planning
22 Reade Street
New York, NY 10007-1216

SUBJECT: LGA AIRPORT - EAST END SUBSTATION & EAST GARAGE CONSTRUCTION

Dear Mr. Marrella:

The Port Authority of NY & NJ (Port Authority) is proposing construction of new electrical substation (East End Electrical Substation [EES]) and a new 6 level parking garage (East Garage [EG]) at LaGuardia Airport (LGA). The EES is needed to replace the existing Central Electrical Substation (CES), which currently is operating at capacity but is nearing the end of its useful life. The proposed EES will be located in the existing Parking Lot #4 in proximity to Terminals C and D. Therefore, the EG is necessary to provide parking space displaced by the EES. The proposed site for the EES and EG is in the southeastern portion of LGA, adjacent to LaGuardia Road and the Grand Central Parkway.

The proposed project requires approval by the Federal Aviation Administration (FAA) because of a change in the Airport Layout Plan. In addition, FAA will provide funding for the project. Therefore, consistency concurrences are required from the New York City Department of City Planning (NYCDCP) and the New York State Department of State (NYS DOS).

The Port Authority has reviewed the subject project in light of the New York City Waterfront Revitalization Program (NYCWRP) coastal zone policies and the NYSDOS coastal zone policies and determined that there would be no foreseeable adverse effects on coastal resources from this project.

Enclosed are project drawings, a completed New York City Waterfront Revitalization Program Consistency Assessment Form (NYC WRPCAF), and a completed Federal Consistency Assessment Form (FCAF) to assist in your review of the proposed project.

The project site is located within a developed area that is inland of the shoreline. Therefore, the work will not require a permit from the U.S. Army Corps of Engineers. Nor will a permit from the New York State Department of Environmental Conservation will be required.

*Two Gateway Center
Newark, NJ 07102*



THE PORT AUTHORITY OF NY & NJ

If you have any questions or require any additional information, please contact the undersigned by e-mail at mhelman@panynj.gov or by telephone at (973) 565 - 7564.

Very truly yours,

Marc Helman
Supervisor, Permits and Governmental Approvals
Environmental Engineering Unit

Enclosures:

- 1) Project Drawings
- 2) NYC WRPCAF w/ policy assessment
- 3) FCAF w/ policy assessment

cc: Jeff Zappieri, NYSDOS



STATE OF NEW YORK
DEPARTMENT OF STATE
ONE COMMERCE PLAZA
99 WASHINGTON AVENUE
ALBANY, NY 12231-0001

ANDREW M. CUOMO
GOVERNOR

CESAR A. PERALES
SECRETARY OF STATE

July 5, 2012

Marc Helman, Supervisor
Permits & Governmental Approvals
The Port Authority of NY & NJ
Two Gateway Center
Newark, New Jersey 07102

Re: F-2012-0565(DA)
The Port Authority of NY & NJ
East End Substation and East Garage Construction
at the LaGuardia Airport
Flushing, New York, Queens County
Negative Determination

Dear Mr. Helman:

On June 6, 2012, the Department of State received the Port Authority's negative determination and supporting information for the above referenced activity. Based on the information provided, the Department concurs with your determination that the construction of the East End Substation and East Garage will not result in any reasonably foreseeable effects to land and water uses or natural resources of the coastal area. Further review of this activity by the Department of State is not necessary.

Thank you for providing this information to the Department of State. If you have any questions regarding this matter, please contact us at (518) 474-6000 and refer to our file # F-2012-0565(DA).

Sincerely,

Jeffrey Zappieri
Supervisor, Consistency Review Unit
Division of Coastal Resources

JZ/dc



STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
REGION 11
47-40 21ST STREET
LONG ISLAND CITY, N.Y. 11101
www.nysdot.gov

JOSEPH T. BROWN, P. E.
ACTING REGIONAL DIRECTOR

JOAN McDONALD
COMMISSIONER

December 7, 2012

Ms. Patty Clark
Sr. Advisor for External Affairs
Aviation Department
The Port Authority of NY & NJ
225 Park Avenue South, 9th Floor
New York, NY 10003

Dear Ms. Clark:

This is the updated information for the GCP Crossing.

**The PANYNJ Infrastructure across Grand Central Parkway to Support the East End Electric Substation
Contract MFA-211 – Work Order 2-01**

Coordination between NYSDOT and the PANYNJ:

NYSDOT met with the PANYNJ on 2/23/2012 to review and discuss the above PANYNJ's infrastructure work. It was agreed at the meeting that it is critical to accelerate this work and to coordinate it with the NYSDOT ongoing contract on the GCP, contract D261020, GCP/94th Street, to avoid unnecessary removal of the new pavement on the GCP. The PANYNJ submitted the preliminary drawings and the final drawings to NYSDOT for review (2 submissions). All comments were addressed.

Scope of the PANYNJ's Work:

The scope of work includes the installation of six (6) duct banks across the Grand Central Parkway (GCP) and the installation of twelve (12) precast concrete manholes, six (6) on either side of the GCP. The location of work is south of LaGuardia Airport's Terminal 'C' and east of the 102nd Street Bridge. On the north side of the GCP, manholes will be installed between the westbound mainline and service road and ducts will extend across the service road into the grass area where they will be terminated and capped. On the south side of the GCP, manholes will be installed in the grass adjacent to the roadway and ducts will terminate in the manholes. A subsequent contract will complete these duct runs to the north and south and install six (6) 27KV electric feeders for Con Edison and communication cables.

Progress Report:

A Field Meeting on October 17, 2012 that included the Acting Regional Director and staff from the NYSDOT Region 11, met with Port Authority of NY & NJ (PANYNJ) to inspect the site. Through inspection and discussion, NYSDOT field evaluation of the work is as follows:

- The work associated with the duct banks and conduit for the new substation can be performed with minimal impact to the Grand Central Parkway (GCP). The work will be minimized by closely coordinating the work with NYSDOT ongoing construction activity. The maintenance required for the PANYNJ work should have no impact on the GCP.
- NYSDOT is satisfied with the PANYNJ's plans for safety and work conditions, both during the construction and in the building condition.
- The PANYNJ will take full responsibility for any of their utility work that impacts the GCP, such as pavement settlement, and that no additional costs will be required by the NYSDOT GCP contract to replace impacted items, i.e. fencing, restoration and landscaping.
- A construction/utility permit from NYSDOT will be required for all other future work on the GCP associated with the PANYNJ project and must be obtained prior to commencing such work.
- The Port Authority will obtain all necessary permits and approvals from NYC Dept. of Parks and Recreation for work in designated adjacent parkland areas.
- NYSDOT will be documenting the utility coordination and construction with the FHWA.

Future Related Substation Work:

The duct bank runs will be completed under the EES Building, Equipment and Feeder Project (Contract LGA-124.198), which is scheduled for award in April, 2013. In addition to constructing the EES building and installing transformers and switchgear, this contract will complete the duct runs from the new EES (north side of the GCP) to Con Edison's Point of entry at the 102nd Street Bridge (south side of the GCP). This will incorporate the section of duct work under the GCP provided under MFA 211 WO1 as noted above. Conductors (feeders) will then be pulled through the new duct banks from Con Edison's POE to the EES. Con Edison will supply power from six (6) 27KV feeders from locations west of the 102nd Street Bridge, at which time the EES will be energized.

Sincerely,



Joseph T. Brown, P.E.
Regional Director

cc: Refat Habashy, Director of Operations, NYSDOT, R-11
Charles O'Shea, Director of External Relations, NYSDOT, R-11
Sonia Pichardo, Director of Design, NYSDOT, R-11

October 11, 2012

Mr. Joshua Laird
Assistant Commissioner, Planning & Parklands
NYC Department of Parks and Recreation
The Arsenal, Central Park
New York, NY 10065

Re: LaGuardia Airport – DOT Section 4(f) Coordination Regarding Replacement of the Central Electrical Substation and the Grand Central Parkway Extension

Dear Mr. Laird:

The Port Authority of New York and New Jersey (Port Authority) is hereby notifying you that an Environmental Assessment (EA) under the National Environmental Policy Act of 1970 is being prepared for a project at LaGuardia Airport (LGA). The PA is planning to construct a new electric substation and parking garage at LaGuardia Airport. The proposed East End Substation (EES) would be located in Parking Lot 4 just east of the 102nd Street bridge and in front of Terminal C (the former USAir Terminal, now Delta Airlines). The EES is needed to replace the existing Central Electric Substation, which is nearing the end of its useful life and design capacity. The EES would be connected to Con Edison lines on the south side of the Grand Central Parkway (GCP) using new feeder lines under the GCP.

As part of the environmental review for the Proposed Action, we are required to follow Department of Transportation's Section 4(f) requirements. This requires us to identify if any public parks or historic properties would be substantially impaired either through direct taking (physical impacts) or through constructive use (indirect impacts). Although no historic properties are affected, a public park that has the potential for impacts from this project is the Grand Central Parkway Extension, located just south of LGA.

The Proposed Action includes temporary excavation, and subsequent restoration, of areas to the north and south of the GCP to install concrete encased ducts that will facilitate a route for the new electric feeder lines (please see attached site plan). After construction, the Port Authority would require the acquisition of a permanent easement across the GCP to allow for future maintenance and/or repair activities associated with the conduit pipe. Working in coordination with NYC Department of Parks and Recreation staff, John Mueller, Forester, identified two trees on the north side (west bound) of the GCP for removal, and several shrub/scrub type trees of low value were identified for removal on the south (east bound) side of the GCP.

