



LAGUARDIA AIRPORT
CENTRAL TERMINAL BUILDING
REDEVELOPMENT PROGRAM

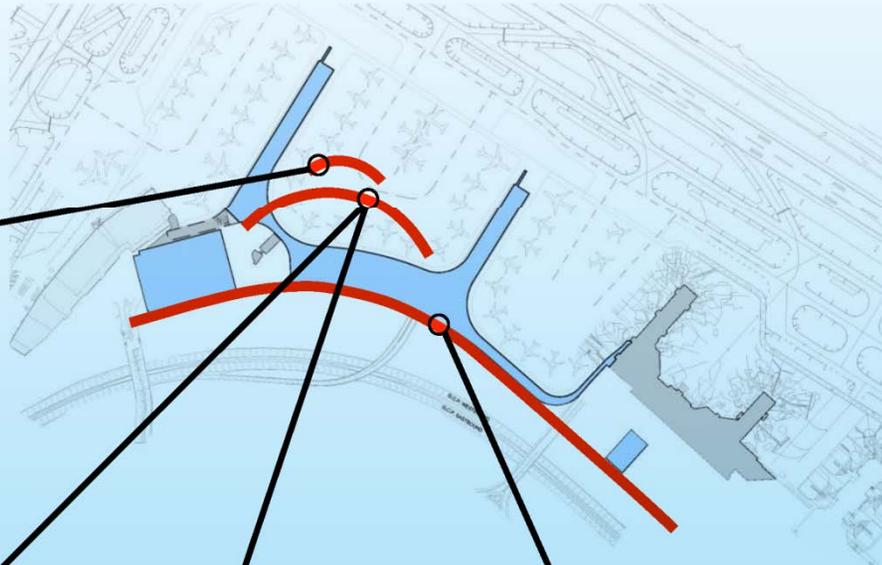
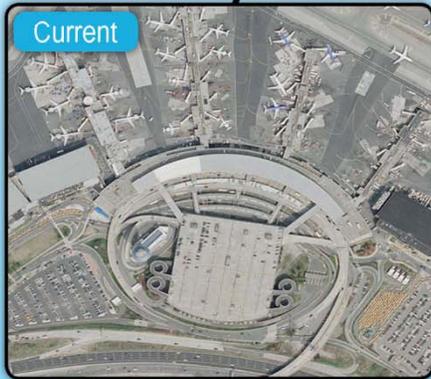
Welcome to the Public Information Session and Public Hearing for the LaGuardia Airport Central Terminal Building Redevelopment Program, Draft Environmental Assessment, Section 4(f) Evaluation, and Section 106 Historic Resource Evaluation



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FROM THE PAST TO THE FUTURE



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ENVIRONMENTAL REQUIREMENTS

National Environmental Policy Act of 1969 (NEPA)

NEPA is a federal requirement applicable to any action that requires federal funds or approvals. The Council on Environmental Quality (CEQ), an office of the White House, is responsible for coordinating federal environmental efforts by overseeing the implementation of all NEPA actions and acting as a referee when federal agencies disagree over elements of the assessment of any resource.

NEPA promotes better decision-making by ensuring that:

- ▶ A full set of reasonable alternatives is evaluated
- ▶ Potential impacts are understood before decisions are made
- ▶ Impacts are avoided, minimized or mitigated
- ▶ Opportunities for public participation are provided
- ▶ Consultation with appropriate federal and state agencies and the affected community are conducted

The Lead Agency, responsible for undertaking, funding or approving this NEPA action is the Federal Aviation Administration (FAA). The Port Authority of NY & NJ (PANYNJ) is the Project Sponsor.

Special Purpose Laws

In addition to NEPA, there are other federal environmental requirements that can apply to some actions; these requirements are known as Special Purpose Laws. The following Special Purpose Laws apply to the Proposed Action to redevelop the Central Terminal Building (CTB) at LaGuardia Airport.

- ▶ Section 106 of the National Historic Preservation Act (NHPA) requires consideration of any historic building or structure included in, or eligible for, inclusion on the National Register of Historic Places. Consultation with the state and/or federal agencies responsible for historic reviews is required; in this case the New York State Historic Preservation Office (SHPO).
- ▶ Section 4(f) of the Department of Transportation (DOT) Act of 1966 requires specific review and evaluation processes for the use of any publicly owned park, or historically significant site or property, including:
 - » Proof that there is no reasonable alternative which does not make use of the historic land or site
 - » All possible measures to minimize harm to any property that is taken
 - » Consultation with the SHPO or appropriate agency with jurisdiction over parkway areas; in this case, the New York City Department of Parks and Recreation (NYCDPR) and the New York State Department of Transportation (NYSDOT)

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PURPOSE AND NEED

The CTB Redevelopment Program (the Proposed Action) is needed to respond to decreasing efficiency and passenger convenience in LaGuardia Airport's central terminal area and to meet projected increases in passenger demand levels over the next 20 years. The **existing facilities constructed decades ago** do not match current needs, and continued use of these facilities **would result in substantially worsened conditions and an inability to meet future demand levels.**

The CTB Redevelopment Program is intended to resolve existing deficiencies in the central terminal area by replacing the existing terminal building and ancillary facilities with new facilities designed and constructed to meet the latest federal standards for airport safety and security, and to accommodate the forecasted increase in aircraft size and passenger demand levels at acceptable levels of service. The Proposed Action would allow LaGuardia Airport to better serve both the aircraft and passengers currently accommodated by the existing airfield and those the airfield is expected to accommodate through the forecast period.

