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MTA NYCT Bus
168th Street Interim Bus Terminal

Environmental Assessment

Prepared for: Metropolitan Transportation Authority

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Delivering a better world

Prepared for:

Metropolitan Transportation Authority

Prepared by:

AECOM
605 Third Avenue
New York, NY 10158
aecom.com

Table of Contents

Appendices

Figures

Tables

Acronyms

Acronym	Definition
ACM	Asbestos-Containing Material
ACS	American Community Survey
ADA	Americans with Disabilities Act
AEP	Annual Exceedance Probability
ANSI	American National Standards Institute
APE	Area of Potential Effect
AST	Above Ground Storage Tank
BCCNY	Building Code of the City of New York
BCNYS	Building Code of New York State
BFE	Base Flood Elevation
BG	Block Group
BMP	Best Management Practice
BTUs	British Thermal Units
C	Commercial
CR	Census Tract
CEQR	City Environmental Quality Review
CAA	Clean Air Act
CFR	Code of Federal Regulations
CLCPA	Climate Leadership and Community Protection Act
CO	Carbon Monoxide
CREC	Controlled Recognized Environmental Condition
CRIS	Cultural Resources Information System
dB	Decibel
dBA	A-weighted Decibels
DfE	Design for Environment
DJ	Special Downtown Jamaica District
DMC	De Minimis Condition
DMV	Department of Motor Vehicles
DRI	Downtown Revitalization Initiative
DSNY	New York City Department of Sanitation
ECL	Environmental Conservation Law
EMS	Environmental Management System
EA	Environmental Assessment
EO	Executive Order
ESA	Environmental Site Assessment
FAR	Floor Area Ratio
FEMA	Federal Emergency Management Agency
FPL	Federal Poverty Level
FTA	Federal Transit Administration
GJDC	Greater Jamaica Development Corporation

HHS	U.S. Department of Health and Human Services
HPI	Historical Perspectives, Inc.
HREC	Historical Recognized Environmental Condition
HVAC	Heating, Hot Water, Ventilation, and Air Conditioning
ISO	International Organization for Standardization
LBP	Lead-Based Paint
LIRR	Long Island Railroad
LPC	Landmarks Preservation Commission
LPI	Leading Pedestrian Interval
M	Manufacturing
MIH	Mandatory Inclusionary Housing
MPT	Maintenance and Protection of Traffic Plan
MTA NYCT Bus	Metropolitan Transportation Authority New York City Transit Department of Buses
NAAQS	National Ambient Air Quality Standards
NFPA	National Fire Protection Association
NICE	Nassau Inter-County Express
NO_2	Nitrogen Dioxide
NO_x	Nitrogen Oxides
NOAA	National Oceanic and Atmospheric Administration
NPCC	New York City Panel on Climate Change
NYCBSA	New York City Bureau of Standards and Appeals
NYCDCP	New York City Department of City Planning
NYCDEP	New York City Department of Environmental Protection
NYCDOT	New York City Department of Transportation
NYCDPR	New York City Department of Parks and Recreation
NYCSCA	New York City School Construction Authority
NYCT	New York City Transit
NYPD	New York City Police Department
NYSDEC	New York State Department of Environmental Conservation
O_3	Ozone
OSHA	Occupational Safety and Health Administration
Pb	Lead
PCB	Polychlorinated Biphenyl
PEJA	Potential Environmental Justice Area
PLUTO	Primary Land Use Tax Lot Output
PM	Particulate Matter
R	Residential
REC	Recognized Environmental Condition
SEQRA	New York State Environmental Quality Review Act
SHPA	New York State Historic Preservation Act
SHPO	New York State Historic Preservation Office
SO_2	Sulfur Dioxide

sqft.	Square Feet
SVOC	Semi-volatile Organic Compounds
TNM	Traffic Noise Model
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
VEC	Vapor Encroachment Condition
VES	Vapor Encroachment Screening
VOC	Volatile Organic Compounds
WRRF	Wastewater Resource Recovery Facility
ZAP	Zoning Application Portal
ZR	Zoning Resolution

Executive Summary

Project Description

The Metropolitan Transportation Authority New York City Transit Department of Buses (MTA NYCT Bus) proposes to lease the property located at 90-01 168th Street (Block 9800, Lot 5) in Jamaica, Queens (the "project site") to construct the 168th Street Interim Bus Terminal (the "Proposed Project") on an 85,000 square-foot (sqft.) commercial parking lot. The Proposed Project would serve the 16 Queens County MTA NYCT Bus and Nassau Inter-County Express (NICE) bus routes. This commercial parking lot is currently leased to Jamaica First Parking, LLC by the Greater Jamaica Development Corporation (GJDC), a community development corporation.

Prior to leasing and redeveloping the project site into the 168th Street Interim Bus Terminal, MTA NYCT Bus is preparing an Environmental Assessment (EA) for the Proposed Project pursuant to the New York State Environmental Quality Review Act (SEQRA), Article 8 of the Environmental Conservation Law (ECL§§ 8-0101 et seq.) and it's implementing regulations, Title 6 NYCRR §617, to incorporate the consideration of environmental factors into the existing planning, review and decision-making processes of the State of New York.

Purpose and Need

The existing 165th Street/Jamaica Bus Terminal at 89-21 165th Street between Merrick Boulevard and 89th Avenue in Jamaica, Queens has been acquired by a Developer, requiring the MTA NYCT Bus to vacate the premises at the end of the current lease. The buses currently operating from the existing 165th Street/Jamaica Bus Terminal would relocate temporarily to the 168th Street Interim Bus Terminal located at 90-01 168th Street in Jamaica, Queens until a permanent bus terminal facility is identified and constructed.

The project site is centrally located between Queens County MTA bus routes, which include both MTA Bus Company and NYCT bus routes, traveling to northern, eastern, and southern Queens, and NICE bus routes traveling east of Queens in Nassau and Suffolk Counties. The Proposed Project would serve the ten Queens County MTA and six NICE bus routes that currently operate from the existing 165th Street/Jamaica Bus Terminal where it serves as a terminus and departure point for commuter routes. It also would provide a place for rest stops, bus layovers, and bus stops where passengers board and alight from buses. The 168th Street Interim Bus Terminal would serve the buses currently operating from the existing 165th Street/Jamaica Bus Terminal temporarily until a **permanent** bus terminal location is identified and constructed.

The project site is in close proximity to New York City regional transit connections, including local routes, regional bus route transfer bus stops, and MTA Subway E, F, and J lines.

The Proposed Project would perform the following functions of the existing 165th Street/Jamaica Bus Terminal temporarily until a **permanent** bus terminal location is identified and constructed:

- Serving as a terminus and departure point for the bus commuter routes located in this area of Queens,
- Maintaining the same number of daily and peak hour bus trips;
- Preserving the established bus transfers between NICE and MTA NYCT Bus routes;
- Allowing buses to remain off-street during the rest stop and layover periods;
- Minimizing disruptions to existing passenger trips by locating the Proposed Project in close proximity to the existing 165th Street/Jamaica Bus Terminal and maintaining all existing transfers between bus routes; and
- Maintaining access to the Jamaica Avenue commercial area for bus routes approaching from Hillside Avenue.

Project Alternatives

No-Action Alternative

This section discusses what would be expected to result in the Study Area (a 400-foot radius around the project site) in the future without the Proposed Project (the No-Action Alternative) in the year when the Proposed Project would be completed, the 2024 Build Year. The No-Action Alternative assumes that the Proposed Project would not be constructed. In the No-Action Alternative, the lease at the existing 165th Street/Jamaica Bus Terminal would have expired at the end of 2023. MTA NYCT Bus would have vacated the premises, and the buses operating from the existing 165th Street/Jamaica Bus Terminal would operate and park on the surrounding congested streets. The project site would remain as a commercial parking lot in the 2024 Build Year.

As part of the No-Action Alternative assessment, a search was conducted for projects that are proposed or are under construction in the vicinity of the project site. The search consisted of contacting the New York City Department of Transportation (NYCDOT) and the New York City School Construction Authority (NYCSCA) and accessing the New York City Department of City Planning (NYCDCP) online Zoning Application Portal (ZAP) and he New York City Bureau of Standards and Appeals (NYCBSA) online applications database. The NYCDOT and NYCSCA responded to the information request by indicating that no projects are planned within the Study Area for the 2024 Build Year. The search of the NYCBSA online applications database indicated that no project applications were made in the Study Area for the 2024 Build Year.

Alternatives Considered

In 2021, MTA NYCT Bus began looking for properties (Alternatives) to relocate the existing 165th Street/Jamaica Bus Terminal **temporarily**. These Alternatives include the No-Action Alternative, which would occur if no sites were available. MTA NYCT Bus considered several properties to temporarily relocate the buses that would need to meet the following operational and capacity criteria:

- Location: central terminal location for MTA and NICE bus routes with routes throughout eastern Queens (to the north, east, and south), Nassau County, and western Suffolk County: to minimize increases in bus travel times, route schedule disruptions, and costs of bus rerouting;
- Operational efficiency/safety: a site large enough to provide for an efficient layout of bus bays and passenger waiting areas and that provides safe entrance, egress, and internal circulation;
- Size and configuration: an open lot size with the capacity to accommodate the required number of buses; and
- Availability: properties available in the current market that can meet the above location and operational criteria.

Four potential properties (Alternatives) were identified and considered according to the operational and capacity criteria listed in **Table ES-1**. Three properties were owned, managed, and/or operated by the GJDC in 2021. The sites at 9377 Guy R Brewer Boulevard and 92-30 165th Street were removed from consideration because they did not meet the MTA NYCT Bus operational and capacity criteria, nor were they available in the current market. The remaining two sites located at 90-01 168th Street and 166-11 91st Avenue were determined to meet the MTA NYCT Bus operational and capacity criteria: central location for MTA and NICE bus routes with routes throughout eastern Queens, Nassau County, and Suffolk County, operational efficiency and safety, and size and configuration. However, the site at 166-11 91st Avenue was no longer available.

Table ES-1: Alternatives Screening According to Operational and Capacity Criteria

Site	Address	Central Terminal Location for MTA and NICE bus routes	Operational Efficiency/Safety	Size and Configuration	Availability in Current Market
1	90-01 168th Street (project site)	✓	✓	✓	✓
2	166-11 91st Avenue	✓	✓	✓	x
3	9377 Guy R Brewer Boulevard	✓	x	x	x
4	92-30 165th Street	✓	x	x	x

*Note: **x** – Did not meet criteria; ✓– Met Criteria*

The remaining property (the Preferred Alternative was the only property available that met MTA NYCT Bus's operational and capacity criteria and was available. The property is located at 90-01 168th Street, is leased to Jamaica First Parking, LLC, and managed/operated by the GJDC. The site's location would maintain access to the Jamaica Avenue commercial hub for the bus routes approaching from Hillside Avenue and maintain the transfers between bus routes. This site would accommodate the buses operating out of the existing 165th Street/Jamaica Bus Terminal. In addition, the central location of the site would keep bus travel time, travel distance and operating costs relatively neutral.

MTA NYCT Bus also looked at potential locations off of Liberty Avenue and Hillside Avenue to the east of the existing 165th Street/Jamaica Bus Terminal. Alternative locations off of Liberty Avenue were not considered because Liberty Avenue is not located in a central location for MTA and NICE bus routes which would result in additional travel time, travel distance, and operating costs. Alternative locations off of Hillside Avenue were not considered because Hillside Avenue is not centrally located for MTA and NICE bus routes, which would cause buses to traverse and layover on narrow residential streets impacting many driveways.

Since 2021, no other available properties have opened up in the market in the vicinity of the existing 165th Street/Jamaica Bus Terminal that met the operational and capacity criteria to serve as an interim bus terminal. The commercial parking lot located at 90-01 168th Street (the project site) remains the most viable property that meets the operational and capacity criteria to serve temporarily as an interim bus terminal until a permanent bus terminal is identified and constructed.

Principal Conclusions of the Environmental Assessment

Land Use, Zoning and Public Policy

The Proposed Project would have no significant adverse impacts on existing or planned land uses in the Study Area and would be consistent with applicable zoning and public policies.

The project site is located on the north side of Jamaica, Queens within Community District 12, is approximately 500 feet east of the existing 165th Street/Jamaica Bus Terminal, and is developed as a surface parking lot bound by 90th Avenue to the north, 169th Street to the east, 91st Avenue to the south, and 168th Street to the west (see **Figure 3.1-2**). Land uses in the Study Area consist of mixed commercial, institutional, and residential uses. The project site shares a tax block (Block 9800) with a four-story apartment building (Ackroyd Court, 90-20 169th Street), which is located southeast of the project site (see **Figure 1.1-2** and **Figure 3.1-2**). There are multiple residential land uses to the north and east of the project site. The northern portion of the Study Area is comprised of one- and two-family residences that are both attached and detached. The eastern portion of the Study Area includes multi-family apartment buildings. The southern and western portions of the Study Area blend commercial and public facilities/institutions. Commercial land uses face Jamaica Avenue and Merrick Boulevard to the south and west of the project site, respectively. Public facilities/institutions include a New York State Department of Motor Vehicles (DMV) office, the NYPD's 103rd Precinct facility, and a Queens Public Library.

The Study Area intersects three zoning districts: R6A, C4-5X, and C6-2 (see **Figure 3.1-4**). The project site is within a C4-5X zoning district encompassing the central and western portions of the Study Area. C4-5X zoning districts are regional centers where larger stores, theaters and office uses serve a wider region and generate more traffic than neighborhood shopping areas. The northern and eastern portions of the Study Area are within R6A zoning, a medium-density residential district, which allows for six- to eight-story apartment buildings set at or near the street line. The southern portion of the Study Area is comprised of C6-2 zoning, which permits high-bulk commercial uses and high-rise mixed buildings with commercial and residential uses. C6-2 zoning districts typically are mapped in areas outside central business cores.

The western and southern portions of the Study Area are also located in the Special Downtown Jamaica District (DJ). Established in 2007, the DJ's use regulations encourage mixed use development in denser transit-oriented locations convenient to shoppers. Its bulk provisions allow taller buildings with higher floor area ratios at the transit hubs.

In the With-Action Condition, there would be no changes to existing land uses as a result of the Proposed Project. The project site is listed as a commercial parking lot, and the Proposed Project's bus terminal operations would be consistent with parking lot land uses. There would be no changes to existing zoning as a result of the Proposed Project. The uses of the project site are allowed as-of-right under the existing C4-5X zoning district designation and would be consistent with all relevant and applicable public policies, programs and plans.

Socioeconomic Conditions

The Proposed Project would have no significant adverse impacts on socioeconomic conditions.

Based on the assessment of the Proposed Project in relationship to direct and indirect residential and business displacement and potential adverse impacts on specific industries, the Proposed Project was assessed according to the following thresholds.

1. The Proposed Project would not directly displace any residents.
2. The Proposed Project would displace far fewer than 100 employees, and the existing commercial parking lot is not uniquely dependent on the project site.
3. The project site is located in a C4-5X zoning district and the Proposed Project's use would be permitted as-of-right for C4-5X zoning districts. In addition, the Proposed Project would not generate a residential development or commercial development. The Proposed Project would not result in indirect displacement due to increased rents.
4. The Proposed Project is not a retail project and would not add to or create a retail concentration in the Study Area. In addition, the Proposed Project would not generate retail on a single development site or region-serving retail across multiple sites.
5. The Proposed Project would displace an existing commercial parking lot by constructing the 168th Street Interim Bus Terminal in the project site. As discussed in Section 3.13.3.2.2 (Parking), there are sufficient off-street parking spaces in paid parking facilities within the Study Area to accommodate the parking that would be displaced by the Proposed Project. Workers or residents who would depend on the displaced commercial parking lot would have sufficient off-street parking in the Study Area. In addition, the Proposed Project does not involve a citywide regulatory change that would adversely affect the economic or operational conditions of any types of businesses or processes. Therefore, the Proposed Project would not result in the loss or substantial diminishment of a particularly important product or service within the City.

Environmental Justice

The Proposed Project would not result in any disproportionately high and adverse effects on minority and low-income communities or disadvantaged communities. The Proposed Project would be in compliance with all applicable state regulations related to environmental justice and disadvantaged communities.

The Block Groups within the Environmental Justice Study Area meets New York State Department of Environmental Conservation's (NYSDEC) definition of a minority community. All Block Groups have a minority population percentage of a minimum of 91 percent. In addition, the Block Group in which the project site is located is a Potential Environmental Justice Area (PEJA) based on minority population (see **Figure 3.3-1**). Two Block Groups in the Environmental Justice Study Area meet NYSDEC's definition of a low-income community. Census Tract 444, Block Group 1 to the south of the project site and Census Tract 460, Block Group 1 to the north of the project site have 39 and 26 percent, respectively, of their populations living below the poverty line (see **Figure 3.3-1**).

Four of the census tracts in the Environmental Justice Study Area are disadvantaged communities based on population characteristics/health vulnerabilities. This is primarily driven by high percentages of residents with hospital visits due to asthma, heart attacks, low birthrates and premature deaths; without health insurance; limited English proficiency; low income, and minority status.

The Proposed Project would provide continued transit accessibility to PEJAs in the vicinity of the project site. In addition, all residents would continue to have access to the GJDC- operated commercial parking lots at 92-30 165th Street and 89-35 162nd Street. As discussed in Section 3.13.3.2.2 (Parking), there are sufficient off-street parking spaces in paid parking facilities in the vicinity of the project site to accommodate the parking that would be displaced by the Proposed Project.

The only potential impacts resulting from the Proposed Project would be to traffic and pedestrians (passengers). As discussed in Section 3.13 (Transportation), traffic and pedestrian (passenger) impacts are anticipated in the vicinity of the project site. However, those impacts would be mitigated as described in Section 3.13.3.3 (Mitigation). No other impacts would occur resulting from the Proposed Project.

Community Facilities

The Proposed Project would have no significant adverse impacts on the operations of community facilities in the Study Area.

The Proposed Project would not result in an increase in the local population. The Proposed Project also would not physically alter or displace a community facility. As discussed in Section 1.1.1.1 (Physical Description), the Proposed Project would displace the street parking along 91st Avenue and 168th Street that is currently utilized by the NYPD 103rd Precinct for police vehicle parking. However, MTA NYCT Bus would include parking spaces for the displaced NYPD vehicles.

Open Space and Recreation

The Proposed Project would have no significant adverse impacts on open space.

Open spaces were identified in the vicinity of the project site, but no open spaces are located within the Study Area (see **Figure 3.5-1**). The open spaces identified in **Figure 3.5-1** are at least 0.25 miles away from the project site.

Historic and Cultural Resources

On April 20, 2023, New York State Historic Preservation Office (SHPO) notified MTA NYCT Bus via letter that no properties, including archaeological and/or historic resources, listed in or eligible for the New York State and National Registers of Historic Places would be impacted by the Proposed Project. SHPO has determined that the Proposed Project would have No Adverse Impact on historic properties.

The SHPO's Cultural Resources Information System (CRIS) online search revealed that the project site is located within an Area of Archaeological Sensitivity. In addition, there are six previously identified sites within the one-half-mile radius of the project site.

For any projects that would result in new ground disturbance, assessment of both precontact and historic resources is appropriate. Such a determination is arrived at through consultation with SHPO and New York City Landmarks Preservation Commission (LPC) on the potential effects of project actions on archaeological resources. SHPO has responded to the initial consultation letter with a determination of "No Adverse Effect on historic properties."

Research was conducted on CRIS for historic buildings, sites, and districts that may be located in the vicinity of the project site. CRIS indicates that no National Register-listed or eligible resources, or resources designated by the LPC are situated within the Historic Architectural APE. Three resources were surveyed but not evaluated, and one of the three resources, a residence at 166-11 91st Avenue has been removed. The two unevaluated resources are a residence at 168-37 90th Avenue and St. Stephen's Church, Rectory and Parish Office at 89-26 168th Street.

The Proposed Project is entirely within the project site (property). The two historic architectural resources in the Historic Architectural APE are visible from the adjacent sidewalks to the north and west of the project site. The Proposed Project would not obstruct existing views of these visual resources from the northern and western sides of the project site.

Urban Design and Visual Resources

The Proposed Project would have no significant adverse impacts on urban design and visual resources.

As discussed in Section 4 (Construction), the Proposed Project would require removal of some trees within the project site; however, MTA NYCT Bus would make an effort to preserve as many trees and shrubs as feasible within the project site for privacy and aesthetic purposes (see Figure 1.1-3). In addition, four New York City Department of Parks and Recreation (NYCDPR) sidewalk trees along the 168th Street and 169th Street sidewalks would be removed to construct driveways into the 168th Street Interim Bus Terminal.

Concrete planters would be installed on the sidewalks along 90th Avenue and 91st Avenue. The planters would beautify the streetscape surrounding the project site, enhance the pedestrian experience, and provide pedestrian access and safety from vehicles encroaching/occupying the sidewalks.

The Proposed Project would consist of three dispatcher booths, bus lanes, bus stops, and layover spaces for buses. The bus lanes and bus stop areas would be demarcated by pavement striping. The dispatcher booths would be separated from the bypass lanes and additional bus layover spaces.

As discussed in Section 3.1.3 (Land Use, Zoning and Public Policy – Environmental Impacts), there would be no changes to existing land use and zoning as a result of the Proposed Project. The Proposed Project's use of the project site are allowed as-of-right under the existing C4-5X zoning district designation.

There are two visual resources in the vicinity of the project site: a two-story frame rowhouse at 168-37 90th Avenue and St. Stephen's Church, Rectory and Parish Office at 89-26 168th Street. These historic architectural resources are visible from the adjacent sidewalks to the north and west of the project site. The Proposed Project would not obstruct existing views of the visual resources.

The Proposed Project would have no effect on the urban design of the area surrounding the project site. The Proposed Project would be constructed on an existing open commercial parking lot. The project site would consist of multiple rows of bus stops separated by bus lanes. Each bus stop would be furnished with a NYCDOT-approved stainless-steel and glass bus shelter and a passenger boarding platform.

Views of and from the project site would remain the same as those in the existing conditions with the existing commercial parking lot. Pedestrians would continue to circulate in the area on publicly accessible sidewalks.

Furthermore, the Proposed Project would install planters in compliance with the NYCDOT Street Design Manual on the sidewalks along 90th Avenue and 91st Avenue to beautify the streetscape, enhance the pedestrian experience, and provide pedestrian access and safety from vehicles encroaching/occupying the sidewalks. The planters would be located on the sidewalk to allow for maximum pedestrian access. MTA NYCT Bus would be responsible to maintain the trees and shrubs within the project site and the planters placed by MTA NYCT Bus on the sidewalks.

Natural Resources

The Proposed Project would have no significant adverse impacts on natural resources.

The project site is dominated by impervious paved surfaces, comprising over 95 percent of the surface. The parcel is a flat paved lot, with small ticketing booths and occasional trees in planting pits or planters. Vegetation on the project site is limited to these small patches of open soil, planted with common urban trees and shrubs.

The Study Area is similarly dominated by paved impervious surfaces (roadway, buildings, and sidewalk). Natural habitats present in the Study Area are limited to small areas (less than 1000 sqft.) of mown turf and canopy trees associated with residential houses, small unmaintained margins, and street trees. All habitats are man-made and are extremely compromised and of limited ecological value.

As discussed in Section 4 (Construction), the Proposed Project would require removal of some trees within the project site; however, MTA NYCT Bus would make every effort to preserve as many trees and shrubs as feasible for aesthetic and privacy purposes (see Figure 1.1-3). Four NYCDPR trees on the sidewalks would be removed to construct bus driveways on 168th Street and 169th Street sidewalks.

The existing habitat is extremely compromised, of marginal value and function, and of a type common in the Study Area. The Proposed Project would not significantly affect low-quality habitat in the project site. No endangered, threatened, or otherwise protected species are expected to utilize the project site, or be present in the vicinity of the Study Area.

Hazardous Materials

The Phase I Environmental Site Assessment (ESA) identified six recognized environmental conditions (RECs) in the project site and/or in the Study Area.

A Phase II ESA was conducted in general accordance with ASTM standard E1903-19 to investigate whether the project site was impacted by the six RECs identified in the Phase I ESA.

Based on the data collected during the Phase II ESA, areas of concern (AOCs) 1 and 2 at the project site do not appear to be impacted by their former uses (see Section 3.9.2.1.2 [Findings] for more information about AOCs 1 and 2). AOC 1 is located in the northwest corner of the project site, and AOC 2 is centered along the project site's southern boundary adjacent to 91st Avenue. There were no exceedances of the commercial use and industrial use soil clean-up objectives (SCOs) criteria in the soil samples collected, and one sample collected contained a lead level that exceeded the residential, restricted residential, and protection of groundwater SCO criteria. See Figure 2 in the Phase II ESA (Appendix C) for the locations of AOCs 1 and 2 and Section 3.9.2.1.2 of this document for a description of them.

Five anomalies were detected at the project site. Two anomalies were consistent with the presence of concrete slabs indicative of formerly demolished structures. Three anomalies may be indicative of the presence of abandoned underground storage tanks (USTs). Construction of the Proposed Project would not require excavation or any subsurface intrusive activities. Therefore, the Proposed Project would not disturb the subsurface, and no further investigation of the subsurface would be required.

Water and Sewer Infrastructure

The Proposed Project would have no significant adverse impacts on water and sewer infrastructure.

The Proposed Project would not require new water or sewer connections. The Proposed Project would not result in an exceptionally large demand for water and is not located in an area that experiences low water pressure. Regarding wastewater and stormwater treatment, the Proposed Project is not located in a combined sewered area. It is located in a separately sewered area but does not exceed the development thresholds for residential and commercial areas. Although the Proposed Project is located within the Jamaica Bay Watershed, the Proposed Project would not increase the amount of impervious surface on the project site.

Solid Waste and Sanitation Services

The Proposed Project would have no significant adverse impacts on solid waste and sanitation.

To calculate the estimated waste generation for the Proposed Project during operations, a conservative solid waste generation rate for commercial facilities was used, which is associated with General Retail facilities according to the City Environmental Quality Review (*CEQR*) *Technical Manual*. Using the Printing and Publishing rate of 79 pounds per week per employee (for 20 employees), the Proposed Project would generate 1,580 pounds of solid waste per week. Thus, the Proposed Project would not generate more than 50 tons of waste per week, the threshold for a detailed analysis. The Proposed Project also would not involve the construction, operation or closing of a regulated solid waste management facility and would not involve a change to public or private waste collection. In addition, the solid waste management practices in the project site would be consistent with the New York City Department of Sanitation (DSNY) *Final Comprehensive Solid Waste Management Plan* (Department of September 2006) stipulations for managing commercial solid waste.

Energy

The Proposed Project would have no significant adverse impacts on energy.

The Proposed Project would consist of three dispatcher booths and bus stops with passenger boarding platforms and bus shelters. The existing lighting and electrical power would remain as is. Each dispatcher booth is approximately 36 sqft., which totals 108 sqft. for all three booths.

The energy consumption associated with these new dispatcher booths is calculated to be approximately 27.1 million BTUs annually. This is based on the *CEQR Technical Manual*-provided energy index of 250.7 thousand BTUs annually per square foot for an institutional building (i.e., total annual energy consumed = 108 sqft. X 250.7 x 1,000 BTU/sqft. = 27.1 million BTUs).

Based on the available 2020 energy consumption annual rate of 166 million BTUs per capita for New York State, the increase of 27.1 million BTUs in energy consumption as a result of the Proposed Project is not considered significant and is equivalent to the annual energy consumed by approximately 0.2 persons.

Transportation

Traffic

With mitigation measures in place, the Proposed Project would have no significant adverse impacts on traffic.

In the With-Action Condition, ten Queens County MTA bus routes and six NICE bus routes that currently utilize the existing 165th Street/Jamaica Bus Terminal would be relocated to the project site. On a typical weekday, 2,464 bus trips would be made by the 16 assigned bus routes to and from the project site (1,232 in and 1,232 out).

The incremental vehicular traffic volumes generated by the Proposed Project would only be from bus trips. MTA bus operators would continue to commute to their reporting depots (garages) in Queens where they would drive their buses to and from the project site. There would be a few dedicated parking spaces in the

project site for bus dispatchers and maintenance vehicles, but these parking spaces would not be used during peak hours.

The With-Action Condition traffic volumes were used to conduct intersection capacity analyses for the study intersections in the Transportation Study Area. All of the lane groups at the study intersections would continue to operate at LOS D or better, except for the following:

- Hillside Avenue at 169th Street: The southbound through movement would continue operating at LOS F during the AM and PM peak hours, and at LOS E during the Midday peak hour.
- Hillside Avenue at 169th Street: The southbound left turn movement would continue operating at LOS E during the PM peak hour.
- Hillside Avenue at 169th Street: The southbound right turn movement would operate at LOS E during the AM and PM peak hours.
- Jamaica Avenue at 169th Street: The southbound right turn movement would operate at LOS E during the AM and PM peak hours.

Two bus entry and exit driveways located on 168th and 169th Streets between 91st and 90th Avenues would be unsignalized and would allow right turns in and right turns out only. Both driveways would operate at LOS B or better during all peak hours.

The following traffic impacts would occur as a result of the additional buses on the roadway network:

- *Hillside Avenue at 169th Street*: The southbound *through* movement is projected to be significantly impacted during the PM peak hour, when the delay would increase from 80.2 seconds per vehicle in the Future No-Action Alternative (LOS F) to 84.7 seconds in the Future With-Action Condition (LOS F). Because the westbound left turn lane would have a substantial increase in bus volume, vehicles would spill back into the southbound through lane in the approach to the intersection.
- *Jamaica Avenue at 169th Street*: The southbound *right turn* movement is projected to be significantly impacted during the AM and PM peak hours, when the delay would increase from 44.8 seconds per vehicle in the Future No-Action Alternative (LOS D) to 58.5 seconds in the Future With-Action Condition (LOS E) during the AM peak hour; and from 48 seconds per vehicle in the Future No-Action Alternative (LOS D) to 70.3 seconds in the Future With-Action Condition (LOS E) during the PM peak hour.

Mitigation of the traffic impacts identified at the two intersection approaches would require reallocating signal timings from other intersection approaches where there are no impacts. These measures are described in detail in Section 3.13.3.3.1 (Traffic Impacts Mitigation).

Parking

The Proposed Project would have no significant adverse impacts on parking.

The Proposed Project would not generate new or additional parking demand by MTA employees/bus operators. However, the Proposed Project would displace vehicles currently parked within the existing commercial parking lot. It is expected that these vehicles would prefer to use another paid, public parking facility when the current paid commercial parking lot is converted to the 168th Street Interim Bus Terminal. Therefore, the 2024 No-Action Alternative hourly parking accumulation at the project site was added to the 2024 hourly parking accumulation for the remaining three off-street parking facilities surveyed to determine the 2024 With-Action Condition cumulative hourly parking accumulation. As shown, the combined capacity of the three off-street parking facilities in the Parking Survey Study Area would be sufficient to accommodate the displaced demand from the project site. Even with the parking demand from the project site added to the three off-street facilities, the peak demand would be at only 83 percent in the highest hour (12 noon to 1 PM), and 192 spaces would still be available.

The Proposed Project would also displace two legal on-street parking spaces on the west side of 169th Street between 90th Avenue and 91st Avenue to accommodate the driveways. Based on the current parking regulations "No Parking 8 AM to 7 PM, Except Sunday," these spaces would be displaced between 7 PM and 8 AM on weekdays, Saturday, and all day on Sunday. The wide turns that would be required for buses to enter and leave the driveways at the project site would require that curbside portions of the east and west sides of 168th Street and 169th Street between 91st Avenue and 90th Avenue remain clear of parked vehicles. These curbsides are already regulated by "No Parking Anytime" or "No Standing Anytime" signs, so there would be no additional displacement of legal parking.

The 2024 No-Action Alternative on-street parking capacity was reduced by the two displaced on-street parking spaces between 5 AM and 8 AM. These two spaces would be adequately accommodated by available on-street parking spaces during these hours. On-street parking demand and capacities for the remaining hours in the 2024 With-Action Condition would be the same as the 2024 No-Action Alternative, with utilization exceeding parking capacity for several hours of the day.

There are sufficient off-street parking spaces in paid parking facilities within the Parking Survey Study Area around the project site to accommodate the parking that would be displaced by the Proposed Project. Therefore, there would be no parking shortfall as a result of the Proposed Project.

Transit

Except for the rerouting of buses from the existing 165th Street/Jamaica Bus Terminal to the 168th Street Interim Bus Terminal, subway operations in the With-Action Condition would remain the same as in the No-Action Alternative. Bus ridership, peak load points, and other operations parameters would not change as a result of the Proposed Project.

Pedestrians (Passengers)

With mitigation measures in place, the Proposed Project would have no significant adverse impacts on pedestrians (passengers).

The following pedestrian facilities required detailed analysis to determine potential impacts on pedestrian circulation in the surrounding area:

- Sidewalk at 90th Avenue between 168th Street and 168th Place;
- Sidewalk at 90th Avenue between 168th Place and 169th Street; and
- Corner at 90th Avenue and 168th Street.

The results of the pedestrian facility LOS analysis under the 2024 With-Action Condition are depicted in detail in Appendix D. The south sidewalk of 90th Avenue between 168th Place and 169th Street, and the 90th Avenue/168th Street southeast corner would continue to operate at LOS A during all three peak hours scenarios. However, the south sidewalk on 90th Avenue between 168th Street and 168th Place would operate at LOS C during all three peak hours without mitigation. A significant pedestrian impact would occur on the south sidewalk of 90th Avenue between 168th Street and 168th Place without mitigation during the AM, Midday and PM peak hours. The project site would include the placement of concrete planters along the sidewalks on 90th Avenue and 91st Avenue to beautify the urban streetscape, enhance the pedestrian experience, and provide pedestrian access, mobility and safety to the sidewalks. These planters would provide pedestrian safety and mobility by preventing vehicles from encroaching/occupying the sidewalks, and therefore would also mitigate the projected pedestrian impact. The planters would be located on the sidewalks to allow for maximum pedestrian access and would be in compliance with the NYCDOT *Street Design Manual*.

Transportation Safety Assessment

The Proposed Project is not expected to affect road user safety at the study intersections.

The Proposed Project would result in an increase in bus volume at the ten study intersections, three of which have been determined to be high crash locations. However, at most of the intersections, the additional buses would be going "straight" through the intersections and would not conflict with pedestrians, passengers, and bicycles in crosswalks.

All of the three high crash locations would experience an increase in right- or left-turning bus volumes:

- *Hillside Avenue/169th Street:* The westbound left-turn movement from Hillside Avenue onto southbound 169th Street would experience an increase of 67 buses in the AM peak hour, 31 buses in the Midday peak hour and 60 buses in the PM peak hour. Although, the westbound left turn from Hillside Avenue has a protected plus permitted left turn, pedestrians, and bicycles on the south crosswalk of the intersection would have increased exposure to and conflict with added bus volumes which may compromise safety. Since this intersection is located along a Vision Zero Priority Corridor, as part of the Traffic Monitoring Plan, pedestrian and bicycle safety on the south crosswalk would be monitored and appropriate measures would be recommended if any safety issues are identified.
- *Hillside Avenue/168th Street*: The right-turn movement from northbound 168th Street onto eastbound Hillside Avenue would experience an increase of 49 buses in the AM peak hour, 33 buses in the Midday peak hour, and 64 buses in the PM peak hour. However, there would be a 10 second Leading Pedestrian Interval (LPI) for the east and west crosswalks. East and west crosswalks receive the Walk indication before vehicular traffic on the northbound approach receives the green signal. Since this intersection is located along a Vision Zero Priority Corridor, as part of the Traffic Monitoring Plan, pedestrian and bicycle safety on the east crosswalk would be monitored and appropriate measures would be recommended if any safety issues are identified.
- *Jamaica Avenue/169th Street*: The right-turn movement from southbound 169th Street onto westbound Jamaica Avenue would experience an increase of 29 buses in the AM peak hour, 15 buses in the Midday peak hour, and 25 buses in the PM peak hour. However, there would be a seven seconds LPI for east and west crosswalks. East and west crosswalks across Jamaica Avenue receive the Walk indication before vehicular traffic on the southbound approach receives the green signal. Since this intersection is located along a Vision Zero Priority Corridor, as part of the Traffic Monitoring Plan pedestrian and bicycle safety on the east crosswalk would be monitored and appropriate measures would be recommended if any safety issues are identified.

Overall, the Proposed Project would result in an increase in bus volume for some intersection movements and reduction in bus volumes for others. Where buses are added to the roadway network, they would be traveling "through" the intersection and would not conflict with pedestrians or bicyclists in the parallel crosswalks. At the two intersection approaches where the additional buses would make right turns, both approaches already have LPIs to provide priority for pedestrians crossing in the conflicting crosswalks. On one intersection approach where buses would be added to a left-turn movement, that left turn is already operating with a protected plus permitted left-turn phase which reduces the conflicts between turning vehicles and pedestrians in conflicting crosswalk.

Air Quality

The Proposed Project would have no significant adverse impacts on air quality.

Based on the screening assessment, no exceedances of the carbon monoxide (CO) screening threshold would occur under the Proposed Project. However, the CEQR particulate matter ($PM_{2.5}$) screening threshold was exceeded at many intersections along the travel routes. As expected, the intersections immediately adjacent to the project site, 168th Street/90th Avenue and 169th Street/90th Avenue, would experience the highest incremental traffic in various peak periods. These two intersections would also have the highest contributions from on-site bus operations. Therefore, due to the close proximity of these two intersections to the project site, they were considered for the worst-case $PM_{2.5}$ microscale hot spot modeling analysis.

$PM_{2.5}$ concentrations predicted around the project site including two intersections with the highest incremental new bus trips (168th Street/90th Avenue and 169th Street/90th Avenue) were compared to NAAQS to determine potential impact significance. The conservatively predicted worst-case cumulative 24-hour and annual average $PM_{2.5}$ concentrations plus background were compared to the NAAQS. The highest predicted $PM_{2.5}$ concentrations would be below the $PM_{2.5}$ NAAQS.