While these trees would be removed as part of the project, our assessment finds that there would be no substantial impairment to the GCP Extension because 1) the temporary construction impacts are minor and the effects would be mitigated and 2) the acquisition of a permanent utility easement across the GCP would not in any way adversely affect the use of the land for park or parkway purposes. There are no public recreational aspects to the GCP in this location, nor any significant planned landscape features.

The Port Authority is committed to working with the Department of Parks and Recreation to acquire permits, negotiate restitution, and comply with all rules and regulations regarding tree removal and site restoration due to this project at LGA Airport. We are also coordinating extensively with the NYS Department of Transportation on this project for the placement of the conduit under the Parkway right-of-way.

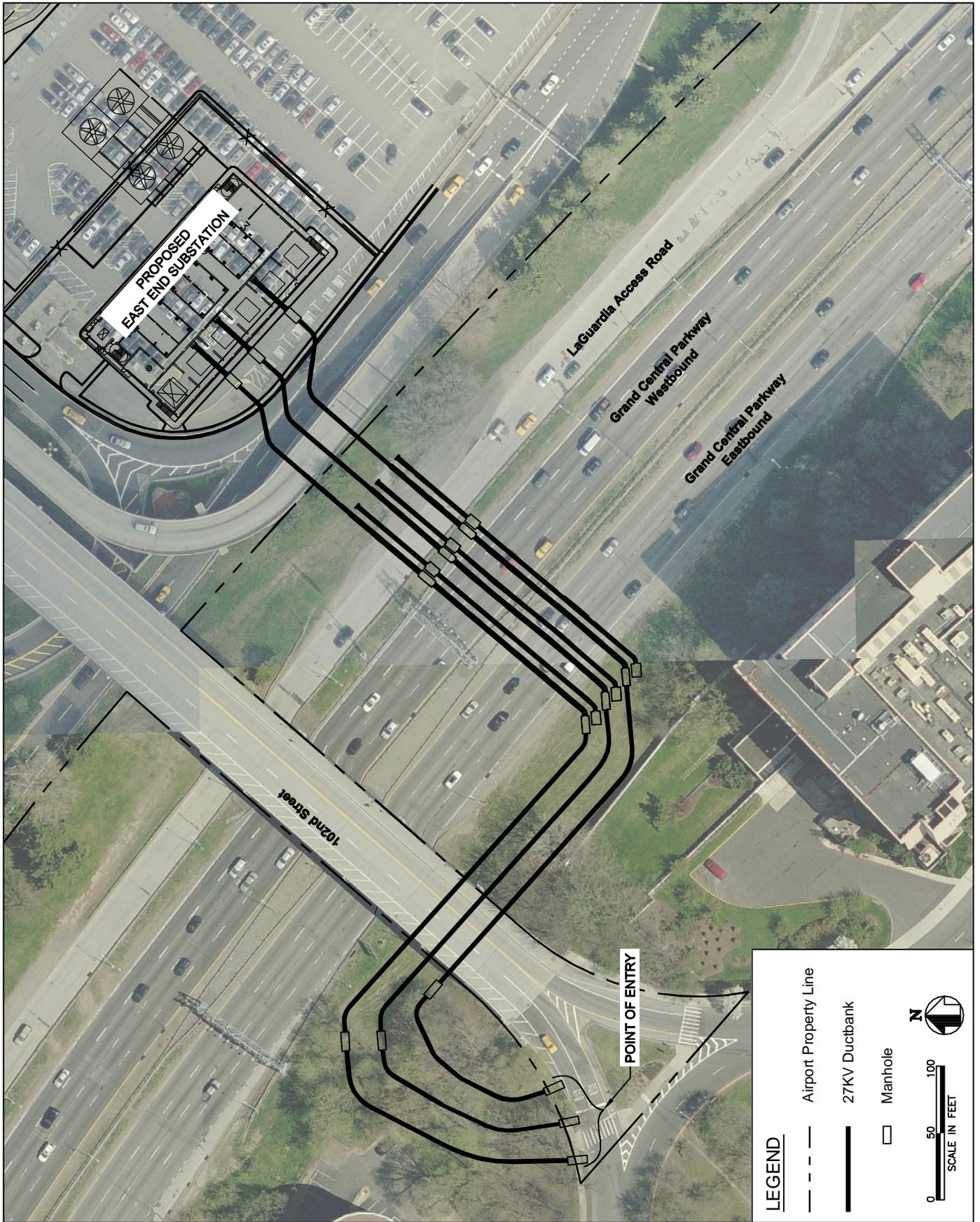
The Draft EA for this project will be available for public review and comment in the near future. If there are no objections or concerns, we respectfully request your written concurrence that no substantial impairment to the GCP Extension as defined by DOT Section 4(f) will result from the project described above, and that the Proposed Action does not constitute park alienation under State law. The GCP will be restored to its preconstruction condition. We look forward to working with you and Department of Parks and Recreation staff to effectuate this important project that will enable the Port Authority to modernize LaGuardia Airport.

If you have any questions or comments, please contact Michael Moran, Manager of Physical Plant and Redevelopment for LGA at (718) 533- 3509.

Sincerely,



Thomas L. Bosco
General Manager
LaGuardia Airport



**LAGUARDIA AIRPORT
ENVIRONMENTAL ASSESSMENT
EAST END SUBSTATION AND EAST GARAGE**

27KV DUCTBANK LAYOUT

**FIGURE
C-2**



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City of New York
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The Arsenal
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January 9, 2013

Mr. Thomas L. Bosco
General Manager
LaGuardia Airport
Flushing, NY 11371-0677

Re: LaGuardia Airport- DOT Section 4(f) Coordination Regarding Replacement of the
Central Electrical Substation and the Grand Central Parkway Extension

Dear Mr. Bosco:

This letter is in response to your correspondence dated October 11, 2012 regarding the Draft Environmental Assessment (EA) for the construction of a new substation and parking garage at LaGuardia Airport (LGA) by the Port Authority of New York and New Jersey (PANYNJ). An Environmental Assessment (EA) dated November 2012 was provided to the Department of Parks & Recreation (DPR). As described in the EA, the proposed East End Substation (EES) will be constructed within Parking Lot 4, which is just east of the 102nd Street bridge and in front of Terminal C. The EES would connect to Con Edison electrical lines on the south side of the Grand Central Parkway (GCP) using proposed feeder lines to be constructed under the Grand Central Parkway (GCP). It is our understanding that three electrical conduits are needed at this time, but a total of six conduits will be partially installed on a landscaped section of the GCP that is under DPR jurisdiction (DPR Parkway Property) situated between the GCP right of way and the PANYNJ parking lot to accommodate future airport requirements.

PANYNJ has represented that the project is subject to U.S. Department of Transportation's Section 4(f) requirements, which necessitate the identification of any public parks that would be substantially impaired through a direct taking or due to indirect impacts. The EA notes that the proposed substation project would not change the use or characteristics of the DPR Parkway Property. Moreover, PANYNJ has represented that construction will last approximately three months and upon completion the parkway area would be restored to pre-construction conditions or as agreed upon with DPR. The EA notes that the PANYNJ has met onsite with a DPR Queens Borough Forester to visually assess the project area and identify any potential trees to be removed. DPR expects PANYNJ to submit complete applications for DPR Construction and Forestry permits, which must include a detailed survey illustrating the location and number of trees proposed to be removed. The EA should describe the proposed tree removals and state that tree restitution will be carried out by the PANYNJ as per the DPR Forestry Permit.

Based on the proposed project description, which involves the installation of conduits approximately 10 feet below the surface, and based on the expectation that PANYNJ will work with DPR Forestry personnel to implement appropriate mitigation and restitution, we do not anticipate that the project would cause any significant impairments to the DPR Landscaped Section or any significant programming limitations on the future use of parcel. We thus believe that the effects resulting from the project on the DPR Parkway Property under our jurisdiction would be *de minimis*.

DPR notes that the EA and the October 11, 2012 letter indicate PANYNJ's expectation that a permanent easement will be acquired for construction of the proposed project. Please note that DPR would not issue a permanent easement for the portion of the parkway under our jurisdiction. Rather, a revocable consent would be the appropriate instrument to authorize the installation and access required for future maintenance and repair of the electrical conduits. Additional access to the site would be accomplished by separate access agreements on an as-needed basis.

Please provide an updated EA once the public comments have been incorporated to ensure that the project conforms to our understanding and to ensure that the project has not changed in any way that would constitute an adverse environmental effect on the DPR Parkway Property as part of the 4(f) process.

Please contact Daniel Grulich, DPR's Interagency Coordinator at 718-760-6927 if you have any follow-up questions regarding any necessary Parks approvals for the construction of the project. If you have any questions pertaining to the environmental review, please contact Colleen Alderson, Director of Parklands, at 212-360-3441.

Sincerely,



Joshua R. Laird

cc: Dorothy Lewandowski, DPR Queens Borough Commissioner
Jennifer Kao, DPR Planning Senior Project Manager
Daniel Grulich, DPR Interagency Coordinator
Colleen Alderson, DPR Director of Parklands
Sherri Rosenberg, DPR Deputy Counsel

From: Alderson, Colleen <Colleen.Alderson@parks.nyc.gov>
Sent: Wednesday, January 30, 2013 11:09 AM
To: Knoesel, Edward
Cc: Grulich, Daniel; Rosenberg, Sherri; Kao, Jennifer; McIntyre, Carlene; Marie.jenet@faa.gov; Laird, Joshua
Subject: RE: LaGuardia Env. Assessment - Grand Central Pkwy

Ed,

Thank you for providing the updated EA for Parks' review. We have reviewed the revised Final EA and confirm that the project conforms to our understanding, and our comments and concerns have been addressed.