“Our airports are the gateways to New York for nearly 50 million people each year. Unfortunately, the state of New York has fallen behind. LaGuardia Airport is ranked as the worst airport in America, believe it or not. That is a disgrace, my friends, and it is unacceptable, and it's going to change.”

— Governor Andrew Cuomo



Source: PANYNJ

The **purpose** of the Proposed Action is to efficiently enable the CTB to safely and effectively accommodate forecasted increases in aircraft size and passenger demand at acceptable levels of service by:

- ▶ Improving airline efficiency and operational safety on the terminal airside area in order to transition to larger aircraft
- ▶ Improving passenger throughput capacity and convenience throughout the terminal
- ▶ Improving parking operations and traffic circulation and flow along the terminal's landside roadways

The Proposed Action is **needed** because the existing CTB and ancillary facilities are already severely constrained and unable to adequately handle current air service and future passenger demands.

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ELEMENTS OF THE PURPOSE AND NEED

Landside Deficiencies



- ▶ Existing roadways are congested and cannot accommodate additional demand
- ▶ Roadways create conflicts between pedestrians and vehicles
- ▶ Insufficient curb frontage for pick-up and drop-off

**LANDSIDE ROADWAYS AND CURBSIDE AREAS
NEED TO BE REDESIGNED**

Terminal Deficiencies



- ▶ Not enough room at ticket areas
- ▶ Current layout cannot accommodate post-9/11 changes to baggage and passenger screening
- ▶ Few concession options past security
- ▶ Boarding areas cannot accommodate current and future demand

**THE TERMINAL NEEDS TO BE LARGER AND
MORE ACCOMMODATING**

Airside Deficiencies



- ▶ Larger aircraft cannot fit side-by-side
- ▶ Current and future fleet mix cannot be accommodated which contributes to delays
- ▶ Aircraft must be pushed back or towed in due to maneuverability issues, which adds time to arrivals and departures

AIRSIDE AREAS NEED TO BE REDESIGNED

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NO ACTION

The term No Action means that the current conditions and trends would be maintained into the future with no major redevelopment.

If the Proposed Action of redeveloping the CTB is not taken, conditions at the CTB will continue to deteriorate and no significant improvements will occur.

- ▶ CTB would be modernized but only within the existing terminal footprint
- ▶ Terminal building infrastructure and support facilities (including mechanical/electrical systems) would be maintained in a state of good repair through continuous servicing
- ▶ Expensive renovations to the terminal would continue, with no increase in service, comfort, efficiency, or improvements for passenger security screening - resulting in gridlock during peak periods
- ▶ Road traffic congestion and delays would increase
- ▶ Aircraft maneuverability and parking areas would not be redeveloped or enlarged
- ▶ Air traffic congestion and delays would increase
- ▶ Passengers would not be accommodated and their experience would continue to decline

No Action is not a viable alternative and does not meet the Purpose and Need.



Source: PANYNJ

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THREE CONCEPTS CONSIDERED

A. Reconstruction/ Reuse



- ▶ Reconstruct the terminal in the same location
- ▶ Maximize concourse space by building five (5) concourses
- ▶ Renovate existing CTB parking and rehabilitate roadways

B. Island/Satellite



- ▶ Construct new terminal
- ▶ New concourse with pedestrian bridge and baggage conveyor tunnel connected to the terminal
- ▶ Provide new roadways and parking with direct access to the new terminal

C. Finger/Pier Concourses



- ▶ Construct a new terminal south of the existing CTB
- ▶ Build four (4) concourses
- ▶ Maximize aircraft movement areas
- ▶ Provide new roadways and parking with direct access to the new terminal

CONCEPT EVALUATION

After thorough analysis, over 60 concepts and alternatives were studied, and Concept C was chosen as the Preferred Alternative.