As of April 30, 2023 (https://www.epa.gov/green-book), Queens County, which encompasses the project site, is an attainment area for SO_2, NO_2, PM_{10}, and Pb. It is a nonattainment area for O_3, including its NO_x and VOCs precursors and a maintenance area for CO and $PM_{2.5}$. The monitored pollutant concentration levels are all well below the respective NAAQS with the exception of ozone for which the monitored level over the past three years is slightly over the respective NAAQS, which is consistent with the nonattainment designation for the county where the Proposed Project is located.

Noise and Vibration

The Proposed Project would have no significant adverse impacts on noise and vibration.

The Federal Transit Administration (FTA) assessment methodology and Traffic Noise Model (TNM) modeling methodology for mobile sources on-site and off-site, respectively, were used to model the cumulative noise impacts under the Proposed Project at the nearest sensitive receptors to the project site (see **Figure 3.15-3**). The noise impacts predicted were moderate at several receptors with the greatest impact predicted at Receptor 7, which is located on the west face of the residential building to the southeast of the project site (see **Table 3.15-4**).

Noise mitigation is typically not required for moderate impact particularly if the levels are just above the no impact threshold per FTA guidelines. As the noise impacts are considered temporary from the interim bus terminal, the moderate impacts defined based on comparisons with the FTA long-term operational impact thresholds are considered conservative. Therefore, noise mitigation for the predicted temporary moderate impacts around the interim bus terminal is not required. The operations of the Proposed Project would not produce any perceptible vibration levels. According to the FTA *Transit Noise & Vibration Impact Assessment Manual*, for transit projects that involve rubber-tire vehicles and do not contain roadway irregularities, nearby vibration-sensitive buildings (such as medical facilities, scientific laboratories), or vehicles operating within buildings, vibration impacts are unlikely, and no further analysis is needed. With sufficient maintenance to prevent roadway irregularities, such as potholes, cracks, etc., in the roadways surrounding the project site and within the project site itself, no further vibration impact analysis is required.

Neighborhood Character

The Proposed Project would have no significant adverse impacts on neighborhood character.

The Proposed Project would not adversely impact the neighborhood's character. The Proposed Project would result in moderate impacts to traffic and pedestrians; however, these impacts would be mitigated as discussed in Section 3.13.3.3 (Mitigation).

The Proposed Project is not expected to result in any notable moderate changes, nor result in a significant adverse neighborhood character impact from the combination of moderate effects. Therefore a detailed assessment of the potential for neighborhood character impacts is not warranted.

Safety and Security

The Proposed Project is not expected to result in adverse impacts to safety and security during the construction and operational periods.

Consultation with the MTA Security Department during design development would determine the construction and operational safety and security measures to be implemented during construction and operation of the Proposed Project. Construction safety and security measures would include the

development of Safe Work Plans. Operational safety and security measures would involve coordination with appropriate public safety agencies for creating safety and security plans for the project site, the continued training of staff and contractors on site, and adherence to state and city building codes and regulations. Physical security measures would consist of securing the perimeter, exterior, interior, equipment, and systems of the project site.

Construction

Construction of the Proposed Project would be limited to the site preparation of the project site. Site preparation activities would include the removal of existing ticketing booths. Existing trees within the project site would be removed along with their corresponding raised concrete tree pits. These trees would be removed, and the tree trunks would be ground down to their bases. MTA NYCT Bus would make an effort to preserve as many trees and shrubs as feasible within the project site for aesthetic and privacy reasons. A total of four NYCDPR trees in the sidewalks on 168th Street and 169th Street would be removed to construct the driveways for the Proposed Project.

Additional site preparation activities would include the installation of dispatcher booths and furnished bus stops consisting of passenger boarding platforms over the existing asphalt pavement using the Vectorial ® modular system of snapped-together pieces (see **Figure 4.2-1**) and stainless-steel and glass enclosed bus shelters with seating (see **Figure 4.2-2**). Concrete planters would be placed adjacent to the passenger boarding platforms and on the sidewalks along 90th Avenue and 91st Avenue surrounding the project site. Bus shelters would be anchored to the asphalt pavement. No subsurface excavation would be required to prepare the project site. Site preparation activities would not be expected to take more than nine months.

Prior to demolition of the existing ticketing booths, ACM and LBP where identified would be removed. All work would be performed in accordance with the regulatory requirements. With the implementation of appropriate protection and mitigation measures, including, but not limited to, asbestos abatement and lead-based paint removal (if appropriate), dust suppression measures during construction, and adherence to all waste handling procedures, there would be no significant adverse impacts during construction.

The *CEQR Technical Manual* indicates a preliminary assessment is required only for those resources that could be potentially impacted by the construction of the Proposed Project. In order to determine if significant adverse impacts may occur, the assessment must include consideration of the duration of construction activities, construction-related pedestrian and vehicular activities, the distance between emissions sources and sensitive receptors, construction intensity, and the thresholds that trigger further analysis for each resource that could be affected by construction activities. As the Proposed Project's construction schedule is estimated to be no more than nine-months, which is below the two-year threshold for a detailed analysis; would not involve the construction of multiple sites, close or modify traffic lanes or pedestrian facilities and is not located within a Central Business District, a detailed construction analysis is not warranted.

Mitigation

Traffic Impacts Mitigation

Traffic impacts were identified at two study intersections (see Section 3.13.3.2.1 [Traffic]): Hillside Avenue/169th Street and Jamaica Avenue/169th Street. Signal timing mitigation for these traffic impacts would be implemented at the two intersections in the AM and PM peak hours. With the proposed signal timing mitigation, the traffic impacts would be fully mitigated.

- *Hillside Avenue/169th Street*: Reallocate one second of green time from the eastbound and westbound approaches on Hillside Avenue to the southbound movement on 169th Street during the PM peak hour.
- *Jamaica Avenue/169th Street*: Reallocate two seconds of green time from the eastbound and westbound approaches on Jamaica Avenue to the southbound movement on 169th Street during the AM peak hour, and four seconds during PM peak hour.

Reallocating signal timings from the intersection approaches without impacts to those intersection approaches where impacts are projected would mitigate these traffic impacts. With these mitigation measures in place, the Proposed Project would not have significant adverse impacts on traffic.

Pedestrian Impacts Mitigation

A pedestrian impact was identified on the sidewalk on the south side of 90th Avenue between 168th Street and 168th Place. As discussed in Section 3.13.3.2.4 (Pedestrians [Passengers]), the Proposed Project would include the placement of concrete planters along the sidewalks on 90th Avenue and 91st Avenue. The planters would improve the streetscape surrounding the project site, enhance the pedestrian experience, and provide pedestrian safety and mobility by preventing vehicles from encroaching/occupying the sidewalks. The planters would also mitigate the projected pedestrian impact. The planters would be placed on the sidewalks to allow for maximum pedestrian access and would be in compliance with the NYCDOT *Street Design Manual*.

Conclusions

The results of analyses presented in this Environmental Assessment indicate that the Proposed Project would not result in significant adverse impacts to the environment.

Mitigation measures would be implemented to avoid the potential traffic and pedestrian (passenger) impacts resulting from the Proposed Project operations. None of the potential temporary effects associated with the operation or construction of the Proposed Project would be of a magnitude or extent that would constitute a significant adverse impact pursuant to SEQRA.

1 Introduction

1.1 Project Description

The Metropolitan Transportation Authority New York City Transit Department of Buses (MTA NYCT Bus) proposes to lease the property located at 90-01 168th Street (Block 9800, Lot 5) in Jamaica, Queens (the "project site") to construct the 168th Street Interim Bus Terminal (the "Proposed Project") on a commercial parking lot. The Proposed Project would serve the 16 Queens County MTA NYCT Bus and Nassau Inter-County Express (NICE) bus routes (see **Figure 1.1-1** and **Figure 1.1-2**). This commercial parking lot is currently leased to Jamaica First Parking, LLC by the Greater Jamaica Development Corporation (GJDC), a community development corporation. Prior to leasing and redeveloping the project site into the 168th Street Interim Bus Terminal, MTA NYCT Bus is preparing an Environmental Assessment (EA) for the Proposed Project pursuant to the New York State Environmental Quality Review Act (SEQRA), Article 8 of the Environmental Conservation Law (ECL§§ 8-0101 et seq.) and it's implementing regulations, Title 6 NYCRR §617, to incorporate the consideration of environmental factors into the existing planning, review and decision-making processes of the State of New York.

MTA bus routes, which include both MTA Bus Company and NYCT bus routes, serve local routes in eastern Queens to the north, east, and south of Jamaica. NICE bus routes serve local routes in Nassau County while also operating services into Queens and Suffolk Counties. Both MTA and NICE bus routes are currently served at the existing 165th Street/Jamaica Bus Terminal and would be relocated to the 168th Street Interim Bus Terminal.

The existing 165th Street/Jamaica Bus Terminal is centrally located for MTA and NICE bus routes originating and terminating at the terminal and providing local bus service throughout eastern Queens, Nassau County, and western Suffolk County (see **Table 1.1-1**). As a gateway to the New York City regional transit networks, commuters arriving at the existing 165th Street/Jamaica Bus Terminal are in close proximity to bus stops for local routes, regional routes, and MTA Subway E, F, and J lines.

Table 1.1-1: MTA and NICE Bus Routes Served at the Existing 165th Street/Jamaica Bus Terminal

Service Provider	Bus Route	Direction from Terminal	Area Served
MTA Queens County	Q1	Northeast	Jamaica, Queens Village, Bellerose
MTA Queens County	Q2	East	Jamaica, Queens Village
MTA Queens County	Q3	South	Jamaica, Farmers Boulevard, Hillside Avenue, JFK Airport
MTA Queens County	Q6	South	Jamaica, Sutphin Boulevard, Rockaway Boulevard, JFK Cargo Area
MTA Queens County	Q8	Southwest	Jamaica, 101st Avenue, Gateway Mall
MTA Queens County	Q9	South	Jamaica, South Ozone Park
MTA Queens County	Q36	Northeast	Jamaica, Jericho Turnpike, Jamaica Avenue, Hillside Avenue, Floral Park, Little Neck
MTA Queens County	Q41	Southwest	Jamaica, Howard Beach
MTA Queens County	Q76	North	Jamaica, Hillside Avenue, Francis Lewis Boulevard, College Point
MTA Queens County	Q77	Southeast	Jamaica, Hillside Avenue, Francis Lewis Boulevard, Springfield Boulevard, Laurelton
NICE	N1	Southeast	Jamaica, Elmont, Hewlett
NICE	N6	East	Jamaica, Hempstead Avenue, Hempstead

Service Provider	Bus Route	Direction from Terminal	Area Served
NICE	N6X (Express)	East	Jamaica, Hempstead Avenue, Hempstead
NICE	N22	East	Jamaica, Mineola, Hicksville
NICE	N24	East	Jamaica, Floral Park, Mineola, Garden City, Hicksville
NICE	N26	Northeast	Jamaica, Hillside Avenue, Great Neck

Figure 1.1-1: Project Site

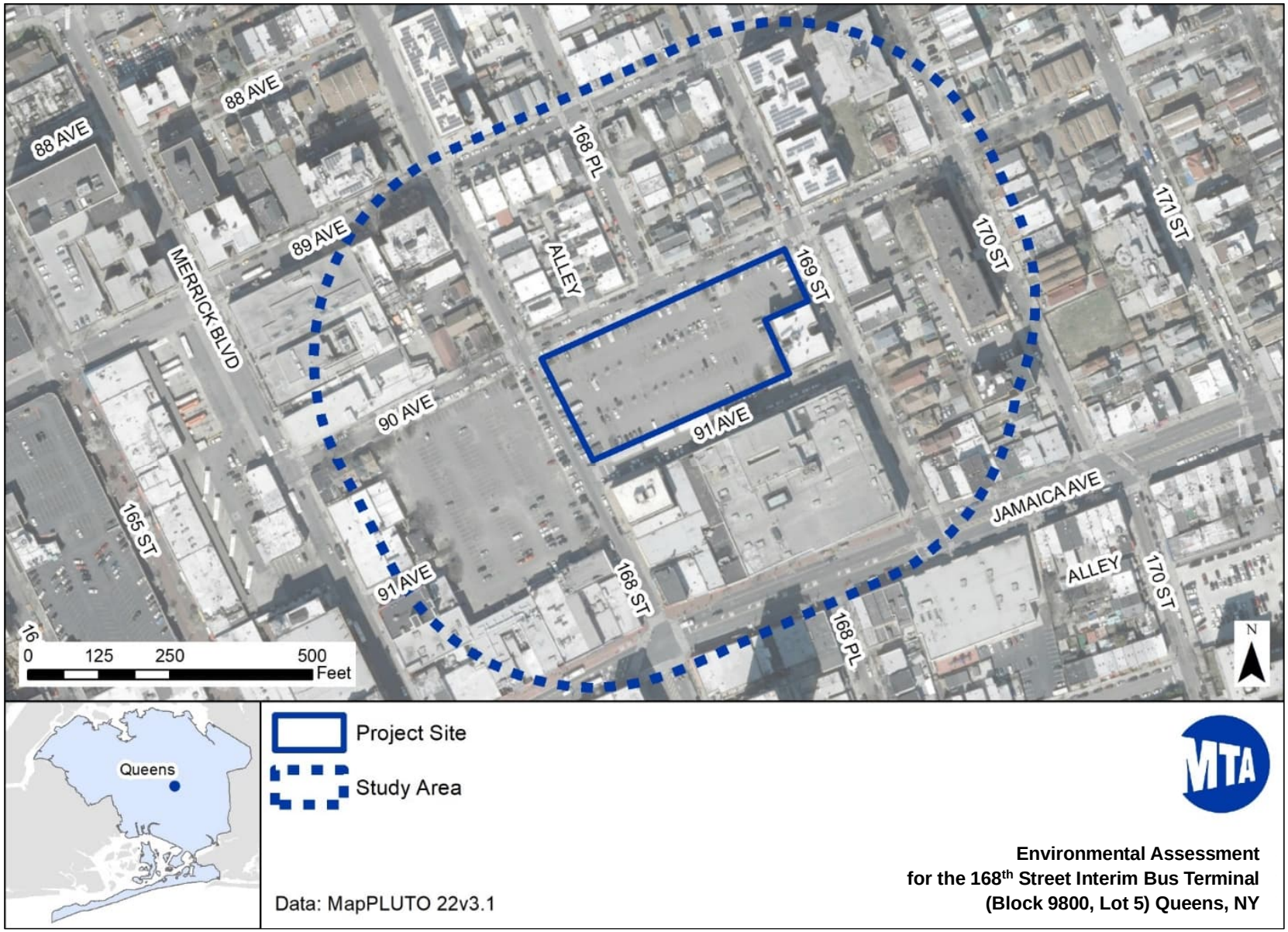
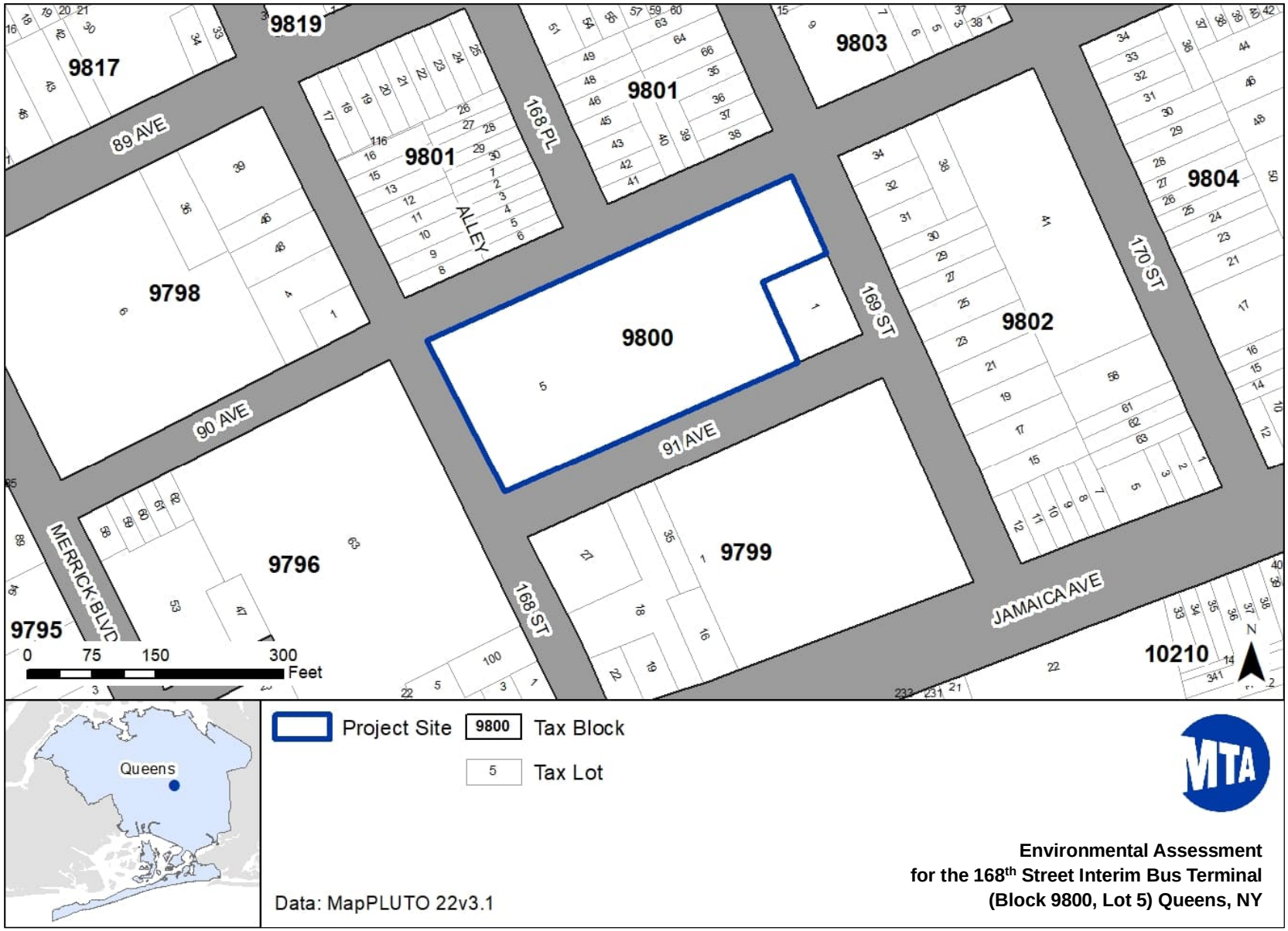


Figure 1.1-2: Tax Blocks and Lots



1.1.1 Description of the 168th Street Interim Bus Terminal

MTA NYCT Bus plans to lease and convert an existing commercial parking lot into the 168th Street Interim Bus Terminal that would serve the ten MTA bus routes for Queens County and six NICE bus routes for Nassau County and western Suffolk County that currently operate from the existing 165th Street/Jamaica Bus Terminal (see **Figure 1.1-3**). The project site is currently developed as an 85,000 square-foot (sqft.) commercial parking lot and is currently leased to Jamaica First Parking, LLC by the GJDC. MTA NYCT Bus proposes to lease the project site as the 168th Street Interim Bus Terminal until a permanent facility is identified and constructed.

1.1.1.1 Physical Description

The project site is located on an existing commercial parking lot located at 90-01 168th Street in Jamaica, Queens. The project site is bounded by 90th Avenue to the north, 168th Street to the west, 169th Street to the east, and 91st Avenue to the south (see **Figure 1.1-1**). The project site is approximately 85,000 sqft.

The configuration of the project site includes new entrance/exit driveways to be located on 168th Street between 91st Avenue and 90th Avenue and on 169th Street between 90th Avenue and 91st Avenue. All driveways would provide for right-turns in, and right-turns out, only. The driveways serving the current parking lot located on 90th Avenue between 168th and 169th Streets, and 91st Avenue between 168th and 169th Streets would be removed. As shown in **Figure 1.1-3**, passenger entrances and exits along 90th Avenue, 168th Street, 169th Street, and 91st Avenue would be maintained. New security fencing would be constructed around the project site to separate the project site from the public sidewalks and existing residential building to the southeast. This fencing would also separate a parking area for some of the New York City Police Department (NYPD) 103rd Precinct vehicles located at the corner of 168th Street and 91st Avenue. The Proposed Project would operate as the 168th Street Interim Bus Terminal with multiple bus stops, each of which consisting of a passenger boarding platform and a bus shelter. Each bus route would have a dedicated bus stop.

The northern perimeter bus lane would house four bus stops, each dedicated to a specific bus route. Each of the two middle passenger boarding platforms would consist of four bus stops on their north faces and four on their south faces (see **Figure 1.1-3**).

Three parallel passenger boarding platforms would be placed on the existing asphalt pavement in the project site (see Section 4 [Construction]). The northernmost passenger boarding platform would be adjacent to the sidewalk along 90th Avenue. The two middle passenger boarding platforms would be separated by bypass lanes.

Bus stops for MTA bus routes would be in the four southernmost rows, and bus stops for NICE bus routes would be in the northernmost row adjacent to 90th Avenue. Each bus stop would consist of a passenger boarding platform enclosed with a bus shelter, where passengers would wait for buses. Each bus shelter would be approximately 14 feet long and five feet wide and have advertising panels on the sides, a clear glass back, and contain seating for waiting passengers. Bypass lanes would be located between the bus island and passenger boarding platforms to allow bus movements to bus stops (see **Figure 1.1-3**).

Passengers would use the two striped crosswalks (traversing north-south) to access the bus stops. There are five passenger entrance and exit points into the 168th Street Interim Bus Terminal, which are connected to the crosswalks. The crosswalks in the two middle passenger boarding platforms would be protected by planters on the eastern and western boundaries of the passenger boarding platforms (see **Figure 1.1-3**).

Ten parking spaces would be allocated for use by MTA dispatchers and maintenance vehicles within the project site adjacent to the residential building on 91st Avenue.

The southern boundary of the 168th Street Interim Bus Terminal would house three dispatcher booths in the southwestern corner of the project site and four additional bus layover spaces. This area would be

demarcated by pavement striping, and the dispatcher booths would be separated from the bypass lanes and additional bus layover spaces by planters.

MTA NYCT Bus would designate parking for NYPD 103rd Precinct vehicles in the southwestern portion of the project site along 91st Avenue for use by the Precinct for parking (see **Figure 1.1-3**).

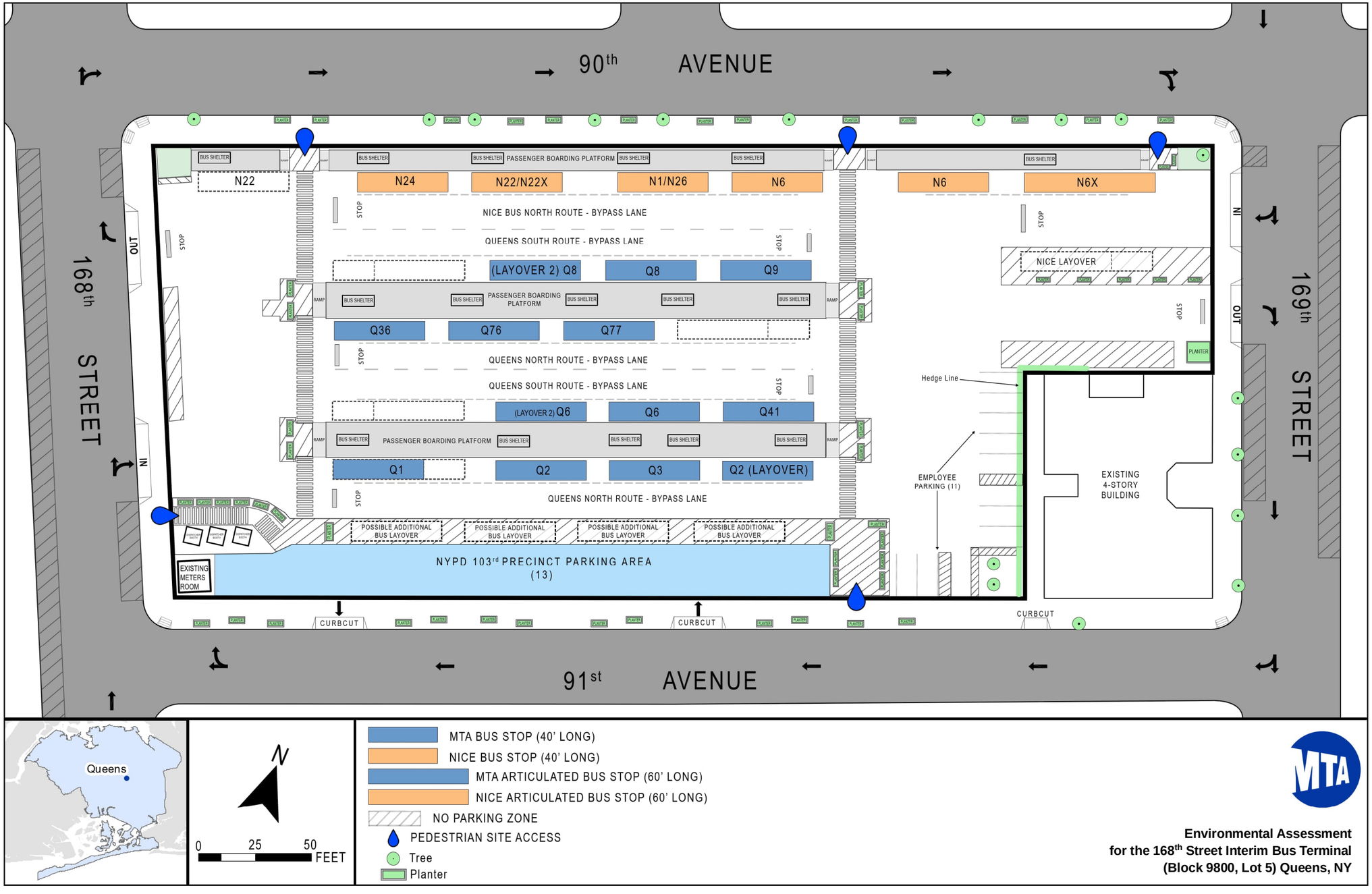
The Proposed Project would remove trees within the project site but preserve as many trees and shrubs within the project where practicable for both aesthetic and privacy purposes (see **Figure 1.1-3**). In addition, four street trees would be removed along the 168th Street and 169th Street sidewalks, and concrete planters would be installed on the sidewalks along 90th Avenue and 91st Avenue. The planters would enhance the landscape surrounding the project site, pedestrian circulation, and safety from the encroachment of vehicles onto the sidewalks.

1.1.1.2 Operations

The Proposed Project would operate as the 168th Street Interim Bus Terminal, which serves as a terminus and departure point for commuter routes. It also would provide a place for rest stops, bus layovers, and bus stops where passengers board and alight from buses (see **Table 1.1-1**). After leaving their respective bus depots (garages), buses would make their first stops at the 168th Street Interim Bus Terminal, pick up passengers, and begin their trip. Each bus would return to the 168th Street Interim Bus Terminal upon completion of their trip for the final stop.

Upon arrival at the 168th Street Interim Bus Terminal, a bus would park at its designated bus stop (see **Figure 1.1-3**). Buses accessing bus stops on the southern sides of the passenger boarding platforms would move from east to west. Buses accessing bus stops on the northern sides of the passenger boarding platforms would move from west to east. Passengers would access the terminal along 90th Avenue to the north, 91st Avenue to the south, and 168th Street to the west. Passengers would access bus stops and entrances/exits to the 168th Street Interim Bus Terminal by using the passenger boarding platforms and crossing on signed crosswalks.

Figure 1.1-3: Project Site Plan



1.2 Purpose and Need

The existing 165th Street/Jamaica Bus Terminal 89-21 165th Street between Merrick Boulevard and 89th Avenue in Jamaica, Queens has been acquired by a Developer, requiring the MTA NYCT Bus to vacate the premises at the end of the current lease. The buses currently operating from the existing 165th Street/Jamaica Bus Terminal would relocate temporarily to the 168th Street Interim Bus Terminal located at 90-01 168th Street in Jamaica, Queens until a permanent bus terminal facility is identified and constructed.

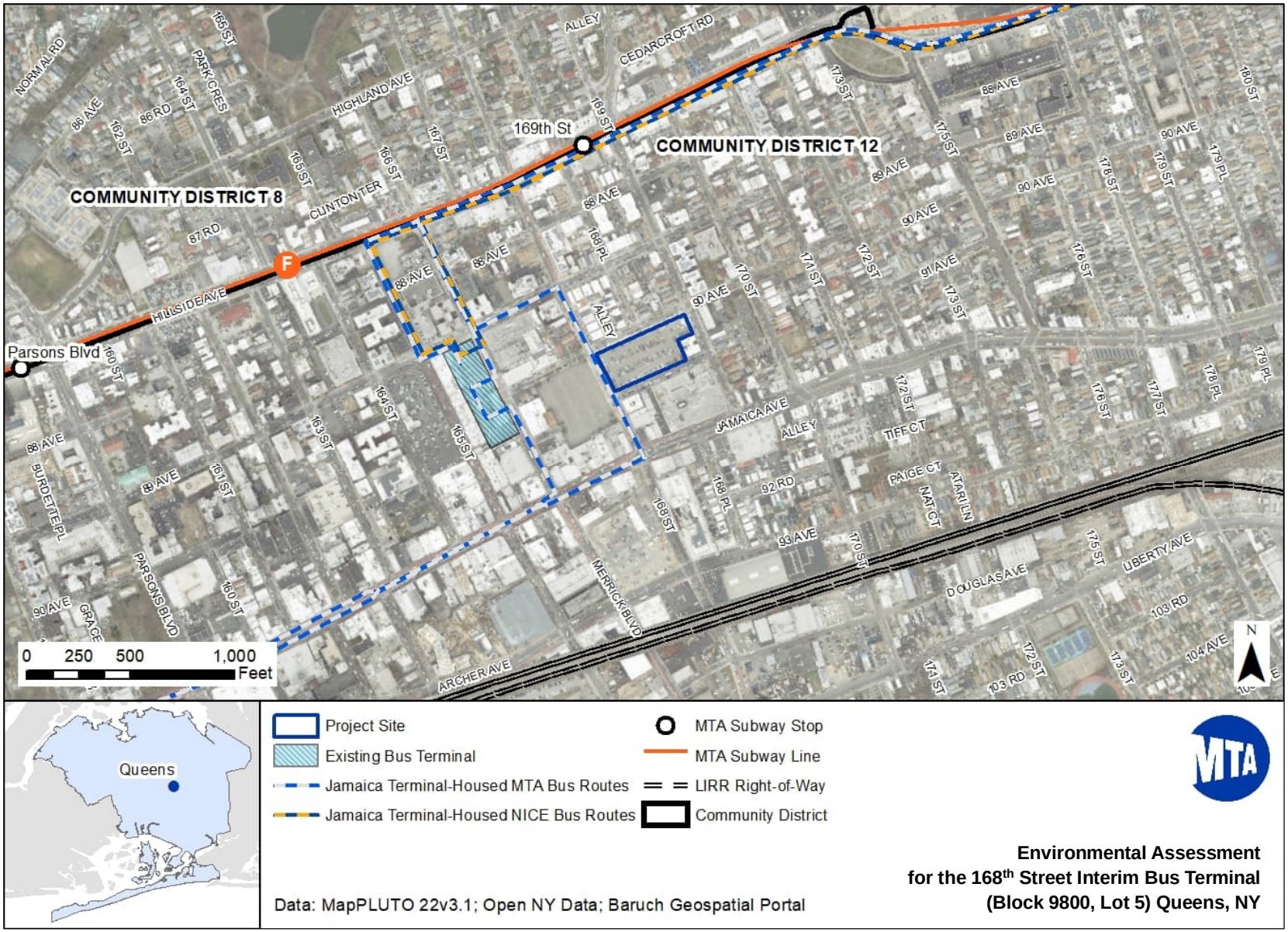
The project site is centrally located between Queens County MTA bus routes, which include both MTA Bus Company and NYCT bus routes, traveling to northern, eastern, and southern Queens, and NICE bus routes traveling east of Queens in Nassau and Suffolk Counties. The Proposed Project would serve the ten Queens County MTA and six NICE bus routes that currently operate from the existing 165th Street/Jamaica Bus Terminal where it serves as a terminus and departure point for commuter routes. It also would provide a place for rest stops, bus layovers, and bus stops where passengers board and alight from buses. The 168th Street Interim Bus Terminal would serve the buses currently operating from the existing 165th Street/Jamaica Bus Terminal temporarily until a **permanent** location is identified and constructed.

The project site is in close proximity to New York City regional transit connections, including local routes, regional bus route transfer bus stops, and MTA Subway E, F, and J lines.

The Proposed Project would perform the following functions of the existing 165th Street/Jamaica Bus Terminal temporarily until a **permanent** bus terminal location is identified and constructed:

- Serving as a terminus and departure point for the bus commuter routes located in this area of Queens,
- Maintaining the same number of daily and peak hour bus trips;
- Preserving the established bus transfers between NICE and MTA NYCT Bus routes;
- Allowing buses to remain off-street during the rest stop and layover periods;
- Minimizing disruptions to existing passenger trips by locating the Proposed Project in close proximity to the existing 165th Street/Jamaica Bus Terminal and maintaining all existing transfers between bus routes; and
- Maintaining access to the Jamaica Avenue commercial area for bus routes approaching from Hillside Avenue.

Figure 1.1-1: Project Site Overview



2 Project Alternatives

2.1 No-Action Alternative

This section discusses what would be expected to result in the Study Area (a 400-foot radius around the project site) in the future without the Proposed Project (the No-Action Alternative) in the year when the Proposed Project would be completed, the 2024 Build Year. The No-Action Alternative assumes that the Proposed Project would not be constructed. In the No-Action Alternative, the lease at the existing 165th Street/Jamaica Bus Terminal would have expired at the end of 2023. MTA NYCT Bus would have vacated the premises, and the buses operating from the existing 165th Street/Jamaica Bus Terminal would operate and park on the surrounding congested streets. The project site would remain as a commercial parking lot in the 2024 Build Year.

2.1.1 Other Projects near the Project Site

As part of the following No-Action Alternative assessment, a search was conducted for projects that are proposed or are under construction in the vicinity of the project site. The search consisted of contacting the New York City Department of Transportation (NYCDOT) and the New York City School Construction Authority (NYCSCA) and accessing the New York City Department of City Planning (NYCDCP) online Zoning Application Portal (ZAP) and the New York City Bureau of Standards and Appeals (NYCBSA) online applications database. The NYCDOT and NYCSCA responded to the information request by indicating that no projects are planned within the Study Area for the 2024 Build Year (see Appendix A). The search of the NYCBSA online applications database indicated that no project applications were made in the Study Area for the 2024 Build Year.

According to the NYCDCP's online ZAP, one special permit and zoning text amendment project is anticipated to be undertaken in the vicinity of the project site. No development projects or rezonings were identified within the vicinity of the project site. The one No-Action Alternative project is a special permit and zoning text amendment associated with a development project located along 168th Street within the Study Area. The project seeks a special permit pursuant to Zoning Resolution (ZR) 115-60 and a zoning text amendment to establish a Mandatory Inclusionary Housing (MIH) area to facilitate the development of a 13-story mixed-use building with 28 dwelling units at 166-11 91st Avenue.[1] Construction of the 13-story mixed-use building is anticipated to be completed in 2025, beyond the Proposed Project's 2024 Build Year. Only the special permit and zoning text amendment will be considered for the No-Action Alternative because it is anticipated prior to the 2024 Build Year.

2.2 Alternatives Considered

In 2021, MTA NYCT Bus began looking for properties (Alternatives) to relocate the existing 165th Street/Jamaica Bus Terminal temporarily. These Alternatives include the No-Action Alternative, which would occur if no sites were available.

MTA NYCT Bus considered several properties to temporarily relocate the buses that would need to meet the following operational and capacity criteria:

- Location: central terminal location for MTA and NICE bus routes with routes throughout eastern Queens (to the north, east, and south), Nassau County, and western Suffolk County: to minimize increases in bus travel times, route schedule disruptions, and costs of bus rerouting;
- Operational efficiency/safety: a site large enough to provide for an efficient layout of bus bays and passenger waiting areas and that provides safe entrance, egress, and internal circulation;

[1] NYCDCP Zoning Application Portal, accessed on May 1, 2023. Found at https://zap.planning.nyc.gov/projects.

- Size and configuration: an open lot size with the capacity to accommodate the required number of buses; and
- Availability: properties available in the current market that can meet the above location and operational criteria.

Four potential properties (Alternatives) were identified and considered (see **Figure 2.2-1**) according to the operational and capacity criteria listed in **Table 2.2-1**. Three properties were owned, managed, and/or operated by the GJDC in 2021. The sites at 9377 Guy R Brewer Boulevard and 92-30 165th Street were removed from consideration because they did not meet the MTA NYCT Bus operational and capacity criteria, nor were they available in the current market. The remaining two sites located at 90-01 168th Street and 166-11 91st Avenue, were determined to meet the MTA NYCT Bus operational and capacity criteria: central location for MTA and NICE bus routes with routes throughout eastern Queens, Nassau County, and Suffolk County, operational efficiency and safety, and size and configuration. However, the site at 166-11 91st Avenue was no longer available.