Please be in touch with Daniel Grulich in Parks' Interagency Unit as the project proceeds to construction as a Construction and Forestry Permits will be required. We also are wondering if the PA has already, or when it plans to apply for a revocable consent agreement with the City.

Colleen

Colleen Alderson
Director of Parklands

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From: Knoesel, Edward [<mailto:eknoesel@panynj.gov>]
Sent: Friday, January 18, 2013 4:49 PM
To: Laird, Joshua
Cc: Alderson, Colleen; Grulich, Daniel; Rosenberg, Sherri; Kao, Jennifer; McIntyre, Carlene; 'Marie.jenet@faa.gov'
Subject: LaGuardia Env. Assessment - Grand Central Pkwy

Joshua,

Please find a link below to the revised final EA for the East End Substation and East End Garage at LGA, which we are now set to submit to FAA for their formal determination.

In your January 9 letter to Thomas L. Bosco, the General Manager of LGA, you requested that we "please provide an updated EA once the public comments have been incorporated to ensure that the project conforms to our understanding and to ensure that the project has not changed in any way that would constitute an adverse environmental effect on the DPR Parkway Property as part of the 4(f) process." We received only one set of comments on the EA, and that was from Jennifer Kao of DPR (her comments can be found in Appendix D – the last page of the EA).

All of Ms. Kao's comments were responded to in the final EA. The final EA describes same the project as the draft – nothing has changed. This final also has an updated 4(f) section (EA section 4.4 -starting on Page 4-5) that responds to DPR comments.

Based on your Jan. 9 letter, FAA has stated that they cannot issue its determination until DPR is satisfied that its comments were adequately responded to in the final, and that you agree that no additional effects will occur

that haven't been evaluated. I'm requesting that you take a very quick look at this final EA and concur (an email will be fine) that you agree the project still conforms with your prior understanding and there are no changes. Thank you very much for your cooperation on this important project. Your prompt response will allow the FAA to make its determination, and allow the Port Authority to begin construction and meet its schedule for the project.

Link to final EA:

<https://sendfiles.aecom.com/message.aspx?msgId=269f3c6a-5f8d-44d9-8118-75d273cc8a03&u=eknoesel%40panynj.gov>

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Appendix B.
Air Quality and Noise Report

Memorandum

Date: June 4, 2012
To: Bryan Oscarson
From: Tom Herzog
Subject: LaGuardia East End Substation and Parking Garage EA – Air Quality and Noise Report
cc: Fang Yang, Nicole Weymouth

INTRODUCTION

As part of the Port Authority of New York and New Jersey (Port Authority) proposed construction of the East End Substation (EES) and East Garage at LaGuardia Airport in Queens, NY, an air quality emissions analysis was conducted in accordance with the Federal General Conformity Rule (40 CFR 93.150). The methodology, modeling assumptions, and the results of pollutant emissions for the proposed project are described in the following subsections. Additionally, a qualitative noise assessment was conducted in accordance with the *City Environmental Quality Review Technical Manual (Chapter 19, Noise)*.

The project is located in Queens County, which as part of the greater metropolitan New York area, has been designated by the U.S. EPA as a nonattainment area for ozone pollution. The region is also in nonattainment for particulates smaller than 2.5 microns ($PM_{2.5}$). The General Conformity regulations specify that the *de minimis* thresholds for a nonattainment area are 100 tons per year (tpy) for ozone and $PM_{2.5}$ ¹ or, when applied to ozone's precursors, 50 tpy for Volatile Organic Compounds (VOCs) and 100 tpy for Oxides of Nitrogen (NOx). The purpose of the study is to demonstrate that the quantity of NOx, VOCs and particulates ($PM_{2.5}$) resulting from the proposed EES and garage project would be less than the allowable *de minimis* thresholds.

CONSTRUCTION EMISSIONS

The proposed construction of the substation would be spread over a period of four years, 2012 to 2015, and is estimated to consist of 20,420, 54,900, 45,364 and 10,116 construction hours,

¹ Title 40 Code of Federal Regulations, Section 93, part 150.

respectively in 2012, 2013, 2014 and 2015. The following discussion describes the procedures used to calculate the emissions that will be generated during the construction process.

Methodology and Assumptions

This project is not expected to result in any impact to aircraft operations, thus, this analysis looked only at emissions associated with construction equipment. The analysis quantified the amount of NO_x and VOC emissions (as the precursors to ozone) as well as the other non-attainment or maintenance pollutants that would be produced by construction equipment operating on the Airport's property over the full duration of the project. The estimates of the construction activity for the project are presented in **Table 1**. At the time the inventory was prepared, the project was scheduled to begin in June 2012 and terminate in May 2015, encompassing a total of 130,800 hours of non-road construction activity.

The equipment was divided into two groups based on whether or not the machines or vehicles were certified to operate on roadways.

Non-Road Equipment

NO_x, VOC, PM and carbon monoxide (CO) emission rates for non-road equipment are calculated based on the following characteristics:

- Fuel type, model, and approximate engine size
- Horsepower² and average load factor³
- Approximate hours of operation per equipment type
- Approximate age (to correspond with tiered emission rates)

The horsepower and model type are identified in the equipment inventory in **Table 1**. Because the age of the equipment is entirely dependent on the preferences of the contractor, a conservative estimate of average equipment age was applied. For example, although newer Tier III equipment less than six years old may be used, the modeling analysis utilized older equipment 6-15 years old for all analysis years including 10 percent Tier I equipment and 90 percent Tier II equipment. The load factor, a ratio of the actual operating horsepower of an engine relative to its maximum available horsepower, was obtained from the *Median Life, Annual Activity, and Load Factor Values for Nonroad Engine Emissions Modeling* report, published by the Environmental Protection Agency (EPA).⁴ Additional details related to equipment activity levels by month are shown in the **Supporting Documentation**.

It is assumed that the generator (Genset) will be used during the first two months of project start-up, for both the EES and the East Garage. After that, the contractor will connect to the Airport power source.

² Horse power based on the manufacturer catalogs for particular equipment or similar equipment type.

³ *Median Life, Annual Activity, and Load Factor Values for Nonroad Engine Emissions Modeling*, USEPA, 2008.

Table 1: Estimates of Non-Road Construction Activity

Equipment Non-Road	Fuel Type	Engine hp ¹	Load Factor ²	Hours / Month	Total Operating Hours ³			
					2012	2013	2014	2015
Excavator	diesel	148	0.59	470	3,316	7,420	5,896	1,720
Backhoe	diesel	93	0.21	297	2,092	7,432	6,428	1,720
Loader	diesel	89	0.21	149	1,044	6,760	6,928	1,384
Dump Truck	diesel	285	0.21	916	6,460	15,104	11,096	2,580
Dozer	diesel	498	0.59	396	2,792	5,552	860	0
Roller	diesel	45	0.59	25	172	1,380	0	0
Paver	diesel	225	0.59	25	172	0	0	0
Crane	diesel	445	0.43	173	1,224	7,272	9,368	2,712
Pile Driver	diesel	1,200	0.59	198	1,404	1,232	2,736	0
Grader	diesel	193	0.59	149	1,048	2,748	1,556	0
Genset	diesel	3,351	0.43	347	696	0	496	0

1 Horse power based on the manufacturer catalogs for particular equipment or similar equipment type.

2 Median Life, Annual Activity, and Load Factor Values for Nonroad Engine Emissions Modeling, USEPA, 2008.

3 Construction periods: 2012 (June - December), 2013 (January - December), 2014 (January - December), 2015 (January - June).

The regulatory standard for emission rates for non-road equipment are published in the EPA's *Exhaust and Crankcase Emission Factors for Nonroad Engine Modeling – Compression-Ignition* report.⁴ While emission rates could be lower depending on the age, horsepower, and exact model of equipment, this standard represents a conservative yet not-unrealistic scenario from an emissions standpoint. These emissions rates are described in terms of pollutant per horsepower hour, requiring the horsepower, load factor, and total operational time to be available in order to calculate the total quantity of emission.

On-Road Equipment

Emissions from on-road sources, such as the concrete trucks, trailer trucks, employee buses and employee vehicles, were calculated using a similar approach. The pollutant emission rates, in the form of pollutant per unit of distance traveled, are dependent on the vehicle's age, fuel type, classification (e.g., passenger auto or heavy truck), and average speed of operation. These rates were based on the New York State of Department of Transportation (NYSDOT)-provided *MOBILE6* worksheet applicable for computing emissions from roadway sources.

Instead of hours of operation like for non-road sources, emissions are based on an average speed of 30 miles per hour, type of roadway (e.g., arterial, collector, and local road) and the following average travel distances assumed for on-road construction vehicles operating in the Airport:

- 20 miles round trip per day – Workers' passenger cars used for commuting (LDGV);
- 4.4 miles round trip per day – Shuttle bus taking workers from parking to project site (HDGB);
- 20 miles round trip per day – Trailer Trucks (HDDV8B); and,
- 12 miles round trip per day – Construction/concrete Trucks (HDDV8B).

⁴ *Exhaust and Crankcase Emission Factors for Nonroad Engine Modeling - Compression-Ignition*, NR-009d, U.S. EPA, EPA-420-R-10-018, July 2010. <http://www.epa.gov/oms/models/nonrdmdl/nonrdmdl2010/420r10018.pdf>.

The allowance for shuttle buses to transport construction workers from a separate, on-Airport parking lot to the project site was a conservative assumption. In reality it is likely that most, if not all, workers will be able to park at the project site. Default Statewide vehicle age distributions were utilized to compute the mobile source emissions rates.