A. Reconstruction/ Reuse



- ▶ Insufficient terminal square footage
- ▶ Inadequate aircraft parking and taxilanes
- ▶ Traffic delays from at-grade pedestrian crossings
- ▶ Not enough road frontage
- ▶ Construction Duration: 8-9 years

Does not meet Purpose and Need

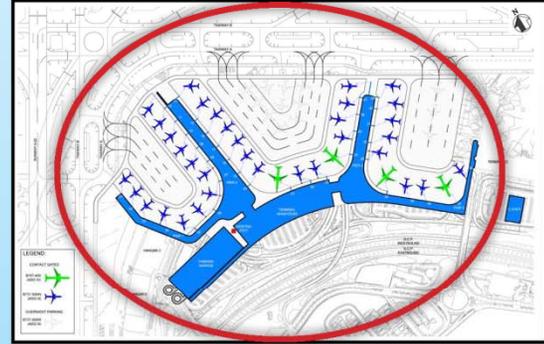
B. Island/Satellite



- ▶ Airfield layout constraints limit aircraft size and constrict movement
- ▶ Terminal layout causes conflict between aircraft and ground service equipment
- ▶ Increased costs due to tunneling and elevated pedestrian bridge requirements
- ▶ Construction Duration: 8-9 years

Does not meet Purpose and Need

C. Finger/Pier Concourses



- ▶ Aircraft parking and taxilanes provide required capacity and efficiency
- ▶ Terminal layout accommodates state-of-the-art passenger services
- ▶ Provides enhanced terminal frontage for improved passenger and pedestrian experience
- ▶ Flexibility to adapt to future needs
- ▶ Construction Duration: 6-7 years

Meets Purpose and Need

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PREFERRED CONCEPT

Landside

- ▶ Elevated roadways improve pedestrian safety (Eliminates conflict between pedestrians and vehicles)
- ▶ Improved traffic flow for current and future demand
- ▶ Separate and dedicated Ground Transportation (Buses, Shuttles, Taxis, etc.) access to the Terminal
- ▶ Additional and dedicated drop-off and pick-up sites improve passenger experience and safety
- ▶ Connecting bridges at 94th and 102nd Streets remain
- ▶ Eastbound flyover from the Grand Central Parkway continues to provide access to Airport
- ▶ No additional entry/exit points to Airport
- ▶ Replacement parking garage
- ▶ Does not preclude future mass transit connection

Terminal

- ▶ Retains same number of gates (35) and accommodates passenger demand
- ▶ Connection to Delta Terminal C
- ▶ Approximately 400,000 square feet of additional terminal space
- ▶ State-of-the-Art Passenger and Baggage Screening facilities
- ▶ Improved and Expanded Concessions
- ▶ Enlarged Boarding Areas improve passenger comfort
- ▶ Terminal design meets sustainability goals

Airside

- ▶ Improved aircraft movement area accommodates modern fleet
- ▶ Optimal aircraft parking positions
- ▶ Added aircraft startup positions
- ▶ Power-in gates allow for aircraft to pull directly to gate without requiring towing assistance

MODIFIED CONCEPT C, CONCOURSE-TYPE LAYOUT



PROGRAM ELEMENTS

- ▶ Demolition of CTB, Garage, Hangars 1, 2, and 4
- ▶ New Terminal Building
- ▶ Aircraft Parking Modification
- ▶ Provisions for in-ground Aircraft Fueling System
- ▶ Frontage Roads and Other Roadway Improvements
- ▶ New Garage
- ▶ Utilities Upgraded and Replaced
- ▶ Central Heating and Refrigeration Plant (CHRP)

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CATEGORIES FOR DRAFT ENVIRONMENTAL ASSESSMENT

THE DRAFT ENVIRONMENTAL ASSESSMENT HAS EVALUATED THE FOLLOWING:

Air Quality	Farmlands	Secondary (Induced) Impacts
Coastal Resources	Fish, Wildlife and Plants	Socioeconomic Impacts
Compatible Land Use	Floodplains	Solid Waste
Construction-related air, noise, and water pollution	Hazardous Materials	Traffic and Transportation
Cumulative Effects	Historic Resources (Section 106)	Threatened/Endangered Species
Energy Supply/Natural Resources/Sustainable Design	Light Emissions & Visual Effects	Water Quality
Environmental Justice	Noise	Wetlands
	Section 4(f)	Wild & Scenic Rivers

The Public Comment period will be open
April 9, 2014 - May 23, 2014.

VISUAL IMPACTS ASSESSMENT

- ▶ Light Emissions
 - » Light emissions from the new CTB would be similar to existing conditions
 - » Not expected to cause or contribute to off-site annoyance or present a possible danger to persons living or driving in the vicinity of the airport
- ▶ Visual Impacts
 - » Modern building with complementary architecture
 - » Views from communities south of the Grand Central Parkway not appreciably different

No major changes to the Grand Central Parkway main line roadways, although the eastbound flyover ramp to the airport would be realigned to feed into the reconfigured terminal area roadway system.