Table 2.2-1: Alternatives Screening According to Operational and Capacity Criteria

Site	Address	Central Terminal Location for MTA and NICE bus routes	Operational Efficiency/Safety	Size and Configuration	Availability in Current Market
1	90-01 168th Street (project site)	✓	✓	✓	✓
2	166-11 91st Avenue	✓	✓	✓	x
3	9377 Guy R Brewer Boulevard	✓	x	x	x
4	92-30 165th Street	✓	x	x	x

*Note: **x** – Did not meet criteria; ✓– Met Criteria*

Figure 2.2-1: Alternative Bus Terminal Sites

The remaining site (the Proposed Project) was the only property available that met the operational and capacity criteria and was available. The property is located at 90-01 168th Street, is leased to Jamaica First Parking, LLC, and managed/operated by the GJDC. The site's location would maintain access to the Jamaica Avenue commercial hub for the bus routes approaching from Hillside Avenue and maintain the transfers between bus routes. This site would accommodate the buses operating out of the existing 165th Street/Jamaica Bus Terminal. In addition, the central location of the site would keep bus travel time, travel distance and operating costs relatively neutral.

MTA NYCT Bus also looked at potential locations off of Liberty Avenue and Hillside Avenue to the east of the existing 165th Street/Jamaica Bus Terminal. Alternative locations off of Liberty Avenue were not considered because Liberty Avenue is not located in a central location for MTA and NICE bus routes, which would result in additional travel time, travel distance, and operating costs. Alternative locations off of Hillside Avenue were not considered because Hillside Avenue is not centrally located for MTA and NICE bus routes, which would cause buses to traverse and layover on narrow residential streets impacting many driveways.

Since 2021, no other available properties have opened up in the market in the vicinity of the existing 165th Street/Jamaica Bus Terminal that met the operational and capacity criteria to serve as an interim bus terminal. The commercial parking lot located at 90-01 168th Street is the alternative that meets the Proposed Project's operational and capacity criteria and was selected as the **Preferred Alternative**.

3 Environmental Analysis

3.1 Land Use, Zoning and Public Policy

This section describes the existing land uses within the Study Area and identifies zoning requirements and other public policies which are applicable to the Proposed Project. The analysis that follows was undertaken in accordance with the requirements of the 2021 *CEQR Technical Manual*. The *CEQR Technical Manual* describes procedures for the analysis of land use, zoning, and public policy to ascertain the impacts of a project on the surrounding area. As recommended by the *CEQR Technical Manual,* a 400-foot Study Area from the physical limits of the Proposed Project is used for the analysis that follows. The analysis describes land uses, zoning regulations, and applicable policies within the Study Area, and then assesses potential land use impacts and compliance with zoning regulations and policies during the Proposed Project's operational phase.

3.1.1 Introduction

3.1.1.1 Land Use

Land use refers to the activity that is occurring on land and within the structures that occupy it. Types of uses include but are not limited to residential, retail, commercial, industrial, vacant land, and parks. According to the *CEQR Technical Manual,* the appropriate study area for land use and zoning is related to the type and size of the Proposed Project, the location and context of the area that could be affected by the project, and other factors, such as natural and man-made geographic boundaries.

Land use in the Study Area was determined through a review of NYCDCP *Primary Land Use Tax Lot Output* (PLUTO) data (23v1).

3.1.1.2 Zoning

The New York City ZR dictates the use, density, and bulk of developments within the City. The ZR is divided into two parts: zoning text and zoning maps. The zoning text establishes the zoning districts within New York City and dictates the zoning regulations governing land uses and developments, while zoning maps show the boundaries of the City's zoning districts.

New York City has three basic zoning district classifications: residential (R), commercial (C) and manufacturing (M) districts. Residential zoning districts are divided into standard and context districts. Contextual residential districts are categorized by low-, medium- and high-density. Certain areas of the City are also established as "Special Mixed-Use Districts", which allow mixed residential, commercial and/or manufacturing uses within those mapped districts. The maximum bulk permitted for developments within any zoning district is mainly governed by the district's maximum floor area ratio (FAR) and minimum required open space.

Zoning designations in the Study Area were determined through a review of NYCDCP Zoning Maps and the City's online ZR.

3.1.1.3 Public Policy

Public policies can affect the allowable land uses on the project site. Officially adopted and promulgated public policies also describe the intended use applicable to an area or particular sites in the City. These include State, City, and local special district plans. Some public policies have regulatory status, while others describe general goals that can help define the existing and future context of the land use and zoning of an area. Policies may also change over time to reflect the evolving needs of the City, as determined by appointed and elected officials and the public. The project site and Study Area are not situated within a Coastal Zone or historic district.

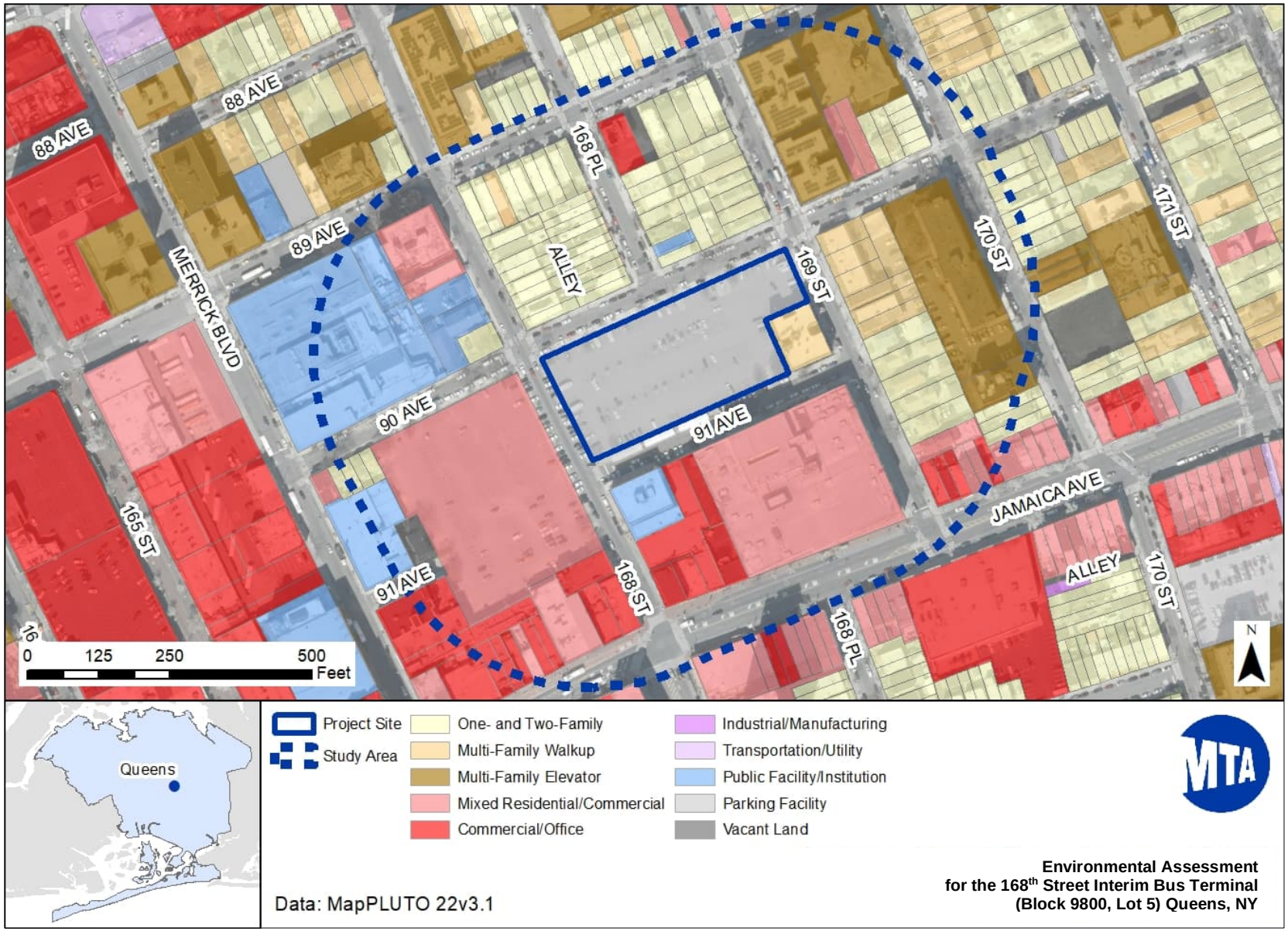
3.1.2 Existing Conditions

3.1.2.1 Land Use

The project site is located on the north side of Jamaica, Queens within Community District 12 (see **Figure 1.3-1**). The project site is approximately 500 feet east of the existing 165th Street/Jamaica Bus Terminal (see **Figure 1.3-1**). The project site is developed as a surface parking lot bound by 90th Avenue to the north, 169th Street to the east, 91st Avenue to the south, and 168th Street to the west (see **Figure 3.1-1** and **Figure 3.1-2**). Land uses in the Study Area consist of mixed commercial, institutional, and residential uses. The project site shares a tax block (Block 9800) with a four-story apartment building (Ackroyd Court. 90-20 169th Street), which is located southeast of the project site (see **Figure 1.1-2** and **Figure 3.1-2**). There are multiple residential land uses to the north and east of the project site. The northern portion of the Study Area is comprised of one- and two-family residences that are both attached and detached. The eastern portion of the Study Area includes multi-family apartment buildings. The southern and western portions of the Study Area blend commercial and public facilities/institutions. Commercial land uses face Jamaica Avenue and Merrick Boulevard to the south and west of the project site, respectively. Public facilities/institutions include a New York State Department of Motor Vehicles (DMV) office, the NYPD's 103rd Precinct facility, and a Queens Public Library.

Figure 3.1-1: Existing Commercial Parking Lot Looking Northwest

Figure 3.1-2: Land Use



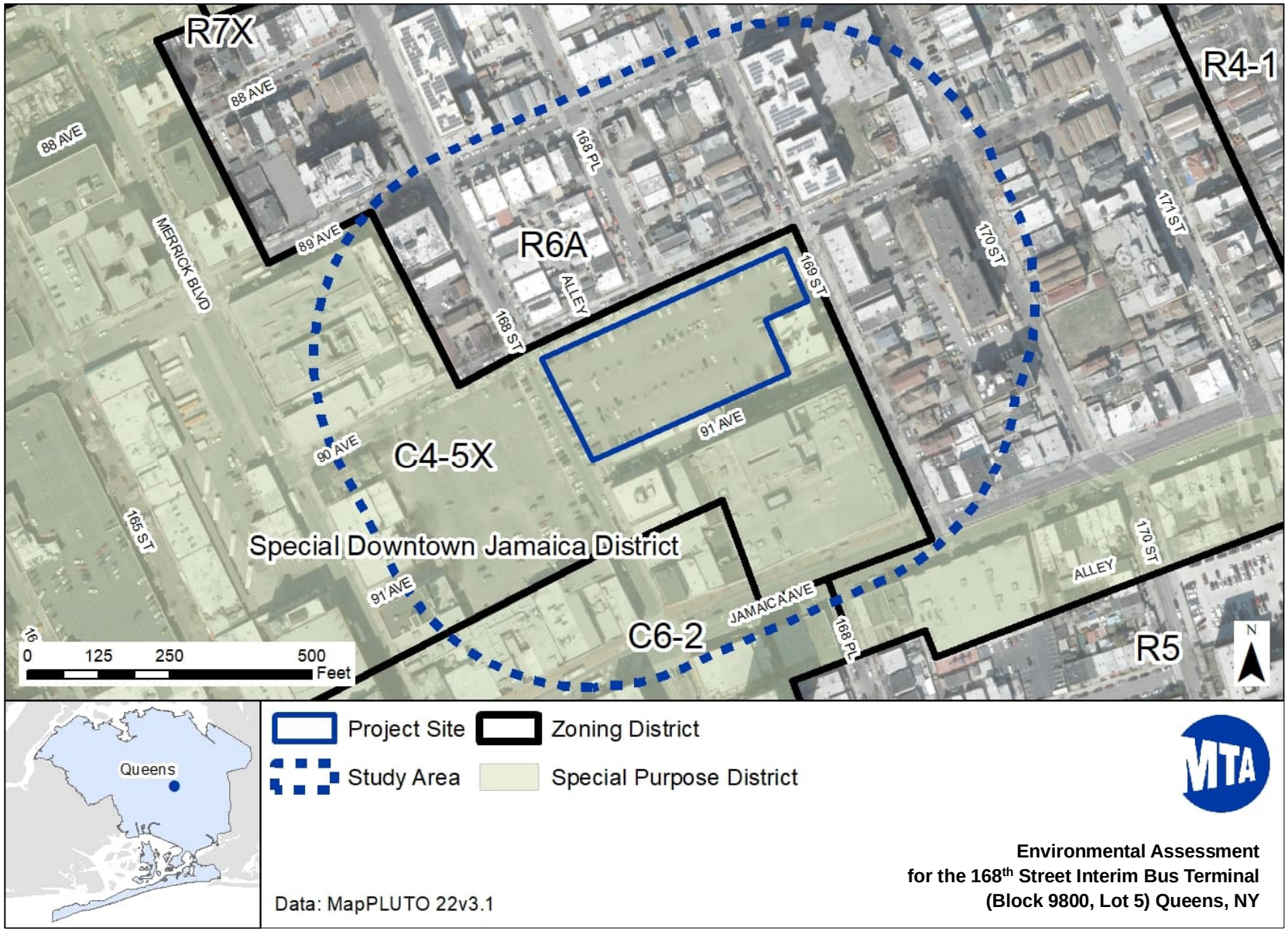
3.1.2.2 Zoning

The Study Area intersects three zoning districts: R6A, C4-5X, and C6-2 (see **Figure 3.1-4**). The project site is within a C4-5X zoning district encompassing the central and western portions of the Study Area. C4-5X zoning districts are regional centers where larger stores, theaters and office uses serve a wider region and generate more traffic than neighborhood shopping areas (see **Figure 3.1-3**). The northern and eastern portions of the Study Area are within R6A zoning, a medium-density residential district, which allows for six- to eight-story apartment buildings set at or near the street line. The southern portion of the Study Area is comprised of C6-2 zoning, which permits high-bulk commercial uses and high-rise mixed buildings with commercial and residential uses. C6-2 zoning districts typically are mapped in areas outside central business cores.

The project site and the western and southern portions of the Study Area are also located in the Special Downtown Jamaica District (DJ). Established in 2007, the DJ's use regulations encourage mixed use development in denser transit-oriented locations convenient to shoppers. Its bulk provisions allow taller buildings with higher floor area ratios at transit hubs, including the existing 165th Street/Jamaica Bus Terminal.

Figure 3.1-3: Commercial Area on Jamaica Avenue near Project Site

Figure 3.1-4: Zoning



3.1.2.3 Public Policy

3.1.2.3.1 State of New York

3.1.2.3.1.1 New York State Smart Growth Public Infrastructure Policy Act

The *New York State Smart Growth Public Infrastructure Policy Act* (Environmental Conservation Law [ECL] § 6-0107) establishes a policy to maximize the social, economic, and environmental benefits from public infrastructure development by minimizing the impacts associated with unnecessary sprawl. In accordance with the Act, state infrastructure agencies cannot approve, undertake, support, or finance a public infrastructure project, including providing grants, awards, loans, or assistance programs unless, to the extent practicable, the project is consistent with the Smart Growth Public Infrastructure Criteria specified in ECL § 6-0107. The chief executive officer of a state infrastructure agency must attest that the project meets the relevant smart growth criteria, to the extent practicable, by providing a written "Smart Growth Impact Statement." If a project cannot meet these criteria, or compliance is considered to be impracticable, a detailed statement of justification should be provided in the Smart Growth Impact Statement.

3.1.2.3.2 City of New York

3.1.2.3.2.1 OneNYC 2050 (OneNYC)

OneNYC is the City's comprehensive strategy and policy directive to address long-term challenges related to climate change, an evolving economy, and aging infrastructure. It is built on the 2007 *PlaNYC* (updated in 2011 and 2013). *OneNYC* focuses on environmental sustainability, economic equality, and social justice, and consists of 8 goals and 30 initiatives that together comprise a strategy to prepare New York City for the future.

3.1.2.3.3 Downtown Jamaica

3.1.2.3.3.1 Downtown Jamaica: Downtown Revitalization Initiative Strategic Investment Plan

The *Downtown Revitalization Initiative Strategic Investment Plan* was prepared in 2017 as part of the State of New York's Downtown Revitalization Initiative (DRI), which seeks to transform communities ripe for development into vibrant neighborhoods where the next generation of New Yorkers will want to live, work, and raise a family. The program allocates $10 million to support the implementation of catalytic investment projects in Downtown Jamaica and the development of a longer-term strategy that will attract additional public and private investment to support downtown revitalization. The plan seeks to leverage Jamaica's transit accessibility to spur local industry growth and create inviting gateways to Downtown Jamaica. In addition, the existing 165th Street/Jamaica Bus Terminal was identified as an underutilized property that could be a potential future development site. The project site is located within the plan's core study area.[2]

3.1.3 Environmental Impacts

The following section assesses the potential for both adverse impacts as well as benefits to land use and zoning as a result of the No-Action Alternative and With-Action Condition. A detailed assessment of impacts to land use, zoning, and public policy is not appropriate for this Proposed Project since it would not result in a change in existing land use or zoning within the Study Area.

3.1.3.1 No-Action Alternative

In the No-Action Alternative, no changes to the project site are anticipated to occur by the 2024 Build year. The existing commercial parking lot would remain in its current state as a parking use. The existing zoning and public policy for the project site would also remain in effect in the 2024 Build year. However, the special

[2] https://www.ny.gov/sites/default/files/atoms/files/Jamaica_DRI_Plan.pdf

permit and zoning text amendment for the mixed-use development at 166-11 91st Avenue in the Special Downtown Jamaica District (see **Figure 3.1-4**) to allow for MIH would be approved in the 2024 Build Year.

3.1.3.2 With-Action Condition

As discussed in Section 1.1 (Project Description), the Proposed Project would construct the 168th Street Interim Bus Terminal on a commercial parking lot, which is at a central location where the ten Queens County MTA and six NICE bus routes that currently operate from the existing 165th Street/Jamaica Bus Terminal where it serves as a terminus and departure point for commuter routes. It also would provide a place for rest stops, bus layovers, and bus stops where passengers board and alight from buses. In addition, MTA NYCT Bus would release the southwestern portion of the project site for use as the NYPD 103rd Precinct's parking lot for Precinct vehicles (see **Figure 1.1-3**).

3.1.3.2.1 Land Use

There would be no changes to existing land uses as a result of the Proposed Project. The project site is listed as a parking lot, and the Proposed Project's bus terminal operations would be consistent with parking lot land uses.

3.1.3.2.2 Zoning

There would be no changes to existing zoning as a result of the Proposed Project. The Proposed Project's uses of the project site are allowed as-of-right under the existing C4-5X zoning district designation.

3.1.3.2.3 Public Policy

The Proposed Project would be consistent with all relevant and applicable public policies, programs and plans as summarized in **Table 3.1-1**.

Table 3.1-1: Public Policies, Programs and Plan Consistency Summary

Public Policy/Program/Plan	Proposed Project Applicability
New York State Smart Growth Public Infrastructure Policy Act	The Proposed Project would be consistent with the NYS Smart Growth Public Infrastructure Policy Act in that it would not cause unnecessary sprawl.
OneNYC 2050	The Proposed Project would support the following initiative from the Efficient Mobility section of the plan: *Initiative 24: Modernize New York City's mass transit network.* The Proposed Project would contribute to improving New York City's bus transit infrastructure.
Downtown Jamaica: Downtown Revitalization Initiative Strategic Investment Plan	The Proposed Project would support the following strategy: *Create inviting gateways to Downtown*: The Proposed Project would be the 168th Street Interim Bus Terminal in the eastern section of the Downtown Jamaica core to connect daily users and visitors to Downtown.

3.1.3.3 Conclusion

The Proposed Project would construct the 168th Street Interim Bus Terminal on an 85,000 sqft. commercial parking lot with existing parking lot land uses and zoned as C4-5X. The Proposed Project would be allowed as-of-right in the existing C4-5X zoning district. **The Proposed Project would have no significant adverse impacts on existing or planned land uses in the Study Area. The Proposed Project would be consistent with applicable zoning and public policies.**

3.2 Socioeconomic Conditions

3.2.1 Introduction

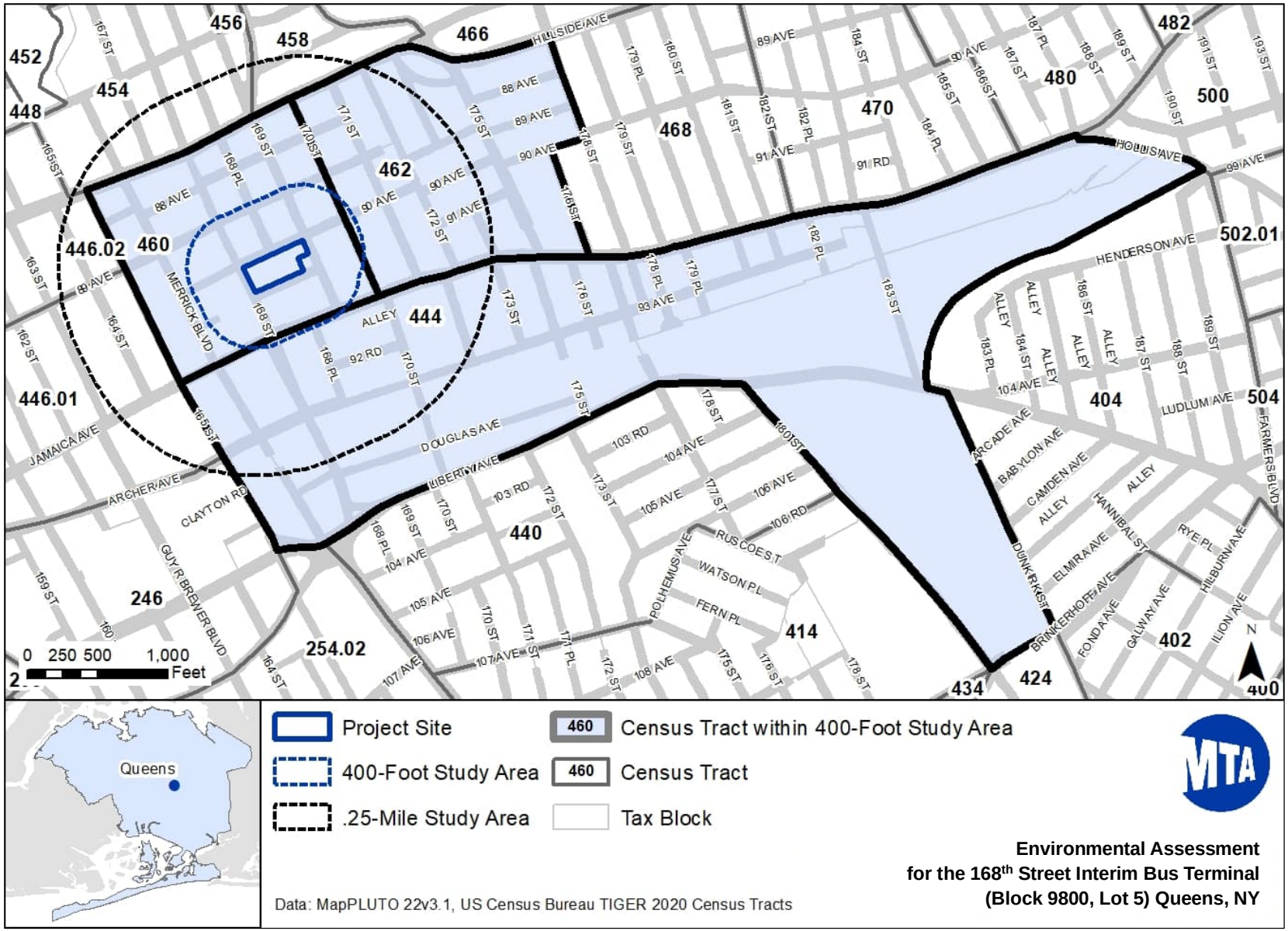
This section assesses the potential impacts of the Proposed Project on the socioeconomic character of the area surrounding the project site in accordance with the *CEQR Technical Manual*. The socioeconomic character of an area includes its population, housing, and economic activity. Changes may occur when the Proposed Project, either directly or indirectly and either positively or negatively, changes the socioeconomic character of the surrounding area. The objective of this analysis is to determine whether any changes created by the Proposed Project would have a significant adverse impact compared to what would happen in the No-Action Alternative.

In accordance with the *CEQR Technical Manual* guidelines, this analysis considers whether the Proposed Project could result in significant adverse socioeconomic impacts due to: (1) direct displacement of residential population; (2) indirect displacement of residential population; (3) direct displacement of existing businesses; (4) indirect displacement of businesses; and (5) adverse impacts on a specific industry.

3.2.2 Socioeconomic Study Area

According to the *CEQR Technical Manual*, the socioeconomic Study Area boundaries are similar to those of the land use Study Area (see Section 3.1 [Land Use, Zoning and Public Policy]). To be conservative, the following preliminary assessments were expanded to a 0.25-mile Study Area around the project site and include Census Tracts with a substantial portion of their physical area within the Study Area. The project site is located entirely within Census Tract 460, and the Study Area also includes Census Tracts 444 and 462 (see **Figure 3.2-1**).

Figure 3.2-1: Socioeconomic Conditions



3.2.3 Methodology

The assessment of potential significant adverse socioeconomic effects follows the methodology in the *CEQR Technical Manual*. As described above, under CEQR, the socioeconomic character of an area includes its population, housing, and economic activity. Although socioeconomic changes may not result in significant adverse effects under CEQR, they are disclosed if they would affect land use patterns, low-income populations, the availability of goods and services, or economic investment in a way that changes the socioeconomic character of the area. In some cases, these changes may be substantial but not adverse. In other cases, these changes may be good for some groups but bad for others. The objective of the CEQR analysis is to disclose whether any changes created by the Proposed Project would have a significant adverse effect compared with what would happen in the Future without Project condition.

An assessment of socioeconomic conditions distinguishes between effects on the residents and businesses in an area and separates these effects into direct and indirect displacement for both of those segments. Direct displacement occurs when residents or businesses are involuntarily displaced from the actual site of the Proposed Project or sites directly affected by it.

Indirect or secondary displacement occurs when residents, businesses, or employees are involuntarily displaced due to a change in socioeconomic conditions in the area caused by the Proposed Project. Examples include the displacement of lower-income residents who are forced to move due to rising rents caused by higher-income housing introduced by the Proposed Project. Unlike direct displacement, the specific occupants to be indirectly displaced are not known. Therefore, an assessment of indirect displacement usually identifies the size and type of groups of residents, businesses, or employees potentially affected.

Some projects may affect the operation and viability of a specific industry not necessarily tied to a specific location. An example would be new regulations that prohibit or restrict the use of certain processes that are critical to certain industries. In these cases, the CEQR review process may involve an assessment of the economic effects of the Proposed Project on that specific industry.

According to the *CEQR Technical Manual*, a socioeconomic assessment should be conducted if a project may be reasonably expected to create socioeconomic changes in the area affected by the project that would not be expected to occur in the absence of the project. The following screening assessment considers threshold circumstances identified in the *CEQR Technical Manual* and enumerated below that can lead to socioeconomic changes warranting further assessment.

1. Direct residential displacement: Would the Proposed Project directly displace a residential population to the extent that the socioeconomic character of the neighborhood would be substantially altered? Displacement of less than 500 residents would not typically be expected to alter the socioeconomic character of a neighborhood. For projects exceeding this threshold, assessments of the direct residential displacement, indirect residential displacement, and indirect business displacement are appropriate.
2. Direct business displacement: Would the Proposed Project directly displace more than 100 employees, or would the Proposed Project directly displace a business that is unusually important because its products or services are uniquely dependent on its location, is the subject of other regulations or publicly adopted plans aimed at its preservation, or that serves a population uniquely dependent on its services in its present location? For projects exceeding the 100-employee threshold or if any of the other conditions are considered likely, assessments of direct business displacement and indirect business displacement are appropriate.
3. Indirect displacement due to increased rents: Would the Proposed Project result in substantial new development that is markedly different from existing uses, development, and activities within the neighborhood? Residential development of 200 units or less or commercial development of 200,000 sqft. or less would typically not result in significant socioeconomic impacts. For projects exceeding

these thresholds, assessments of indirect residential displacement and indirect business displacement are appropriate.

4. Indirect business displacement due to retail market saturation: Would the Proposed Project add to or create a retail concentration that may draw a substantial amount of sales from existing businesses within the Study Area to the extent that certain categories of business close and vacancies in the area increase, thus resulting in a potential for disinvestment on local retail streets. Projects resulting in a total of 200,000 sqft. or more of retail on a single development site or 200,000 sqft. or more of a region-serving retail across multiple sites may have the potential to draw a substantial amount of sales from existing businesses within the Study Area, resulting in indirect business displacement due to market saturation. For projects exceeding these thresholds, an assessment of the indirect business displacement due to market saturation is appropriate.
5. Adverse impacts on specific industries: Is the Proposed Project expected to affect conditions within a specific industry? This could affect socioeconomic conditions if a substantial number of workers or residents depend on the goods or services provided by the affected businesses, or if the Proposed Project would result in the loss or substantial diminishment of a particularly important product or service within the City.

Direct and indirect residential and business displacement analyses begin with a preliminary assessment. The objective of the preliminary assessment is to learn enough about the potential effects of the Proposed Project to either rule out the possibility of significant adverse impacts or determine that a more detailed analysis is warranted to fully determine the extent of the effects. The following preliminary assessment provides a description of the affected environment and Future without Project Condition and then assesses the potential impacts that the Proposed Project would have on socioeconomic conditions in the Study Area.

3.2.4 Existing Conditions

3.2.4.1 Age Demographics

The total population of the census tracts intersecting the Study Area, as well as their age distributions and median ages are displayed in **Table 3.2-1**. The total population within the Study Area census tracts is 16,547 persons. The analyzed census tracts have similar median ages and age distributions. Data has been derived from the U.S. Census Bureau American Community Survey's (ACS) 2017-2021 5-year estimates.

Table 3.2-1: Age Distribution by Study Area Census Tracts

Census Tract	Total Population	Ages Under 5 (%)	Ages 5-9 (%)	Ages 10-14 (%)	Ages 15-19 (%)	Ages 20-64 (%)	Ages 65+ (%)	Median Age
Census Tract 444	4,405	10.8	6.6	6.1	5.7	58.7	12.1	32.8
Census Tract 460	6,043	7.5	7.1	4.2	5.2	62.2	13.7	36.7
Census Tract 462	6,099	6.0	5.3	4.9	5.1	61.8	16.9	37.8

Source: American Community Survey, Table DP05, 2017-2021 5-Year Estimates Data Profile

3.2.4.2 Race and Population Demographics

According to the New York State Department of Environmental Conservation (NYSDEC), a minority community is a census Block Group or contiguous area with multiple census Block Groups having a minority population greater than 51.1 percent of the total population of the area. Due to the small size of the project site and Study Area, the following assessment provides data according to Census Tracts, which are contiguous areas of Block Groups.

Table 3.2-2 displays the racial and ethnic distribution of the population within Study Area Census Tracts. The population of Census Tract 460, in which the project site is located, is 10 percent White, 13 percent

Black/African American, 38 percent Asian, 10 percent two or more races, and 26 percent Other. Census Tract 460 has a Hispanic/Latino population of 36 percent.

The remaining Study Area Census Tracts (444 and 462) have similar racial and ethnic populations distributions compared to Census Tract 460. Census Tract 444 is 3 percent White, 19 percent Black/African American, 39 percent Asian, 1 percent two or more races, and 38 percent Other and has a Hispanic/Latino population of 27 percent. Census Tract 462 is 4 percent White, 15 percent Black/African American, 49 percent Asian, 7 percent two or more races, and 24 percent Other and has a Hispanic/Latino population of 26 percent.

All Census Tracts intersecting the Study Area are considered minority communities with minority populations exceeding 51.1 percent of the total population.

Table 3.2-2: Population, Race, and Ethnicity by Study Area Census Tracts

Racial Characteristics of Study Area Census Tracts (ACS 2017-2021)

Race	Study Area						Queens County, NY		New York State	
	Census Tract 444		Census Tract 460		Census Tract 462					
	Pop.	%	Pop.	%	Pop.	%	Pop.	%	Pop.	%
White	128	3	613	10	246	4	804,251	34	12,215,118	61
Black/African American	820	19	761	13	923	15	426,028	18	3,058,846	15
American Indian and Alaska Native	0	0	179	3	0	0	13,210	1	83,734	0
Asian	1,705	39	2,320	38	3,006	49	616,702	26	1,739,196	9
Hawaiian/Pacific Islander	0	0	0	0	0	0	1,149	0	9,131	0
Other	1,691	38	1,550	26	1,480	24	350,303	15	1,808,007	9
Two or More Races	61	1	620	10	444	7	181,461	8	1,200,713	6
Total	4,405		6,043		6,099		2,393,104		20,114,745	

Ethnicity Characteristics of Study Area Census Tracts (ACS 2017-2021)

Ethnicity	Study Area						Queens County, NY		New York State	
	Census Tract 444		Census Tract 460		Census Tract 462					
	Pop.	%	Pop.	%	Pop.	%	Pop.	%	Pop.	%
Hispanic/Latino	1,183	27	2,193	36	1,570	26	668,079	28	3,871,753	19

Source: American Community Survey, Tables B02001 and B03001, 2017-2021 5-Year Estimates

3.2.4.3 Housing and Income Demographics

U.S. Department of Health and Human Services (HHS) 2024 Federal Poverty Level (FPL) guidelines state that a family of four with a median household income below $30,000 is considered to be living below poverty. As shown in **Table 3.2-3** the median household income in Census Tract 460, in which the project site is located, is $58,234. The median household incomes of the remaining Study Area Census Tracts (444 and 462) are $49,911 and $54,489, respectively. Therefore, all Study Area Census Tracts have median household incomes above the FPL.

Table 3.2-3: Income Characteristics of Study Area Census Tracts

Median Household Income of Study Area Census Tracts (ACS 2017-2021)

	Census Tract 444	Census Tract 460	Census Tract 462	Queens County, NY	New York State
Occupied Housing Units	1,037	1,895	1,987	807,468	7,530,150
Median Household Income ($)	$49,911	$58,234	$54,489	$75,886	$75,157

Source: American Community Survey, Table S1901 and S2501, 2017-2021 5-Year Estimates

3.2.5 Environmental Impacts

3.2.5.1 No-Action Alternative

In the No-Action Alternative, no changes to the project site are anticipated to occur by the 2024 Build Year. The special permit and zoning text amendment for the mixed-use development at 166-11 91st Avenue adjacent to the project site is not anticipated to alter the socioeconomic and demographic conditions in the Study Area. Therefore, socioeconomic conditions in the No-Action Alternative would be similar to the existing conditions.

3.2.5.2 With-Action Condition

As discussed in Section 3.2.3 (Methodology), a socioeconomic assessment should be conducted if a project may be reasonably expected to create socioeconomic changes in the area affected by the project that would not be expected to occur in the absence of the project. The subsequent preliminary assessment considered the following five thresholds identified in the *CEQR Technical Manual* that can lead to socioeconomic changes warranting further assessment. Based on the assessment of the Proposed Project in relationship to direct and indirect residential and business displacement and potential adverse impacts on specific industries, the Proposed Project was assessed according to the following thresholds.

1. Direct residential displacement: The Proposed Project would be constructed on an existing commercial parking lot at 90-01 168th Street. There are no residents located in the project site, and the Study Area is characterized by residential, commercial, and public facility/institution land uses. The Proposed Project uses would be permitted as-of-right for the C4-5X zoning district. The Proposed Project would not directly displace any residents. **The Proposed Project would have no significant adverse impacts related to direct residential displacement.**
2. Direct business displacement: The project site functions as a commercial parking lot currently leased to Jamaica First Parking, LLC by the GJDC with 1-2 employees operating ticketing booths. The Proposed Project would displace far fewer than 100 employees, and the existing commercial parking lot is not uniquely dependent on the project site. **The Proposed Project would have no significant adverse impacts related to direct business displacement.**
3. Indirect displacement due to increased rents: The Proposed Project is located in a neighborhood characterized by residential, commercial, and public facility/institution land uses. The project site is located in a C4-5X zoning district and the Proposed Project's use would be permitted as-of-right for C4-5X zoning districts. In addition, the Proposed Project would not generate a residential development or commercial development. **The Proposed Project would have no significant adverse impacts related to indirect displacement due to increased rents.**
4. Indirect business displacement due to retail market saturation: The Proposed Project is not a retail project and would not add to or create a retail concentration in the Study Area. In addition, the Proposed Project would not generate retail on a single development site or region-serving retail across multiple sites. **The Proposed Project would have no significant adverse impacts related to indirect business displacement due to retail market or any other market saturation.**

5. Adverse impacts on specific industries: The Proposed Project would displace an existing commercial parking lot by constructing the 168th Street Interim Bus Terminal in the project site. As discussed in Section 3.13.3.2.2 (Parking), there are sufficient off-street parking spaces in paid parking facilities within the Study Area to accommodate the parking that would be displaced by the Proposed Project. Workers or residents who would depend on the displaced commercial parking lot would have sufficient off-street parking in the Study Area. In addition, the Proposed Project does not involve a citywide regulatory change that would adversely affect the economic or operational conditions of any types of businesses or processes. Therefore, the Proposed Project would not result in the loss or substantial diminishment of a particularly important product or service within the City. **The Proposed Project would have no significant adverse impacts on specific industries.**

3.2.6 Conclusion

Based on the assessment of the Proposed Project in relationship to direct and indirect residential and business displacement and potential adverse impacts on specific industries, **the Proposed Project would have no significant adverse impacts on socioeconomic conditions**.