Emission Results

As shown in **Table 2**, the results of the construction emissions quantification due to construction activities associated with the EES and East Garage are predicted to be well below the respective *de minimis* threshold. For example, precursors of ozone (VOC and NO_x) are predicted to range from 4.74 tons per year total in 2015 to 32.94 tons per year in 2014. Therefore, it can be concluded that the total emissions for each of the non-attainment pollutants would be less than the *de minimis* threshold.

Table 2: Summary of Annual Construction Emissions for the EES and East Garage

Year ¹	Annual Emissions (tons/year)				
	VOC	NO _x	CO	PM ₁₀	PM _{2.5}
<i>de minimis</i>	50	100	100	100	100
2012	0.95	18.90	6.35	0.64	0.62
2013	1.71	30.43	9.39	1.06	1.02
2014	1.71	31.23	11.94	1.08	1.03
2015	0.29	4.45	1.95	0.16	0.15

1. Construction periods: 2012 (June - December), 2013 (January - December), 2014 (January - December), 2015 (January - June).

It should be noted that the assumptions in this evaluation are not intended to establish precedence for the “best practices” methodology on future air quality analyses. Instead, overly conservative assumptions have been used to minimize the time it would take to better refine the assumptions.

QUALITATIVE HOT SPOT ANALYSIS

More detailed (“hot-spot”) analysis is not warranted because the number of construction vehicles is not expected to exceed the screening criteria established by the New York City Department of Environmental Protection’s (DEP) *City Environmental Quality Review (CEQR) Technical Manual*. According to the *CEQR Technical Manual*, a detailed analysis is recommended for all projects that would generate peak hour heavy-duty diesel vehicle traffic with 23 or more vehicles along City streets. However, the maximum number of trucks generated by the Proposed Action in April 2013 is well below the screening criteria at less than one truck per hour (122 trucks per month or just over 28 trucks per week).

Similarly, since future operations between the No-Action and the Proposed Action are expected to remain the same, no increase in localized concentrations is expected.

GREENHOUSE GAS EMISSIONS

Greenhouse gases (GHGs) are compounds that contribute to the greenhouse effect. The greenhouse effect is a natural phenomenon where gases trap heat within the surface-troposphere (lowest portion of the earth’s atmosphere) system, causing heating at the surface of

the earth. The primary long-lived GHGs directly emitted by human activities are carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆).

The heating effect from these gases is considered the probable cause of the global warming observed over the last 50 years. Global warming and climate change can affect many aspects of the environment. The USEPA Administrator has recognized potential risks to public health or welfare and signed an endangerment finding regarding GHGs under Section 202(a) of the Clean Air Act, which finds that the current and projected concentrations of the six key well-mixed GHGs in the atmosphere (CO₂, CH₄, N₂O, HFCs, PFCs, and SF₆) threaten the public health and welfare of current and future generations. However, the dominant GHG gas emitted is CO₂, mostly from fossil fuel combustion (85.4%).⁵

Although the USEPA final rule on *Mandatory Reporting of Greenhouse Gases* (October 30, 2009) provides various methodologies to estimate CO₂ equivalencies based on fuel test and consumption data, this rule is essentially designed for specific stationary facility reporting purposes and cannot be directly implemented in this project to address the emissions from the construction activities associated with the Proposed Action. According to the *Draft NEPA Guidance on Consideration of the Effects of Climate Change and Greenhouse Gas* issued by the Council of Environmental Quality (CEQ), the potential effects of GHG emissions are by nature global and cumulative impacts, as individual sources of GHG emissions are not large enough to have an appreciable effect on climate change. Since the Proposed Action would not increase airport operational capacity essentially resulting in no net change in operational emissions, in keeping with CEQ guidance, temporary construction activities associated GHG emissions would not be large enough to have any appreciable effect on climate change.

⁵ USEPA, April 15, 2009.

QUALITATIVE NOISE ANALYSIS

Project noise levels from temporary construction activities associated with the EES and the East Garage are not expected to exceed the New York City *Noise Control Code* (Local Law No. 113, Title 15, Chapter 24) or the *Citywide Construction Noise Mitigation* policy (Title 15, Chapter 28). With the exception of the utility trenching across the Grand Central Parkway, all of the construction activities would occur on-airport well outside the screening distance of 800 feet (*City Environmental Quality Review Technical Manual, Chapter 19, Noise*) from the closest residences.

For the trenching activities across the Grand Central Parkway, the contractor may need to implement noise control measures to minimize potential noise impacts in the nearby community especially when residents are sleeping during any nighttime construction activities. The following mitigation measures could be implemented to eliminate or minimize any potential noise impacts during construction:

- Shifting the loudest activities to the daytime period;
- Substituting louder equipment with quieter equipment;
- Establishing staging areas away from residences;
- Installing temporary barriers or acoustical shrouds around the loudest equipment;
- Retro-fitting trenching equipment with hospital grade mufflers;
- Other reasonably available control technologies (RACT) in accordance with the *Noise Control Code* and the *Citywide Construction Noise Mitigation* policy.

SUPPORTING DOCUMENTATION

- Table A1: Non-Road Equipment Model Type and Size
- Table A2: East End Substation Equipment Usage Summary
- Table A3: East Garage Equipment Usage Summary

Table A1: Non-Road Equipment Model Type and Size

Equipment Type	Equipment Model	Horse Power
Excavator	CAT 320D	148
Backhoe	Cat 420E	93
Loader	CAT 414E	89
DumpT	John Deer 300D	285
Dozer	CAT 834H	498
Roller	Dynapac CC142	45
Paver	CAT AP1000E	225
Crane	Hydraulic Crane with 50-100 T capacity	445
Pile D	APE Model 600	1200
Grader	CAT 140M2	193
Genset	Cat 2500EKW	3351

Source: AECOM, Email from N. Weymouth, May 25, 2012.

Table A2: East End Substation Equipment Usage Summary

Work Period	EES Equipment Summary (no. of equipment)														
	Excavator	Backhoe	Loader	DumpT	Dozer	Roller	Paver	Crane	Pile D	Conc. T	Grader	Genset	T.Trailer	Bus	P car
Jun-12	2	1	1	4	2	0	0	0	0	0	1	2	4	2	50
Jul-12	4	2	1	8	4	0	0	1	0	0	2	2	0	2	50
Aug-12	4	2	1	8	4	0	0	1	0	0	2	0	2	2	50
Sep-12	4	3	1	8	4	1	1	2	0	6	1	0	4	2	50
Oct-12	2	1	1	4	2	0	0	1	0	6	0	0	0	2	50
Nov-12	1	1	1	1	0	0	0	0	1	0	0	0	1	2	50
Dec-12	2	2	0	4	0	0	0	2	7	0	0	0	10	2	50
Jan-13	6	5	3	5	4	1	0	5	7	60	3	0	16	4	50
Feb-13	6	5	3	5	2	1	0	4	0	80	3	0	6	4	50
Mar-13	6	5	3	5	2	1	0	4	0	80	3	0	6	4	50
Apr-13	6	5	3	8	4	2	0	4	0	110	4	0	8	4	50
May-13	4	3	2	8	2	1	0	2	0	50	1	0	2	4	50
Jun-13	5	5	5	8	4	1	0	4	0	70	1	0	12	4	50
Jul-13	5	5	5	8	4	1	0	4	0	70	1	0	12	4	50
Aug-13	1	2	3	8	2	0	0	3	0	20	0	0	10	2	50
Sep-13	1	2	3	8	2	0	0	3	0	20	0	0	10	2	50
Oct-13	1	2	3	8	2	0	0	3	0	20	0	0	10	2	50
Nov-13	1	2	3	8	2	0	0	3	0	0	0	0	10	2	50
Dec-13	1	2	3	8	2	0	0	3	0	0	0	0	2	2	50
Jan-14	0	1	2	2	0	0	0	2	0	0	0	0	2	2	50
Feb-14	0	1	2	2	0	0	0	2	0	0	0	0	2	2	50
Mar-14	0	1	2	2	0	0	0	2	0	0	0	0	2	2	50
Apr-14	0	1	2	2	0	0	0	2	0	0	0	0	2	2	50
May-14	0	3	3	4	0	0	0	2	0	2	0	0	6	3	50
Jun-14	0	2	1	2	0	0	0	2	0	0	0	0	4	3	50
Jul-14	0	2	1	2	0	0	0	2	0	0	0	0	4	3	50
Aug-14	0	2	1	2	0	0	0	2	0	0	0	0	4	3	50

Source: AECOM, Email from N. Weymouth, May 25, 2012.

Table A3: East Garage Equipment Usage Summary

Work Period	East Garage Equipment Summary (no. of equipment)															
	Excavator	Backhoe	Loader	DumpT	Dozer	Roller	Paver	Crane	Pile D	Conc. T	Grader	Genset	T. Trailer	Bus	P car	
Jan-14	2	1	3	3	1	0	0	2	4	0	1	1	10	2	50	
Feb-14	2	1	2	3	1	0	0	2	4	10	1	2	10	2	50	
Mar-14	6	3	4	8	1	0	0	3	4	80	2	0	10	2	50	
Apr-14	6	3	4	8	1	0	0	3	4	80	2	0	10	2	50	
May-14	6	3	4	8	1	0	0	3	0	80	2	0	10	2	50	
Jun-14	4	3	3	6	0	0	0	3	0	80	1	0	30	2	50	
Jul-14	0	1	1	1	0	0	0	2	0	0	0	0	20	3	50	
Aug-14	0	1	1	1	0	0	0	4	0	0	0	0	20	3	50	
Sep-14	2	2	1	2	0	0	0	4	0	5	0	0	20	3	50	
Oct-14	2	2	1	2	0	0	0	4	0	5	0	0	30	3	50	
Nov-14	2	2	1	2	0	0	0	4	0	5	0	0	30	3	50	
Dec-14	2	2	1	2	0	0	0	4	0	5	0	0	30	3	50	
Jan-15	2	2	1	3	0	0	0	4	0	5	0	0	30	4	50	
Feb-15	2	2	1	3	0	0	0	6	0	0	0	0	10	4	50	
Mar-15	2	2	2	3	0	0	0	2	0	0	0	0	10	4	50	
Apr-15	2	2	2	3	0	0	0	2	0	0	0	0	10	4	50	
May-15	2	2	2	3	0	0	0	2	0	0	0	0	10	4	50	

Source: AECOM, Email from N. Weymouth, May 25, 2012.