View from Ditmars Blvd. at Overlook Park showing existing conditions, looking north toward LaGuardia Airport and the Air Traffic Control Tower



Concept rendering of view from Ditmars Blvd. at Overlook Park, looking north toward future Central Terminal Building

Source: PANYNJ

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CONCEPT RENDERINGS



Concept rendering of view from the south looking north toward future Central Terminal Building and West Garage



Concept rendering looking north toward future West Garage and Central Terminal Building

Source: PANYNJ

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NOISE ASSESSMENT

Noise levels at and around LaGuardia Airport are a result of the airport being located in an urban area close to a major highway (the Grand Central Parkway), as well as the aircraft operations taking place on the airfield.

- ▶ Noise monitors were installed adjacent to the Grand Central Parkway and the surrounding neighborhood to monitor ambient noise levels
- ▶ The increase in passenger traffic would result in minor noise increments on the local roadways surrounding LaGuardia
- ▶ The use of larger aircraft would not result in a significant noise impact (less than 1.5 dB within DNL 65 dB contour)
- ▶ Construction activities would result in minor temporary off-site noise increments above background

The noise analysis done for this Draft Environmental Assessment was conducted in accordance with Federal Aviation Administration (FAA) requirements and found no significant noise impacts as defined by FAA guidelines. The noise analysis includes changes resulting from implementation of the TNNIS climb departure procedure.

Measuring Noise

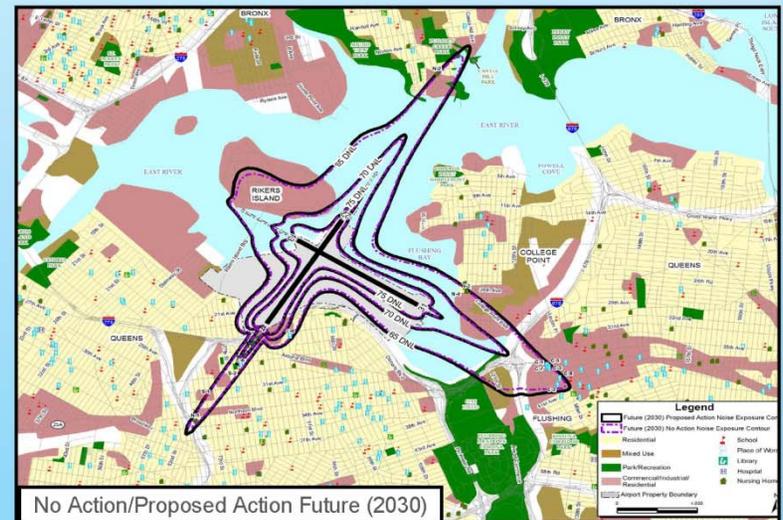
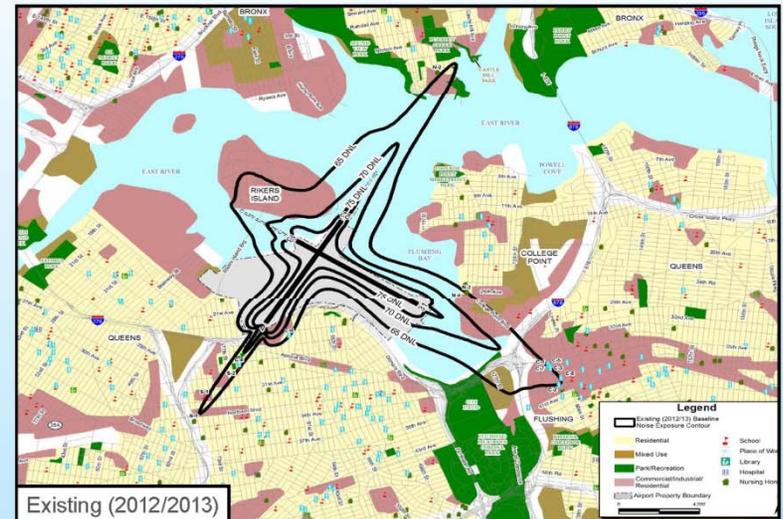
- ▶ dB = a unit for measuring the intensity of a sound
- ▶ The Day-Night Average Sound Level (DNL) is FAA's aircraft noise metric representing the cumulative noise level in an area over a 24-hour period (annual average day)
- ▶ 70 dB is used as a general base for noise comparisons. Noise levels above 70 dB are annoyingly loud to some people.
- ▶ The Port Authority currently has four noise monitors around LGA, and is planning to place additional portable monitors in the communities surrounding the Airport

Sound Levels and Relative Loudness of Typical Noise Sources

- ▶ Conversation in restaurant, office, background music, air conditioning unit at 100 feet = 60 dB
- ▶ Vacuum cleaner = 70 dB
- ▶ Passenger car traveling at 65 mph on freeway (50 feet from pavement edge) = 76 dB
- ▶ Heavy Truck at 50 feet = 90 dB
- ▶ Boeing 737-800 (predominant narrow body jet aircraft at LGA) = 76.8 dB (at takeoff with thrust cutback used, measured at 4 miles from start of takeoff roll) Source: Boeing

The Noise Analysis can be found on Page 5-58 and Appendix E of the Draft Environmental Assessment.