3.3 Environmental Justice

3.3.1 Introduction

Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority and Low-Income Populations*, issued in 1994, directs federal agencies to identify and address disproportionately high and adverse human health or environmental impacts that its programs, policies, and activities may have on minority and low-income populations. The NYSDEC has developed their own policies for incorporating Environmental Justice concerns into the environmental review process under SEQRA. NYSDEC's Environmental Justice policy is provided in CP-29 Environmental Justice and Permitting (CP-29). CP-29 was issued on March 19, 2003, to address Environmental Justice concerns and ensure community participation in the NYSDEC environmental permit review process and the NYSDEC's application of SEQRA. CP-29 is intended to encourage meaningful public participation by minority or low-income communities in the environmental review process and to assist NYSDEC in addressing any disproportionate adverse impacts on minority and low-income communities.

New York State's Climate Leadership and Community Protection Act (CLCPA), signed into law in 2019 seeks to ensure that disadvantaged communities are not disproportionately burdened by climate change and environmental pollution. This section will address if the Proposed Project further effects disadvantaged communities burdened by climate change and environmental pollution.

3.3.2 Methodology

CP-29 guidance defines minority populations to include Hispanic, African American or Black, Asian and Pacific Islander or American Indian races. This analysis also includes minority races that identify as other races or two or more races. Minority communities are defined as a census block group, or contiguous area with multiple census block groups, having a minority population equal to or greater than 51.1 percent of the total population. This analysis considers any census block with a minority population that exceeds 51.1 percent to be a minority community.

A low-income population is a population having an annual income that is less than the poverty threshold. A low-income community is defined as a census block group, or contiguous area with multiple census block groups, having a low-income population equal to or greater than 23.59 percent of the total population of such block group or groups.

Minority and low-income communities are identified by NYSDEC as Potential Environmental Justice Areas (PEJA). The definition of minority and low-income PEJAs are more conservative than the definitions of minority and low-income populations defined by CP-29. A minority PEJA is a Block Group in which at least 52.42 percent of the population identified as minority. A low-income PEJA is a Block Group in which at least 22.82 percent of the population identified as having incomes below the FPL. The Environmental Justice Study Area is 0.25 miles around the project site and includes the Census Block Groups with at least 50 percent of total physical area within the Environmental Justice Study Area.

The following analysis includes the following steps based on CP-29 guidance:

- Identify potential adverse environmental impacts and area to be affected;
- Compile race and ethnicity and poverty status data for the study area and identify minority and low-income communities;
- Determine whether potential adverse environmental impacts are likely to affect a potential Environmental Justice area; and
- Determine if the Proposed Projects' potential significant adverse effects on minority and low-income communities relative to the overall effects are disproportionate and therefore disproportionately high and adverse.

In addition, the State's CLCPA seeks to ensure that disadvantaged communities are not disproportionately burdened by climate change and environmental pollution. The Climate Act defines disadvantaged communities as "communities that bear burdens of negative public health effects, environmental pollution, impacts of climate change, and possess certain socioeconomic criteria, or comprise high-concentrations of low- and moderate- income households." Exposure to harmful environmental pollutants can cause adverse health effects which increase community vulnerability during extreme events. As climate change impacts occur more frequently and with higher intensity, disadvantaged communities are expected to face greater impacts than other communities. Some of these impacts include, but are not limited to, increased damages in flooding due to low-lying housing, older infrastructure, and non-permeable surfaces; less reliable access to electricity during extreme temperatures and storms; less reliable access to public infrastructure/transit; and more extreme temperatures due to the effects of urban heat islands and less green space.

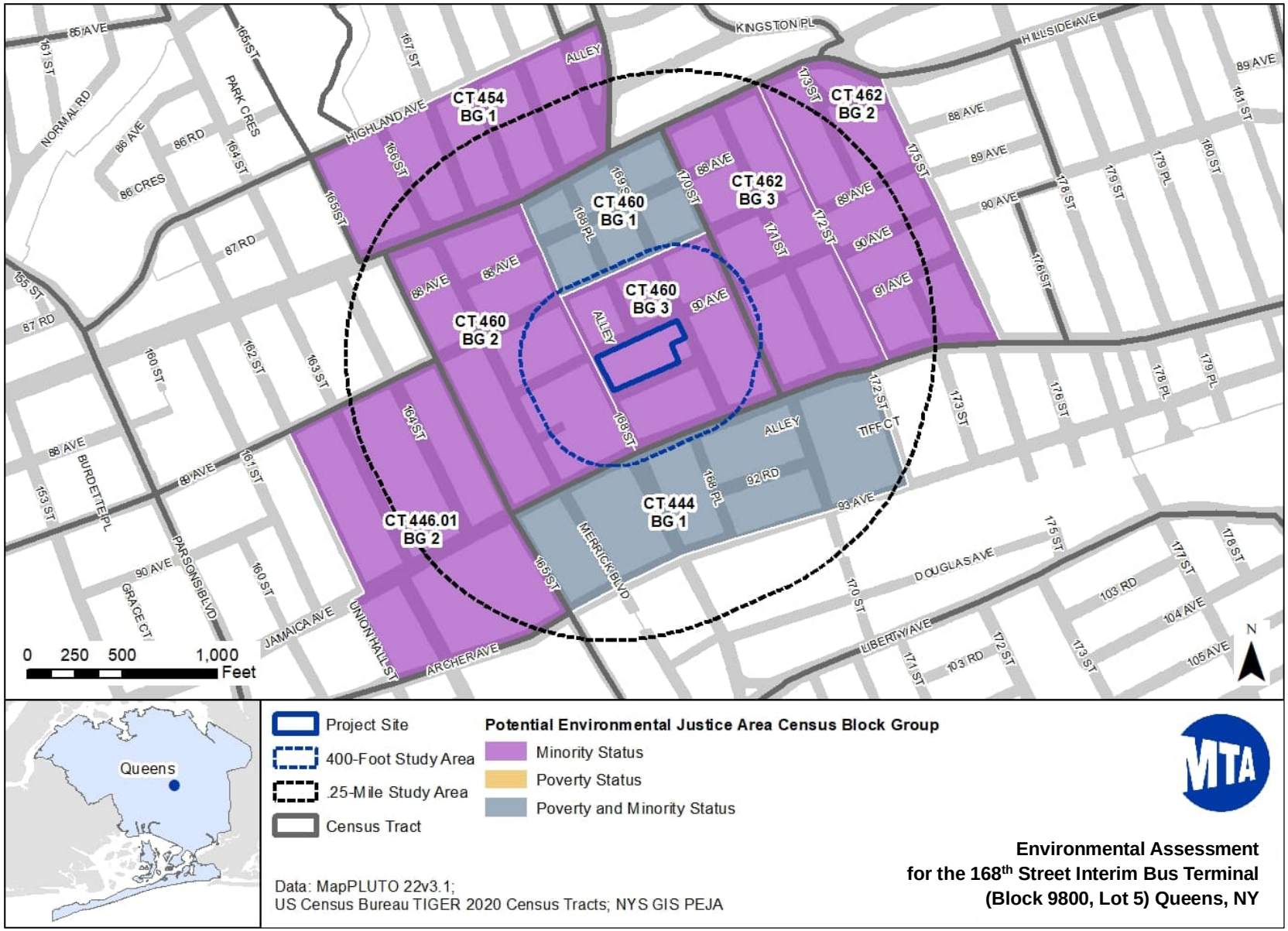
3.3.3 Existing Conditions

The Block Groups within the Environmental Justice Study Area meets NYSDEC's definition of a minority community. As shown in **Table 3.3-1**, all Block Groups have a minority population percentage of a minimum of 91 percent. In addition, the Block Group in which the project site is located is a PEJA based on minority population (see **Figure 3.3-1**). Two Block Groups in the Environmental Justice Study Area meet NYSDEC's definition of a low-income community. As shown in **Table 3.3-1**, Census Tract 444, Block Group 1 to the south of the project site and Census Tract 460, Block Group 1 to the north of the project site have 39 and 26 percent, respectively, of their populations living below the poverty line (see **Figure 3.3-1**).

Table 3.3-1: Potential Environmental Justice Areas

Census Tract, Block Group (CT, BG)	Poverty Rate (%)	Minority Population (%)	PEJA (Low-Income)	PEJA (Minority)
CT 444 BG 1	39	99	Yes	Yes
CT 446.01 BG 2	21	98	No	Yes
CT 454 BG 1	13	91	No	Yes
CT 460 BG 1	26	100	Yes	Yes
CT 460 BG 2	10	97	No	Yes
CT 460 BG 3	18	100	No	Yes
CT 462 BG 2	8	95	No	Yes
CT 462 BG 3	8	97	No	Yes

Figure 3.3-1: Potential Environmental Justice Areas



Pursuant to the Climate Act, disadvantaged communities are identified at the census tract level and based on geographic, public health, environmental hazard, and socioeconomic criteria, including:

- Areas burdened by cumulative environmental pollution and other hazards that can lead to negative public health effects;
- Areas with concentrations of people that are of low income, high unemployment, high rent burden, low levels of home ownership, low levels of educational attainment, or members of groups that have historically experienced discrimination based on race or ethnicity; and
- Areas vulnerable to the impacts of climate change.

Disadvantaged communities scores are grouped into two broad categories: environmental burdens/climate change risk and population characteristics/health vulnerabilities. Scores consider each census tract's relative burden, risk, vulnerability, or sensitivity in percentile ranks. The percentile ranks for each Census Tract produces a value that measures a census tract's score relative level of environmental burdens/climate change risks as well as population characteristics/health vulnerabilities relative to other census tracts in the City and/or State. Census tracts with higher scores relative to other tracts in the State or their region (i.e., the City) are identified as disadvantaged communities.

As depicted in **Table 3.3-2**, four of the census tracts in the Environmental Justice Study Area are disadvantaged communities based on population characteristics/health vulnerabilities. This is primarily driven by high percentages of residents with hospital visits due to asthma, heart attacks, low birthrates and premature deaths; without health insurance; limited English proficiency; low income, and minority status.

Table 3.3-2: Disadvantaged Communities

Census Tract	Relative Environmental Burden/Climate Change Risk (%)	Relative Population Characteristics/Health Vulnerabilities (%)
Census Tract 444	53	92
Census Tract 460	34	87
Census Tract 462	30	86
Census Tract 446.01	28	90

3.3.4 Environmental Impacts

3.3.4.1 No-Action Alternative

In the No-Action Alternative, no changes to the project site are anticipated to occur by the 2024 Build Year. The special permit and zoning text amendment for the mixed-use development at 166-11 91st Avenue adjacent to the project site is not anticipated to alter the socioeconomic and demographic conditions in the Study Area and densely populated section of Jamaica, Queens. Therefore, the conditions associated with Environmental Justice in the No-Action Alternative would be similar to the existing conditions.

3.3.4.2 With-Action Condition

The Proposed Project would provide continued transit accessibility to PEJAs in the vicinity of the project site. In addition, all residents would continue to have access to the GJDC- operated commercial parking lots at 92-30 165th Street and 89-35 162nd Street. As discussed in Section 3.13.3.2.2 (Parking), there are sufficient off-street parking spaces in paid parking facilities in the vicinity of the project site to accommodate the parking that would be displaced by the Proposed Project.

The only potential impacts resulting from the Proposed Project would occur to traffic and pedestrians (passengers). As discussed in Section 3.13 (Transportation), traffic and pedestrian (passenger) impacts

are anticipated in the vicinity of the project site. However, those impacts would be mitigated as described in Section 3.13.3.3 (Mitigation). No other impacts would occur resulting from the Proposed Project.

3.3.5 Conclusion

The Proposed Project would not result in significant adverse impacts in any of the PEJAs or disadvantaged communities identified in Section 3.3.3 (Existing Conditions). All potential traffic and pedestrian (passengers) impacts would be fully mitigated. **Therefore, the Proposed Project would not result in any disproportionately high and adverse effects on minority and low-income communities or disadvantaged communities. The Proposed Project would be in compliance with all applicable state regulations related to environmental justice and disadvantaged communities.** Therefore, there are no Environmental Justice concerns expected with the Proposed Project.

3.4 Community Facilities

3.4.1 Introduction

The *CEQR Technical Manual* defines community facilities as public or publicly funded facilities, such as schools, hospitals, libraries, day care facilities, and fire and police protection. An analysis of community facilities to examine the impact the Proposed Project would have on the provision of services provided by public or publicly funded community facilities is recommended if an increase in local population is anticipated that might impact community facility service delivery or if the Proposed Project physically alters or displaces a community facility.

An analysis of community facilities to examine the impact the Proposed Project would have on the provision of services provided by public or publicly funded community facilities is recommended if an increase in local population is anticipated that might impact community facility service delivery or if the Proposed Project physically alters or displaces a community facility.

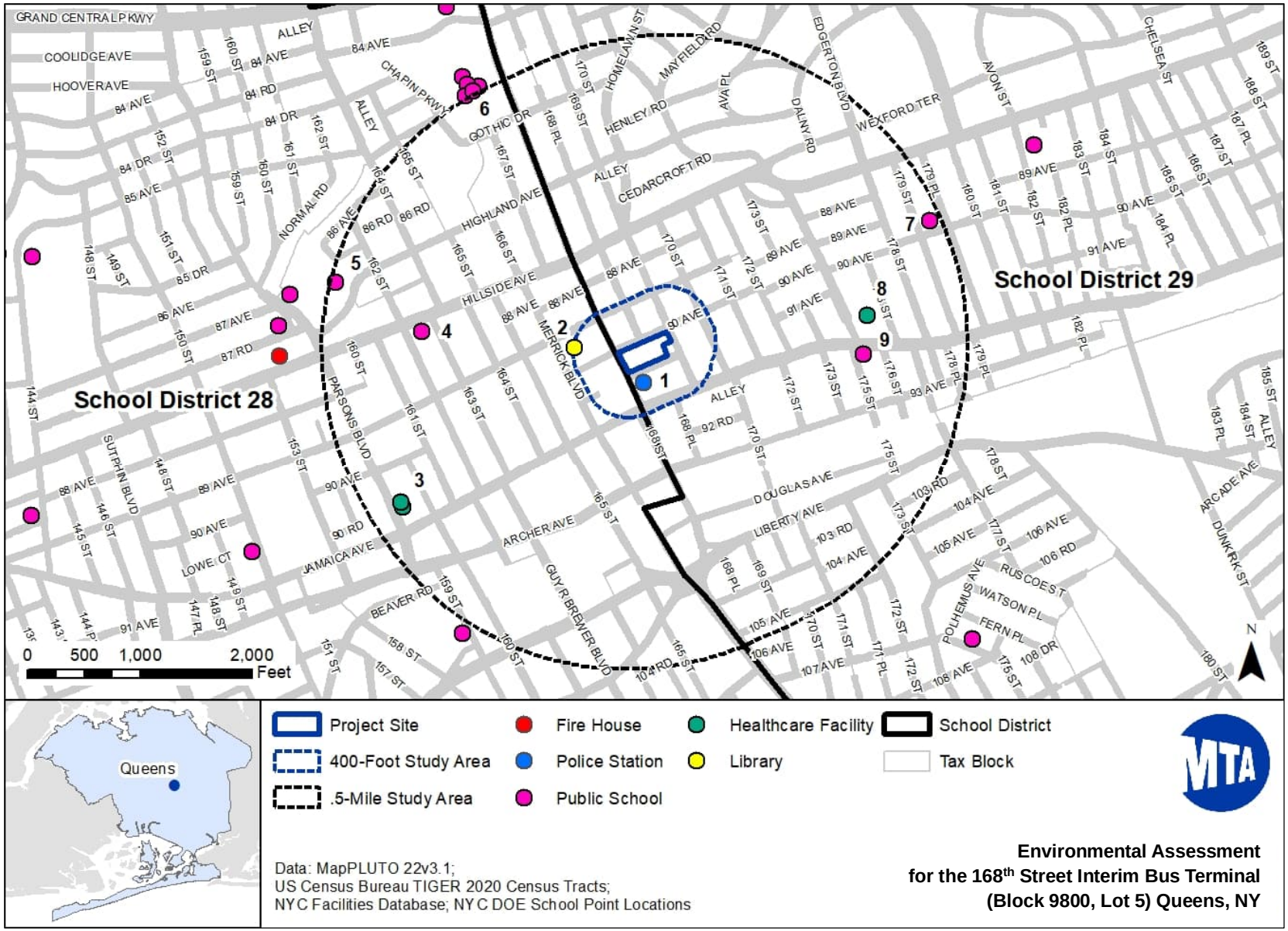
3.4.2 Existing Conditions

As shown in **Figure 3.4-1** and **Table 3.4-1**, there are community facilities within a 0.5-mile Study Area surrounding the project site.

Table 3.4-1: Community Facilities within 0.5-Mile Study Area

ID #	Facility	Address	Type
1	NYPD 103rd Precinct	168-02 91st Avenue	Police
2	Queens Central Library	89-11 Merrick Boulevard	Library
3	Jamaica Health Center	90-37 Parsons Boulevard	Healthcare
4	Satellite Academy High School	162-02 Hillside Avenue	School
5	Hillcrest High School	160-05 Highland Avenue	School
6	Jamaica High School	167-01 Gothic Drive	School
7	P.S. 095 Eastwood	179-01 90th Avenue	School
8	Highland Care Center	91-31 175th Street	Healthcare
9	P.S. 268	92-07 175th Street	School

Figure 3.4-1: Community Facilities



3.4.2.1 Fire and Police Services

One police station is located in the Study Area. The NYPD 103rd Precinct is located to the south of and adjacent to the project site (see **Figure 3.4-1** and **Figure 3.4-2**). The NYPD 103rd Precinct utilizes street parking along 91st Avenue and 168th Street for the parking of police vehicles. There are no fire stations within the Study Area.

Figure 3.4-2: NYPD 103rd Precinct

3.4.2.2 Hospital Services

There are two public healthcare facilities located in the Study Area. The Jamaica Health Center is located in the western portion of the Study Area, and Highland Care Center, a nursing home, is located in the eastern portion of the Study Area (see **Figure 3.4-1**).

3.4.2.3 Libraries

There is one library located in the Study Area. The Queens Central Library is located northwest of the project site and within 400 feet of the project site (see **Figure 3.4-1**).

3.4.2.4 Schools

The Study Area intersects two school districts. The western portion of the Study Area is within District 28, and the eastern portion of the Study Area, as well as the entirety of the project site, is located within District 29 (see **Figure 3.4-1**). There are five schools within the Study Area. Hillcrest High School is located approximately a half-mile to the west of the project site on Highland Avenue. Satellite Academy High School

is located approximately a third-mile west of the project site on Hillside Avenue. Jamaica High School is located approximately a half-mile north of the project site on Gothic Drive. P.S. 268 is located approximately a third-mile east of the project site on 175th Street. Finally, P.S. 095 Eastwood is located approximately a half-mile east of the project site on 90th Avenue.

3.4.3 Environmental Impacts

3.4.3.1 No-Action Alternative

In the No-Action Alternative, no changes to the project site are anticipated to occur by the 2024 Build Year. The special permit and zoning text amendment for the mixed-use development at 166-11 91st Avenue adjacent to the project site is not anticipated to change the demand for community facilities and services in the Study Area, including schools, hospitals, libraries, day care facilities, and fire and police protection.

3.4.3.2 With-Action Condition

The Proposed Project would not result in an increase in the local population. The Proposed Project also would not physically alter or displace a community facility. As discussed in Section 1.1.1.1 (Physical Description), the Proposed Project would displace the street parking along 91st Avenue and 168th Street that is currently utilized by the NYPD 103rd Precinct for Precinct parking. However, MTA NYCT Bus would include parking spaces for the displaced NYPD vehicles.

3.4.4 Conclusion

As noted above, the *CEQR Technical Manual* indicates that if demand is greater than the remaining capacity of a community facility by a certain threshold, an adverse impact may be identified. The Proposed Project would not reach the applicable thresholds, would not involve the addition of any residential units, and would not adversely impact community facilities and services. **Thus, the Proposed Project would have no significant adverse impact on the operations of community facilities in the Study Area, and further assessments are not warranted.**

3.5 Open Space and Recreation

This section examines the potential for the Proposed Project to impact open space directly or indirectly in the Study Area by eliminating, altering, or overtaxing open space. According to the *CEQR Technical Manual*, open space is "publicly or privately owned land that is publicly accessible and available for leisure, play, or sport, or is set aside for the protection and/or enhancement of the natural environment." Public open space is available "to the public on a constant and regular basis, including for designated daily periods." Private open space is "not publicly accessible or is available only to limited users and is not available to the public on a regular or constant basis."

3.5.1 Methodology

The *CEQR Technical Manual* outlines an analysis methodology for evaluating possible direct and indirect effects (referred to as direct and indirect impacts in this section) on open space resources as a result of the Proposed Project. Direct impacts include those in which the Proposed Project reduces or limits access to open space. In addition, a direct impact could occur if a project would:

- Result in a physical loss of public open space (by encroaching on or displacing open space);
- Change the use of an open space so that it no longer serves the same user population;
- Limit public access to an open space; or
- Cause increased noise, air pollutants, odors, or shadows on public open space that would affect its function, usability, or enjoyment, whether on a permanent or temporary basis.

Indirect impacts could result from projects that generate residential or commercial population, and that additional population "overtaxes the capacity of existing open space so that their service provided to existing and future populations in the area would be substantially or noticeably diminished." An open space assessment of indirect impacts would be required if the Proposed Project would generate more than 200 residents or 500 nonresidents, or a similar number of other nonresidential users.

3.5.2 Existing Conditions

Open spaces were identified in the vicinity of the project site, but no open spaces are located within the Study Area (see **Figure 3.5-1**). The open spaces identified in **Figure 3.5-1** are at least 0.25 miles away from the project site.

Captain Tilly Park is a wooded, nine-acre open space owned by the New York City Department of Parks and Recreation (NYCDPR) with opportunities for active and passive recreation on Highland Avenue approximately 0.33 miles northwest of the project site. Major Mark Park is a compact, wooded lawn owned by NYCDPR featuring benches and sculptures on 173rd Street approximately 0.25 miles northeast of the project site. Detective Keith L. Williams Park is an active recreation-focused open space owned by NYCDPR located on Liberty Avenue approximately 0.5 miles southeast of the project site and is equipped with a pool, handball and tennis courts, and a running track.

3.5.3 Environmental Impacts

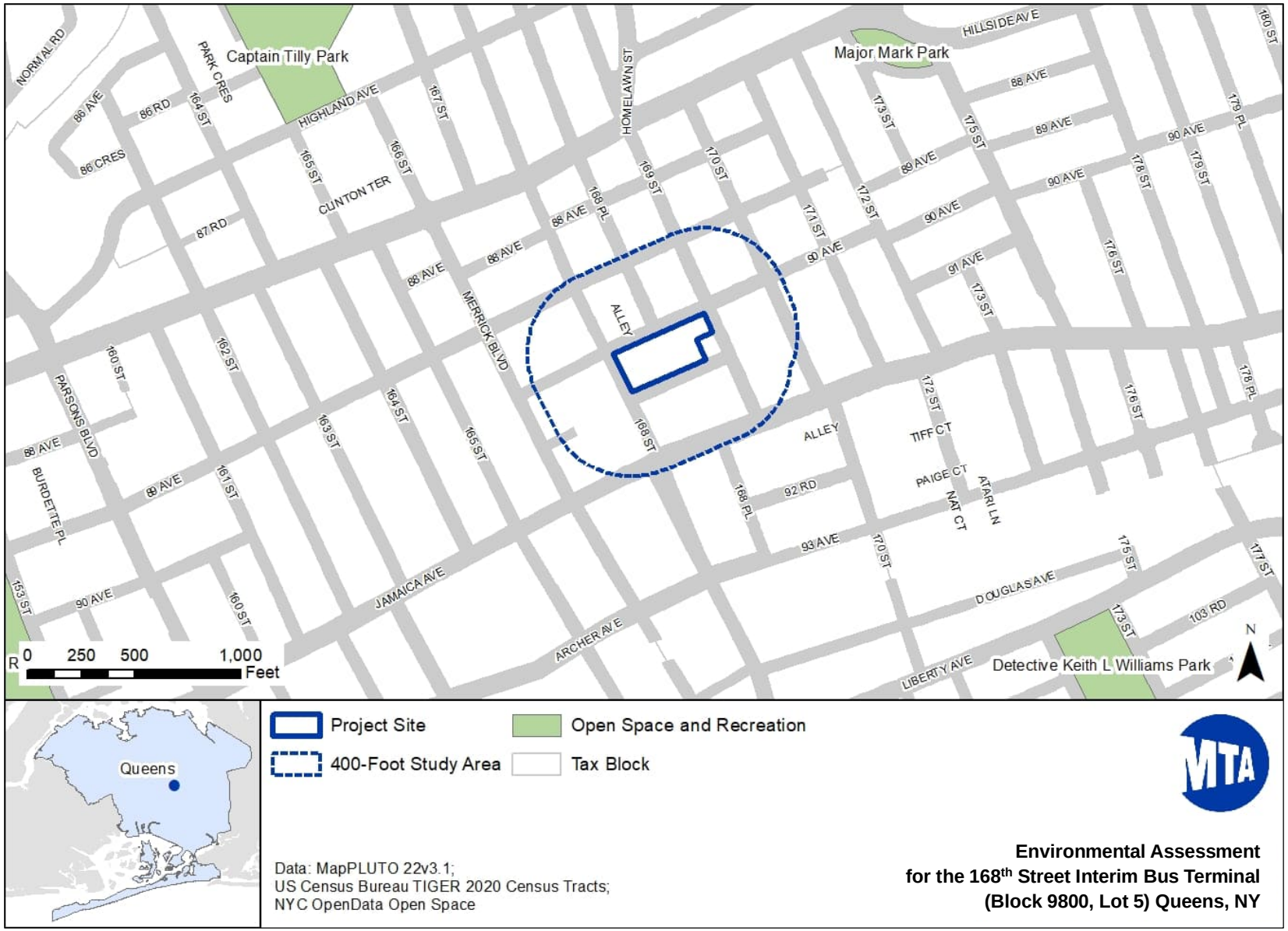
3.5.3.1 No-Action Alternative

In the No-Action Alternative, no changes to the project site are anticipated to occur by the 2024 Build Year. The special permit and zoning text amendment for the mixed-use development at 166-11 91st Avenue adjacent to the project site is not anticipated to change the demand for open spaces in the Study Area as no open spaces are located within the Study Area.

3.5.3.2 With-Action Condition

There are no open spaces located within or adjacent to the project site. **Therefore, the Proposed Project would have no significant adverse impacts on open space. A preliminary assessment of direct impacts on open space is not warranted.**

Figure 3.5-1: Open Space and Park Areas



3.6 Historic and Cultural Resources

The Proposed Project is being undertaken in the Borough of Queens in New York City, and this EA is being prepared in accordance with state and local historic preservation/environmental review regulations. The EA must comply with state and local regulations, including New York's SEQR and CEQR. The regulatory framework for historic and cultural resources is described below.

3.6.1 Regulatory Overview

SEQR requires all state and local government agencies to consider environmental impacts equally with social and economic factors during discretionary decision-making. The involved agencies must assess the environmental significance of all actions that they have discretion to approve, fund, or directly undertake.

Section 14.09 of the New York State Historic Preservation Act (SHPA) was passed in 1980 as a counterpart to the federal NHPA of 1966 and declares historic preservation to be the public policy of, and in the public interest of, the state. The SHPA created the State Register, the official list of resources significant in the history, architecture, archaeology or culture of the state, its communities, or the nation. The SHPA requires State agencies to consult with the commissioner if it appears that any project which is being planned may or would cause any change, beneficial or adverse, in the quality of any historic, architectural, archaeological, or cultural property that is listed on the National Register or property listed on the State Register or that is determined by the commissioner to be eligible for listing on the State Register of Historic Places. It requires State agencies, to the fullest extent practicable, consistent with other provisions of the law, to avoid or mitigate adverse impacts to such properties, to fully explore all feasible and prudent alternatives, and to give due consideration to feasible and prudent plans which would avoid or mitigate adverse impacts to such property. It establishes agency preservation officers for the purpose of implementing these provisions.

In New York City, CEQR provides useful guidance for projects in dense urban settings, such as the Proposed Project. CEQR defines archaeological resources as physical remains, usually subsurface, of the prehistoric, Native American, and historic periods. CEQR defines architectural resources as historically important buildings, structures, objects, sites, and districts. Architectural resources include properties designated as Landmarks and Historic Districts by the LPC, properties calendared for consideration as Landmarks or Historic Districts by LPC; properties listed on or formally determined eligible for inclusion on the State and/or National Register, or contained within a district listed on or formally determined eligible for inclusion on the State/National Register; properties recommended for listing in the State/National Register by the New York State Board for Historic Preservation; National Historic Landmarks; and properties not identified by these programs, but that meet their eligibility requirements as determined by the New York State Historic Preservation Office (SHPO).

3.6.2 Existing Conditions

3.6.2.1 SHPO Consultation

On April 3, 2023, MTA NYCT Bus initiated consultation with SHPO when the agency submitted a Consultation Initiation letter for review. On April 20, 2023, SHPO notified MTA NYCT Bus via letter that **no properties, including archaeological and/or historic resources, listed in or eligible for the New York State and National Registers of Historic Places would be impacted by the Proposed Project.** The Consultation letter to SHPO and SHPO's response are included in Appendix B.

3.6.2.2 Archaeological Resources

Environmental review for archaeological resources is a predictive endeavor. Unlike above-ground historic architectural resources, which are evident and can be immediately evaluated, archaeological resources are almost always hidden below the ground surface. To assess whether the project impact area may contain significant archaeological resources, data must be gathered to predict the likelihood of archaeological resources existing within the Archaeological Area of Potential Effect (APE). According to the CEQR

guidance, which is geared toward dense urban settings, for precontact resources, it is appropriate to determine whether there are known precontact resources within a half-mile radius of the project site. For historic archaeological resources, it is appropriate to determine how, and if, the project site was developed historically, and if there are known historic archaeological resources in the nearby area, such as on the present-day full tax lot or within the boundaries of the nearest adjacent mapped streets.

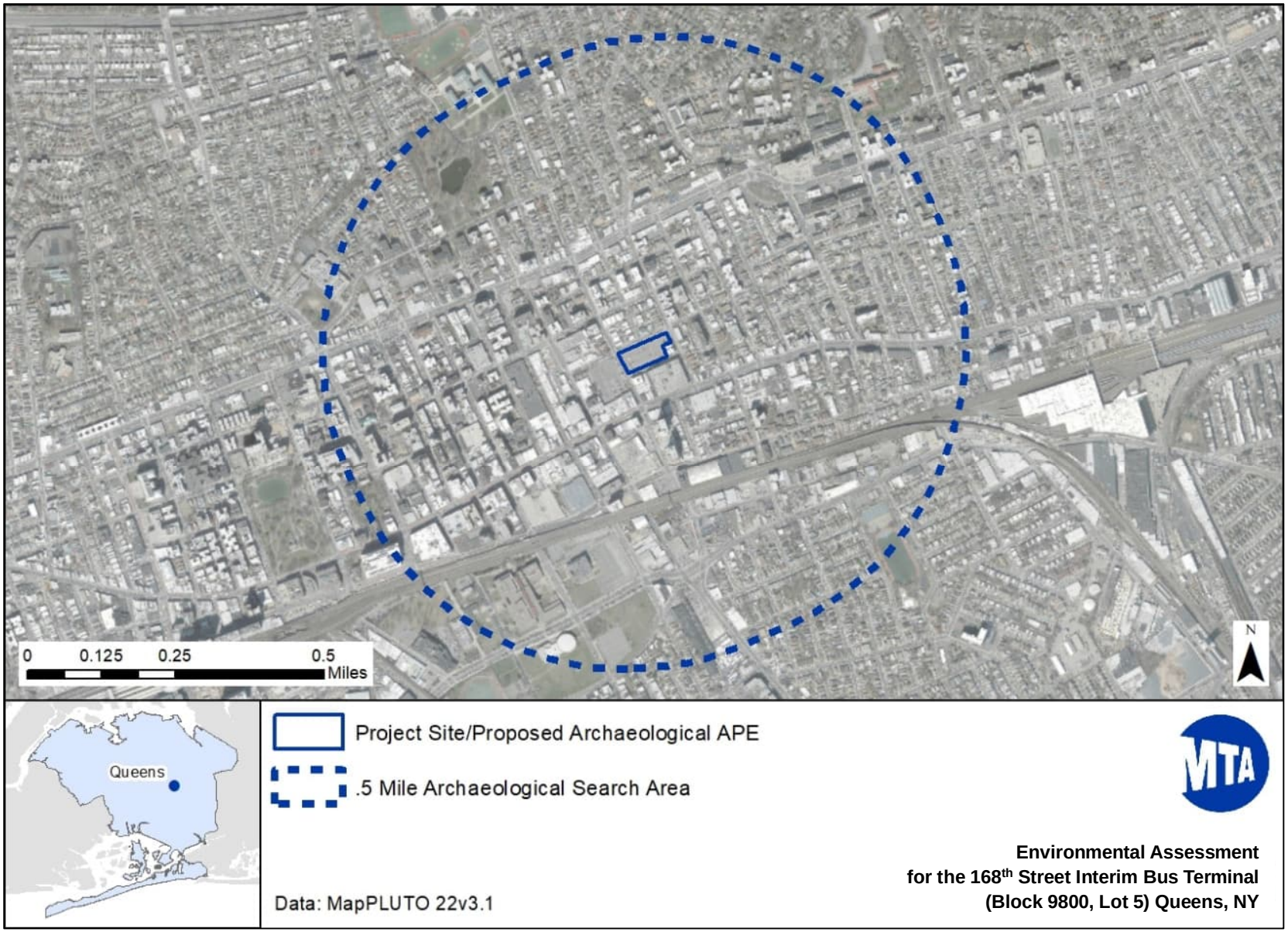
The Archaeological APE and previously identified archaeological resources and prior survey reports within a 0.5-mile search radius of the project site are described below.

3.6.2.2.1 Archaeological Area of Potential Effect

The Archaeological APE includes two components: the horizontal APE, which is the footprint of proposed ground disturbance; and the vertical APE, which is considered as the depth to which the proposed ground disturbance is anticipated to extend. The Proposed Project would entail subsurface disturbance of varying depths across much of the project site. The Archaeological APE is therefore considered to be the footprint of the project site (see **Figure 3.6-1**).

The Archaeological APE was researched in the SHPO's Cultural Resources Information System (CRIS) website in compliance with SEQRA. The purpose of the preliminary screening was to document any previously identified archaeological sites and prior archaeological surveys on or in the vicinity of the project site and the specified search radius around the project site. The search area for archaeological resources was a one-half-mile radius surrounding the project site (see **Figure 3.6-1**).

Figure 3.6-1: Archaeological Area of Potential Effect



3.6.2.2.2 Previously Identified Archaeological Resources

The CRIS search revealed that the project site is located within an Area of Archaeological Sensitivity. In addition, there are six previously identified sites within the one-half-mile radius of the project site. **Table 3.6-1** provides the archaeological site locations and brief descriptions.

Table 3.6-1: Archaeological Sites within 0.5 Miles of Project Site

SHPO/NYSM/ LPC Site Number	Site Name	Site Type	Location/ Address	Distance to Project Site	Date/ Time Period	Description	National Register Status
NYSM #7460 BRK 2-2	Village of Jamaica in 1900	Historic District	N/A	Large polygon covers western half of project site and extends to the southwest.	Historic: 1600s – 1800s	Area is Village of Jamaica in 1900. Many 18th-19th C structures and prob. Foundations across area	Undetermined
NYSM #4546 ACP QUNS No#	Not Given	Not Known	N/A	Large polygon located 1,212-feet to northeast	Prehistoric	"Traces of Occupation" No additional information in NYSM Site Files	Not Evaluated
08101.009571	One Jamaica Center Site	Part of Historic District	Block 10100	Located 2,070-feet to southwest	Historic	Many 18th-19th C structures and prob. Foundations (one found). 18th-20th C artifacts, faunal remains. Collection at York College of CUNY, Department of Anthropology."	Eligible
08101.000104 NYSAA Brk 2-2	Historic Jamaica	Part of Historic District		Located 2,142-feet to southwest	Historic		Undetermined
08101.014032 Meade 4031	First Methodist Cemetery			Located 2,317-feet to south	Historic		Undetermined
08101.014029 Meade 4038	Grace Episcopal Church Cemetery			Located 2,584-feet to southwest	Historic		Undetermined
N/A	Area of Archaeological Sensitivity		N/A	Entire project site	Prehistoric/ Historic	N/A	N/A

3.6.2.2.3 Previously Conducted Archaeological Surveys Within 0.5-mile Search Radius

Historical Perspectives, Inc. (HPI) prepared the Phase IA Archaeological Assessment Reconstruction and Expansion Project Jamaica Bus Depot, York College Temporary Bus Parking Block 10159, Part of Lot 3; Block 10160, Lot 1 and a portion of Tuskegee Airmen Way, Jamaica, Queens County, New York report in October 2022. The approximately 4-acre project site was assessed for archaeological sensitivity, and recommendations included archaeological monitoring on Block 10159, Lot 3 adjacent to the First Methodist Church Cemetery abutting the project site.

The Louis Berger Group, Inc. prepared the Proposed New Primary/Intermediate School at PS/IS 48 William Wordsworth School 155-02 108th Avenue Block 10144, Lot 42, Queens, New York, Phase IA Cultural Resource Assessment report in November 2007. The Phase IA research revealed that limited disturbance has occurred across the project site, and the site possesses sensitivity for both prehistoric and historic

archaeological resources. A Phase IB archaeological survey was recommended for the project site prior to construction.

HPI prepared the Memorandum: Archaeological Sensitivity, Proposed Gateway High School, at Queens Hospital Center, Jamaica, Queens County, New York in February 2003. The project site was deemed not sensitive for prehistoric resources. Portions of the project site were initially determined to possess sensitivity for encountering historic features associated with a former farmstead that occupied much of the project site during the 19th century. However, further research has indicated that substantial ground disturbances have occurred across the project site during the 20th century, rendering it extremely unlikely that any historic features would have survived or retained integrity.