Appendix C.
Technical Memorandum,
Section 4(f) De Minimis Impact Finding

Note: Information contained in this technical memorandum is preliminary and precedes agency coordination, public review and comments received on the Draft EA.

Technical Memorandum

LaGuardia Airport East End Substation and East Garage

Environmental Assessment

Date: October 25, 2012

Subject: Preliminary Section 4(f) Impact Analysis and Supporting Documentation for a De Minimis Impact Finding

Introduction

According to Federal Aviation Administration (“FAA”) policies and procedures for implementing the National Environmental Policy Act (“NEPA”), the Port Authority of New York and New Jersey (“PANYNJ”) is preparing an environmental assessment (“EA”) for the construction and operation of an electrical substation and parking garage at LaGuardia Airport. Figure C-1 shows the overall project location in relation to the Airport.

The proposed East End Substation (“EES”) and East Garage would be located on existing airport property. However, connecting the EES to Consolidated Edison (“ConEdison”) requires commercial electric service (feeder) lines to be buried in conduits crossing beneath the Grand Central Parkway (“GCP” or “the Parkway”).

The Grand Central Parkway is publically-owned land and the unpaved portions are designated as parkland under the New York City park system. The PANYNJ needs to acquire a utility easement to access and maintain the buried conduit to be located within the Parkway boundary. The potential “use” of the parkland for the permanent easement is an action covered under the Department of Transportation Act of 1966, Section 4(f), which protects designated parkland from acquisition or easement unless certain conditions are met.

This memorandum outlines the Section 4(f) regulations applicable to the project and provides information to support a *de minimis* impact finding. In order for the lead agency (FAA) to make a *de minimis* impact finding, the resource agencies having jurisdiction over the Grand Central Parkway must agree in writing that the project meets the *de minimis* criteria set forth in Section 4(f).

Input from agencies having jurisdiction over affected Section 4(f) resources plays an important part in FAA Section 4(f) evaluations and determinations. PANYNJ is consulting with New York State Department of Transportation (“NYSDOT”) regarding impacts on the Grand Central Parkway and with New York City Department of Parks and Recreation (“NYCDPR”) regarding impacts on surrounding parkland. Mitigation

measures may be recommended through this consultation process and, if so, commitments may be part of the Federal finding.

The purpose of this preliminary Section 4(f) impact analysis is to inform officials with jurisdiction over the property of the FAA's intent to make the *de minimis* impact finding based upon their written concurrence that the project will not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f).

Section 4(f) Regulations

Section 4(f) of the Department of Transportation Act of 1966 (49 USC Section 303 and 23 CFR Part 774) states that the Secretary of Transportation (Secretary) may not approve the use of land from a significant publicly-owned park, recreation area, or wildlife and waterfowl refuge, or any significant historic site unless a determination is made that:

- (i) There is no feasible and prudent alternative to the use of land from the property; and
- (ii) The action includes all possible planning to minimize harm to the property resulting from such use.

A "use" under Section 4(f) can be any of the following:

- Direct use – property is permanently incorporated into the transportation project;
- Temporary use – property is temporarily occupied in a way that is adverse to the property's purpose; or
- Constructive use – occurs when the transportation project does not incorporate land from a Section 4(f) property, but the project's proximity impacts are so severe that the protected activities, features, or attributes that qualify the property for protection under Section 4(f) are substantially impaired. Substantial impairment occurs only when the protected activities, features, or attributes of the property are substantially diminished (23 CFR Section 774.15(a)).

U.S. Department of Transportation ("USDOT") and FAA policies and procedures for preparing Section 4(f) evaluations and determinations and for consulting with other agencies are stated in USDOT Order 5610.1C, Attachment 2, paragraph 4, and in Section 4(b)(1). FAA uses Federal Highway Administration ("FHWA")/Federal Transit Administration ("FTA") Section 4(f) regulations as guidance to the extent relevant to FAA programs. FAA also uses FHWA's Section 4(f) Policy Paper of March 1, 2005 as an aid in implementing Section 4(f). It is assumed that FAA will adopt the updated FHWA Section 4(f) Policy Paper of July 20, 2012, which has further clarification on Section 4(f).

Federal law (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users ("SAFETEA-LU", Section 6009(a)) amended Section 4(f) to simplify the processing and approval of projects that have only *de minimis* impacts on lands protected by Section 4(f). USDOT subsequently issued guidance for making findings of *de minimis* impact and also amended its Section 4(f) regulations to provide for these findings (24 CFR 774.3(b), 774.5(b), 774.17).

An impact to a park, recreation area, or wildlife and waterfowl refuge may be determined to be *de minimis* if:

1. The transportation use of the Section 4(f) resource, together with any impact avoidance, minimization, and mitigation or enhancement measures incorporated into the project, does not adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f);
2. The official(s) with jurisdiction over the property are informed of the Secretary's intent to make the *de minimis* impact finding based on their written concurrence that the project will not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f); and
3. The public has been afforded an opportunity to review and comment on the effects of the project on the protected activities, features, and attributes of the Section 4(f) resource.

Under the new provisions, once the USDOT determines that a transportation use of Section 4(f) property results in a *de minimis* impact, analysis of avoidance alternatives is not required and the Section 4(f) evaluation process is complete (FHWA Web site: www.fhwa.dot.gov/hep/guidedeminimis.htm).

Section 4(f) is considered satisfied with respect to historic sites and parks, recreation areas, and wildlife and waterfowl refuges if the Secretary makes a *de minimis* impact finding. These requirements apply only to actual physical impacts, not constructive use.

1. *De minimis* findings for historic sites. FAA may make this finding on behalf of the Secretary if:
 - a. Under Section 106 of the National Historic Preservation Act ("NHPA"), it has determined the project will not adversely affect or not affect historic properties;
 - b. The Section 106 finding has received written concurrences from the State Historic Preservation Officer ("SHPO") or the Tribal Historic Preservation Officer ("THPO") (and the Advisory Council on Historic Preservation ("ACHP"), if the ACHP is participating); and
 - c. The Section 106 finding was developed in consultation with parties consulting in the Section 106 process;
2. *De minimis* findings for parks, recreation areas, and wildlife or waterfowl refuges. FAA may make this finding on behalf of the Secretary if:
 - a. It has determined, after public notice and opportunity for public review and comment, that the project will not adversely affect the activities, features, and attributes of the eligible Section 4(f) property; and
 - b. The officials with jurisdiction over the Section 4(f) property have concurred with FAA's determination.

The Grand Central Parkway

The Grand Central Parkway runs along the southern border of LaGuardia Airport. The initial 9-mile section of the Parkway was built between 1931 and 1933 between Kew Gardens and Glen Oaks, Queens. The section adjacent to LaGuardia was completed in 1936. The Parkway was widened in 1961 in preparation for the 1964 World's Fair in Flushing Meadows-Corona Park. Today, the Parkway is 14.1 miles long and consists of approximately 180 acres. According to the NYSDOT, the Grand Central

Parkway handles approximately 180,000 vehicles per day through western Queens, and approximately 150,000 vehicles per day through eastern Queens.

Project Description

The proposed EES is needed to replace the existing central electric substation (“CES”), which is nearing the end of its useful life and design capacity. The EES would be located in an existing surface parking lot in front of Terminal C, giving rise to the need to construct the East Garage to accommodate several hundred parking spaces displaced by the EES. Neither the EES nor the East Garage would affect the Parkway; however, bringing commercial electric service to the EES would affect the Parkway.

Currently, commercial service to the existing CES is provided by ConEdison through four (4) shared 27KV feeders. In consultation with ConEdison, it was determined that six (6) shared 27KV feeders are needed to provide commercial service power to the EES. Engineering evaluations confirm that the existing airport service line cannot be expanded to accommodate six feeders; therefore, a new airport service line needs to be established.

The location of point-of-entry (“POE”)—the demarcation site between ConEdison and PANYNJ feeders—was discussed with ConEdison. The new POE is agreed to be located at the 102nd Street Bridge on the south side of the Parkway. The feeders would be extended, underground, from the POE to the north side of the Parkway, under LaGuardia Road, and then connected to the EES (Figure C-2). The construction method would be trenching and backfilling and the roadways and landscape would be restored to their original condition.

The construction will be sequenced with the first phase crossing the eight-lane GCP and LaGuardia Access Road (approximately 230 feet) and is timed to coincide with the ongoing NYSDOT 94th Street Interchange Improvement project, which includes improvements to the 94th Street entrance to the Airport. Three conduits are needed at this time; however, as a precaution, six conduits will be installed under the roadways (only) to accommodate future expansion without impacting the roadways or traffic. Subsequent phases of the project will extend the buried conduit via three parallel trenches west to the POE and north to the EES.