Aircraft Noise Exposure Contours



Source: Landrum & Brown, April 2014

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AIR QUALITY ASSESSMENT

An air quality assessment was conducted and found that the Proposed Action conforms to the New York State Implementation Plan and the Clean Air Act.

- ▶ Airlines are using larger aircraft to accommodate future passenger demand
- ▶ Aircraft emissions would potentially increase due to larger aircraft; however, reduced fuel consumption and ultimately fewer air emissions would result from:
 - » Reduced aircraft taxi times due to expanded aircraft movement area around gates
 - » Electric Ground Service Equipment (terminal equipped with charging stations)
 - » Power units and pre-conditioned air built into gates (reduce need to run auxiliary power units on aircraft)
 - » New energy-efficient Central Heating and Refrigeration Plant (CHRP)
- ▶ Design of new airport roadways and access to/from the Grand Central Parkway will accommodate additional traffic volumes, while reducing traffic congestion and delay on terminal area roadways with no significant increase in tailpipe emissions

No significant impacts are expected and no General Conformity Determination is required.



Source: Boeing

Construction

- ▶ During construction, contractors will be required to use ultra-low sulfur diesel fuel and off-road equipment retrofitted with emission control devices
- ▶ An emissions inventory calculated for the peak year of construction (Year 2) (from construction workers, on-road vehicles, and non-road equipment) shows emissions will be below air quality pollutant thresholds

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WATER QUALITY ASSESSMENT

Water Quality/Stormwater

- ▶ Sustainable Design Plan includes measures to retain and reuse storm runoff for non-potable water use
- ▶ Installation of new water quality devices and implementation of initiatives to reduce potential increases in runoff by retaining stormwater for infiltration or gray water reuse
- ▶ Project-induced changes in storm runoff during the construction and operational phases would be minor and the effects mitigated through water quality best management practices and control measures

Wetlands

- ▶ Tidal wetlands are located near the east end of the project site where the airport borders Flushing Bay; however, no wetlands are present within the project site and no impacts would occur

Coastal Barriers and Coastal Zone Management

- ▶ Most of project area lies within Coastal Zone Management Area
- ▶ Port Authority of NY & NJ (PANYNJ) submitted a state Consistency Assessment Form to the New York State Department of State (NYSDOS) and the New York City Department of City Planning (NYCDCP)
 - » NYSDOS found that the CTB plan is consistent with the approved state and local coastal zone management programs on November 15, 2013
 - » NYCDCP recommended that the Proposed Action be found consistent with the Waterfront Revitalization Program (WRP) policies

Floodplains

- ▶ Large portion of project area within 100-year tidal floodplain
- ▶ The tidal floodplain is not anticipated to be adversely affected by minor displacement and development; no potential property loss or human safety risks

Wild and Scenic Rivers

- ▶ None in vicinity of airport



Source: PANYNJ

There are no significant impacts expected to water quality within the airport vicinity.

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TRAFFIC AND TRANSPORTATION ASSESSMENT