HPI prepared the One Jamaica Center, Archer Avenue and Jamaica Avenue, Queens, New York, The Mattone Group, Phase IA Archaeological Study report in March 1998. The Phase IA conclusions indicate that six lots and one alley on the project site possess historic archaeological sensitivity. In addition, three lots also possess prehistoric archaeological sensitivity. Phase IB subsurface testing was recommended for all areas determined to possess sensitivity.

3.6.2.3 Historic Architectural Resources

Historic architectural resources in close proximity to the project site are described below.

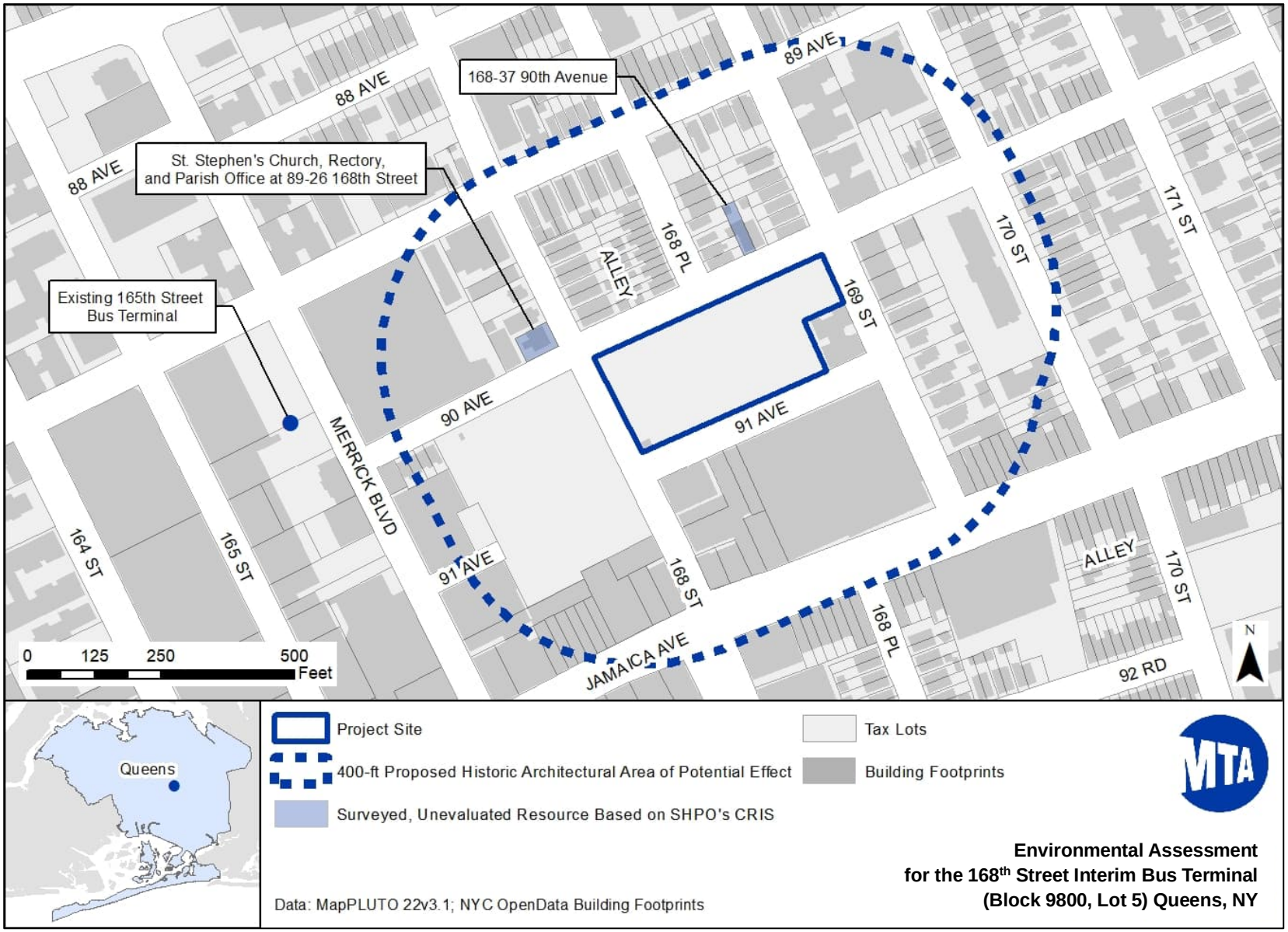
3.6.2.3.1 Historic Architectural Area of Potential Effect

The Historic Architectural APE includes all areas where the action may cause changes to land or structures and their uses, including the area of ground disturbance caused by the Proposed Project, and locations from which elements of the undertaking may be visible.

The Historic Architectural APE is characterized as a dense urban area. The focal point of the project site is a parking lot that, with the exception of the southeast corner, occupies a city block bound by 90th Avenue to the north, 91st Avenue to the south, 169th Street to the east, and 168th Street to the west. One apartment building, Ackroyd Court at 90-20 169th Street (1936), is situated at the southeast corner of the block, and is not included in the project site slated for redevelopment as the 168th Street Interim Bus Terminal. The parking lot is surrounded by mixed development, including multi-family homes, single-family homes, and apartment buildings north and east of the parking lot; and an apartment building is under construction to the west. A commercial building is located south of the parking lot. Originally known as J.W. Mays Plaza (1959), the commercial building formerly housed Mays Department Store, and currently houses Marshall's, Raymour & Flanigan Furniture, Telco Stores, and the New York State Department of Motor Vehicles. In addition, the NYPD's 103 Precinct building, likely constructed in the late 1920s, is situated at the southeast corner of 168th Street and 91st Avenue, south of the parking lot. In addition, several single-story and two-story commercial buildings are located west of the Marshall's complex, and face Jamaica Avenue and 168th Street.

The Historic Architectural APE forms a 400-foot around the project site and is adequate to consider potential direct and indirect effects. The Historic Architectural APE is featured in **Figure 3.6-2**.

Figure 3.6-2: Historic Architectural Area of Potential Effect



3.6.2.3.2 Known Historic Architectural Resources within Historic Architectural Area of Potential Effect

Research conducted on CRIS indicates that no National Register-listed or eligible resources, or resources designated by the LPC are situated within the Historic Architectural APE. Three resources were surveyed but not evaluated, and one of the three resources, a residence at 166-11 91st Avenue has been removed. **Table 3.6-2** describes the two unevaluated resources. Photos of the resources are in **Figure 3.6-3** and **Figure 3.6-4**.

Table 3.6-2: Historic Architectural Resources within Historic Architectural Area of Potential Effect

Unevaluated Resource/Unique Site Number (USN)	Description
168-37 90th Avenue USN 08101.000179	Two-story frame rowhouse that has been highly altered by application of brick and vinyl siding, and insertion of modern windows.
St. Stephen's Church, Rectory and Parish Office 89-26 168th Street USN 08101.000221	Historic church complex that has been altered over time; church sheathed in modern white brick and permastone; facades pierced by pointed stained glass windows; gable roof of church topped by spire. Rectory sheathed in modern white brick with multi-pane sash windows on first story and sliding windows in the frieze band; first story sheltered by porch supported by Doric columns. Rear concrete block building sheathed in white brick, capped by side gable roof; windows on south facade are bricked in, indicating that building may no longer function as parish office.

Figure 3.6-3: 168-37 90th Avenue

Figure 3.6-4: St. Stephen's Church

3.6.3 Environmental Impacts

Direct impacts to historic and cultural resources include, but are not limited to, physical damage or destruction of all or part of a property; physical alterations; moving or realigning a historic property; and/or isolating a property from its setting. Direct impacts may also include acquisitions of portions of property that do not include buildings or large-scale structures, but may include small-scale features such as fences, portions of driveways and sidewalks, and landscaping. Indirect impacts to historic and cultural resources may include visual, auditory, or atmospheric intrusions; shadow effects; vibrations; and changes in access or use.

3.6.3.1 Archaeological Resources

Archaeological resources usually need to be assessed for projects that would result in any in-ground disturbance. According to CEQR guidelines, which are relevant for projects in dense urban settings, in-ground disturbance is any disturbance to an area not previously excavated, including new excavation that is deeper and/or wider than previous excavation on the same site. Examples of projects that typically require assessment are:

- Above-ground construction resulting in in-ground disturbance, including construction of temporary roads and access facilities, grading, or landscaping.
- Below-ground construction, such as installation of utilities or excavation, including that for footings or piles.

Analysis of archaeological resources typically is not necessary in the following circumstances:

- Projects that would not result in ground disturbance.
- Projects that would result in disturbance only of areas that have already been recently excavated for other purposes, such as basements, concourses, sunken plazas, etc. However, if the area proposed to be excavated exceeds the previous disturbance in depth or footprint, archaeological assessment may be appropriate.

For any projects that would result in new ground disturbance (as described above), assessment of both precontact and historic resources is appropriate. Such a determination is arrived at through consultation with SHPO on the potential effects of project actions on archaeological resources. SHPO has responded to the initial consultation letter with a determination of No Impact on archaeological and/or historic properties. Therefore, a Phase IA archaeological assessment is not required for the Proposed Project.

3.6.3.1.1 No-Action Alternative – Archaeological Resources

In the No-Action Alternative, no changes to the project site are anticipated to occur by the 2024 Build Year. There would be no new construction, excavation, or disturbance in the project site. The No-Action Alternative in the project site would have no impact on potential archaeological resources within the Archaeological APE, as existing conditions would remain as is, and no subsurface disturbance would be created.

3.6.3.1.2 With-Action Condition – Archaeological Resources

Significant adverse impacts on archaeological resources are physical – disturbance or destruction – and typically occur as a result of construction activities that would not occur but for the Proposed Project. If any significant archaeological resources were identified in the project site, and the Proposed Project may disturb or destroy those resources in any way, a significant adverse impact would occur.

SHPO has determined that the Proposed Project would have No Impact on archaeological resources. The Consultation letter to SHPO and SHPO's response are included in Appendix B.

3.6.3.2 Historic Architectural Resources

The assessment of potential direct and indirect impacts of the Proposed Project on the two historic architectural resources asks three major questions for historic and cultural resources:

1. Would there be a physical change to the property?
2. Would there be a physical change to its setting, such as context or visual prominence (also known as indirect impacts)?
3. If there would be a change to the property or setting, would it alter or eliminate significant characteristics of the resource that make it important?

Assessment of impacts on resources in the Historic Architectural APE are described below. The three potential findings include:

- No Impact – Undertaking would not impact National Register-listed or eligible resources.
- No Adverse Impact – Undertaking may have potential to directly or indirectly affect historic property, but would not alter characteristics that qualify it for inclusion in the National Register, and, if relevant, impacts could be reduced through design or other means prior to implementation.
- Adverse Impact – Undertaking would directly or indirectly alter characteristics that qualify a property for inclusion in the National Register.

3.6.3.2.1 No-Action Alternative – Historic Architectural Resources

In the No-Action Alternative, no changes to the project site are anticipated to occur by the 2024 Build Year. The special permit and zoning text amendment for the mixed-use development at 166-11 91st Avenue adjacent to the project site, would not impact the two resources within the Historic Architectural APE. Therefore, the No-Action Alternative is anticipated to result in No Impact.

3.6.3.2.2 With-Action Condition – Historic Architectural Resources

The Proposed Project would occur entirely within the project site. The two historic architectural resources in the Historic Architectural APE are visible from the adjacent sidewalks to the north and west of the project site. The Proposed Project would not obstruct existing views of these visual resources from the northern and western sides of the project site.

SHPO has determined that the Proposed Project would have No Impact on historic architectural resources. The Consultation letter to SHPO and SHPO's response are included in Appendix B.

3.7 Urban Design and Visual Resources

This section considers the potential of the Proposed Project's impact on urban design and visual resources. It has been prepared in accordance with the *CEQR Technical Manual* methodologies that define urban design and visual resources. Urban design is the totality of components that may affect a pedestrian's experience of public space. Visual resources are the connection from the public realm to significant natural or built features, including views of the waterfront, public parks, landmark structures or districts, or otherwise distinct buildings, and natural resources. This section has also been prepared in compliance with the NYSDEC *Assessing and Mitigating Visual Impacts* (DEP-00-2, revised December 13, 2019), which provides guidance on assessing and mitigating effects on aesthetic and visual resources.

3.7.1 Regulatory Context

3.7.1.1 CEQR Technical Manual Guidelines

As defined in the *CEQR Technical Manual*, urban design is the totality of components that may affect a pedestrian's experience of public space. These components include the following:

- Streets – the arrangement and orientation of streets define location, flow of activity, street views, and create blocks on which buildings and open spaces are arranged. Other elements, including sidewalks, plantings, streetlights, curb cuts, and street furniture, also contribute to an area's streetscape.
- Buildings – a building's size, shape, setbacks, pedestrian and vehicular entrances, lot coverage, and orientation to the street are important urban design components that define the appearance of the built environment.
- Visual Resources -- visual resources include significant natural or built features, including important view corridors, public parks, landmarks, structures or districts, or otherwise distinct buildings.
- Open Space – open space includes public and private areas that do not include structures, including parks and other landscaped areas, cemeteries, and parking lots.
- Natural Features – natural features include vegetation, and geologic and aquatic features that are natural to the area.

Sunlight and wind conditions also affect the pedestrian experience of a given area. According to the *CEQR Technical Manual*, the construction of large buildings at locations that experience high wind conditions may result in an exacerbation of wind conditions due to "channelization" or "downwash" effects that may affect pedestrian safety. The Proposed Project would not involve the construction of tall buildings; therefore, an analysis of pedestrian wind conditions is not warranted. Regarding sunlight, the project site would remain open and continue to receive the same level of sunlight as it does in the existing conditions. Therefore, no further assessment of sunlight is warranted.

The *CEQR Technical Manual* suggests that a preliminary assessment of urban design is needed when a project may affect one or more of the elements that contribute to the pedestrian experience described above. Following the methodology of the *CEQR Technical Manual*, urban design impacts are determined "by considering the degree to which a project would result in a change to a built environment's arrangement, appearance, or functionality such that the change would negatively affect a pedestrian's experience of the area." In assessing the significance of a visual resource impact, key considerations include "whether the project obstructs important visual resources and whether such obstruction would be permanent, seasonal, or temporary; how many viewers would be affected; whether the view is unique or do similar views exist; or whether it can be seen from many other locations."

3.7.1.2 NYSDEC Guidelines

In addition to following guidance in the *CEQR Technical Manual*, the following assessment is in compliance with NYSDEC *Assessing and Mitigating Visual Impacts* (DEP-00-2), which provides guidance on assessing impacts on aesthetic and visual resources.

NYSDEC has developed a methodology for assessing and mitigating visual effects (NYSDEC, 2019). This policy was developed for NYSDEC review of Projects and defines visual and aesthetic effects, describes when a visual assessment is necessary and how to review a visual effect assessment, differentiates state and local concerns, and defines avoidance, mitigation and offset measures that eliminate, reduce, or compensate for negative visual effects. The methodology and effect assessment criteria established by the policy are comprehensive and can be used by other state and local agencies to assess potential effects.

According to DEP-00-2 certain variables can affect a viewer's perception of an object or project and the visibility of the landscape (existing vegetation, buildings, and topography), size perspective (reduction of apparent size of objects as distance increases), and atmospheric perspective.[3] Consequently, according to the NYSDEC guidance, an "impact" would occur when there is a detrimental effect on an aesthetic resource that interferes with or reduces the public's enjoyment of a resource and when the mitigating[4] effects of perspective, such as vegetation, distance, and atmospheric perspective or other designed mitigation, do not reduce the visibility of a project to insignificant levels. Beauty plays no role in this concept. Further, a visual impact may also be considered in the context of contrast. Thus, objects that may be visible but are of a similar color or reflectance to background forms, would not constitute a visual impact. NYSDEC provides further definition of an "aesthetic impact," which occurs when there is a detrimental effect on the perceived beauty of a place or structure. Mere visibility, even startling visibility of a project proposal, should not be the threshold for decision making. Instead, a project, by virtue of its visibility, must clearly interfere with or reduce the public's enjoyment and/or appreciation in the appearance of an inventoried resource.

Therefore, while the construction of the Proposed Project may be visible from certain vantage points, visibility alone is not a threshold of significance. A determination of significance depends on several factors: presence of designated historic or scenic resources within the viewshed of the project, distance between the viewer and the project, general characteristics of the surrounding landscape, and the extent to which the visibility of a project interferes with the public's enjoyment or appreciation of the resource. A significant adverse visual impact would only occur when the effects of design, distance, and intervening topography and vegetation minimize the visibility of an object and the visibility significantly detracts from the public's enjoyment of a resource (e.g., a cooling tower plume blocks a view from a State Park overlook, resulting in a diminishment of the public enjoyment and appreciation of the State Park or an impairment of the character or quality of such a place).

This assessment of visual resources includes the presence of visually sensitive and aesthetic resources in the Study Area for the purposes of assessing the visual impacts. Significant aesthetic and visual resources were identified in accordance with the NYSDEC's Program Policy DEP-00-2.

3.7.2 Existing Conditions

The assessment of urban design and visual resources focuses on the components of a Proposed Project that could potentially alter the arrangement, appearance, and functionality of the built environment. A project could result in adverse visual effects if it would negatively affect a pedestrian's experience of the area or

[3] DEP-00-2 describes "atmospheric perspective" as follows: Even on the clearest of days, the sky is not entirely transparent because of the presence of atmospheric particulate matter. The light scattering effect of these particles causes atmospheric or aerial perspective, the second important form of perspective. In this form of perspective there is a reduction in the intensity of colors and the contrast between light and dark as the distance of objects from the observer increases. Contrast depends upon the position of the sun and the reflectance of the object, among other items. The net effect is that objects appear "washed out" over great distances.

[4] DEP-00-2 uses the term "mitigating" or "mitigation" to refer to design parameters that avoid or reduce potential visibility of a project. This should not be confused with the use of the term "mitigation" with respect to mitigation of significant adverse environmental effects as required by SEQR and CEQR.

obstruct existing views of visual resources from publicly accessible viewpoints. Existing conditions in the Study Area were assessed qualitatively after a field visit.

Urban design is the totality of elements that shape and affect a pedestrian's experience of public space, which includes the sidewalks in the vicinity of the project site. The practice of urban design focuses on people and their relationship to the buildings and the parks, the streets and the waterfronts, the plazas and the natural areas around them. A visual resource is the connection from the public realm to significant natural or built features, including, but not limited to, views of the waterfront, public parks, public art, statues or sculptures, landmark structures or districts, otherwise distinct buildings or groups of buildings that may be iconic or historic, and natural resources. According to the *CEQR Technical Manual*, a preliminary assessment is appropriate when there is the potential for a pedestrian to observe, from the street level, a physical alteration beyond that allowed by existing zoning.

The project site is an existing commercial parking lot with vehicle access points on 90th Avenue and 91st Avenue. The Study Area around the project site consists of residential, commercial, and public facility/institution land uses as described in Section 2.1.1 (Land Use) and depicted in **Figure 3.1-2**. Trees line the exterior of the project site along publicly accessible sidewalks and the outside edges of the project site, and there are small trees and shrubs located within the project site interspersed within the rows of parking spots. The trees on public sidewalks surrounding the project site provide visible coverage that obstructs views of the existing commercial parking lot from the residences in the areas directly across from the project site (see **Figure 3.7-1**). Pedestrians move through the Study Area along publicly accessible sidewalks. Overall, views within the Study Area are limited to approximately one block due to the surrounding buildings along the local street network.

As described in Section 2.6 (Historic and Cultural Resources), there are two unevaluated historic architectural resources in the Study Area to the north of the project site: a two-story frame rowhouse at 168-37 90th Avenue and St. Stephen's Church, Rectory and Parish Office at 89-26 168th Street. These historic architectural resources are visible from the adjacent sidewalks to the north and west of the project site.

Figure 3.7-1: Trees Lining the North Side of the Project Site

3.7.3 Environmental Impacts

3.7.3.1 No-Action Alternative

In the No-Action Alternative, no changes to the project site are anticipated to occur by the 2024 Build Year. The land uses in the Study Area would continue to be residential, commercial, and public facility/institutions. Pedestrians would continue to move through the Study Area along publicly accessible sidewalks. Therefore, the urban design and visual resources in the No-Action Alternative would not be changed from the existing conditions.

3.7.3.2 With-Action Condition

As discussed in Section 1.1 (Project Description), the Proposed Project would construct the 168th Street Interim Bus Terminal on a commercial parking lot to serve as a terminus and departure point for ten Queens County MTA and six NICE commuter routes. It also would provide a place for rest stops, bus layovers, and bus stops where passengers board and alight from buses. Each bus stop would include a bus shelter, which would be approximately 14 feet long and five feet wide, have advertising panels on the sides, have a clear glass back, and contain seating for waiting passengers. Passengers would access buses in the project site through passenger access points along 90th Avenue to the north, 91st Avenue to the south, and 168th Street to the west. Passengers may cross the terminal lot to passenger boarding platforms along signed crosswalks (see **Figure 1.1-3**). In addition, MTA NYCT Bus would release the southwestern portion of the project site for use as the NYPD 103rd Precinct's parking lot for Precinct vehicles (see **Figure 1.1-3**). Pedestrians would move through the Study Area along publicly accessible sidewalks.

As discussed in Section 4 (Construction), the Proposed Project would require removal of some trees within the project site; however, MTA NYCT Bus would make an effort to preserve as many trees and shrubs as feasible within the project site for privacy and aesthetic purposes (see **Figure 1.1-3**). In addition, four NYCDPR sidewalk trees along the 168th Street and 169th Street sidewalks would be removed to construct driveways into the 168th Street Interim Bus Terminal.

Concrete planters would be installed on the sidewalks along 90th Avenue and 91st Avenue. The planters would beautify the streetscape surrounding the project site, enhance the pedestrian experience, and provide pedestrian access and safety from vehicles encroaching/occupying the sidewalks.

The Proposed Project would consist of three dispatcher booths, bus lanes, bus stops, and layover spaces for buses. The bus lanes and bus stop areas would be demarcated by pavement striping. the dispatcher booths would be separated from the bypass lanes and additional bus layover spaces.

As discussed in Section 3.1.3 (Land Use, Zoning and Public Policy – Environmental Impacts), there would be no changes to existing land use and zoning as a result of the Proposed Project. The Proposed Project's use of the project site are allowed as-of-right under the existing C4-5X zoning district designation.

There are two visual resources in the vicinity of the project site: a two-story frame rowhouse at 168-37 90th Avenue and St. Stephen's Church, Rectory and Parish Office at 89-26 168th Street. These historic architectural resources are visible from the adjacent sidewalks to the north and west of the project site. The Proposed Project would not obstruct existing views of the visual resources. There are no other visual resources as defined by the *CEQR Technical Manual* and NYSDEC guidelines.

The Proposed Project would have no effect on the urban design of the area surrounding the project site. The Proposed Project would be constructed on an existing open commercial parking lot. The project site would consist of multiple rows of bus stops separated by bus lanes. Each bus stop would be furnished with a NYCDOT-approved stainless-steel and glass bus shelter and a passenger boarding platform.

Views of and from the project site would remain the same as those in the existing conditions with the commercial parking lot. Pedestrians would continue to circulate in the area on publicly accessible sidewalks. Furthermore, the Proposed Project would install planters on the sidewalks along 90th Avenue and 91st Avenue to beautify the streetscape, enhance the pedestrian experience, and provide pedestrian access and safety from vehicles encroaching/occupying the sidewalks. The planters would be located on the sidewalk to allow for maximum pedestrian access and would be in compliance with the NYCDOT *Street Design Manual*. MTA NYCT Bus would be responsible to maintain the trees and shrubs within the project site and the planters placed by MTA NYCT Bus on the sidewalks.

3.7.4 Conclusion

As discussed in Section 3.7.1.1 (*CEQR Technical Manual* Guidelines), CEQR suggests that a preliminary assessment of urban design is needed when a project may have an effect on one or more of the elements that contribute to the pedestrian experience, including streets, buildings, visual resources, open space, and natural features. Urban design impacts are determined "by considering the degree to which a project would result in a change to a built environment's arrangement, appearance, or functionality such that the change would negatively affect a pedestrian's experience of the area." In assessing the significance of a visual resource impact, key considerations include "whether the project obstructs important visual resources and whether such obstruction would be permanent, seasonal, or temporary; how many viewers would be affected; whether the view is unique or do similar views exist; or whether it can be seen from many other locations." In addition, in Section 3.7.1.2 (NYSDEC Guidelines), a determination of significant impacts depends on several factors: presence of designated historic or scenic resources within the viewshed of the project, distance between the viewer and the project, general characteristics of the surrounding landscape, and the extent to which the visibility of a project interferes with the public's enjoyment or appreciation of the resource.

The Proposed Project would be allowed as-of-right in the project site's C4-5X zoning district, and the Proposed Project land uses are similar to those in the existing conditions. In addition, the only views of visual resources in the vicinity of the project site are from the publicly accessible sidewalks lining the northern and western edges of the project site. The Proposed Project would have no effect on a pedestrian's experience of the sidewalks along 90th Avenue and 91st Avenue and on sidewalks along 168th Street and 169th Street. **The Proposed Project would have no significant adverse impact on urban design and visual resources.**

3.8 Natural Resources

3.8.1 Introduction

This section considers the potential of the Proposed Project's impact on natural resources. It has been prepared in accordance with the *CEQR Technical Manual* criteria and investigative approaches. The project site and Study Area are typical highly developed urban habitat dominated by impervious man-made surfaces and structures. The Proposed Project would remove all existing surfaces and vegetation from the project site and install new asphalt pavement over the entirety of the project site and install new planters, dispatcher booths, and bus shelters.

3.8.2 Existing Conditions

The project site is dominated by impervious paved surfaces, comprising over 95 percent of the surface. The parcel is a flat paved lot, with small ticketing booths and occasional trees in planting pits or planters. Vegetation on the project site is limited to these small patches of open soil, planted with common urban trees and shrubs.

The Study Area is similarly dominated by paved impervious surfaces (roadway, buildings, and sidewalk). Natural habitats present in the Study Area are limited to small areas (less than 1000 sqft.) of mown turf and canopy trees associated with residential houses, small unmaintained margins, and street trees. All habitats are man-made and are extremely compromised and of limited ecological value.

3.8.2.1 Vegetation

Trees on the project site and surrounding sidewalk are trees of common species in the urban forest, including callery pear (*Pyrus calleryana*), basswood (*Tilia* sp.), and London planetree (*Platanus acerfolia*) (see **Figure 3.8-1**). Planters in the project site contain trees and small shrubs. Hanging baskets of ornamental herbaceous species are attached to utility poles throughout the project site and adjacent sidewalk. No other notable vegetation is present.

Figure 3.8-1 Trees Lining the South Side of the Project Site

3.8.2.2 Wildlife

The Project Area and Study Area are poor quality habitat for wildlife, and the fauna community present onsite would be typical of urban habitats. Avian species are expected to be typical of upland urban habitats, with dominant species including house sparrows (*Passer domesticus*) and European starling (*Sturnus vulgaris*). Nuisance mammals typical of urban areas are also expected to be present, dominated by Norway rat (*Rattus norvegicus*).

3.8.2.3 Geology and Soils

Soils onsite are mapped uniformly as UoA (Urban land, outwash substratus, 0 to 3 percent slopes), which are described as having cemented material from grade to 20-inch depth from surface, atop gravelly loamy sand/gravelly sand from 20 to 72 inches in depth (USDA, 2023).

A site investigation performed in March 2023 found the site to be entirely flat. Soil borings taken from the project site to a 12 ft (365 cm) depth showed a texture of medium to coarse sand with fine material and subangular gravel throughout the depth of the bore.

3.8.2.4 Floodplains and Wetlands

The project site is not in the vicinity of wetlands or waterbodies and does not occur on a floodplain. The Study Area is not within a Coastal Zone.

3.8.2.5 Groundwater

The groundwater table is mapped at being in excess of 200 cm (6 ft) below grade (USDA, 2023). Bore samples taken within the project site in March 2023 to a 365 cm (12 ft) depth did not encounter groundwater.

The Study Area is in the footprint of the Upper Glacial, Jameco, Magothy, and Lloyd Aquifers (USGS, 1971). As stated in the *CEQR Technical Manual*, the Jameco and Magothy Aquifers are sole source aquifers (SSAs) in Queens. The vicinity has a historically low water table due to the prevalence of impervious surfaces and a stormwater system that diverts precipitation into waterways (USGS, 1971). According to the United States Environmental Protection Agency (USEPA), a SSA supplies at least 50 percent of the drinking water for its service area.[5] However, no drinking water is currently withdrawn from groundwater within this portion of Queens. Local drinking water is delivered to the area via the New York City Water Supply System maintained by NYCDEP, which delivers drinking water from reservoirs and lakes located in the Hudson Valley.

Historically, between 1887 and 1996, the privately owned Jamaica Water Supply Company (JWS) operated a group of wells that served the communities of southeastern Queens, including Jamaica, and portions of Nassau County. In 1996, New York City purchased the Queens portion of the JWS and took responsibility for the delivery of drinking water to those communities served by the groundwater wells. After acquiring the JWS wells, the NYCDEP renamed the group of wells the groundwater supply system.

Located in southeastern Queens, the groundwater supply system consists of 67 supply wells at 43 well stations and several water storage tanks. The groundwater system did provide water to a limited portion of the City's distribution system in Queens until 2007 but has not operated since then.[6]

3.8.2.6 Aquatic Resources

There are no aquatic resources in the Study Area.

3.8.2.7 Water Quality

Due to the lack of surface water, and no groundwater samples, no information is available regarding water quality in the Study Area. As discussed in Section 3.8.2.5 (Groundwater), the project site is within the Jameco and Magothy Aquifers, which are SSAs. However, all local drinking water is delivered by the New York City Water Supply System, and no drinking water comes from the SSAs.

3.8.2.8 Threatened, Endangered, and Special Concern Species

The U.S. Fish and Wildlife Service (USFWS) IPaC system, and the NYSDEC Environmental Resources Mapper were consulted to determine the presence of critical habitat and protected species in the Study Area. Review of the USFWS IPaC system website indicated that the Proposed Project is within range of four endangered or threatened species and one candidate species under the jurisdiction of USFWS. These species include:

- Northern Long-eared Bat (*Myotis septentrionalis*) – Endangered;
- Piping Plover, *Charadrius melodus* – Threatened;
- Red Knot, *Calidris canutus rufa* – Threatened; and
- Monarch Butterfly, *Danaus plexippus* – Candidate.

USFWS IPaC identified no critical habitats in the Study Area. NYSDEC Environmental Resources Mapper identified no protected species or critical habitats in the Study Area.

[5] USEPA, https://www.epa.gov/dwssa/overview-drinking-water-sole-source-aquifer-program#What_Is_SSA.
[6] NYCDEP, https://www.nyc.gov/site/dep/water/groundwater-supply-system.page.

3.8.2.8.1 Protected Mammal Species

The northern long-eared bat is highly unlikely to occur in the Study Area. The northern long-eared bat is dependent on forested habitats, feeding on inserts present over waterbodies and nesting in cavities of dead or declining trees (Owen *et al.*, 2002). As habitats present in the Study Area do not provide any of these requirements, the northern long-eared bat is not expected to be present.

3.8.2.8.2 Protected Avian Species

Both the piping plover and red knot species are not expected to forage, roost, or nest in the vicinity of the Study Area. Both species are shore-nesting birds that are highly dependent on marine coastal habitats. Neither species is anticipated to be present in the Study Area.

3.8.2.8.3 Protected Insect Species

On December 17, 2020, the USFWS announced a 12-month finding to list the monarch butterfly (*Danaus plexippus*) as a threatened species under the ESA (85 FR 81813). Eastern North American monarch butterflies undergo long-distance migration. In the fall, monarchs begin migrating to their overwintering sites, a migration that can take monarchs distances up to 2,500 miles and last for over two months (Watt, 2021) before returning late the next spring. Monarch butterflies forage on vegetation during their migration. The project site and Study Area have sparse vegetation cover and monarch butterflies are not expected to utilize the area in any notable numbers. Milkweed (*Asclepias sp.*), on which the monarch butterfly is dependent for reproduction, is not expected to be present in the Study Area. The likelihood of monarch butterflies utilizing in the Study Area is considered to be very low.

3.8.3 Environmental Impacts

3.8.3.1 No-Action Alternative

In the No-Action Alternative, no changes to the project site are anticipated to occur by the 2024 Build Year. The habitat of the project site and Study Area would continue to be similar to existing conditions as no construction projects are planned for the Study Area in the 2024 Build Year. It is anticipated that the habitat would be functionally similar to the existing habitats. Natural resources in the No-Action Alternative would not change from the existing conditions.

3.8.3.2 With-Action Condition

As discussed in Section 4 (Construction), the Proposed Project would require removal of some trees within the project site; however, MTA NYCT Bus would make every effort to preserve as many trees and shrubs as feasible for aesthetic and privacy purposes (see **Figure 1.1-3**). Four NYCDPR trees on the sidewalks would be removed to construct bus driveways on 168th Street and 169th Street sidewalks.

3.8.4 Conclusion

The existing habitat is extremely compromised, of marginal value and function, and of a type common in the Study Area. The Proposed Project would not significantly affect low-quality habitat in the project site. No endangered, threatened, or otherwise protected species are expected to utilize the project site, or be present in the vicinity of the Study Area. **As such, the Proposed Project would have no significant adverse impact on natural resources.**

3.9 Hazardous Materials

3.9.1 Introduction

This section will discuss the analysis of the potential for hazardous materials within the project site and whether the Proposed Project may increase the exposure of people or the environment to hazardous materials. A hazardous material is defined in the *CEQR Technical Manual* as "any substance that poses a threat to human health or the environment", which includes heavy metals, volatile and semi-volatile organic compounds (VOC/SVOC), methane, PCBs, pesticides and hazardous wastes.

3.9.2 Existing Conditions

3.9.2.1 Phase I Environmental Site Assessment

3.9.2.1.1 Methodology

A Phase I Environmental Site Assessment (Phase I ESA) was performed for the project site. The purpose of the Phase I ESA was to provide information for use in evaluating recognized environmental conditions (RECs) associated with the project site. Per ASTM International, Designation: E1527-21, Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process (ASTM E1527-21), potential findings can include RECs, historical RECs (HRECs), controlled RECs (CRECs), de minimis conditions (DMCs) and significant data gaps as follows:

- A REC is defined by the ASTM standard as "(1) the presence of hazardous substances or petroleum products in, on, or at the subject property due to a release to the environment; (2) the likely presence of hazardous substances or petroleum products in, on, or at the subject property due to a release or likely release to the environment; or (3) the presence of hazardous substances or petroleum products in, on, or at the subject property under conditions that pose a material threat of a future release to the environment." The term includes hazardous substances or petroleum products even under conditions in compliance with laws.
- A HREC is defined as a previous release of hazardous substances or petroleum products affecting the subject property that has been addressed to the satisfaction of the applicable regulatory authority and meeting unrestricted use criteria established by a regulatory authority or authorities without subjecting the subject property to any required controls.
- A CREC is defined as a recognized environmental condition affecting the subject property that has been addressed to the satisfaction of the applicable regulatory authority or authorities with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls (activity and use limitations or other property use limitations).
- DMCs are conditions related to a release that generally do not present a threat to human health or the environment and generally would not be subject to enforcement action if brought to the attention of the appropriate governmental agencies.
- A significant data gap is a data gap that affects the ability of the environmental professional to identify a REC.

In addition, a Tier 1 vapor encroachment screening (VES) was completed as part of the Phase I ESA. This screening was conducted in general accordance with ASTM E2600-15. The objective of the VES was to evaluate if a vapor encroachment condition (VEC) exists or if a VEC does not exist.

This Phase I ESA was based on a review of existing conditions, reported pre-existing conditions, and observed operations at the subject property and adjacent properties.

3.9.2.1.2 Findings

The site visit occurred on March 15, 2023, to document the project site and surrounding area. The project site contains an approximately 1.9-acre irregularly shaped paved parking lot with a manned attendant booth located adjacent to the exit gate on the northern side, two ticket booths adjacent to the north entrance and south exit gate, and a storage shed on the southwestern corner of the project site. One two-cubic yard solid waste dumpster located on the north side of the project site, to the west of the entrance lane, and 55-gallon drums used as solid waste containers were observed throughout the property. Landscaped areas were observed on the corners of the project site as well as small trees planted in the medians between parking rows.

The project site is located in a primarily residential area in Jamaica, Queens, New York. Gasoline service stations and dry cleaners were not observed in the immediate vicinity (approximately 500 feet) of the project site. Other off-site sources of concern were not identified in the immediate vicinity of the project site.

The project site was first developed with a number of residences in 1897. By 1901, commercial structures, including a steam laundry were present on the site. Mixed residential and commercial use of the site continued through at least 1951 with commercial uses including a tailor shop and cleaner, awning manufacturer, and auto repair. By at least 1961, all on-site structures had been razed and the project site redeveloped as a paved parking lot which remains in use to the present day.

The surrounding area is primarily residential; however historical commercial uses including auto repair, blacksmithing, and a steam laundry were noted in historical records reviewed.