Once construction is complete and as-built plans are prepared, PANYNJ must acquire a permanent utility easement for that portion of the Parkway that includes the buried conduit located between the Airport and the POE. The easement is an interest in the land that is owned by others and entitles PANYNJ right-of-access for maintenance and repair of the buried conduit. Given the location of the EES on the north side of the Parkway, and ConEdison’s POE on the south side of the Parkway, there is no practicable alternative that avoids impacting the Parkway, if the project objectives are to be accomplished.

Impacts to the Grand Central Parkway

Project-related impacts include earth disturbance during construction (temporary) and the acquisition of a utility easement (permanent). Construction activities include site preparation, excavation, installation of electrical conduit, backfilling, and restoration of the project site.

Site preparation consists of clearing and grading the affected area including tree removal as needed to clear an unobstructed path for construction to occur. Excavation consists of cutting three parallel trenches spaced approximately 20 feet apart. Each trench is typically 5 feet wide, up to 10 feet deep and approximately 694 feet long. Electrical conduit would be placed within each trench. These conduits,

often called duct bank, will be encased in concrete. The trench would be backfilled with the previously excavated material and any excess material hauled away. The project site would be restored to preconstruction conditions to the degree practicable. The disturbed area would be compacted, re-graded, re-paved where necessary or otherwise seeded and mulched for turf grass. Any trees, plantings or other affected landscaping would be replaced in accordance with applicable permit requirements. There would be no appreciable increase or decrease in impervious surface area. Total earth disturbance including the area between the trenches is estimated to be less than one acre (58 feet wide by 694 feet long).

It is not yet known how many trees would be affected by the project. Trees can be found along the north and south sides of the Parkway and it is expected that a few trees may have to be removed. The objective is to avoid impacting trees, to minimize impacts to trees that cannot be avoided, and to mitigate for unavoidable impacts. PANYNJ conducted a preliminary site visit with a Queens Borough forester. Initial observations indicate that potentially affected wooded areas are dominated by tall shrubs interspersed with only a few mature trees. A formal tree survey is about to start and will be conducted in coordination with NYCDPR. With that survey information, a NYC Forestry Application will be prepared. A permit is needed for any trees within the Parkway that must be removed, pruned and/or protected. Compliance with NYCDPR permit requirements for tree removal and replacement should provide adequate assurance that project-related impacts on forested areas are less than significant.

Construction impacts are *temporary* and the effects are expected to diminish as the project nears completion. Upon completion of construction and the preparation of as-built plans, PANYNJ must acquire a *permanent* easement for right-of-access to maintain the electrical duct bank located within the Parkway. Ownership and administration of the Parkway will remain unchanged. The limits of the easement have not been established and will not be until the project is complete. However, it can be reasonably assumed for now that the total area of the easement needed for maintenance would be consistent with the total area needed for construction (i.e., the area of earth disturbance). Therefore, the area of the easement is assumed to be less than one acre (58 feet wide by 694 feet long), which, by comparison, equates to less than one percent of the total acreage of parkland (180 acres) associated with the GCP. Figure C-2 presents a detailed drawing of the duct bank and its connections on an aerial photograph.

De Minimis Impact Analysis

As noted previously, an impact to a park, recreation area, or wildlife and waterfowl refuge may be determined to be *de minimis* if the transportation use of the Section 4(f) resource, including consideration of impact avoidance, minimization, and mitigation or enhancement measures, does not adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f).

The EES/East Garage project, including the GCP crossing, has been reviewed by the New York State Historic Preservation Office ("SHPO") in accordance with Section 106 of the National Historic Preservation Act ("NHPA"). The review found that the project would have no effect upon cultural resources in or eligible for inclusion in the National Register of Historic Places (see attached letter dated July 11, 2012).

In the case of the Grand Central Parkway, although it is designated as a park, it does not possess any park type attributes in this location. The resource in this location consists of eight (8) lanes of traffic,

grassy medians between the opposing lanes, and substantial overhead signage. Modern steel guardrails and overhead lighting also characterize the GCP. To the immediate west of the proposed location for the duct banks is the modern reinforced concrete 102nd Street bridge, which carries traffic into and away from LaGuardia Airport. There are no designed landscape characteristics in this area. The facility is strictly used for transportation.

The project element that triggers Section 4(f) in this situation is not the temporary construction impacts, which in themselves, would not cause any permanent impacts and thus would not be considered a use of the Section 4(f) resource. The acquisition of a permanent utility easement for maintenance of the duct bank is considered a Section 4(f) use, and it is that action that is being evaluated.

An analysis of the applicability of the *de minimis* criteria is found below in Table C-1.

Table C-1: Applicability of *De Minimis* Criteria

Criteria	Applicability to GCP and Results	Meets <i>De Minimis</i> Impact Determination Criteria
Transportation use of the Section 4(f) resource does not adversely affect the activities, feature, and attributes that qualify the resource for protection under Section 4(f).	The acquisition of a permanent utility easement across the GCP would not in any way adversely affect the resource. There would be no permanent changes to the GCP because the duct bank is not visible and the site would be restored to its current condition.	Yes
Officials with jurisdiction over the property are informed of FAA's intent to make the <i>de minimis</i> impact finding based upon their written concurrence that the project will not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f).	Officials will be informed of FAA's intent to make the <i>de minimis</i> impact determination and the agency's concurrence will be documented.	Yes
The public has been afforded an opportunity to review and comment on the effects of the project on the protected activities, features, and attributes of the Section 4(f) resource.	The public will be given an opportunity to review and comment during the public review process associated with the draft environmental assessment ("NEPA").	Yes

Requirement for Agency Consultation and Concurrence

In order for FAA to determine that the project would have a *de minimis* impact, the decision must include supporting documentation that would include any measures taken to minimize harm that are applied to the project in order to make the *de minimis* impact determination. In this case, measures would include the restoration of the Grand Central Parkway to its preconstruction condition.

In addition, a *de minimis* impact determination requires agency coordination. Officials with jurisdiction over the property must be informed of the intent to make a *de minimis* impact determination, and then there must be an opportunity for public review and comment. After this takes place, the officials with jurisdiction over the resource must concur in writing that the project would not adversely affect the activities, features, or attributes that make the property eligible for Section 4(f) protection, and then FAA may finalize the *de minimis* impact determination. It is anticipated that the following two agencies will be involved in this process:

- Federal Aviation Administration (FAA) – They are the lead USDOT agency responsible for complying with Section 4(f) of the Department of Transportation Act of 1966. The FAA must be the entity who decides that the impact to the Grand Central Parkway is *de minimis*.
- New York City Department of Parks and Recreation (NYCDPR) – They are the City agency responsible for designated parkland associated with the Parkway.

In addition, PANYNJ is coordinating with NYSDOT on all aspects of the project including design, construction, and the need for a permanent easement for duct bank crossing the roadways.

Requirement for Public Review and Comment

Section 4(f) also requires that the public be given the opportunity to review the project and the potential impacts to resources, after the officials with jurisdiction have been informed of FAA's intent to make a *de minimis* impact determination. Public involvement requirements related to the NEPA document and process will, in most cases, be sufficient to satisfy the public notice and comment requirements for a *de minimis* impact finding.

Information supporting the *de minimis* impact finding will be included in the draft EA document. This information will include, at a minimum, a description of the involved Section 4(f) resource(s), the impact(s) to the resources and any impact avoidance, minimization, and mitigation or enhancement measures that are included in the project as part of the *de minimis* impact finding.

The Draft EA will be available for public review and comment for fifteen (15) days. An announcement will be printed in the *Daily News*, *Newsday*, *Queens Courier*, and *Queens Tribune* newspapers that the Draft EA is available for public review and comment. In addition, the document will be available at the PANYNJ's Administration Office at LaGuardia Airport, and at the PANYNJ's Manhattan office at 225 Park Avenue South. The document will also be posted on the PANYNJ's website (<http://www.panynj.gov/about/pdf/environmental-assessment-east-end-substation-la Guardia.pdf>).

The EES/East Garage project, including the easement for the GCP crossing, is not expected to be controversial on environmental grounds; therefore, no public meeting or hearing is planned at this time.

Documentation Requirements

A *de minimis* impact determination must be supported with sufficient information included in the project file to demonstrate that the *de minimis* impact and coordination criteria are satisfied. The approval of the *de minimis* impact would be documented in accordance with the documentation requirements (23 CFR 774.7(f)). These requirements can be satisfied by including the approval in the final environmental assessment and Finding of No Significant Impact ("FONSI").

Attachments

- Letter from New York State Office of Parks, Recreation and Historic Preservation dated July 11, 2012
- Figures C-1 and C-2



New York State Office of Parks, Recreation and Historic Preservation

Historic Preservation Field Services Bureau • Peebles Island, PO Box 189, Waterford, New York 12188-0189

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Andrew M. Cuomo
Governor

Rose Harvey
Commissioner

July 11, 2012

Alan Tabachnick
AECOM
516 East State Street
Trenton, New Jersey 08609

Re: FAA
Proposed East End Substation and East Garage
at LaGuardia Airport
LaGuardia Airport, Flushing
QUEENS, Queens County
12PR02370

Dear Mr. Tabachnick:

Thank you for requesting the comments of the State Historic Preservation Office (SHPO). We have reviewed the project in accordance with Section 106 of the National Historic Preservation Act of 1966. These comments are those of the SHPO and relate only to Historic/Cultural resources. They do not include potential environmental impacts to New York State Parkland that may be involved in or near your project. Such impacts must be considered as part of the environmental review of the project pursuant to the National Environmental Policy Act and/or the State Environmental Quality Review Act (New York Environmental Conservation Law Article 8).