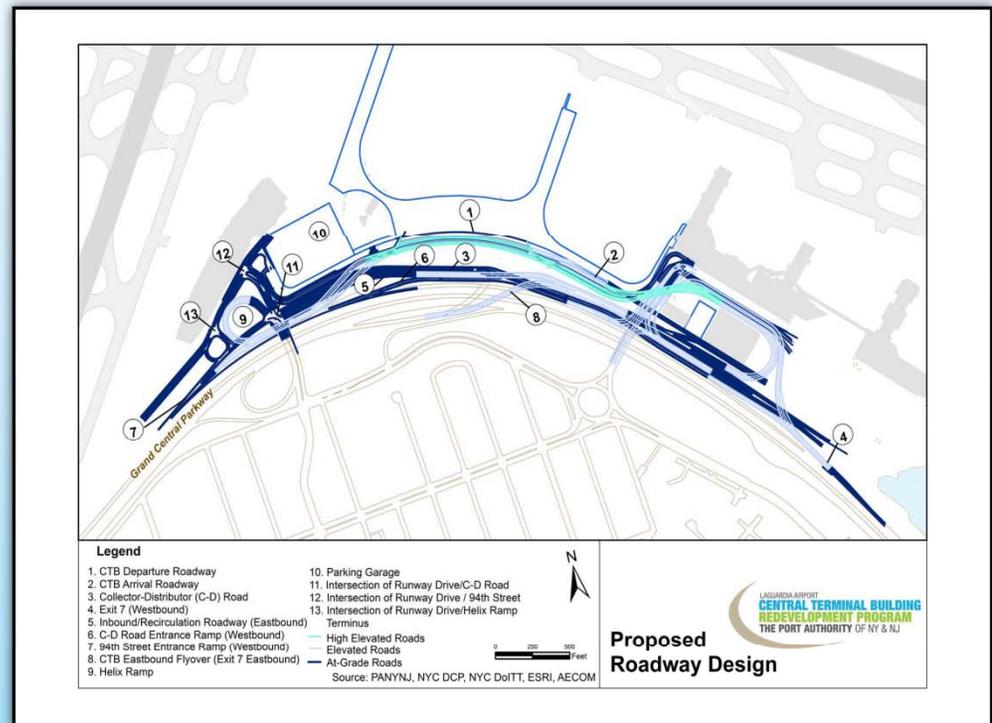
Operations

- ▶ Local intersections and the Grand Central Parkway were analyzed for traffic impacts
- ▶ Results indicate that additional trips can be accommodated during peak hours without any significant impacts
- ▶ Ongoing consultation with New York City Department of Transportation (NYCDOT) and New York State Department of Transportation (NYSDOT) during the process will ensure coordination and appropriate mitigation measures are implemented

Roadway Improvements

- ▶ Improvements only apply to airport property
- ▶ The Port Authority of NY & NJ (PANYNJ) is working with New York City Department of Parks and Recreation (NYCDPR) to identify and implement mitigation opportunities
- ▶ Proposed design will incorporate landscaping wherever appropriate

No significant impacts are expected to traffic and the transportation network as a result of a new and modern Central Terminal Building.



Construction

- ▶ On-road construction vehicles limited to NYCDOT truck routes (off-Grand Central Parkway)
- ▶ Construction workers will park at Ingraham's Mountain and be shuttled to site
- ▶ Analysis of local roads shows no significant impacts during peak hours

HISTORIC, ARCHITECTURAL AND CULTURAL RESOURCES

Section 106 of the National Historic Preservation Act (NHPA)

- ▶ Hangars 1, 2, 3, 4, 5, and 7 (built 1939/1940) were determined to be eligible for listing in the National Register of Historic Places
- ▶ The Port Authority of NY & NJ (PANYNJ) examined numerous options and alternatives in an attempt to meet the project's objectives without impacting the historic properties
- ▶ Federal Aviation Administration (FAA) invited six entities to participate as consulting parties (at two meetings held during the fall of 2013) in accordance with Section 106 of NHPA
 - » The National Trust for Historic Preservation, The Municipal Art Society of New York, The New York Landmarks Conservancy, The New York City Landmarks Preservation Commission, The Queens Borough President's Office, and American Airlines



Source: PANYNJ

Memorandum of Agreement (MOA) between PANYNJ, FAA and New York State Historic Preservation Office (SHPO)

- ▶ Any consulting party may sign as a concurring party to the MOA
- ▶ Identifies mitigation for the adverse effect on historic properties

There will be impacts to the hangars, but they will be mitigated.

Section 4(f), DOT Act

- ▶ Regulates use of land including public parks, recreation areas, wildlife/waterfowl refuge areas, or historic sites
- ▶ National Register-eligible hangars are Section 4(f) resources
 - » Direct use (demolition) of Hangars 1, 2, and 4
- ▶ Avoidance alternatives and least overall harm analysis demonstrated hangars cannot be avoided while meeting the transportation need
- ▶ Draft Section 4(f) Evaluation available for public comment

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HISTORIC, ARCHITECTURAL AND CULTURAL RESOURCES

Impacts

- ▶ Hangars 1, 2, and 4 would be adversely affected by demolition and removal
- ▶ Hangars 3 and 5 would remain but would be indirectly affected by the development
- ▶ There would be no impacts to Hangar 7

Mitigation

- ▶ Since the project will have an Adverse Effect on Historic Properties, mitigation measures were discussed with the Consulting parties and include:
 - » Hangars 1, 2, 3, 4, 5, and 7 will be documented according to Level III Historical Architectural Building Survey/Historic American Engineering Records Standards of the National Park Service
 - » Archaeological Monitoring of select Areas of Sensitivity during select construction activity
 - » Establish a Demolition/Construction Management Plan to avoid impacts to Hangars 3 and 5
 - » Create an Interpretative Display on the History of LaGuardia Airport to illustrate significance of CTB and hangars



Source: PANYNJ

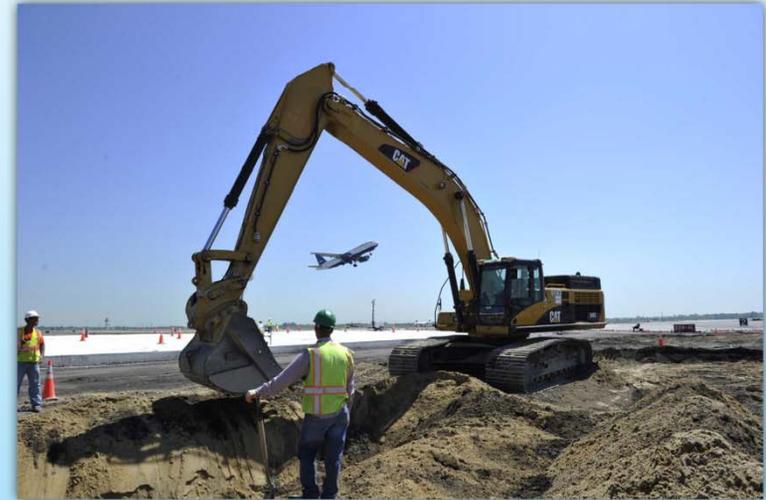
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HAZARDOUS MATERIALS ASSESSMENT