The following RECs in the project site and/or in the Study Area were identified during this assessment:

- The project site was historically occupied by a steam laundry from at least 1901 to 1912; and by a tailor shop and cleaner in at least 1939. No information was available to determine if dry cleaning activities were performed on-site. The potential historic use of the project site as a dry-cleaning facility is considered a REC and Area of Concern (AOC) 1. AOC 1 is located in the northwest corner of the project site.
- The project site was historically occupied by an auto repair facility and an awning manufacturer in at least 1925. No records indicate the extent of automotive repairs on the site or the historic use and disposal of petroleum products or other chemicals associated with auto repair and manufacturing operations on the project site. The potential historic use of the project site for auto repair and awning manufacturing is a REC and AOC 2. AOC 2 is centered along the project site's southern boundary adjacent to 91st Avenue.
- The property adjacent to the south of the project site contains the historic locations of a blacksmith (1891-1925), an auto repair shop with a gasoline tank (1912), and a steam laundry (1925). No information was available to determine if dry cleaning activities were performed on-site, or the extent of vehicular maintenance; however, the potential use of this adjacent site for metal working, dry-cleaning, and auto repair and fueling is a REC.
- The project site was occupied by residential dwellings and commercial properties from at least 1897 until 1961 when the buildings were razed. No information was available regarding disposition of the demolition debris. Historic below grade foundations and suspect buried debris, including the potential for buried heating oil tanks, have the potential to impact the site and are RECs.
- The property adjacent to the south of the project site contains the historic location (1912 Sanborn) of an auto repair facility with a 200-gallon underground storage tank. Due to the lack of tank closure documentation, this off-site UST is considered a REC to the site.
- The property adjacent to the southwest corner of the project site is currently occupied by the NYPD 103rd Precinct. The police garage contained two 550-gallon gasoline above ground storage tanks (ASTs) in contact with soil. Spill # 9511826 was reported on 12/18/1995 due to findings of gasoline contaminated soil in the garage area. The two 550-gallon gasoline ASTs and associated pumps

located in the garage were removed in 1996 and the case is listed as closed. No additional information was provided in the EDR report. Based on the lack of closure documentation, this off-site spill case is considered a REC to the site.

The Phase I ESA is located in Appendix C.

3.9.2.2 Phase II Environmental Site Assessment

A Phase II ESA was conducted in general accordance with ASTM standard E1903-19 to investigate whether the project site was impacted by the six RECs identified in the Phase I ESA summarized in Section 3.9.2 (Existing Conditions). The Phase II ESA is located in Appendix C.

Based on the data collected during the Phase II ESA, AOCs 1 and 2 at the project site do not appear to be impacted by their former uses. There were no exceedances of the commercial use and industrial use soil clean-up objectives (SCOs) in the soil samples collected, and one sample collected contained a lead level that exceeded the residential, restricted residential, and protection of groundwater SCO criteria. See Figure 2 in the Phase II ESA (Appendix C) for the locations of AOCs 1 and 2.

Five anomalies were detected at the project site, two anomalies were consistent with the presence of concrete slabs indicative of formerly demolished structures. Three anomalies may be indicative of the presence of abandoned underground storage tanks (USTs). Construction of the Proposed Project would not require excavation or any subsurface intrusive activities. Therefore, the Proposed Project would not disturb the subsurface, and no further investigation of the subsurface would be required.

3.9.3 Environmental Impacts

3.9.3.1 No-Action Alternative

In the No-Action Alternative, no changes to the project site are anticipated to occur by the 2024 Build Year. There would be no new construction, excavation, or disturbance in the project site. The No-Action Alternative in the project site would have no effect on RECs within the Study Area, as existing conditions would remain as is, and no subsurface disturbance would be created.

3.9.3.2 With-Action Condition

As discussed in Section 1.1 (Project Description), the Proposed Project would construct the 168th Street Interim Bus Terminal on a commercial parking lot and place passenger boarding platforms over the asphalt pavement. Dispatcher booths, bus shelters, and planters would also be installed on top of the asphalt pavement. Bus shelters would be anchored to the asphalt pavement and require no subsurface excavation. Demolition activities would include the demolition of raised concrete tree pits in the project site and the removal of existing trees and existing ticketing booths. No subsurface excavation would be required to prepare the project site. Therefore, additional investigations for USTs recommended under the Phase II ESA are not required.

3.9.4 Conclusion

The potential for significant adverse impacts from contaminated materials can occur when: a) contaminated materials exist on a site; b) a project would increase pathways to their exposure; or c) a project would disturb and/or introduce new activities or processes containing contaminated materials. The Proposed Project would not include subsurface excavation.

3.10 Water and Sewer Infrastructure

3.10.1 Introduction

The *CEQR Technical Manual* requires that environmental assessments include a discussion of how projects may affect the City's water and sewer infrastructure systems. In cases where the potential for adverse impacts are identified, detailed analyses are required to determine if an impact is significant, and, if so, what mitigation strategies may be appropriate.

This section assesses the potential for the Proposed Project to adversely impact the infrastructure, treatment and demand for sewer and water service in the Study Area. This section provides an overview of the existing water and sewer infrastructure and the potential for the Proposed Project to have an impact on the physical components or the treatment/demands upon the water and sewer systems. The Proposed Project is located in an area of New York City with a "separate system," meaning that the project site is served by separate storm and sanitary sewers. In these areas, sanitary sewage is sent to Wastewater Resource Recovery Facilities (WRRFs) and stormwater is sent untreated through separate sewers and outfalls into the nearest waterway.

The *CEQR Technical Manual* indicates that significant effects on water and sewer infrastructure would be expected when a project results in physical changes to the infrastructure or in situations where a project will increase demands for these services or affect treatment capacities. The potential for effects on this infrastructure and its capacities has been evaluated using the *CEQR Technical Manual* guidelines for infrastructure assessment.

3.10.2 Existing Conditions

The project site is an existing parking lot with two out-of-service ticketing booths at the 90th Avenue and 91st Avenue entrances and an electrical room structure in the southwest corner of the lot. A four-story apartment building (Ackroyd Court, 90-20 169th Street) is located in the southeast corner of the same block as the project site, but it is not part of the project site or the Proposed Project. The following assessment lists the infrastructure and utilities servicing the project site.

3.10.2.1 Water

The project site does not receive potable water. Potable water is provided in the vicinity of the project site by the New York City Department of Environmental Protection (NYCDEP) Bureau of Water.

3.10.2.2 Wastewater

There is no wastewater discharged from the project site. Sanitary wastewater in the vicinity of the project site is discharged to sewers that are serviced by a NYCDEP wastewater treatment plant.

3.10.2.3 Stormwater

Stormwater from the project site drains to the numerous stormwater catch basins located throughout the paved portions of the project site. The project site is connected to the municipal stormwater sewer system.

3.10.3 Environmental Impacts

The *CEQR Technical Manual* indicates that a project that results in physical changes to the infrastructure, increases demand for services, or affects capacities, has the potential for significant effects on sewer and water resources. A preliminary infrastructure analysis is needed if the project:

- Would result in an exceptionally large demand for water (e.g., those that are projected to use more than one million gallons per day such as power plants, very large cooling systems, or large developments); or

- Is located in an area that experiences low water pressure (e.g., areas at the end of the water supply distribution system such as the Rockaway Peninsula and Coney Island).

If the project does not meet these thresholds, no further analysis is needed.

For wastewater and stormwater treatment, projects of a certain size, location, and type have the potential for significant adverse impacts to the City's infrastructure and water quality. The City's sewers are sized and designed based on a designated zoning for an area, the surrounding population density, and surface coverage characteristics. Projects that would increase density, are located in areas of concern, or would substantially increase impervious surface would require further analysis for potential effects to the City's wastewater and stormwater infrastructure. A preliminary infrastructure analysis would be needed if the project:

- Is located in a combined sewer area and would exceed the following incremental development of residential units or commercial, public facility, and institution and/or community facility space above the predicted Future without Project scenario:
  - 1,000 residential units or 250,000 sqft. of commercial, public facility, and institution and/or community facility space or more in Manhattan; or
  - 400 residential units or 150,000 sqft. of commercial, public facility and institution and/or community facility space or more in the Bronx, Brooklyn, Staten Island, or Queens.
- Is located in a separately sewered area and would exceed the incremental development (above the predicted Future without Project scenario) of residential units or commercial, public facility and institution and/or community facility per site indicated in **Table 3.10-1**.
- Is located in an area that is partially sewered or currently unsewered.
- Involves development on a site five acres or larger where the amount of impervious surface would increase.
- Would involve development on a site one acre or larger, where the amount of impervious surface would increase and one of the following would apply:
  - Located in the Jamaica Bay watershed, or
  - Located in certain drainage areas, including Bronx River, Coney Island Creek, Flushing Bay and Creek, Gowanus Canal, Hutchinson River, Newtown Creek, and Westchester Creek.
- Would involve construction of a new stormwater outfall that requires federal and/or state permits.

Table 3.10-1: Thresholds for Existing Zoning Districts for Water and Sewer Analysis

Existing Zoning Districts	Number of Residential Units or Commercial/Public and Institution/Community Facility Use
R1, R2, or R3	25 residential units or 50,000 sqft. of commercial/public and institution/community facility use
R4, R5	50 residential units or 100,000 sqft. or commercial/public and institution/community facility use
All remaining zoning designations, including C, M, and Mixed-use districts	100 residential units or 100,000 sqft. or commercial/public and institution/community facility use.

Source: CEQR Technical Manual, Chapter 13, Water and Sewer Infrastructure

3.10.3.1 No-Action Alternative

In the No-Action Alternative, no changes to the project site are anticipated to occur by the 2024 Build Year. There would be no changes to the existing water and sewer infrastructure at the project site.

3.10.3.2 With-Action Condition

The Proposed Project would not require new water or sewer connections.

3.10.4 Conclusion

The Proposed Project does not meet the criteria listed in Section 3.10.3 (Environmental Impacts) above for a detailed infrastructure analysis. The Proposed Project would not result in an exceptionally large demand for water and is not located in an area that experiences low water pressure. Regarding wastewater and stormwater treatment, the Proposed Project is not located in a combined sewered area. It is located in a separately sewered area but does not exceed the development thresholds for residential and commercial areas. Although the Proposed Project is located within the Jamaica Bay Watershed, the Proposed Project would not increase the amount of impervious surface on the project site. **Based on these criteria, a detailed water and sewer infrastructure analysis is not warranted. The Proposed Project would have no significant adverse impact on water and sewer infrastructure.**

3.11 Solid Waste and Sanitation Services

In New York City, the New York City Department of Sanitation (DSNY) is responsible for managing municipal solid waste (MSW) and everyday residential and institutional garbage. DSNY does not collect commercial MSW, which includes commercial waste, construction demolition debris, fill material, hazardous materials and dredge spoils. This waste collection is managed by the private sector. Private sector collection consists of land-based transfer stations where locally based collection trucks transfer materials for long-haul export. The transfer stations are located in M3 manufacturing zoning districts.

3.11.1 Methodology

The *CEQR Technical Manual* requires a detailed analysis if a project would have the potential to cause a substantial increase in solid waste production that could overburden the existing waste management capacity. A detailed analysis would be conducted if the project would:

- Exceed 50 tons per week or more of solid waste generation;
- Involve the construction, operation, or closing of any type of regulated solid waste management facility, DSNY district garage, or borough repair shop; or
- Involve a change to public or private waste collection.

3.11.2 Existing Conditions

The project site is an existing commercial parking lot with small out-of-service ticketing booths on the northern and southern sides of the facility. There are no employees operating at the existing commercial parking lot.

3.11.3 Environmental Impacts

3.11.3.1 No-Action Alternative

In the No-Action Alternative, no changes to the project site are anticipated to occur by the 2024 Build Year. There would be no changes to the existing solid waste and sanitation services at the project site.

3.11.3.2 With-Action Condition

For the purposes of the solid waste and sanitation preliminary screening, the most conservative estimate is that a maximum of 16 bus drivers, three dispatchers, and one supervisor would be at the project site if buses from each bus route are present, which is a total of 20 employees.

3.11.4 Conclusion

To calculate the estimated waste generation for the Proposed Project during operations, a conservative solid waste generation rate for commercial facilities was used, which is associated with General Retail facilities according to the *CEQR Technical Manual*. Using the Printing and Publishing rate of 79 pounds per week per employee (for 20 employees), the Proposed Project would generate 1,580 pounds of solid waste per week. Thus, the Proposed Project would not generate more than 50 tons of waste per week, the threshold for a detailed analysis. The Proposed Project also would not involve the construction, operation or closing of a regulated solid waste management facility and would not involve a change to public or private waste collection. In addition, the solid waste management practices in the project site would be consistent with the DSNY *Final Comprehensive Solid Waste Management Plan* (Department of September 2006) stipulations for managing commercial solid waste. **As a result, a detailed analysis for solid waste and sanitation is not warranted. The Proposed Project would have no significant adverse impact on solid waste and sanitation.**

3.12 Energy

This section examines the potential for energy impacts from the Proposed Project on existing utility infrastructure in the Study Area. According to the *CEQR Technical Manual*, the analysis of energy "focuses on a project's consumption of energy and, where relevant, potential effects on the transmission of energy that may result from the project. The assessment evaluates energy sources typically used in a project's operation (HVAC, lighting, etc.) and includes electricity, fossil fuels (oil, coal, gas, etc.), nuclear power, hydroelectric power, and occasionally, miscellaneous fuels like wood, solid waste, and other combustible materials." The purpose of the analysis is to determine if the Proposed Project would result in a significant impact on energy supply and to ensure that the City's power supply and transmission systems have the capacity to meet future demand.

Measuring incremental energy demand begins with assessing the net increase of energy required to operate a project. Typically, operational energy includes "heating, cooling, lighting, pumps, fans, domestic hot water, plug loads, and elevators." Operational energy consumption is measured in British Thermal Units (BTUs), the quantity of heat required to raise the temperature of one pound of water one-degree Fahrenheit.

This analysis evaluates the energy consumption required for operation of the three dispatcher booths.

3.12.1 Existing Conditions

Con Edison provides electricity to the project site. Electricity is required for the light poles that are located within and along the perimeter of the project site. In addition, electricity is connected to the out-of-service ticketing booths and the electricity room in the project site.

3.12.2 Environmental Impacts

3.12.2.1 No-Action Alternative

In the No-Action Alternative, no changes to the project site are anticipated to occur by the 2024 Build Year. There would be no changes to the existing electrical infrastructure at the project site.

3.12.2.2 With-Action Condition

The 168th Street Interim Bus Terminal would include three dispatcher booths and bus stops with passenger boarding platforms and bus shelters. The existing lighting and electrical power would remain as is. Each dispatcher booth is approximately 36 sqft., which totals 108 sqft. for all three booths.

The energy consumption associated with these new dispatcher booths is calculated to be approximately 27.1 million BTUs annually. This is based on the *CEQR Technical Manual*-provided energy index of 250.7 thousand BTUs annually per square foot for an institutional building (i.e., total annual energy consumed = 108 sqft. x 250.7 x 1,000 BTU/sqft. = 27.1 million BTUs).

3.12.3 Conclusion

Based on the available 2020 energy consumption annual rate of 166 million BTUs per capita for New York State,[7] the increase of 27.1 million BTUs in energy consumption as a result of the Proposed Project is not considered significant and is equivalent to the annual energy consumed by approximately 0.2 persons. **Thus, the Proposed Project would have no significant adverse impacts on energy.**

[7] U.S. Energy Information Administration, Rankings: Total Energy Consumed Per Capita, 2020. https://www.eia.gov/state/rankings/. Accessed on May 1, 2023.

3.13 Transportation

3.13.1 Introduction

The *CEQR Technical Manual* recommends a two-tier screening process for the preparation of a "preliminary analysis" to determine if quantified analyses of transportation conditions are warranted. As discussed below, the preliminary analysis begins with a trip generation analysis (Level 1) to estimate the volume of person and vehicle trips attributable to the Proposed Project. If the Proposed Project is expected to result in fewer than fifty peak hour vehicle trips and fewer than 200 peak hour transit or pedestrian trips, further quantified analyses are not warranted.

When these thresholds are exceeded, detailed trip assignments (Level 2) are performed to estimate the incremental trips for specific transportation elements and to identify potential locations for further analyses. If the trip assignments show that the Proposed Project would result in fifty or more peak hour vehicle trips at an intersection, 200 or more peak hour subway trips at a station, fifty or more peak hour bus trips in one direction along a bus route, or 200 or more peak hour pedestrian trips traversing a pedestrian element, then further quantified analyses may be warranted to assess the potential for significant adverse impacts on traffic, transit, pedestrians, parking, and vehicular and pedestrian safety.

This section addresses the potential impacts of the Proposed Project on transportation services and safety in the vicinity of the project site. Specifically, it discusses the effects of the buses and passengers rerouted from the existing 165th Street/Jamaica Bus Terminal on traffic conditions in the area. It also addresses the adequacy of existing parking supply in the area to accommodate vehicles currently parked within the public, paid commercial parking lot that would be displaced from the 168th Street Interim Bus Terminal. Further, existing and potential future safety issues are identified and discussed.

This section summarizes the results of a transportation assessment carried out in support of the Proposed Project. The transportation assessment was conducted and approved in coordination with NYCDOT. For details on the assessment methodology and detailed traffic, parking, transit, and pedestrian data and results, refer to the complete traffic study in Appendix D.

3.13.2 Existing Conditions

3.13.2.1 Traffic Analysis

3.13.2.1.1 Study Area and Study Intersections

For purposes of the traffic study, a Transportation Study Area has been defined as the area bounded by Hillside Avenue to the north, 169th Street to the east, Jamaica Avenue to the south, and 168th Street to the west. This area includes the ten intersections identified for detailed analyses.

The following ten intersections, as shown in **Figure 3.13-1**, were selected for detailed traffic analyses during the weekday AM, Midday and PM peak hours. They include eight signalized, and two unsignalized intersections proximate to the project site that have the potential to experience changes in traffic operations as a result of the Proposed Project. The study intersections are as follows:

1. Hillside Avenue/169th Street (signalized)
2. 88th Avenue/168th Street (unsignalized)
3. 88th Avenue/169th Street (unsignalized)
4. 89th Avenue/168th Street (signalized)
5. 89th Avenue/169th Street (signalized)
6. 90th Avenue/168th Street (signalized)
7. 90th Avenue/169th Street (signalized)

8. Hillside Avenue/168th Street (signalized)
9. Jamaica Avenue/168th Street (signalized)
10. Jamaica Avenue/169th Street (signalized)

3.13.2.1.2 Roadway Network

The project site is well served by highway access being located less than a mile south of the Grand Central Parkway and approximately 1.25 miles east of the Van Wyck Expressway (I-678). Local access is provided by Hillside Avenue to the north, 168th Street to the west, Jamaica Avenue to the south and 169th Street to the east.

The physical and operational characteristics of the major streets comprising the roadway network within the Transportation Study Area are described as follows:

- *Jamaica Avenue* is a two-way east-west Principal Arterial roadway. It extends from Pennsylvania Avenue in Brooklyn on the west to the Cross Island Parkway on the east. In the Transportation Study Area, Jamaica Avenue provides two travel lanes and one parking lane in each direction, with left turn lanes and right-turn bays at major intersections. West of 168th Street, Jamaica Avenue was recently transformed into a busway; all westbound vehicles, except trucks and buses, are required to turn either left or right onto 168th Street. Several MTA bus routes use Jamaica Avenue.
- *Hillside Avenue* is a two-way, east-west Principal Arterial roadway. It extends from Myrtle Avenue on the west to Willis Avenue in Nassau County on the east. In the Transportation Study Area, Hillside Avenue provides two travel lanes and one parking lane in each direction, with left-turn lanes at major intersections. Several MTA and NICE bus routes use Hillside Avenue, including the Q1, Q2, Q3, Q17, Q36, Q43, Q76, Q77, N1, N6, N22, N24, and N26 routes.
- *168th Street* is a north-south Minor Arterial roadway. It extends from Liberty Avenue on the south to Francis Lewis Boulevard on the north. In the Transportation Study Area, 168th Street is a one-way northbound roadway between Jamaica Avenue and Hillside Avenue. A “red-painted” Bus-Only lane exists on the easterly curb lane of 168th Street between 90th Avenue and Hillside Avenue serving the Q17 bus route, and the Q6, Q8, Q9, and Q41 bus routes use a portion of this Bus-Only lane. In the Transportation Study Area, 168th Street generally provides one travel lane, and limited curbside parking on the west side of the roadway (the east side accommodates the bus-only lane).
- *169th Street* is a Minor Arterial roadway in the Transportation Study Area; outside of the Transportation Study Area, it is a local roadway. It extends from Foch Boulevard on the south to Utopia Parkway on the north. In the Transportation Study Area, 169th Street is a one-way southbound roadway between Hillside Avenue and Jamaica Avenue. 169th Street generally provides one travel lane and curbside parking on both sides of the roadway. The Q30 and Q31 bus routes operate on 169th Street.
- *90th Avenue* is a Collector roadway in the Transportation Study Area; outside of the Transportation Study Area it is a local roadway. It extends, interruptedly, from Sutphin Boulevard on the west to Braddock Avenue on the east. In the Transportation Study Area, 90th Avenue is a one-way eastbound roadway with one travel lane and one parking lane on the north side of the roadway. Illegal parking is prevalent on the sidewalk on the south side of 90th Avenue between 168th Street and 169th Street often protruding into the south curb lane on 90th Avenue. 90th Avenue provides entry to and exit from the existing parking lot (the project site) via one entrance driveway and one exit driveway. A secondary entry/exit driveway of the project site is located on 91st Avenue, just west of 169th Street.

3.13.2.1.3 Capacity Analysis

An intersection capacity analysis was performed for each of the study intersections to determine the level-of-service (LOS) for each lane group at each intersection during the weekday AM, Midday, and PM peak

hours. LOS is a measure based on the average delay that motorists would experience when traveling through an intersection. Each LOS is defined in the *Highway Capacity Manual* (HCM) as follows:

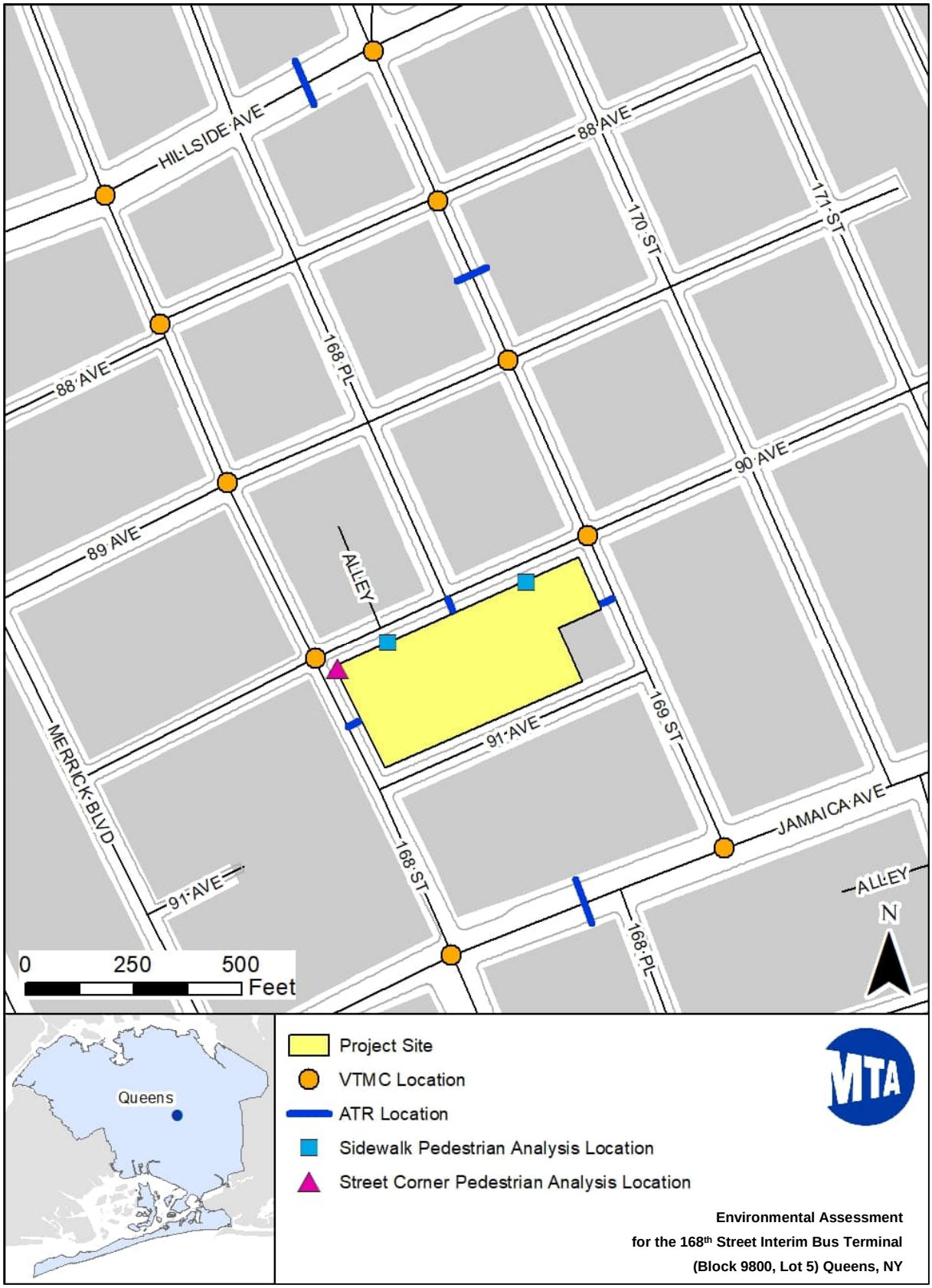
- LOS A describes traffic operations with very low delay. This occurs when signal progression is extremely favorable, and most vehicles arrive during the green phase. Most vehicles do not stop at all.
- LOS B describes operations with low, but increased delay. This generally occurs with good progression and/or short cycle lengths. Again, most vehicles do not stop at the intersection.
- LOS C describes operations with moderate delay. These higher delays may result from fair progression and/or longer cycle lengths. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping. LOS D describes operations with heavy delay.
- At LOS D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high v/c ratios. Many vehicles stop, and the proportion of vehicles not stopping declines substantially.
- LOS E describes very heavy delay. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios near capacity.
- LOS F typically describes ever increasing delays as queues begin to form. This is considered to be unacceptable to most drivers. This condition often occurs with oversaturation, i.e., when arrival flow rates exceed the capacity of the intersection. It may also occur at high v/c ratios with cycle failures. Poor progression and long cycle lengths may also be contributing to such delays.

All lane groups at each study intersection operate at LOS D or better, except for the following at the signalized intersection at Hillside Avenue/169th Street*:*

- The southbound through movement operates at LOS F during the AM peak hour, and at LOS E during the Midday and PM peak hours.
- The southbound left turn movement operates at LOS E during the PM peak hour.

The complete results of the capacity analysis for the study intersections are provided in Appendix D.

Figure 3.13-1: Study Intersections



3.13.2.2 Parking

A comprehensive parking survey was conducted for both on-street and off-street facilities within the Parking Survey Study Area, which is approximately a 0.25-mile radius around the project site and preliminarily identified as the area bounded by 162/163rd Streets on the west, Hillside Avenue on the north, 172nd/173rd Streets on the east, and Archer Avenue on the south (see **Figure 3.13-3**).

3.13.2.2.1 On-Street Parking

The parking survey included all block faces in the Parking Survey Study Area for on-street parking. Parking utilization (number of vehicles parked) on each block face was observed and documented for every hour between 5 AM and 7 PM on Wednesday, April 26, 2023. This was done by a drive-by survey, with at least two observations made during each hour. In addition, curbside parking regulations were inventoried.

On-street parking capacity varies hourly due to different curbside parking regulations that are in effect throughout the day. For all on-street spaces in the Parking Survey Study Area combined, hourly capacities vary from approximately 1,227 spaces at 8 AM to approximately 1,494 spaces at 6 AM.

The utilization of on-street parking varies from 79 percent between 5 AM and 6 AM to 121 percent between 3 PM and 4 PM. Consistently between 8 AM and 7 PM, utilization of on-street parking exceeds the legal capacity in the Parking Survey Study Area with as many as 264 illegally parked vehicles recorded in the Parking Survey Study Area between 3 PM and 4 PM.

3.13.2.2.2 Off-Street Parking

Four off-street public parking facilities (lots and garages), including the project site, were surveyed in the Parking Survey Study Area (see **Figure 3.13-2** and **Figure 3.13-3**).

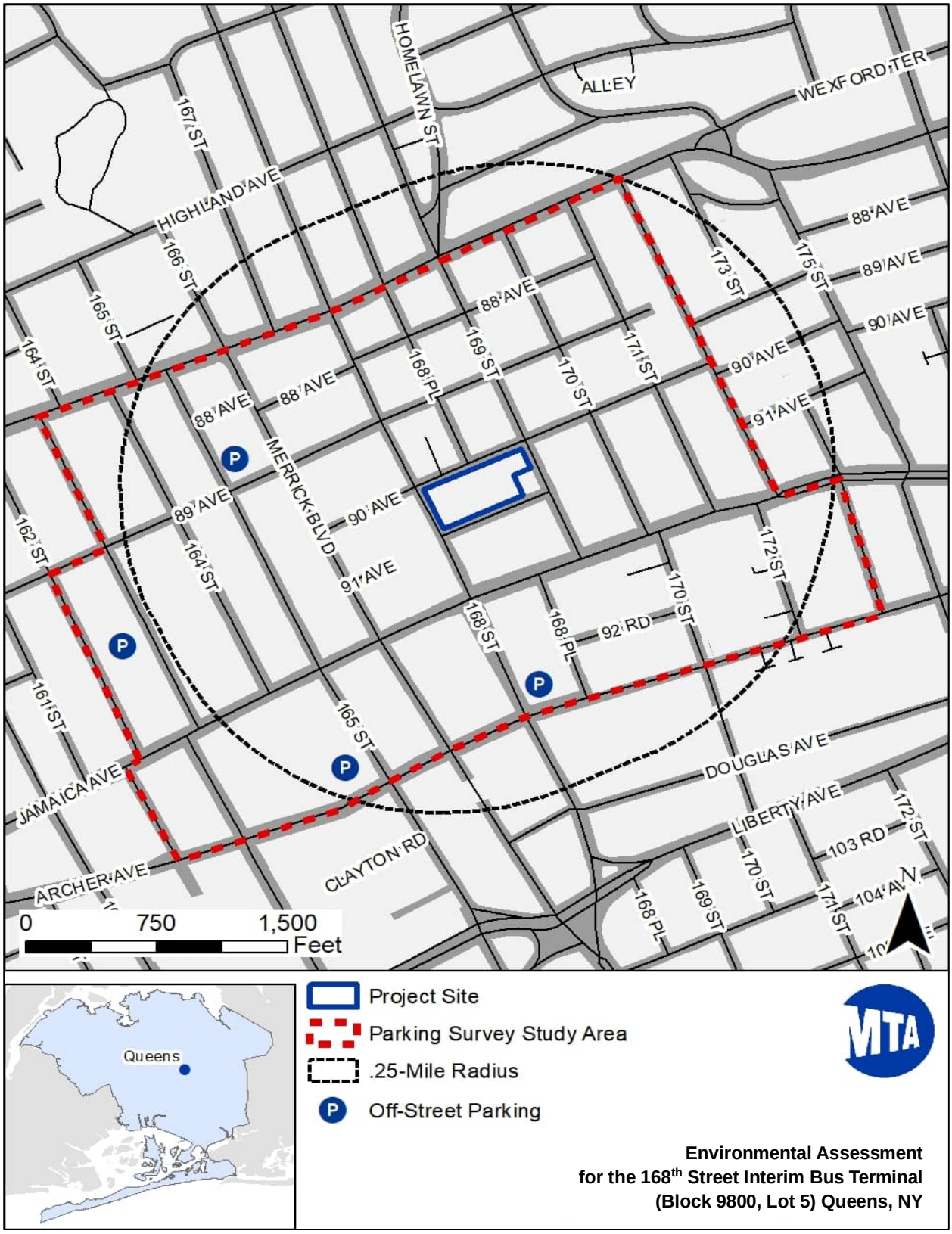
Off-street parking capacity for each of the four parking facilities was assessed during a 14-hour survey period from 5 AM to 7 PM. As shown in **Table 3.13-1**, the project site, which is a paid, public parking facility, has a posted capacity of 253 cars. The highest parking accumulation occurred between 2 and 3 PM when 137 vehicles were parked, representing 54 percent of the lot's capacity. The three other off-street parking facilities surveyed are also paid, public parking facilities with a combined capacity of 1,156 cars. Overall, the highest parking accumulation occurred between 11 AM and 12 noon, when 842 vehicles were parked, representing 73 percent of the facilities' combined capacities, and 314 available (unoccupied) parking spaces.

Table 3.13-1: Off-Street Parking Facilities Surveyed

Name of Parking Facility	Location	Capacity
Impark (project site)	168-36 90th Avenue	253 spaces
Jamaica First Parking	162nd Street	405 spaces
Jamaica First Parking	Archer Avenue	601 spaces
165th Street Parking, Inc.	165th Street	150 spaces

Figure 3.13-2: Existing Commercial Parking Lot (the Project Site)

Figure 3.13-3: Parking Survey Study Area



3.13.2.3 Transit

This area of Jamaica is well served by subway and bus service. The nearest subway station is the 169th Street station on the F line located at Hillside Avenue/169th Street. The Long Island Railroad (LIRR) Jamaica Station is located approximately one mile southwest of the project site at Archer Avenue and Sutphin Boulevard. Bus service in the area is provided by numerous bus routes including the 16 Queens County MTA and NICE bus routes that currently use the existing 165th Street/Jamaica Bus Terminal.

MTA bus routes serve local routes in eastern Queens to the north, east, and south of Jamaica. NICE bus routes serve local routes in Nassau County while also operating services into Queens and Suffolk Counties. Both MTA and NICE bus routes are currently served at the existing 165th Street/Jamaica Bus Terminal.

The existing 165th Street/Jamaica Bus Terminal is centrally located for MTA and NICE bus routes originating and terminating at the terminal and providing local bus service throughout eastern Queens (to the north, east, and south), Nassau County, and western Suffolk County. As a gateway to the New York City regional transit networks, commuters arriving at the existing 165th Street/Jamaica Bus Terminal are in close proximity to local routes, regional bus route transfer locations, and MTA Subway E, F, and J lines.

3.13.2.4 Pedestrians (Passengers)

The *CEQR Technical Manual* indicates that a detailed pedestrian analysis be performed for projects that are likely to generate 200 or more net incremental pedestrian trips during any peak hour on any one pedestrian element (i.e., a sidewalk, crosswalk, or corner). To determine whether detailed analyses are warranted for the Proposed Project, Level 1 and Level 2 screening assessments were performed to determine if, and which pedestrian elements would exceed the screening threshold, and therefore subject to further analyses. For the purposes of the detailed pedestrian analysis, pedestrians are referred to as passengers.

3.13.2.4.1 Level 1 Screening Assessment

The Level 1 screening assessment focuses on the number of peak hour passenger trips projected to be generated by the Proposed Project. The Proposed Project would not generate any “new” trips; however, passengers who currently walk to and from the existing 165th Street/Jamaica Bus Terminal before boarding and after disembarking buses at the existing 165th Street/Jamaica Bus Terminal would be “reassigned” to the 168th Street Interim Bus Terminal at the project site.

Table 3.13-2 shows the number of passengers boarding and disembarking at the existing 165th Street/Jamaica Bus Terminal, excluding bus-to-bus transfers during the weekday AM, Midday and PM peak hours, as well as the daily volumes. These would be the same number of passengers walking to and from the 168th Street Interim Bus Terminal.

Table 3.13-2: Peak Hour Passenger Counts at Existing 165th Street/Jamaica Bus Terminal

Time	Passengers Boarding	Passengers Disembarking	Total
AM	187	257	444
Midday	251	148	399
PM	393	186	579
Daily	3,945	2,761	6,706

As shown in **Table 3.13-2**, the combined number of passengers boarding and disembarking at the existing 165th Street/Jamaica Bus Terminal exceed the Level 1 CEQR screening threshold of 200 pedestrians per hour during every peak hour. Therefore, a Level 2 screening was conducted.

3.13.2.4.2 Level 2 Screening Assessment

The Level 2 pedestrian screening assessment focused on the distribution of passenger trips to and from the existing 165th Street/Jamaica Bus Terminal and using the embarking and disembarking counts shown in **Table 3.13-2**. These passenger trips were then assigned to the 168th Street Interim Bus Terminal in the project site as described below to portray the numbers of passenger trips at the study intersections in the Transportation Study Area.

3.13.2.4.2.1 Trip Distribution

Passenger trip distribution, in terms of the general directions from which passengers arrived before boarding buses and the directions where they moved after disembarking buses was based on the results of a localized origin-destination survey conducted at the existing 165th Street/Jamaica Bus Terminal in May 2023 during the AM, Midday, and PM peak periods The number of passengers arriving at and departing the existing 165th Street/Jamaica Bus Terminal to the east, west, north and south were observed, counted and documented as shown in **Table 3.13-3**. Only pedestrians arriving at and departing from the existing 165th Street/Jamaica Bus Terminal were included in the survey.

Table 3.13-3: Passenger Origin-Destination Survey Results at the Existing 165th Street/Jamaica Bus Terminal

	Passenger Counts			Percentage		
Observed Passenger Origin-Destination	**AM**	**Midday**	**PM**	**AM**	**Midday**	**PM**
To/From North	170	221	182	23%	17%	12%
To/From South	192	475	596	27%	38%	41%
To/From East	178	218	208	25%	17%	14%
To/From West	182	354	479	25%	28%	33%
All Directions	722	1,268	1,465	100%	100%	100%

During the weekday AM peak period, passenger trip distribution was generally equally spread out in all four directions. During the Midday and PM peak periods, more pedestrians walked to/from the south and west, likely associated with the concentration of commercial activities on Jamaica Avenue located south of the existing 165th Street/Jamaica Bus Terminal, and the 165th Street shopping corridor located west of the existing 165th Street/Jamaica Bus Terminal.

3.13.2.4.2.2 Trip Assignment

The passenger trip distribution for the existing 165th Street/Jamaica Bus Terminal were assigned to the study intersections in the vicinity of the project site to quantify the numbers of passengers boarding and disembarking buses if the buses at the existing 165th Street/Jamaica Bus Terminal were located in the project site in the existing conditions. As shown in **Table 3.13-4**, these passengers walking to and from the project site were assigned to pedestrian facilities (sidewalks, crosswalks, and corners) based on their general direction of origins and destinations in accordance with the origin-destination survey results at the existing 165th Street/Jamaica Bus Terminal (see **Table 3.13-3**).