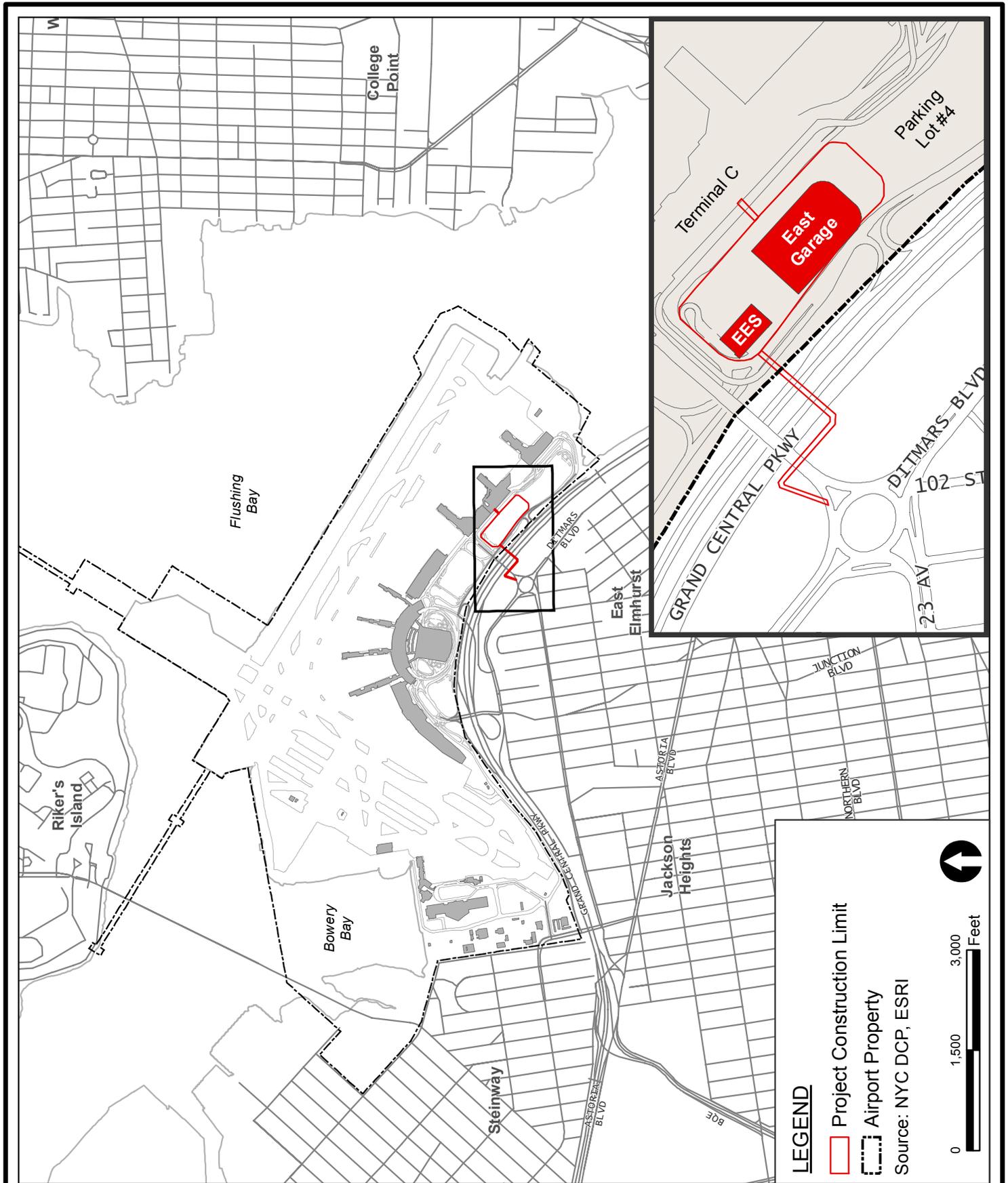
Based upon this review, it is the SHPO's opinion that your project will have No Effect upon cultural resources in or eligible for inclusion in the National Registers of Historic Places.

If further correspondence is required regarding this project, please be sure to refer to the OPRHP Project Review (PR) number noted above.

Sincerely,

A handwritten signature in black ink that reads "Ruth L. Pierpont".

Ruth L. Pierpont
Deputy Commissioner for Historic Preservation

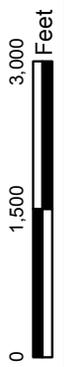


LEGEND

 Project Construction Limit

 Airport Property

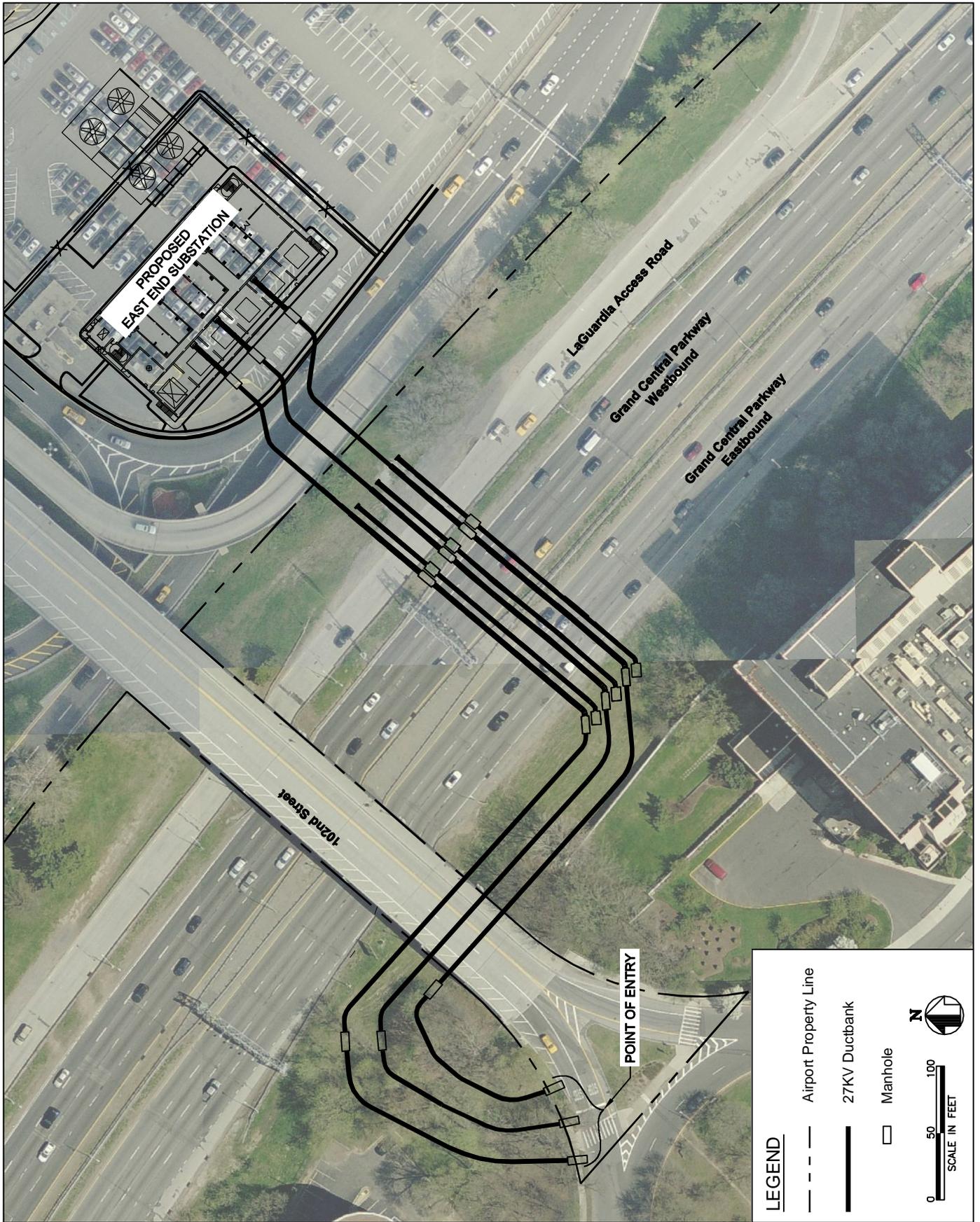
Source: NYC DCP, ESRI



**LAGUARDIA AIRPORT
ENVIRONMENTAL ASSESSMENT**
EAST END SUBSTATION AND EAST GARAGE

PROJECT LOCATION

**FIGURE
C-1**



LAGUARDIA AIRPORT ENVIRONMENTAL ASSESSMENT EAST END SUBSTATION AND EAST GARAGE

27KV DUCTBANK LAYOUT

FIGURE C-2

Appendix D.
Public Involvement

THE PORT AUTHORITY OF NEW YORK & NEW JERSEY REQUEST FOR QUALIFICATIONS DESIGN/BUILD/FINANCE/OPERATE & MAINTAIN LAGUARDIA AIRPORT CENTRAL TERMINAL BUILDING REPLACEMENT PROJECT

The Port Authority of New York and New Jersey is seeking to qualify teams via a Request for Qualifications (RFQ) related to the LaGuardia Airport Central Terminal Building Replacement Project.

RFQ # 31224 may be obtained online at <http://www.panynj.gov/business-opportunities/bid-proposal-advertisements.html?tabnum=8>. Addenda to the RFQ, if any, will be posted at this site. Monitor the advertisement on the web site to ensure your awareness of any changes.