- ▶ During demolition, it is possible that asbestos and lead paint may be encountered
 - » Abatement of the asbestos would be conducted prior to removal
 - » Abatement of lead-containing paint would be conducted prior to disturbance, or the appropriate requirements from federal, state and local regulations would be followed
- ▶ Excess soil and construction debris may be disposed of as solid waste
 - » Wastes could include: demolition debris, fluorescent lamps and ballasts, scrap metal, and HVAC system-related waste (e.g., refrigerants and used oil)
 - » Soil and construction debris will be reused or recycled to the greatest extent possible
 - » Petroleum-contaminated soil may be encountered during excavation
 - ◇ Soils to be tested and disposed of in accordance with New York State Department of Environmental Conservation (NYSDEC) requirements
 - » Project-induced waste streams that do not contain hazardous substances would be disposed of according to local and state regulations



Source: PANYNJ

Protocols for pollution prevention and waste management will be implemented.

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ENERGY AND SUSTAINABLE DESIGN

- ▶ Executive Order 13123, Greening the Government Through Efficient Energy Management, encourages each federal agency to expand the use of renewable energy in its facilities and for its actions
- ▶ Federal Aviation Administration (FAA) policy directs a review of a federal action to discern the conservation of resources, use of pollution prevention measures, minimization of aesthetic effects, and address public (both local and traveling) sensitivity to these concerns
- ▶ The Port Authority of NY & NJ (PANYNJ) will implement a design for the CTB Redevelopment Program that results in the construction and operation of the airport in a sustainable manner through conservation of natural resources and protection of the environment
 - » A Sustainable Design Plan has been prepared
 - » Energy use and goals of the New York State Climate Action Plan on greenhouse gas reduction and mitigation of environmental impacts have been acknowledged and identified as project goals
 - » Pursue Leadership in Energy and Environmental Design (LEED) Gold rating for new terminal with a minimum required rating of Silver
- ▶ Key design strategies may include:
 - » Optimized building envelope components, high performance HVAC systems, and building automation and control systems partnered to meet a 30% reduction in energy cost compared to similar buildings
 - » Purchase green power to meet LEED goal of providing 35% of the project's electricity from renewable sources
 - » Water efficient plumbing fixtures, stormwater harvesting, and gray water reuse to reduce potable water for sewage conveyance by 50%, and potable water use in the building by more than 40% compared to similar buildings
 - » Replacement of the existing non-pervious salt splash pavers with pervious pavement to enhance percolation rates and protect the vegetation and lawn areas



Source: PANYNJ

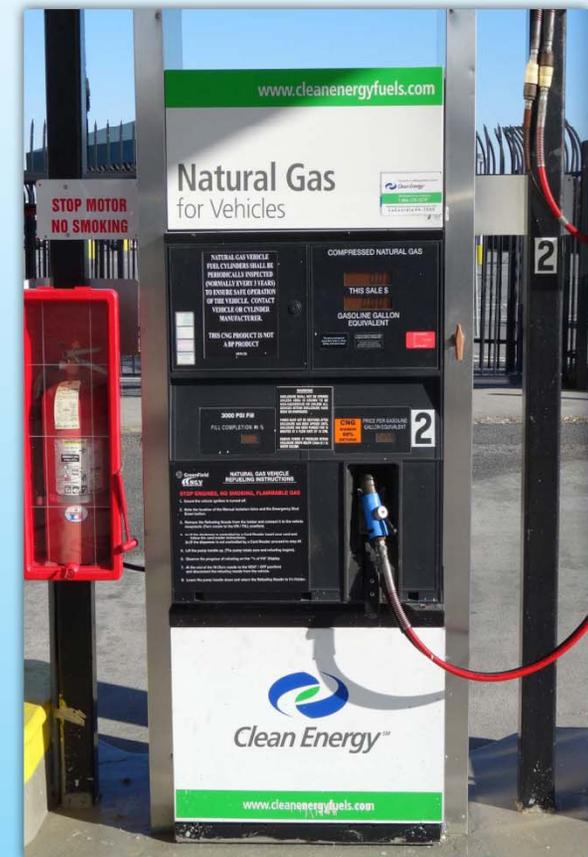
While the Program is required to attain a Silver Leadership in Energy and Environmental Design (LEED) rating, it will strive for a Gold rating.

NATURAL RESOURCES

The operation of an airport requires energy in the form of electricity, natural gas, aviation fuel, diesel fuel, and gasoline to power, cool, heat, and provide lighting.