Table 3.13-4: Passenger Assignment at the Project Site

Pedestrian Facility	AM	Midday	PM
Sidewalks			
90th Avenue between 168th Street and 168th Place	162	146	225
90th Avenue between 169th Street and 168th Place	192	140	177
168th Street between 89th Avenue and 90th Avenue	107	90	131
169th Street between 89th Avenue and 90th Avenue	107	68	77
168th Street between 91st Avenue and 90th Avenue	60	76	118
168th Street between Jamaica Avenue and 91st Avenue	60	76	118
169th Street between 91st Avenue and 90th Avenue	30	38	59
169th Street between Jamaica Avenue and 91st Street	60	76	118
91st Avenue between 169th Street and Parking entrance/exit	30	38	59
Crosswalks			
90th Avenue and 168th Street	107	90	131
Corners			
90th Avenue and 168th Street	162	146	225
90t Avenue and 168th Street	107	90	131

As shown in **Table 3.13-4**, only one sidewalk, the south sidewalk at 90th Avenue between 168th Street and 168th Place would experience an increase of more than 200 pedestrians during any peak hour (225 pedestrians during the PM peak hour). The south sidewalk at 90th Avenue between 168th Place and 169th Street, while not meeting or exceeding the 200 pedestrians per hour screening criteria, would experience increases of 192, 140 and 177 pedestrians during the AM, Midday and PM peak hours, respectively. In addition, one corner, the southeast corner at 90th Avenue and 168th Street would experience an increase of more than 200 pedestrians in an hour (225 pedestrians during the PM peak hour).

3.13.2.4.3 Detailed Pedestrian Analyses

Based on the Level 1 and Level 2 screening assessments, the following pedestrian facilities were selected for detailed analyses during the AM, Midday, and PM peak hours:

- Sidewalk at 90th Avenue between 168th Street and 168th Place;
- Sidewalk at 90th Avenue between 168th Place and 169th Street; and
- Corner at 90th Avenue and 168th Street.

Although the screening criteria may not be met during all times periods, if one peak hour exceeds the threshold, the other peak hours are also proposed for analyses. In the case of the south sidewalk at 90th Avenue between 168th Place and 169th Street, although passengers per hour were just below the 200 passengers per hour threshold, this sidewalk was also selected for detailed analyses during all time periods.

The analysis of pedestrian flow involves quantifying the comfort level for pedestrians walking along the sidewalks, waiting to cross the street at intersection corners, and crossing intersection crosswalks. The LOS is calculated using the physical and operational parameters at the intersection including the pedestrian flow rates, the lengths and widths (i.e., area) of the crosswalks, the effective widths of the sidewalks, the area of each street corner, conflicting vehicular traffic volumes that turn through the crosswalk, and the signal timing at the intersection. Sidewalk and street corner operations were analyzed using the

methodologies described in the *CEQR Technical Manual* and were conducted using NYCDOT's Pedestrian Analysis Excel spreadsheet.

Under the existing conditions, the sidewalks and corner in the vicinity of the project site operate at LOS A. Appendix D provides explanations of the detailed analysis methodology and results.

3.13.3 Environmental Impacts

3.13.3.1 No-Action Alternative

The No-Action Alternative traffic analysis identifies how the transportation system in the Transportation Study Area would operate in the future without the Proposed Project. As such, the No-Action Alternative traffic analysis includes anticipated future increases in background traffic volumes but does not include traffic generated by the Proposed Project. The Proposed Project is expected to be fully completed and operational by 2024. Therefore, the analysis year for the No-Action Alternative and With-Action Condition is 2024.

To establish 2024 No-Action Alternative traffic volumes, the existing traffic volumes were increased by applying a background growth rate calculated over one year (i.e., 0.50 percent growth between 2023 and 2024) as per the growth rate for "Other Queens" in the *CEQR Technical Manual*.

As discussed in Section 2.1 (No-Action Alternative), according to the NYCDCP's online ZAP, one special permit and zoning text amendment project is anticipated to be undertaken in the vicinity of the project site. No development projects or rezonings were identified within the vicinity of the project site. Accordingly, no future development projects were identified or considered in the No-Action Alternative transportation analyses. Therefore, the 2024 No-Action Alternative traffic volumes only reflect 2023 existing volumes "grown" by the background traffic growth rate (0.50 percent). Due to the low growth rate applied for one year only, the resulting 2024 No-Action Alternative weekday AM, Midday and PM peak hour traffic, parking, and pedestrian volumes are, for the most part, the same as the 2023 existing peak hour traffic volumes.

In the No-Action Alternative, MTA and NICE buses would continue using the existing 165th Street/Jamaica Bus Terminal, and the project site would continue to be used as a commercial parking lot. All other transit services in the area would continue operating as they do under the existing conditions.

3.13.3.2 With-Action Condition

3.13.3.2.1 Traffic

The With-Action Condition traffic analysis identifies how the study intersections in the Transportation Study Area would operate in the 2024 Build Year with the additional buses on the network in the vicinity of the project site. The determination of significant traffic impacts for signalized and unsignalized intersections is outlined in the *CEQR Technical Manual*. Significant traffic impacts for signalized intersections are determined under the following conditions:

1. If a lane group under the With-Action Condition is within acceptable LOS A, B C, or D (average control delay less than or equal to 55.0 seconds/vehicle), the impact is not considered significant.
2. For a lane group with LOS E under the With-Action Condition, an increase in projected delay of 5.0 or more seconds compared to the No-Action Alternative should be considered significant.
3. For a lane group with LOS F under the With-Action Condition, an increase in projected delay of 4.0 or more seconds compared to the No-Action Alternative should be considered significant.

For unsignalized intersections the same criteria as for signalized intersections would apply. For the minor street to trigger a significant impact, a total approach volume of 90 PCEs must be identified in the future With-Action Condition in any peak hour.

The criteria described above ensures that the LOS for individual turning movements at each intersection does not degrade significantly under the With-Action Condition. In contrast, movements that are projected to operate relatively well under the With-Action Condition can accommodate additional volumes and marginally increased delays under the With-Action Condition without experiencing a significant adverse impact, provided the additional volume does not significantly degrade intersection operations.

3.13.3.2.1.1 Terminal Operations

In the With-Action Condition, ten Queens County MTA bus routes and six NICE bus routes that currently utilize the existing 165th Street/Jamaica Bus Terminal would be relocated to the 168th Street Interim Bus Terminal. On a typical weekday, 2,464 bus trips would be made by the 16 assigned bus routes to and from the project site (1,232 in and 1,232 out).

3.13.3.2.1.2 Incremental Bus Volumes

The incremental vehicular traffic volumes generated by the Proposed Project would only be from bus trips. (see **Table 3.13-5**). MTA bus operators would continue to commute to their reporting depots (garages) in Queens where they would drive their buses to and from the 168th Street Interim Bus Terminal. There would be a few dedicated parking spaces in the project site for bus dispatchers and maintenance vehicles, but these parking spaces would not be used during peak hours.

The peak hour incremental weekday bus volumes were added to the No-Action Alternative traffic volumes to yield the With-Action Condition traffic volumes.

Table 3.13-5: Peak Hour Incremental Bus Volumes

Entrance/Exit Location	AM	Midday	PM
168th Street Entrance	29	15	25
169th Street Entrance	67	33	64
168th Street Exit	67	33	64
169th Street Exit	29	15	25
Total	192	96	178

3.13.3.2.1.3 Capacity Analysis

The With-Action Condition traffic volumes were used to conduct intersection capacity analyses for the study intersections in the Transportation Study Area. All of the lane groups at the study intersections would continue to operate at LOS D or better, except for the following:

- Hillside Avenue at 169th Street: The southbound through movement would continue operating at LOS F during the AM and PM peak hours, and at LOS E during the Midday peak hour.
- Hillside Avenue at 169th Street: The southbound left turn movement would continue operating at LOS E during the PM peak hour.
- Hillside Avenue at 169th Street: The southbound right turn movement would operate at LOS E during the AM and PM peak hours.
- Jamaica Avenue at 169th Street: The southbound right turn movement would operate at LOS E during the AM and PM peak hours.

Two bus entry and exit driveways located on 168th and 169th Streets between 91st and 90th Avenues would be unsignalized and would allow right turns in and right turns out only. Both driveways would operate at LOS B or better during all peak hours.

3.13.3.2.1.4 Potential Traffic Impacts

Based on the *CEQR Technical Manual* criteria described above, **the following traffic impacts would occur as a result of the additional buses on the roadway network:**

- ***Hillside Avenue at 169th Street*: The southbound *through* movement is projected to be significantly impacted during the PM peak hour, when the delay would increase from 80.2 seconds per vehicle in the Future No-Action Alternative (LOS F) to 84.7 seconds in the Future With-Action Condition (LOS F). Because the westbound left turn lane would have a substantial increase in bus volume, vehicles would spill back into the southbound through lane in the approach to the intersection.**
- ***Jamaica Avenue at 169th Street*: The southbound *right turn* movement is projected to be significantly impacted during the AM and PM peak hours, when the delay would increase from 44.8 seconds per vehicle in the Future No-Action Alternative (LOS D) to 58.5 seconds in the Future With-Action Condition (LOS E) during the AM peak hour; and from 48 seconds per vehicle in the Future No-Action Alternative (LOS D) to 70.3 seconds in the Future With-Action Condition (LOS E) during the PM peak hour.**

Mitigation of the traffic impacts identified at the two intersection approaches would require reallocating signal timings from other intersection approaches where there are no impacts. These measures are described in detail in Section 3.13.3.3.1 (Traffic Impacts Mitigation). With these mitigation measures in place, the Proposed Project would have no significant adverse impacts on traffic.

3.13.3.2.2 Parking

The Proposed Project would not generate new or additional parking demand for employees/bus operators. However, the Proposed Project would displace vehicles currently parked within the existing commercial parking lot. It is expected that these vehicles would prefer to use another paid, public parking facility when the current paid commercial parking lot is converted to the 168th Street Interim Bus Terminal. Therefore, the 2024 No-Action Alternative hourly parking accumulation at the project site was added to the 2024 hourly parking accumulation for the remaining three off-street parking facilities surveyed to determine the 2024 With-Action Condition cumulative hourly parking accumulation. As shown, the combined capacity of the three off-street parking facilities in the Parking Survey Study Area would be sufficient to accommodate the displaced demand from the project site. Even with the parking demand from the project site added to the three off-street facilities, the peak demand would be at only 83 percent in the highest hour (12 noon to 1 PM), and 192 spaces would still be available.

The Proposed Project would also displace two legal on-street parking spaces on the west side of 169th Street between 90th Avenue and 91st Avenue to accommodate the driveways. Based on the current parking regulations "No Parking 8 AM to 7 PM, Except Sunday," these spaces would be displaced between 7 PM and 8 AM on weekdays, Saturday, and all day on Sunday. The wide turns that would be required for buses to enter and leave the driveways at the project site would require that curbside portions of the east and west sides of 168th Street and 169th Street between 91st Avenue and 90th Avenue remain clear of parked vehicles. These curbsides are already regulated by "No Parking Anytime" or "No Standing Anytime" signs, so there would be no additional displacement of legal parking.

The 2024 No-Action Alternative on-street parking capacity was reduced by the two displaced on-street parking spaces between 5 AM and 8 AM. These two spaces would be adequately accommodated by available on-street parking spaces during these hours. On-street parking demand and capacities for the remaining hours in the 2024 With-Action Condition would be the same as the 2024 No-Action Alternative, with utilization exceeding parking capacity for several hours of the day.

There are sufficient off-street parking spaces in paid parking facilities within the Parking Survey Study Area around the project site to accommodate the parking that would be displaced by the Proposed Project.

Therefore, there would be no parking shortfall as a result of the Proposed Project. **The Proposed Project would have no significant adverse impacts on parking.**

3.13.3.2.2.1 Parking Enforcement

Illegal on-street parking in "No-Parking/No-Standing" zones and on sidewalks were frequently observed around the project site and throughout the Parking Survey Study Area. For the 168th Street Interim Bus Terminal to operate safely and efficiently, especially for buses to be able to turn in and out of the project site without being blocked by illegally parked vehicles, more robust and stringent parking enforcement practices would be needed. Parking enforcement would also be needed to eliminate illegal parking on sidewalks so that passengers can safely access and depart the terminal without incurring unnecessary and unsafe vehicular-passenger conflicts.

While MTA NYCT Bus does not have jurisdiction related to the enforcement of parking or curbside uses, the use of sidewalks for parking by the NYPD 103rd Precinct, located at the corner of 91st Avenue and 168th Street, was considered in the Proposed Project's site plan. Accordingly, the 168th Street Interim Bus Terminal includes parking spaces for NYPD parking on the south side of the project site.

3.13.3.2.3 Transit

Except for the rerouting of buses from the existing 165th Street/Jamaica Bus Terminal to the 168th Street Interim Bus Terminal, subway operations in the With-Action Condition would remain the same as in the No-Action Alternative. Bus ridership, peak load points, and other operations parameters would not change as a result of the Proposed Project.

3.13.3.2.4 Pedestrians (Passengers)

As described in Section 3.13.2.4.3 (Detailed Pedestrian Analyses), the following pedestrian facilities required detailed analysis to determine potential impacts on pedestrian circulation in the surrounding area:

- Sidewalk at 90th Avenue between 168th Street and 168th Place;
- Sidewalk at 90th Avenue between 168th Place and 169th Street; and
- Corner at 90th Avenue and 168th Street.

Determination of significant impacts for sidewalks is summarized as follows:

- If the average passenger space under the No-Action Alternative is greater than or equal to 44.3 square feet per person (sqft./person):
  - Then a reduction in average passenger space under the With-Action Condition to 40.0 sqft./person or less (LOS D or worse) should be considered a significant impact.
  - If the average passenger space under the With-Action Condition is greater than or equal to 40.1 sqft./person (LOS C or better), the impact should not be considered significant.
- If the average passenger space under the No-Action Alternative is between 6.4 and 44.2 sqft./person, inclusive, then a reduction in pedestrian space under the With-Action Condition should be considered significant using Table 16-14 in the *CEQR Technical Manual*.

Determination of significant impacts for corners and crosswalks is summarized as follows:

- If the average passenger space under the No-Action Alternative is greater than or equal to 26.6 sqft./person:
  - Then a reduction in average passenger space under the With-Action Condition to 24.0 sqft./person or less (LOS D or worse) should be considered a significant impact.

  - If the average passenger space under the With-Action Condition is greater than or equal to 24.1 sqft./person (LOS C or better), the impact should not be considered significant.

- If the average passenger space under the No-Action Alternative is between 5.1 and 26.5 sqft./person, inclusive, then a reduction in pedestrian space under the With-Action Condition should be considered significant using Table 16-12 in the *CEQR Technical Manual*.

The results of the pedestrian facility LOS analysis under the 2024 With-Action Condition are depicted in detail in Appendix D. The south sidewalk at 90th Avenue between 168th Place and 169th Street, and the 90th Avenue/168th Street southeast corner would continue operating at LOS A during all three peak hours scenarios. However, the south sidewalk at 90th Avenue between 168th Street and 168th Place would operate at LOS C during all three peak hours without mitigation. Therefore, based on the pedestrian impact criteria above, a significant pedestrian impact would occur on the south sidewalk at 90th Avenue between 168th Street and 168th Place without mitigation during the AM, Midday and PM peak hours. The project site would include the placement of concrete planters along the sidewalks on 90th Avenue and 91st Avenue to beautify the urban streetscape, enhance the pedestrian experience, and provide pedestrian access, mobility and safety to the sidewalks. These planters would provide pedestrian safety and mobility by preventing vehicles from encroaching/occupying the sidewalks, and therefore would also mitigate the projected pedestrian impact. The planters would be located on the sidewalks to allow for maximum pedestrian access and would be in compliance with the NYCDOT *Street Design Manual*.

3.13.3.2.5 Transportation Safety Assessment

Crash data for the ten study intersections were obtained from NYCDOT for the three-year period 2017-2019. NYCDOT defines a high crash location as "*a Vision Zero priority intersection, or a location with five or more pedestrian/bicyclist injury crashes in any consecutive 12 months of the most recent 3-year period for which data is available. In addition, any location along a Vision Zero priority corridor with three or more pedestrian/bicyclist injury crashes in any consecutive 12 months of the most recent 3-year period for which data is available should be identified as a high crash location*."

3.13.3.2.5.1 Priority Intersections and Priority Corridors

Within the Transportation Study Area, the intersection of 89th Avenue and 168th Street has been identified as a priority intersection based on the NYC Vision Zero View. In addition, Hillside Avenue, 89th Avenue and Jamaica Avenue have been defined as Priority Corridors.

3.13.3.2.5.2 Effects on Road User Safety

The Proposed Project would result in an increase in bus volume at the ten study intersections, three of which have been determined to be high crash locations. However, at most of the intersections, the additional buses would be going "straight" through the intersections and would not conflict with pedestrians, passengers, and bicycles in crosswalks.

All of the three high crash locations would experience an increase in right- or left-turning bus volumes:

- *Hillside Avenue/169th Street:* The westbound left-turn movement from Hillside Avenue onto southbound 169th Street would experience an increase of 67 buses in the AM peak hour, 31 buses in the Midday peak hour and 60 buses in the PM peak hour. Although, the westbound left turn from Hillside Avenue has a protected plus permitted left turn, pedestrians, and bicycles on the south crosswalk of the intersection would have increased exposure to and conflict with added bus volumes which may compromise safety. Since this intersection is located along a Vision Zero Priority Corridor, as part of the Traffic Monitoring Plan, pedestrian and bicycle safety on the south crosswalk would be monitored and appropriate measures would be recommended if any safety issues are identified.
- *Hillside Avenue/168th Street*: The right-turn movement from northbound 168th Street onto eastbound Hillside Avenue would experience an increase of 49 buses in the AM peak hour, 33 buses in the Midday peak hour, and 64 buses in the PM peak hour. However, there would be a 10 second

Leading Pedestrian Interval (LPI) for the east and west crosswalks. East and west crosswalks receive the Walk indication before vehicular traffic on the northbound approach receives the green signal. Since this intersection is located along a Vision Zero Priority Corridor, as part of the Traffic Monitoring Plan, pedestrian and bicycle safety on the east crosswalk would be monitored and appropriate measures would be recommended if any safety issues are identified.

- *Jamaica Avenue/169th Street*: The right-turn movement from southbound 169th Street onto westbound Jamaica Avenue would experience an increase of 29 buses in the AM peak hour, 15 buses in the Midday peak hour, and 25 buses in the PM peak hour. However, there would be a seven seconds LPI for east and west crosswalks. East and west crosswalks across Jamaica Avenue receive the Walk indication before vehicular traffic on the southbound approach receives the green signal. Since this intersection is located along a Vision Zero Priority Corridor, as part of the Traffic Monitoring Plan pedestrian and bicycle safety on the east crosswalk would be monitored and appropriate measures would be recommended if any safety issues are identified.

Overall, the Proposed Project would result in an increase in bus volume for some intersection movements and reduction in bus volumes for others. Where buses are added to the roadway network, they would be traveling "through" the intersection and would not conflict with pedestrians or bicyclists in the parallel crosswalks. At the two intersection approaches where the additional buses would make right turns, both approaches already have LPIs to provide priority for pedestrians crossing in the conflicting crosswalks. On one intersection approach where buses would be added to a left-turn movement, that left turn is already operating with a protected plus permitted left-turn phase which reduces the conflicts between turning vehicles and pedestrians in conflicting crosswalk. Therefore, the Proposed Project is not expected to affect road user safety at the study intersections.

3.13.3.2.6 Access Management

The purpose of access management is to provide access to land development—via driveways and associated curb cuts—in a manner that preserves the safety and efficiency of the transportation system. Access management is defined as follows: *The coordinated planning, regulation, and design of access between roadways and land development. It involves the systematic control of the location, spacing, design, and operation of driveways, median openings, interchanges, and street connections to a roadway, as well as roadway design applications that affect access, such as median treatments and auxiliary lanes, and the appropriate separation of traffic signals*.

The guidance In the *CEQR Technical Manual* was prepared to incorporate access management concepts and methods into the site planning process in a manner that is consistent with NYCDOT's Mission Statement: *"…to provide for the safe, efficient, and environmentally responsible movement of people and goods in the City of New York and to maintain and enhance the transportation infrastructure crucial to the economic vitality and quality of life of our primary customers, City residents."*

The site plan for the 168th Street Interim Bus Terminal (see **Figure 1.1-3**) was developed by MTA NYCT Bus in close coordination with NYCDOT. The plan was developed based on appropriate access management principles and NYCDOT's guidelines to minimize vehicular-vehicular and vehicular-pedestrian conflicts at and near the project site.

The 168th Street Interim Bus Terminal would be accessed via new driveways on 168th Street and 169th Street. The existing driveways serving the parking lot, located on 90th Avenue and 91st Avenue, would be closed. There would be three east-west oriented travel aisles providing five lanes for bus circulation in the 168th Street Interim Bus Terminal, with adjacent designated bus layover areas and passenger boarding platforms.

The 168th Street Interim Bus Terminal would also include three east-west passenger boarding platforms with bus shelters. Passengers would enter and leave the terminal and access the passenger boarding platforms via ingress and egress points located on 90th Avenue, 169th Street, 168th Street and 91st Avenue.

The following access management principles and design guidelines have been incorporated into the site plan:

- *Minimizing the number of driveways/curb cuts*: Buses would enter and leave the 168th Street Interim Bus Terminal via driveways located on 168th Street and 169th Street. Only right turns in and right turns out would be permitted at the driveways. Entrance and exit driveways on each street would be separated to the extent geometrically possible, based on Auto Turn analyses. The bus entrance driveway on 168th Street would be located just north of 91st Avenue, and the exit driveway on 168th Street would be located closer to 90th Avenue. The bus entrance driveway on 169th Street would be located just south of 90th Avenue, and the exit driveway would be located adjacent to the entrance driveway but separated by a concrete curb.
- *Minimizing the Widths of Curb Cut*s: The configurations and widths of the curb cuts were based on Auto Turn analyses which were performed for both standard buses and articulated buses. The vast majority of buses expected to use the 168th Street Interim Bus Terminal are standard buses, but there are a few articulated buses operated by NICE. Every effort was made to keep the driveways as narrow as possible and minimize the width of the curb cuts, but they had to be sufficiently wide to accommodate the "*wide*" turns that buses would need to make to enter and exit the 168th Street Interim Bus Terminal.
- *Optimizing Internal Circulation for Buse*s: Bus flows within the 168th Street Interim Bus Terminal would be oriented east-west. Buses entering from 168th Street would travel through the center and northernmost bypass lane, load, and unload passengers from designated bus layovers, and exit via 169th Street. Similarly, buses entering from 169th Street would occupy the northernmost, center, and southernmost bypass lanes and exit the terminal from 168th Street. This pattern of internal bus flows would eliminate the need for buses to make U-turns in the terminal, thus eliminating conflicts with other buses and passengers.
- *Optimizing Passenger Access*: The 168th Street Interim Bus Terminal would provide three east-west oriented passenger boarding platforms furnished with bus shelters where passengers would wait before boarding, or after departing from their buses. These passenger boarding platforms would be accessed from a number of passenger access points that have been optimally located to minimize conflicts between buses and passengers. Two designated north-south oriented pedestrian crosswalks would connect all three passenger boarding platforms.

  The passenger access point on 168th Street is located south of the bus entrance driveway, so passengers would not conflict with buses turning into the 168th Street Interim Bus Terminal. Passengers entering from this location would easily access the southerly pedestrian entrance protected by planters use the designated crosswalk to access the center and northerly passenger boarding platforms.

  There would be two passenger access points on 90th Avenue: one between 168th Street and 168th Place; and the other between 168th Place and 169th Street. Passenger entering leaving the terminal via these locations would not conflict with any vehicular traffic, since the existing driveways on 90th Avenue serving the existing parking lot would be closed.

  Another passenger access point would be located on 91st Avenue, just west of the existing multi-level residential building. Passengers entering or exiting the 168th Street Interim Bus Terminal via this location would also not conflict with any vehicular traffic.
- Overall, the 168th Street Interim Bus Terminal would allow for the separation and organization of buses and passengers to optimize bus flows into, within, and out of the 168th Street Interim Bus Terminal while reducing conflicts with other buses and passengers. The Proposed Project would not only result in increased transit efficiency at the 168th Street Interim Bus Terminal but would also improve safety for all terminal users.

3.13.3.3 Mitigation

3.13.3.3.1 Traffic Impacts Mitigation

Traffic impacts were identified at two study intersections: Hillside Avenue/169th Street and Jamaica Avenue/169th Street. Signal timing mitigation for these traffic impacts have been applied to these intersections in the AM and PM peak hours. With the proposed signal timing mitigation as described below, the traffic impacts would be fully mitigated:

- *Hillside Avenue/169th Street*: Reallocate one second of green time from the eastbound and westbound approaches on Hillside Avenue to the southbound movement on 169th Street during the PM peak hour.
- *Jamaica Avenue/169th Stree*t: Reallocate two seconds of green time from the eastbound and westbound approaches on Jamaica Avenue to the southbound movement on 169th Street during the AM peak hour, and four seconds during PM peak hour.

Mitigation of the traffic impacts identified at the two intersection approaches would require reallocating signal timings from other intersection approaches where there are no impacts. With these mitigation measures in place, the Proposed Project would have no significant adverse impacts on traffic.

3.13.3.3.2 Pedestrian (Passengers) Impacts Mitigation

A pedestrian impact was identified on the sidewalk on the south side of 90th Avenue between 168th Street and 168th Place. As discussed in Section 3.13.3.2.4 (Pedestrians [Passengers]). The project site would include the placement of concrete planters along the sidewalks on 90th Avenue and 91st Avenue to beautify the urban streetscape, enhance the pedestrian experience, and provide pedestrian access, mobility and safety to the sidewalks. These planters would provide pedestrian safety and mobility by preventing vehicles from encroaching/occupying the sidewalks, and therefore would also mitigate the projected pedestrian impact. The planters would be located on the sidewalks to allow for maximum pedestrian access and would be in compliance with the NYCDOT *Street Design Manual*.

3.14 Air Quality

3.14.1 Introduction

This section examines the potential for air quality impacts from the operation of the 168th Street Interim Bus Terminal. The air quality assessment determines if the Proposed Project would impact ambient air quality.

3.14.2 Regulatory Context

Pollutant sources that could affect air quality include mobile and stationary sources. Mobile sources are related to vehicular traffic or other moving sources, such as vehicles, airplanes, trains, or boats. Mobile sources are generally linked to projects that add vehicles to an area or change traffic patterns by diverting vehicles. Stationary sources are pollutants that are fixed in a location and can include "exhaust stack(s) used for the heating, hot water, ventilation, and air conditioning (HVAC) systems of a building" amongst other manufacturing or industrial processes.

The National Ambient Air Quality Standards (NAAQS) as summarized in **Table 3.14-1** are the basis to measure the effects of mobile and stationary pollutant sources in ambient air to protect public health and welfare from the adverse impacts associated with ambient air pollutants, as required under the Clean Air Act (CAA) (42 USC § 7401 *et seq.*). The USEPA has established NAAQS for six contaminants, referred to as criteria pollutants (40 Code of Federal Regulations (CFR) part 50). The criteria pollutants are carbon monoxide (CO), nitrogen dioxide (NO_2), ozone (O_3), particulate matter (including with diameters up to 10 µm (PM_{10}) and up to 2.5 µm ($PM_{2.5}$)), lead (Pb), and sulfur dioxide (SO_2). The criteria pollutants of primary concern related to the Proposed Project are bus operation related CO, PM_{10} and $PM_{2.5}$, and O_3 precursors (nitrogen oxides (NO_x) and volatile organic compounds (VOCs)).

The CAA requires geographic areas to be designated according to their ability to attain the NAAQS, and these areas are categorized for each criteria pollutant as:

- *Attainment Area* – Areas where no exceedance of NAAQS for a specific criteria pollutant occurred.
- *Nonattainment Area* – Areas where exceedance of NAAQS for a specific criteria pollutant occurred.
- *Maintenance Area* – Areas that have previously been designated as a nonattainment area but are still in need of efforts to maintain the improved conditions in the future. Most of the CAA rules for nonattainment areas are still applicable to a maintenance area.

If an area is designated as nonattainment for a criteria pollutant under the NAAQS, state governments must develop a specific State Implementation Plan (SIP) and implement control plans to reduce the emission level of that pollutant.

The 1990 amendments to the CAA require federal agencies to ensure that their actions conform to the appropriate SIP in a nonattainment area. Conformity to a SIP means conformity to a SIP's purpose of reducing the severity and number of violations of the NAAQS to achieve attainment of such standards. The federal agency responsible for an action is required to determine if its action conforms to the applicable SIP. The US Environmental Protection Agency (USEPA) has developed two sets of conformity regulations, and federal actions are appropriately differentiated into transportation projects and non-transportation-related projects. Since the Proposed Project is not receiving federal funding nor requires federal agency approval, the federal conformity requirements do not apply.

To determine whether the Proposed Project may have a significant impact on ambient air quality, the future concentrations in the chosen study area for the receptor locations will be predicted under both the No-Action Alternative and With-Action Condition. The predicted concentrations of pollutants of concern associated with the Proposed Project are compared with either the NAAQS for criteria air pollutants or ambient guideline concentrations for non-criteria pollutants. If the Proposed Project would cause the NAAQS for any pollutant to be exceeded, it may likely result in a significant adverse air quality impact.

In addition, NYSDEC has published a policy to provide interim direction for evaluating $PM_{2.5}$ impacts. This policy would apply only to facilities applying for permits or major permit modification under SEQRA that emit 15 tons of PM_{10} or more annually. Since the Proposed Project is not required to apply for a stationary source permit, the NYSDEC $PM_{2.5}$ impact thresholds under NYSDEC policy do not apply to the Proposed Project. Therefore, a significant air quality impact under the Proposed Project would occur if an exceedance of the NAAQS for $PM_{2.5}$ is predicted.

Table 3.14-1: National and New York State Air Quality Standards for Criteria Pollutants

Pollutant		Primary/Secondary	Averaging Time	Level	Form
Carbon Monoxide (CO)		Primary	1-hour	35 ppm	Not to be exceeded more than once per year
			8-hour	9 ppm	
Lead (Pb)		Primary and Secondary	Rolling 3-month average	0.15 µg/m3	Not to be exceeded
Nitrogen Dioxide (NO2)		Primary	1-hour	100 ppb	98th percentile, averaged over 3 years
		Primary and Secondary	Annual	53 ppb	Annual mean
Ozone (O3)		Primary and Secondary	8-hour	0.07 ppm	Annual fourth-highest daily maximum 8-hour concentration, averaged over 3 years
Particulate Matter (PM)	PM2.5	Primary and Secondary	24-hour	35 µg/m3	98th percentile, averaged over 3 years
		Primary	Annual	12 µg/m3	Annual mean, averaged over 3 years
		Secondary	Annual	15 µg/m3	Annual mean, averaged over 3 years
	PM10	Primary and Secondary	24-hour	150 µg/m3	Not to be exceeded more than once per year on average over 3 years
Sulfur Dioxide (SO2)		Primary	1-hour	75 ppb	99th percentile of 1-hour daily maximum concentrations, averaged over 3 years
		Secondary	3-hour	0.5 ppm	Not to be exceeded more than once per year

Notes:
ppm = parts per million; ppb = parts per billion; µg/m^3=micrograms per cubic meter.
Sources: EPA 2021(https://www.epa.gov/criteria-air-pollutants/naaqs-table); NYSDEC 2021 (https://www.dec.ny.gov/docs/air_pdf/2021airqualreport.pdf).

3.14.3 Existing Conditions

As of April 30, 2023 (https://www.epa.gov/green-book), Queens County, which encompasses the Proposed Project, is an attainment area for SO_2, NO_2, PM_{10}, and Pb. It is a nonattainment area for O_3, including its NO_x and VOCs precursors. It is also a maintenance area for CO and $PM_{2.5}$. The most recent monitored ambient criteria pollutant concentrations as compared to the NAAQS at the closest monitoring stations are summarized in **Table 3.14-2**. The monitored pollutant concentration levels are all well below the respective NAAQS with the exception of ozone for which the monitored level over the past three years is slightly over the respective NAAQS, which is consistent with the nonattainment designation for the county where the Proposed Project is located.

The project site is currently used as a commercial parking lot. The localized air quality condition around the Study Area is affected by current on-site operations and also by neighborhood mobile sources (on-road traffic along local roads) and stationary sources (HVACs in commercial and industrial buildings on- and off-site).

Table 3.14-2: NYSDEC Monitored Background Concentrations

Pollutant (units)	Averaging Period	Monitoring Location	Background Concentration	NAAQS Primary Criteria
CO (ppm)	1-hr	Queens College near Road	2.203(2)	35
	8-hr		1.7(2)	9
NO_2 (ppb)	1-hr	Queens College near Road	51.5(1)	100
	Annual		77(2)	53
$PM_{2.5}$ ($\mu g/m^3$)	24-hr	Queens College	19.9(1)	35
	Annual		7.04(3)	12
PM_{10} ($\mu g/m^3$)	24-hr	Queens College	24(2)	150
Ozone (ppm)	8-hour	Queens College	0.071(4)	0.070

Notes:
(1) Value is three-year (2020-2022) average of 98th percentile.
(2) Value is the highest from 2022.
(3) Value is the annual mean over the last three years (2020-2022).
(4) Value is three-year (2020-2022) average of 4th highest daily maximum 8-hour average.
Source: NYSDEC (2023)

3.14.4 Environmental Impacts

3.14.4.1 Operational Air Quality Impact Assessment Methodology

The impact analysis methodology adopted in the *CEQR Technical Manual*-recommends a two-step approach—an air quality mobile source screening assessment followed by a detailed air quality mobile source dispersion analysis, if necessary. An air quality mobile source screening assessment was conducted for CO and $PM_{2.5}$, in accordance with the *CEQR Technical Manual* at major operational vehicle convergence points typically at signalized intersections that would experience the highest volume of Proposed Project-generated traffic, to determine if the Proposed Project would exceed the *CEQR Technical Manual* screening thresholds.

The screening assessment was conducted using the net increase in new bus trips under the Proposed Project as compared to the applicable CEQR screening thresholds. These CEQR screening thresholds include:

- For CO screening: 170 or more auto trips per hour as a result of the Proposed Project; and
- For $PM_{2.5}$ screening: the number of equivalent heavy-duty diesel vehicle (HDDV) trips per hour applicable for various roadway types.

If the above screening thresholds were exceeded, a detailed air quality mobile source dispersion analysis should be conducted at the worst-case intersection(s) to determine if modeled concentrations of these pollutants would exceed the NAAQS. Mitigation measures would be required if such exceedances were predicted.

3.14.4.2 No-Action Alternative

Without the Proposed Project, no significant changes to existing 165th Street/Jamaica Bus Terminal operations would be expected. The air quality conditions in the Study Area would remain essentially the same as the existing conditions.

3.14.4.3 With-Action Condition

Based on the screening assessment, no exceedances of the CO screening threshold would occur under the Proposed Project. However, the CEQR $PM_{2.5}$ screening threshold was exceeded at many intersections along travel routes. As expected, the intersections immediately adjacent to the project site, 168th Street/90th Avenue and 169th Street/90th Avenue, would experience the highest incremental traffic in various peak periods. These two intersections would also have the highest contributions from on-site bus operations. Therefore, due to the close proximity of these two intersections to the project site, they were considered in the worst-case $PM_{2.5}$ microscale hot spot modeling analysis.

3.14.4.3.1 Microscale Impact Modeling Analysis

Consistent with the USEPA PM hot spot analysis guidance established in Transportation Conformity Guidance for Quantitative Hot-spot Analyses in $PM_{2.5}$ and PM_{10} Non-attainment and Maintenance Areas[8], forecasted traffic conditions at selected intersections were used in the hot spot analysis. Emission factors for on- and off-site travel links around the worst-case intersections were estimated using the USEPA Mobile Vehicle Emissions Simulator (MOVES), version MOVES3.1, model in association with the county-specific inputs parameters provided by the *NYSDEC*. *Seasonal and off-peak hourly $PM_{2.5}$ emission factors used as the inputs to the AERMOD were prepared using the MOVES model to capture the effect of temperature differences over four seasons, as well as the effect of changing hourly vehicular volume and classifications in off-peak hours. The detailed hourly traffic profiles and additional MOVES runs were developed for the two worst-case intersections considered. A 24-hour time profile was developed using existing ATR counts.* **Table 3.14-3** *presents the analysis time periods modeled. The peak-hour traffic for each time period was applied to all hours within the respective time frame, which is conservative.*

The USEPA AMS/EPA Regulatory Model (AERMOD) (Version 22112) was used for $PM_{2.5}$ concentration dispersion modeling using MOVES-estimated emission factors. The AERMOD model calculates maximum contributions from vehicular emissions to $PM_{2.5}$ concentrations adjacent to each intersection analyzed. The AERMOD can utilize hourly traffic and meteorology data and is therefore more appropriate for calculating the 24-hour and annual average concentrations required to address the time scales of the $PM_{2.5}$ NAAQS. The analyses of potential impacts from on- and off-site vehicular traffic were made assuming urban dispersion and surface roughness length, and elimination of calms, or periods with little or no air movement. The meteorological dataset used in the modeling consists of five years of meteorological data: surface data collected at JFK Airport (2017–2021) and concurrent upper air data collected at Brookhaven, Suffolk County, New York.

$PM_{2.5}$ concentrations predicted around the project site including two intersections with the highest incremental new bus trips (168th Street/90th Avenue and 169th Street/90th Avenue) were compared to the NAAQS to determine potential impact significance. The conservatively predicted worst-case cumulative 24-hour and annual average $PM_{2.5}$ concentrations plus background were compared to the NAAQS as summarized in **Table 3.14-4**. The highest predicted $PM_{2.5}$ concentrations would be below the $PM_{2.5}$ NAAQS.