If you have any technical problems accessing the RFQ documents online, e-mail us at askforbids@panynj.gov or call (201) 395-3405 for assistance. Reference RFQ # 31224 in the subject line on all e-mail requests. Your e-mail should include the following information: firm name, e-mail address, contact person, mailing address, and telephone number.

It is currently anticipated that submissions shall be due by **2:00 pm**, E.S.T. on **December 21, 2012**, or as otherwise indicated in the RFQ package provided to you. Submissions must have the RFQ Number and Respondent name clearly and conspicuously placed on the outside package.

Send submission(s) to: The Port Authority of NY & NJ, Attn: RFQ Custodian, Procurement Department, Two Montgomery Street, 3rd Floor, Jersey City, NJ 07302.

A VALID PHOTO ID IS REQUIRED TO GAIN ACCESS INTO THE BUILDING, IF YOU ARE HAND DELIVERING YOUR SUBMISSION.

THE PORT AUTHORITY OF NEW YORK & NEW JERSEY NOTICE OF AVAILABILITY and REQUEST FOR COMMENT Draft Environmental Assessment and DOT Section 4(f) Analysis East End Substation and East Garage LaGuardia Airport, Flushing, New York

In accordance with the National Environmental Policy Act (NEPA), notice is hereby given that copies of a Draft Environmental Assessment (EA) for the construction and operation of the East End Substation and East Garage at LaGuardia Airport are available for public review and comment at the following locations:

The Port Authority of NY & NJ
 LaGuardia Airport
 Terminal Redevelopment Program
 Hangar 7, 2nd Floor
 Flushing, NY 11371
 Attn: Andrew Chiruzzi
 Hours: 8:00 am to 4:00 pm

The Port Authority of NY & NJ
 Aviation Department
 Aviation Technical Services
 225 Park Avenue South, 9th Floor
 New York, NY 10003
 Attn: Edward Knoesel
 Hours: 9:00 am to 5:00 pm

The Draft EA document for this project will be available at these locations until the close of the comment period, which is 5:00PM on Monday, December 3, 2012. In addition, a copy of this document may be viewed online at: <http://www.panynj.gov/about/pdf/environmental-assessment-east-end-substation-laguardia.pdf>

The Port Authority is inviting the Public to submit, in writing, comments on the Draft EA prepared for the East End Substation and East Garage project. In addition, this opportunity for public review is provided pursuant to Section 4(f) of the Department of Transportation Act of 1966, and Federal Executive Order 11988, Floodplain Management. The Port Authority is accepting comments on this Draft EA document until the official comment period closes on December 3, 2012. Comments must be received at the address below by 5:00 PM on Monday, December 3, 2012 in order to be considered.

All comments on this Draft EA should be sent to: The Port Authority of NY & NJ, 225 Park Avenue South, 9th Floor, New York, NY 10003, Attn: Edward Knoesel. In addition, comments may be emailed to LGAESEA@panynj.gov with the subject heading "LGA EES EA COMMENT."

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 . PEOPLE . . . PEOPLE . . . PEOPLE

Local students were recognized by being named to the President's List and Dean's List for the summer 2012 quarter at Berkeley College. They include:

President's List
 Corona: **Milton Cerda, Lacey Garnett, Jonathan Silva.**

East Elmhurst: **Ivonne Barboza.**
 Elmhurst: **Silvana Cevallos, Hana Oh, Patinya Pakdi, Kristen Rojo, Jose Tabares, Yunting Wang.**

Jackson Heights: **Fatima Calderon, Emiliya Pantyukhina.**

Dean's List
 Corona: **Christie Martinez, Camilo Montes, Rachel Moreno, Lisbeth Ortiz, Ana Rodriguez.**

East Elmhurst: **Ajay Bagga, Jessica Pena, Deon Seale.**

Elmhurst: **Shailja Bhatta, Tenzing Chuki, Brandon Cuenca, Juan Garcia, Rezwana**

Kabir, Ming Li, Sandi Lwin, Louise Pazmino, Phatthariya Phatthanaphisit, Emily Salazar, Manju Sangat.

Jose Cornelio of Corona has enrolled in his first semester at the University of Delaware.

The Kupferberg Center for the Arts at Queens College will present the Vienna Boys Choir performing an exclusive holiday show titled "Christmas in Vienna," 7:30 p.m. Dec. 15 at the Colden Auditorium at Queens College. Tickets cost \$20-\$30 and can be purchased by calling the box office at (718) 793-8080 or online at www.kupferbergcenter.org.

Bishop **Paul Sanchez**, the Rev. Msgr. **Joseph Funaro** and the **Sacred Music Society of Our Lady Queen of Martyrs** will present the annual Christmas concert 4 p.m. Dec.

9 at the church, located on Ascan Avenue and Queens Boulevard. The Sacred Music Society will join with the Oratorio Society of Queens to perform under the direction of maestro David Close.

Tickets cost \$25; children ages 12 and younger accompanied by an adult are free. For information, call (718) 268-6251.

Five Queens businesses have been selected for the annual Inner City Capital Connections program, which identifies inner city businesses in need of growth capital and matches them with capital providers. The five businesses are: **Vinoleo Solution & Services Corp., Business Management Consortium LLC, Artcore Fine Art Services Inc., GM Printing and The Urban Group.**

Local high school newspapers have been honored with Newsies, awarded by Baruch College's Dept. of Journalism and the Writing Professions for outstanding high school journalism. First-place winners include: **Catherine Moskos**, Townsend Harris High School, in-depth reporting, "Affirmative Action Sparks Debate During College Season;" *The*

New Playground:



Councilwoman Elizabeth Crowley (D-Middle Village) recently joined school officials, parents and students for the grand opening of a new playground at P.S./L.S. 119 in Glendale. The playground was constructed with \$125,000 Crowley allocated in last year's budget.

Log, Aviation High School, led writing; *Verdict*, Benjamin Cardozo High School, best online newspaper; **Nicole Javorsky**, Benjamin Cardozo High School, arts and entertainment, "Roadracer on the Run;" **Richard Chicaiza**, Aviation High School, illustration, "Excuse."

The Queens Historical Society will present "The Hand in Peril" with **Susan Bachelder**, from 2:30

to 4:30 p.m. on Nov. 18 at the society, 143-35 37th Ave., Flushing.

The talk will utilize letters from Bachelder's family collection, which date back to the 19th Century, to address the nature of personal communication. Admission is \$5 for members, \$8 for non-members. For information, call (718) 939-0647, Ext. 17 or email info@queenshistoricalsociety.org.

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THE PORT AUTHORITY OF NEW YORK & NEW JERSEY

NOTICE OF AVAILABILITY and REQUEST FOR COMMENT
Draft Environmental Assessment and DOT Section 4(f) Analysis
East End Substation and East Garage
LaGuardia Airport, Flushing, New York

In accordance with the National Environmental Policy Act (NEPA), notice is hereby given that copies of a Draft Environmental Assessment (EA) for the construction and operation of the East End Substation and East Garage at LaGuardia Airport are available for public review and comment at the following locations:

<p>The Port Authority of NY & NJ LaGuardia Airport Terminal Redevelopment Program Hangar 7, 2nd Floor Flushing, NY 11371 Attn: Andrew Chiurazzi Hours: 8:00 am to 4:00 pm</p>	<p>The Port Authority of NY & NJ Aviation Department Aviation Technical Services 225 Park Avenue South, 9th Floor New York, NY 10003 Attn: Edward Knoesel Hours: 9:00 am to 5:00 pm</p>
--	--

The Draft EA document for this project will be available at these locations until the close of the comment period, which is 5:00PM on Monday, December 3, 2012. In addition, a copy of this document may be viewed online at: <http://www.panynj.gov/about/pdf/environmental-assessment-east-end-substation-laguardia.pdf>

The Port Authority is inviting the Public to submit, in writing, comments on the Draft EA prepared for the East End Substation and East Garage project. In addition, this opportunity for public review is provided pursuant to Section 4(f) of the Department of Transportation Act of 1966, and Federal Executive Order 11988, Floodplain Management. The Port Authority is accepting comments on this Draft EA document until the official comment period closes on December 3, 2012. Comments must be received at the address below by 5:00 PM on Monday, December 3, 2012 in order to be considered.

All comments on this Draft EA should be sent to: The Port Authority of NY & NJ, 225 Park Avenue South, 9th Floor, New York, NY 10003, Attn: Edward Knoesel. In addition, comments may be emailed to LGAEESA@panynj.gov with the subject heading "LGA EES EA COMMENT."

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From: Kao, Jennifer [<mailto:Jennifer.Kao@parks.nyc.gov>]
Sent: Monday, December 03, 2012 12:11 PM
To: Knoesel, Edward
Cc: Vero, Anthony; Lopez, Jose <Jose.Lopez@parks.nyc.gov>; Laird, Joshua <Joshua.Laird@parks.nyc.gov>; Alderson, Colleen <Colleen.Alderson@parks.nyc.gov>; Grulich, Daniel <Daniel.Grulich@parks.nyc.gov>
Subject: LGA East End Substation and East Garage draft EA

Dear Ed,

Please find our comments on the LaGuardia Airport East End Substation and East Garage Draft Environmental Assessment dated November 2012 below:

P. 1-9, Required Land Use/Environmental Permits- New York City Department of Parks and Recreation **Construction and Forestry Permits**

The Grand Central Parkway is described as parkland in Section 4.4 when it should be referred to as a parkway. The EA also classifies all of the unpaved areas along the parkway as being under DPR jurisdiction when in fact only portions of the unpaved area of the GCP are under DPR jurisdiction.

Sincerely,
Jennifer

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