- ▶ According to Federal Aviation Administration (FAA) Order 1050.1E, Change 1, Environmental Impacts: Policies and Procedures, the use of natural resources other than for fuel need be examined only if the project or action involves a need for unusual materials or those in short supply
- ▶ The construction of the Proposed Action would not require any scarce or unusual building materials and the volume of consumable materials would be available from local or regional suppliers
- ▶ Potential increases in fuel consumption associated with the use of larger aircraft and/or additional traffic volumes would be offset by decreases in fuel consumption resulting from efficiencies associated with the airside, terminal, and landside elements of the plan. For example:
 - » Average airport-wide gasoline and diesel fuel consumed by conventional bag tractors, belt loaders, and push-back tractors would be reduced by approximately half because comparable electric ground support equipment (eGSE) would be used exclusively at the new terminal building, which accounts for half the aircraft parking positions (gates) serviced by these types of equipment
 - » Average daily gasoline and diesel fuel consumed by arriving and departing vehicles would not change appreciably due to improved levels of service on the terminal area roadways

There would be no significant increase in the demand for electricity or natural gas.



Source: PANYNJ

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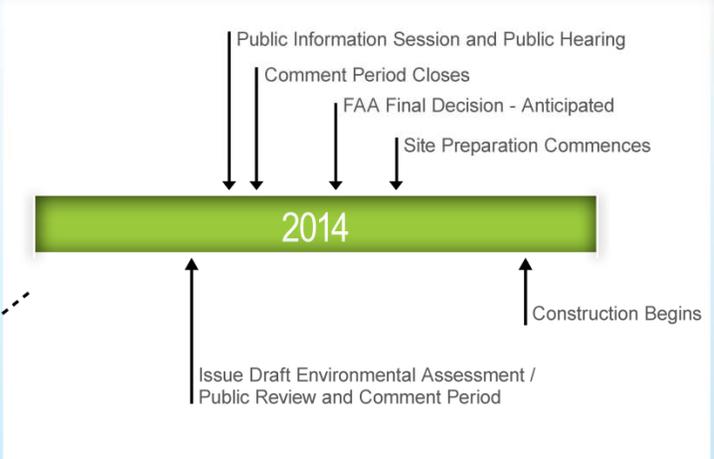
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OTHER CATEGORIES ASSESSED

CATEGORY	ASSESSMENT
COMPATIBLE LAND USE	» No changes in land use on or off the Airport and no changes to local zoning plans
ENVIRONMENTAL JUSTICE (EJ)	» While the surrounding neighborhood is largely minority, the Proposed Action would not contribute to a disproportionate adverse effect on EJ communities
FARMLANDS	» No farmlands are in the vicinity of the Airport
FISH, WILDLIFE AND PLANTS	» Limited natural habitat on project site (mostly landscaped medians) » Wildlife temporarily displaced during construction
THREATENED/ENDANGERED SPECIES	» Piping plover (federally-threatened) is the only federally-listed species reported at the Airport; no impact to habitat from Proposed Action
SOCIAL IMPACTS	» No private property would be acquired and no residences or commercial areas outside of the Airport would be relocated » No direct or indirect impacts have been identified that would cause or contribute to disproportionate health or safety risks to children » Traffic analysis indicates that the Proposed Action would not worsen, and in some instances would provide improved levels of service on local roadways when compared to the Future No-Action Alternative
INDUCED SOCIOECONOMIC	» The Proposed Action would contribute more than \$4.2 billion to the local and regional economies over the 8-year construction period » Construction would provide 6,270 direct job-years and 14,850 indirect job-years » The Program will strive to meet 12% MBE and 5% WBE goals for participation
CUMULATIVE EFFECTS	» No potentially significant adverse impacts have been linked to the CTB Redevelopment Program and 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 Grand Central Parkway

TIMELINE

LaGuardia Airport and the Central Terminal Building will remain open throughout construction.



LAGUARDIA AIRPORT
**CENTRAL TERMINAL BUILDING
REDEVELOPMENT PROGRAM**

THE PORT AUTHORITY OF NY & NJ

Bringing you a CLEANER, GREENER, more EFFICIENT and SECURE Airport for the 21st Century

PROVIDE US WITH YOUR COMMENTS

Comments are due by 5:00 pm on Friday, May 23, 2014

Use one or more of the following methods:

▶ Fill out a comment card and leave it in the comment box today

▶ Mail a comment card to:

ATTN: LGA CTB EA Comment

Edward Knoesel

Manager of Environmental Programs

Port Authority of NY & NJ

Aviation Department

225 Park Avenue South, 9th Floor

New York, NY 10003

▶ Scan your comment card and email it to us: LGACTBEA@panynj.gov

Follow the progress of the CTB Redevelopment Program at our website:

www.panynj.gov/airports/lgactb

Thank you for your interest.

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