Table 3.14-3: Analysis Time Periods Modeled

Analysis Period	Representative Time Frame
Morning Peak (AM)	6 AM to 10 AM
Midday (MD)	10 AM to 2 PM
Evening Peak (PM)	2 PM to 10 PM
Night Time (NT)	10 PM to 6 AM

[8] Available at: https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockey=P1013C6A.pdf

Table 3.14-4: $PM_{2.5}$ Hot-Spot Analysis Results

Scenario	Pollutant	Averaging Period	Rank of Model Impacts	Maximum AERMOD Predicted Design Concentration (µg/m³)	Ambient Background Design Concentration (µg/m³) (2020-2022)*	Total Concentration (µg/m³)	USEPA NAAQS (µg/m³)	Exceed NAAQS
With-Action	$PM_{2.5}$	24-hour	98th Percentile	10.82	19.90	30.72	35.0	No
		Annual	High – 1st High	3.81	7.80	11.61	12.0	No

**Background levels obtained from Queens College 2 (ID 36-081-0124) monitoring station.*

3.14.5 Conclusion

No exceedances of the CO screening threshold would occur under the Proposed Project. In addition, t*he highest predicted $PM_{2.5}$ concentrations would be below the $PM_{2.5}$ NAAQS.* **Therefore, according to the mobile source impact analysis for the 168th Street Interim Bus Terminal operations, the Proposed Project would have no significant adverse impacts on air quality.**

3.15 Noise and Vibration

3.15.1 Introduction

This section examines the potential for noise and vibration from the operation of the Proposed Project to impact nearby sensitive receptors in the vicinity of the Study Area. By using Federal Transit Administration (FTA)'s guidance manual on *Transit Noise and Vibration Impact Assessment* (FTA, 2018) and the *CEQR Technical Manual*, a noise and vibration assessment was conducted to assess the potential for impacts during operation of the 168th Street Interim Bus Terminal.

The noise assessment included a monitoring program to document baseline noise levels at the closest noise sensitive receptors and a detailed analysis of potential noise effects in the area immediately surrounding the Proposed Project.

3.15.2 Regulatory Context

In order to establish a uniform noise measurement that simulates people's perception of loudness and annoyance, the decibel (dB) measurement is weighted to account for those frequencies most audible to the human ear. This is known as the A-weighted decibel (dBA) sound level and it is the descriptor of noise levels most often used for community noise assessment. As shown in **Table 3.15-1**, the threshold of human hearing is defined as 0 dBA; very quiet conditions (as in a library or rural area at night) are approximately 40 dBA; levels between 50 dBA and 70 dBA define the range of noise levels generated by normal daily activity; levels above 70 dBA would be considered noisy, and then loud, intrusive, and deafening as the scale approaches 130 dBA.

In considering these values, it is important to note that the dBA scale is logarithmic, meaning that each increase of ten dBA describes a doubling of perceived loudness. Thus, the background noise in an office at 50 dBA is perceived as being twice as loud as a library at 40 dBA. For most people to perceive an increase in noise, it must be at least three dBA. At five dBA, a change in noise level would be readily noticeable.

Table 3.15-1: Noise Levels of Common Sources

Sound Source	SPL (dBA)
Air Raid Siren at 50 feet	120
Maximum Levels at Rock Concerts (Rear Seats)	110
On Platform by Passing Subway Train	100
On Sidewalk by Passing Heavy Truck or Bus	90
On Sidewalk by Typical Highway	80
On Sidewalk by Passing Automobiles with Mufflers	70
Typical Urban Area	70
Typical Suburban Area	60
Quiet Suburban Area at Night	50
Typical Rural Area at Night	40
Isolated Broadcast Studio	20
Audiometric (Hearing Testing) Booth	10
Threshold of Hearing	0

Source: CEQR Technical Manual, Chapter 19, Noise, Table 19-1

In accordance with FTA noise assessment guidelines, the FTA noise impact criteria are defined by two curves that allow increasing project noise levels as existing noise increases up to a point, beyond which impact is determined based on project noise alone, as shown in **Figure 3.15-1**. The FTA land use categories are described in **Table 3.15-2**.

Figure 3.15-1: FTA Increase in Cumulative Noise Levels Allowed by Criteria

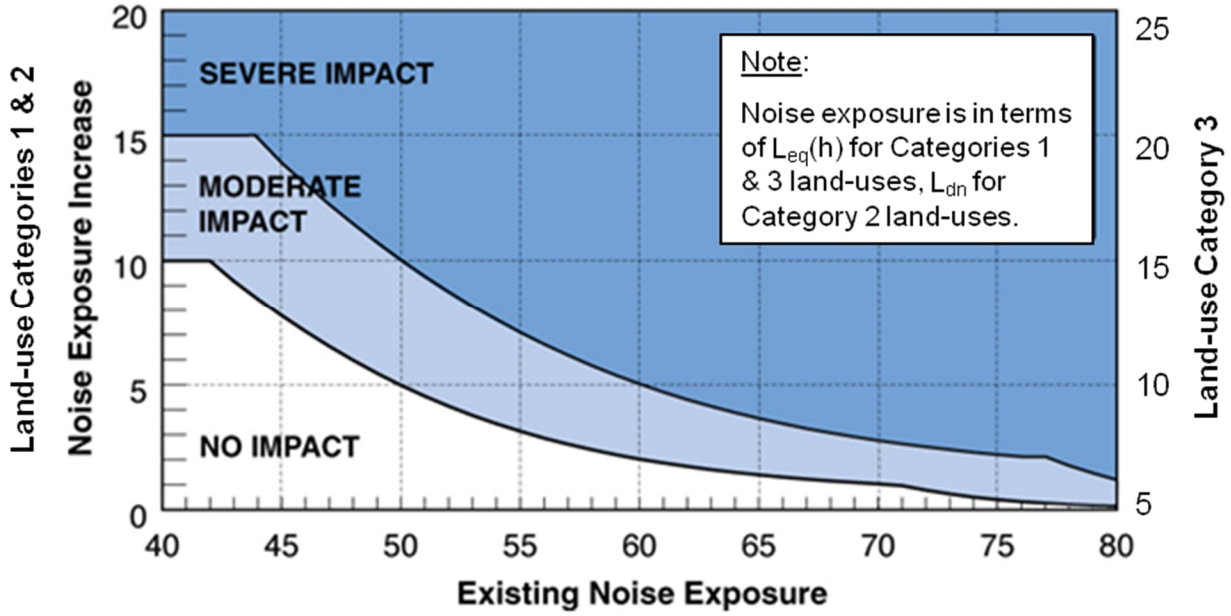


Table 3.15-2: FTA Land Use Categories and Noise Metrics

Land Use Category	Noise Metric	Description
1	$L_{eq}(h)^{(1)}$	Tracts of land set aside for serenity and quiet, such as outdoor amphitheaters, concert pavilions, and historic landmarks.
2	$L_{dn}^{(1)}$	Buildings used for sleeping such as residences, hospitals, hotels, and other areas where nighttime sensitivity to noise is of utmost importance.
3	$L_{eq}(h)^{(1)}$	Institutional land uses with primarily daytime and evening uses including schools, libraries, churches, museums, cemeteries, historic sites, and parks, and certain recreational facilities used for study or meditation.

Source: FTA Transit Noise and Vibration Impact Assessment Manual, September 2018.
Note: (1) Noise metrics include the $L_{eq}(h)$ or Average hourly equivalent noise level and the L_{dn} or 24-hour day-night noise level.

3.15.3 Existing Conditions

The Study Area is characterized by industrial, urban residential, and mixed-use retail-commercial land uses whose noise exposure is currently dominated by traffic along local roads. To determine the existing background noise levels at sensitive receptors and also to validate the roadway traffic noise prediction model around the project site, a noise monitoring program was conducted at four short-term representative locations off-site and one long-term (24-hour) location on-site as shown in **Figure 3.15-2**. Short-term noise measurements were conducted on March 21, 2023, at various times of the day including the morning, afternoon and nighttime periods. Measurements were conducted during both peak (morning and afternoon) and off-peak (nighttime) periods to document a range of baseline ambient levels. Based on the results of the noise monitoring program, the dominant source of noise is traffic along local roads around the Proposed Project. All measured levels are reported as the average hourly noise level expressed as $L_{eq(1)}$.

As shown in **Table 3.15-3**, short-term noise levels measured at receptors near the Proposed Project range from 58 to 69 dBA during the daytime hours (7 AM to 10 PM) and 58 to 66 dBA during the nighttime hours (11 PM to 7 AM). All of these 20-minute measured noise levels are representative of the dense mixed-use urban land uses around the project site.

In addition to the short-term noise measurements, 24-hour long-term measurements were also taken between March 22 and 23, 2023 at an additional location installed on site to determine the day and night noise level in L_{dn} at the project site representing the likely existing L_{dn} condition around the Proposed Project. 65 dBA is the L_{dn} level monitored.

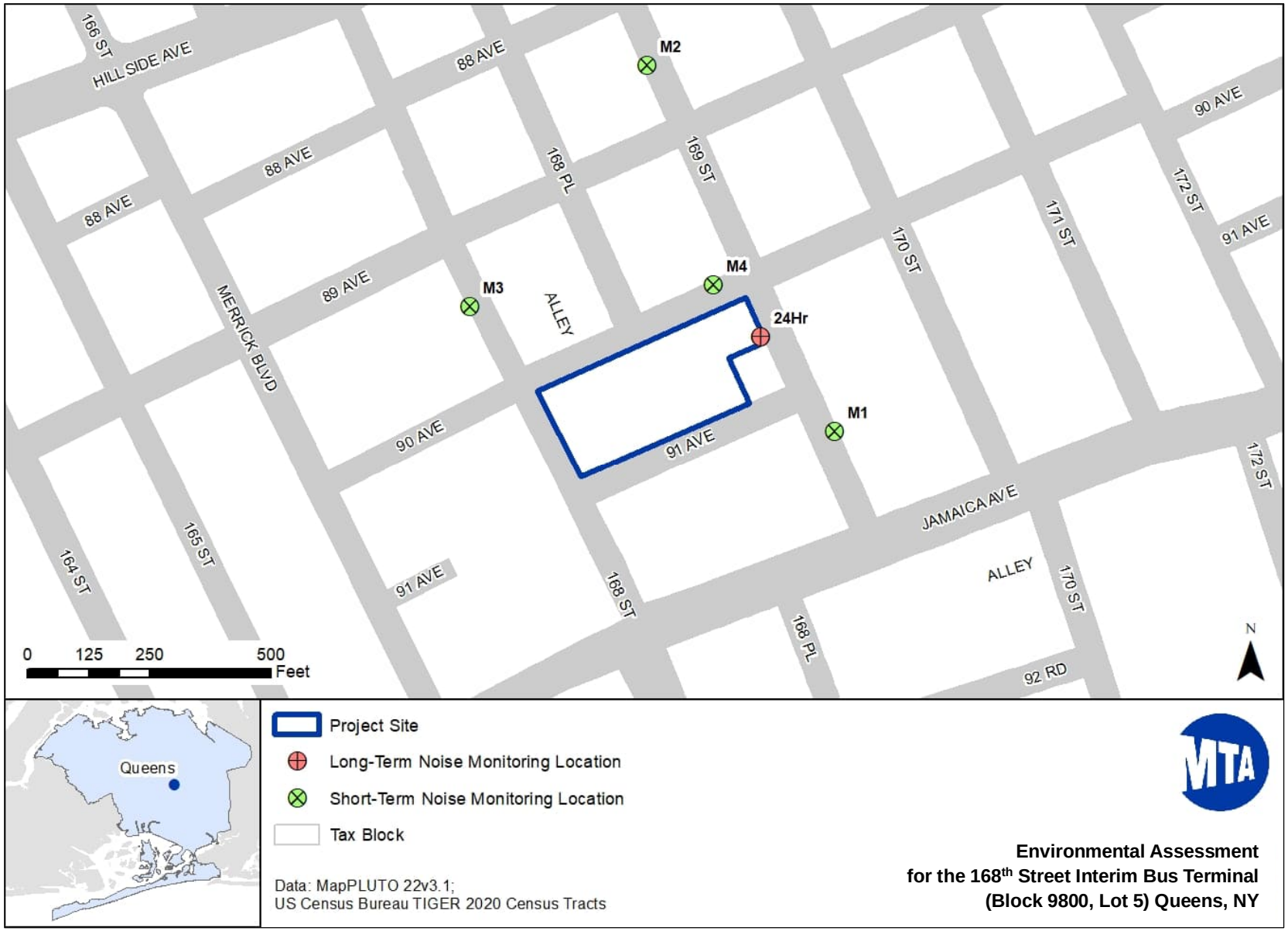
The sound level meters that were used to measure current noise conditions (including the Quest Sound Pro and Larson Davis LxT and 831) meet or exceed the American National Standards Institute (ANSI) standards for Type I accuracy and quality. The sound level meters were calibrated before and after each measurement period. All measurements were conducted according to *ANSI Standard S1.13-2005, Measurement of Sound Pressure Levels in Air*. All noise levels are reported in dBA, which best approximates the sensitivity of human hearing.

Table 3.15-3: Short-Term Noise Monitoring Levels

Receptor ID	Land Use	Period	Date	Duration	L_{eq}[(1)]	L_{10}[(2)]	L_{90}[(3)]
M1	residential	AM	3/21/2023	20 min	62.9	67.8	54.7
		PM	3/21/2023	20 min	69.0	71.6	55.0
		NT	3/21/2023	20 min	60.0	63.2	47.0
M2	residential	AM	3/21/2023	20 min	65.1	69.2	55.5
		PM	3/21/2023	20 min	64.2	67.2	54.6
		NT	3/21/2023	20 min	62.6	67.1	49.3
M3	residential	AM	3/21/2023	20 min	69.0	72.7	57.8
		PM	3/21/2023	20 min	67.1	70.7	56.5
		NT	3/21/2023	20 min	65.8	69.4	47.8
M4	residential	AM	3/21/2023	20 min	60.1	61.9	55.8
		PM	3/21/2023	20 min	58.1	60.5	52.5
		NT	3/21/2023	20 min	57.5	55.8	47.9

Note: Noise measurements were conducted during various periods of the daytime that correspond with the proposed construction periods including morning (AM), afternoon (PM), and night-time (NT).
(1) L_{eq} – is the continuous equivalent sound level, which if constant over a stated measurement period, would contain the same sound energy as the actual monitored sound that is fluctuating in level over the measurement period.
(2) L_{10} – the noise level exceeded 10 percent of the time and is usually regarded as an indication of traffic noise exposure with a steady flow of evenly-spaced vehicles.
(3) L_{90} – the noise level exceeded 0 percent of the time and is usually regarded as the residual level, or the background noise level without the source in question or discrete events.

Figure 3.15-2: Noise Monitoring Locations



3.15.4 Environmental Impacts

3.15.4.1 Operational Noise Impact Assessment Methodology

Noise in a community can come from man-made sources such as automobiles, trucks, buses, aircraft, and construction equipment as well as from industrial, commercial, transportation, and manufacturing facilities. The Proposed Project would generate both stationary and mobile source noise. Stationary source noise would be generated by rooftop mechanical equipment, as well as by bus parking activities taking place within the 168th Street Interim Bus Terminal, including bus parking. Mobile source noise would be generated off-site by buses and passenger vehicles driving to and from the project site.

Noise levels, which are measured in dBs, relate the magnitude of the sound pressure to a standard reference value. Although the noise values of certain activities can approach 135 dB, sounds typically encountered in the environment are within the 40 to 120 dB range.

Noise of any kind contains sound energy that occurs at several different frequencies. The frequency range of this sound energy depends on the nature of the individual noise activity or source. The way humans interpret noise is important because the human ear does not register the sound levels of all noise frequencies equally; humans automatically reduce the impression of high- and low-pitched sounds. Over the normal range of hearing, humans are most sensitive to sounds produced with frequencies in the range of 200 hertz to 10,000 hertz. To quantitatively replicate this response of the human ear to noise, the noise levels at different frequencies must be adjusted using a process referred to as A-weighting. Under this process, the resulting noise level commonly expressed as a dBA will automatically compensate for the non-flat frequency response of human hearing.

Noise levels from environmental and man-made activities also vary widely over time. Distinctive noise descriptors are used so that that these variations can be represented within a proper context. For example, the equivalent noise level, represented by the L_{eq} descriptor, characterizes a time-varying noise level produced over a random period of time, as a single number represented over a specified period of time. This represents the equivalent steady noise level, which, over a given period, contains the same energy as the time-varying noise during the same period.

A common time period used in environmental noise studies is one hour, represented as L_{eq} (“h”). This descriptor is used to express the results of noise monitoring, predictions, and impact assessments at sensitive receptors where sleep is not an issue. At sensitive receptors where sleep is essential, such as residences and hospitals, the descriptor most often used in noise analyses is the day-night average sound level or L_{dn}. The L_{dn} is defined as the cumulative noise exposure from all events occurring over a 24-hour period, but with a ten dB penalty imposed on noise occurring from 10 PM to 7 AM. This added penalty takes into consideration the fact that people tend to be more sensitive to noises during these late night and early morning hours. Both the L_{dn} and the L_{eq} descriptor are used here, as it would be most relevant in describing the Study Area’s noise environment.

Because changes in the decibel scale are represented logarithmically, increases or decreases in the decibel levels of a noise source are often misunderstood. The following general relationships are helpful in understanding the decibel scale with respect to noise:

- An increase of one dBA cannot be perceived by the human ear.
- A three dBA increase represents a doubling of sound energy and is normally the smallest change in sound level perceptible to the human ear.
- A ten dBA increase in noise level corresponds to a tenfold increase in noise energy; however, a listener would only judge a ten dBA increase as being twice as loud.
- A 20 dBA increase would result in a dramatic change in how a listener would perceive the sound.

3.15.4.1.1 On-site Mobile Sources

Noise associated with the bus operations at the project site was determined using FTA's recommended quantitative assessment methodology. The noise evaluation involved the following steps:

- Representative noise-sensitive receptors (i.e., residences, churches) that could be potentially affected by the 168th Street Interim Bus Terminal are identified utilizing FTA screening procedures.
- Existing noise levels were determined through measurement. For purposes of assessing potential noise impacts, 24-hour noise measurements are typically conducted for residential receptors and peak period short-term measurements are collected for institutional land uses.
- Determine noise FTA impact threshold levels based on existing noise levels.

For selected representative receptors, the FTA Manual's noise assessment procedures were used to predict future noise levels from bus operations at the 168th Street Interim Bus Terminal based on the applicable noise reference level and calculated for a parking lot. The principal assessment inputs include on-site bus activity, source-to-receiver distances, and site geometry.

3.15.4.1.2 Off-site Mobile Sources

In order to evaluate off-site on-road bus operational noise contributions to sensitive receptors around the project site, detailed refined traffic noise modeling using the Federal Highway Administration Traffic Noise Model (TNM, Version 3.1) recommended in the *CEQR Technical Manual* was performed for the weekday AM, PM, and late-night PM time periods via the TNM model validation process using ambient monitored levels, predicting on-road future traffic noise levels without and with the Proposed Project.

To determine potential noise impacts around the 168th Street Interim Bus Terminal, Proposed Project-related noise resulting from both on-site and off-site new bus operations combined was compared to the FTA Manual impact thresholds. Impacts occur only if the Proposed Project-related total noise exposure exceeds the noise significance threshold as described in Section 3.15.2 (Regulatory Context) to determine if a mitigation measure would be warranted.

3.15.4.2 No-Action Alternative

Without the Proposed Project, no significant changes to the existing 165th Street/Jamaica Bus Terminal operations would be expected. The nearest noise-sensitive receptors near the existing 165th Street/Jamaica Bus Terminal and the project site would experience similar levels of noise as they do in the existing conditions.

3.15.4.3 With-Action Condition

Using both the FTA assessment methodology and TNM modeling methodology outlined in Section 3.15.4.1 (Operational Noise Impact Assessment) for mobile sources on-site and off-site, respectively, the cumulative noise impacts under the Proposed Project at the nearest sensitive receptors modeled (see **Figure 3.15-3**) to the project site are summarized in **Table 3.15-4**. The noise impacts predicted were moderate at several receptors with the greatest impact predicted at Receptor 7, which is located on the west face of the residential building to the southeast of the project site (see **Table 3.15-4**). A moderate impact level is characterized as a measurable annoyance serving as an alert for potential adverse impacts and mitigation is typically not required particularly if the levels are just above the no impact threshold per FTA guidelines. Furthermore, as the noise impacts are considered temporary from the interim bus terminal, the moderate impacts defined based on comparisons with the FTA long-term operational impact thresholds are considered conservative. Therefore, noise mitigation for the predicted temporary moderate impacts around the interim bus terminal is not required.

Table 3.15-4: Proposed Project Noise Impacts around the 168th Street Interim Bus Terminal per FTA Guidelines

Site	Location	Land Use	Ambient Noise Level (L_{dn} -dBA)	FTA Impact Threshold Levels (dBA)		Interim Bus Terminal Noise Exposure (L_{dn}-dBA)	Noise Impacts
				Moderate	Severe		
R1	90-02 168th Street	Residential	71	66-70	>70	57	No
R2	89-27 168th Street	Residential	71	66-70	>70	58	No
R3	89-32 168th Place	Residential	65	61-66	>66	63	Moderate*
R4	89-26 169th Street	Residential	62	59-64	>64	60	Moderate*
R5	90-07 169th Street	Residential	65	61-66	>66	57	No
R6	90-20 169th Street north side	Residential	65	61-66	>66	61	Moderate*
R7	90-20 169th Street west Side	Residential	65	61-66	>66	65	Moderate*

Note:
** Bold text indicates a noise impact.*

Figure 3.15-3: Modeled Noise Receptor Locations

3.15.4.4 Operational Vibration Impacts

The operations of the Proposed Project would not produce any perceptible vibration levels. According to the FTA *Transit Noise & Vibration Impact Assessment Manual*, for transit projects that involve rubber-tire vehicles and do not contain roadway irregularities, nearby vibration-sensitive building (such as medical facilities, scientific laboratories), or vehicles operating within buildings, vibration impacts are unlikely, and no further analysis is needed. With sufficient maintenance to prevent roadway irregularities, such as potholes, cracks, etc., in the roadways surrounding the project site and within the project site itself, no further vibration impact analysis is required.

3.15.5 Conclusion

Using both the FTA assessment methodology and TNM modeling methodology outlined in Section 3.15.4.1 (Operational Noise Impact Assessment) for mobile sources on-site and off-site, the only noise impact predicted was a moderate noise impact at Receptor 7 (see **Table 3.15-4**). The moderate impact level is defined as a range from 61 to 66 dBA, and the no impact level is less than but not exceeding 60 dBA.

The noise level measured at Receptor 7 was 61 dBA, which is within the moderate noise impact level and is characterized as a measurable annoyance serving as an alert for potential adverse impacts. Since the predicted range is only one dB above the no impact threshold (61 dBA vs. 60 dBA), mitigation is typically not warranted as per FTA guidelines. **Since the predicted range is only one dB above the no impact threshold (61 dBA vs. 60 dBA), mitigation is not warranted, and the Proposed Project would have no significant adverse impacts on noise and vibration.**

3.16 Neighborhood Character

3.16.1 Introduction

As defined by the *CEQR Technical Manual*, neighborhood character is considered to be an amalgam of the various elements, or resources, that give a neighborhood its distinct personality. The resources considered typically include:

- land use, zoning and public policy;
- socioeconomic conditions;
- open space;
- historic and cultural resources;
- urban design and visual resources;
- transportation; and
- noise.

If the Proposed Project has the potential to result in significant adverse impacts on any of the above technical areas, a preliminary assessment of neighborhood character may be appropriate.

In addition, depending on the project, a combination of moderate effects in several of these technical areas may have a significant effect on neighborhood character. A "moderate" effect is generally defined as an effect considered reasonably close to the significant adverse impact threshold for a particular technical analysis area. When considered together, there are elements that may have the potential to significantly affect neighborhood character. Moderate effects on several elements may affect defining features of a neighborhood and, in turn, a pedestrian's overall experience of the neighborhood. If it is determined that two or more categories may have potential 'moderate effects on the environment,' the *CEQR Technical Manual* states that the following question should be answered:

"Would the Proposed Project result in a combination of moderate effects to several elements that cumulatively may affect neighborhood character?"

3.16.2 Existing Conditions

The project site is bound by 90th Avenue to the north, 168th Street to the west, 169th Street to the east, and 91st Avenue to the south (see **Figure 1.1-1**). Each resource assessed for neighborhood character may have a Study Area and affected environment that differs from other resources and the project site. For a detailed description of each Study Area, refer to the individual technical analysis areas discussing land use, zoning and public policy; socioeconomic conditions; open space; historic and cultural resources; urban design and visual resources; transportation; and noise.

3.16.3 Environmental Impacts

To determine the Proposed Project's potential effects on neighborhood character, the individual resources that contribute to a neighborhood's context and feeling are considered both separately and cumulatively. The following summarizes the individual determinations of the above resources which determine the neighborhood character. Full details of their individual assessment can be found in their respective sections of the EA.

3.16.3.1 No-Action Alternative

In the No-Action Alternative, no changes to the project site are anticipated to occur by the 2024 Build year. The existing parking lot would remain in its current state as a parking use. In addition, NYPD 103rd Precinct

parking would continue to be located on the sidewalks in the southwestern corner of the project site. The resources identified above would remain unchanged and be consistent with existing conditions.

3.16.3.2 With-Action Condition

As described in relevant sections of this Environmental Assessment, the Proposed Project would not result in operations-period significant adverse impacts in the areas of land use, zoning, or public policy; socioeconomic conditions; open space; historic and cultural resources; urban design and visual resources; or noise. Two moderate traffic impacts were identified at the intersections of Hillside Avenue at 169th Street and Jamaica Avenue at 169th Street. These traffic impacts would be mitigated through signal timing adjustments, a standard traffic mitigation practice. In addition, a moderate pedestrian impact was identified on the south sidewalk on 90th Avenue between 168th Street and 168th Place. The project site would include the placement of concrete planters along the sidewalks on 90th Avenue and 91st Avenue to beautify the urban streetscape, enhance the pedestrian experience, and provide pedestrian access, mobility and safety to the sidewalks. These planters would provide pedestrian safety and mobility by preventing vehicles from encroaching/occupying the sidewalks, and therefore would also mitigate the projected pedestrian impact.

3.16.4 Conclusion

A summary of the individual assessments on the above referenced resources is found in **Table 3.16-1**.

Table 3.16-1: Summary of Results of Relevant Technical Areas

Resource	Adverse Effects Expected? Yes	Adverse Effects Expected? No	Are Expected Adverse Effects Moderate?	Can Moderate Adverse Effects Be Mitigated?
Land use, zoning, and public policy	--	No	--	--
Socioeconomic Conditions	--	No	--	--
Open Space	--	No	--	--
Historic and Cultural Resources	--	No	--	--
Urban Design and Visual Resources	--	No	--	--
Transportation	Yes	--	Yes	Yes
Noise	--	No	--	--

The Proposed Project would not adversely impact the neighborhood's character. The Proposed Project would result in moderate impacts to traffic and pedestrians; however, these impacts would be mitigated as discussed in Section 3.13.3.3 (Mitigation).

The Proposed Project is not expected to result in any notable moderate changes in the noted resources, nor result in a significant adverse neighborhood character impact from the combination of moderate effects. **Therefore, the Proposed Project would have no significant adverse impact on neighborhood character, and further assessment is not warranted.**

3.17 Safety and Security

3.17.1 Introduction

This section identifies safety and security considerations related to the design, construction, and operation of the 168th Street Interim Bus Terminal. The construction and operation of the Proposed Project would be implemented in compliance with all relevant federal, state, and City codes, policies, and guidelines, including the Building Code of New York State (BCNYS), the Building Code of the City of New York (BCCNY), the National Fire Protection Association (NFPA) guidance, MTA NYCT Design Guidelines, and the MTA NYCT "Unified Buses Planning and Design Guidelines." The safety procedures and security systems that would be implemented to protect the 168th Street Interim Bus Terminal, physical assets, transit patrons, employees, and the general public are described below.

3.17.2 Construction and Operational Safety and Security

MTA NYCT routinely trains its staff and contractors on aspects of the MTA NYCTs safety program that are pertinent to individual staff duties, such as bus safety, emergency communications, fire exit procedures, and security.

As with other MTA NYCT projects, the 169th Street Interim Bus Terminal design would reflect safety and security considerations. Operational safety measures would include specific security and control and communication systems directed toward maintaining a safe environment during every day and emergency situations. The Proposed Project would be designed, constructed, and operated to comply with all relevant federal, state, and local safety regulations, including the New York State Uniform Fire Prevention and Building Code; the Americans with Disabilities Act (ADA) regulations; Occupational Safety and Health Administration (OSHA) regulations; FTA guidelines; applicable NFPA guidelines and standards; and the MTA NYCT "Unified Buses Planning and Design Guidelines."

In conjunction with the 168th Street Interim Bus Terminal's design, MTA NYCT Bus would coordinate with appropriate public safety agencies, such as NYPD and FDNY, to develop detailed safety and security plans for all areas of the proposed facility during construction and operation of the Proposed Project.

In addition, MTA NYCT has regulations to ensure the safety and security of employees, transit riders, and the general public. These regulations are contained in MTA NYCT's Safety Policy/Instruction 10.1.2. MTA NYCT also has a System Safety Program Plan that governs all MTA NYCT facilities, including the 168th Street Interim Bus Terminal. MTA NYCT staff and contractors are trained in all appropriate safety procedures under this plan.

The MTA NYCT "Unified Buses Planning and Design Guidelines" note that controlling access to the 168th Street Interim Bus Terminal is necessary to protect the bus fleet, equipment, and personnel. This security is typically provided through the use of perimeter fencing or masonry walls. The conceptual designs for the 168th Street Interim Bus Terminal include fencing surrounding the project site.

3.17.3 Regulatory Context

The Proposed Project would adhere to all applicable New York State and New York City Building Code regulations and guidelines, in addition to applicable standards and codes specified by the NFPA and MTA NYCT Security Requirements Guidelines as follows:

- NFPA: NFPA standards provide guidance for the fire protection of the 168th Street Interim Bus Terminal;
- BCNYS: The BCNYS is the code that dictates principal requirements applies to bus facilities;
- BCCNY: Although not mandatory, MTA NYCT has a Memorandum of Understanding with the New York City Department of Buildings (NYCDOB) to attempt adherence to this set of requirements; and

- MTA NYCT Design Guidelines: These guidelines address fire and safety in new and existing facilities and are used in the development of fire and life safety strategies. Security requirements are also identified in the Design Guidelines. The latest bus terminal planning and design guidelines will be followed.

3.17.4 Environmental Impacts

3.17.4.1 No-Action Alternative

In the No-Action Alternative, no changes to the project site are anticipated to occur by the 2024 Build year. The existing parking lot would remain in its current state as a parking use. In addition, NYPD 103rd Precinct parking would continue to be located on the sidewalks in the southwestern corner of the project site. The existing safety and security measures would remain consistent with the existing conditions.

3.17.4.2 With-Action Condition

The Proposed Project would be designed, constructed, and operated to comply with all relevant federal, state, and local safety regulations, including: the New York State Uniform Fire Prevention and Building Code, ADA regulations, OSHA regulations, and applicable NFPA guidelines and standards. In addition, MTA NYCT has regulations and Design Guidelines to ensure the safety and security of employees, transit riders, and the general public. These regulations are contained in MTA NYCT's Safety Policy/Instruction 10.1.2. MTA NYCT also has a System Safety Program Plan that governs all MTA NYCT facilities, including the 168th Street Interim Bus Terminal. MTA NYCT staff and contractors are trained in all appropriate safety procedures under this plan. During construction, written Safe Work Plans would be developed identifying potential hazards, as well as safety measures to be implemented for the protection of workers on the project site and the general public in the surrounding area.

3.17.5 Conclusion

Consultation with the MTA Security Department during design development would determine the construction and operational safety and security measures to be implemented during construction and operation of the Proposed Project. Construction safety and security measures would include the development of Safe Work Plans. Operational safety and security measures would involve coordination with appropriate public safety agencies for creating safety and security plans for the 168th Street Interim Bus Terminal, the continued training of staff and contractors on site, and adherence to state and city building codes and regulations. Physical security measures would consist of securing the perimeter, exterior, interior, equipment, and systems of the project site. **With the safety and security measures identified above, the Proposed Project is not expected to result in adverse impacts to safety and security during the construction and operational periods.**

4 Construction

4.1 Introduction

This section establishes the framework used to assess potential impacts from construction of the Proposed Project. The preliminary construction schedule is described along with construction activities and practices likely to occur. Construction impacts may be analyzed for any project that involves construction. For construction activities not related to in-ground disturbance, short-term construction (less than two years) generally does not warrant a detailed construction analysis. However, consideration of several factors, including the location and setting of the project in relation to other uses and the intensity of construction activities, may indicate that a project's construction activities, even if short-term, warrant analysis in one or more technical areas.

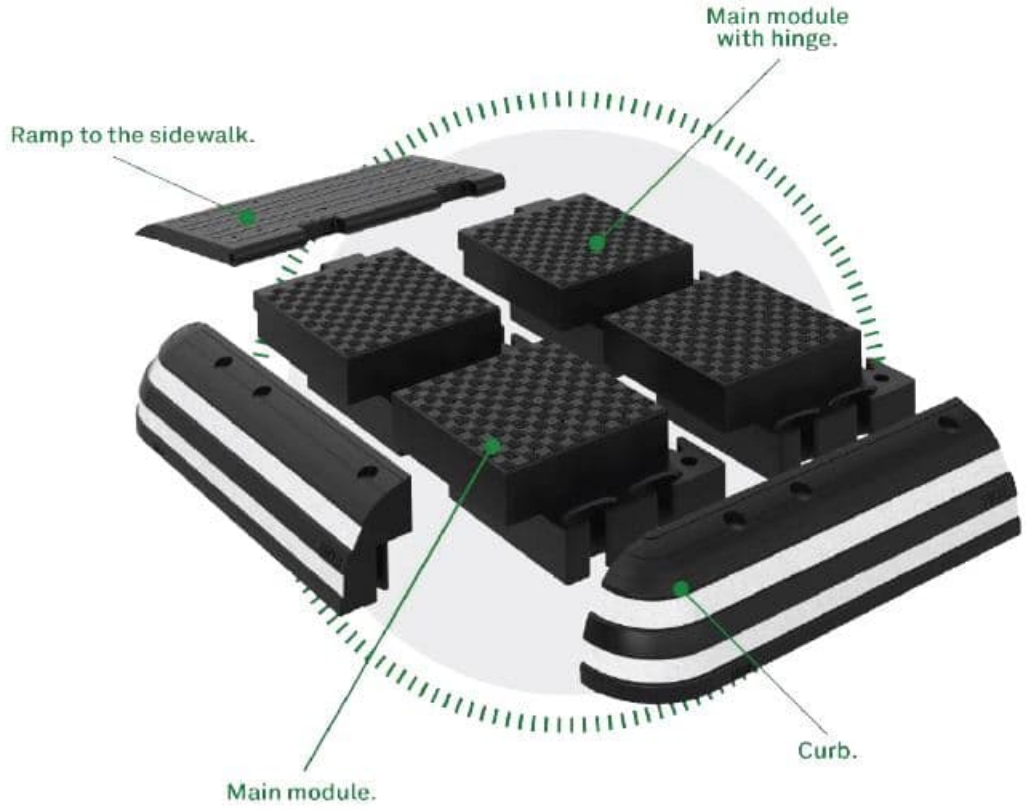
4.2 Site Preparation Activities

Construction of the Proposed Project would be limited to the site preparation of the project site. Site preparation activities would include the removal of existing ticketing booths. Existing trees within the project site would be removed, and the tree trunks would be ground down to their bases. MTA NYCT Bus would make an effort to preserve as many trees and shrubs as feasible within the project site for aesthetic and privacy reasons. A total of four NYCDPR trees in the sidewalks on 168th Street and 169th Street would be removed to construct the driveways for the Proposed Project.

Additional site preparation activities would include the installation of dispatcher booths and furnished bus stops consisting of passenger boarding platforms over the existing asphalt pavement using the Vectorial ® modular system of snapped-together pieces (see **Figure 4.2-1**) and stainless-steel and glass enclosed bus shelters with seating (see **Figure 4.2-2**). Concrete planters would be placed adjacent to the passenger boarding platforms and on the sidewalks along 90th Avenue and 91st Avenue surrounding the project site. Bus shelters would be anchored to the asphalt pavement. No subsurface excavation would be required to prepare the project site. Site preparation activities would not be expected to take more than nine months.

Prior to demolition of the existing ticketing booths, ACM and LBP where identified would be removed (see **Figure 4.2-3**). All work would be performed in accordance with the regulatory requirements. With the implementation of appropriate protection and mitigation measures, including, but not limited to, asbestos abatement and lead-based paint removal (if appropriate), dust suppression measures during construction, and adherence to all waste handling procedures, there would be no significant adverse impacts during construction.

Figure 4.2-1: Vectorial ® Modular System Elements



Source: Zicla, Vectorial ® System User Guide and Installation Manual. 2020. Accessed at https://www.zicla.com/en/vectorial/.

Figure 4.2-2: Typical Bus Stop Shelter

Source: NYCDOT, Street Design Manual. Accessed at https://www.nycstreetdesign.info/furniture/bus-stop-shelter.

Figure 4.2-3: Existing Ticketing Booth to Be Removed

4.3 Conclusion

The *CEQR Technical Manual* indicates a preliminary assessment is required only for those resources that could be potentially impacted by the construction of the Proposed Project. In order to determine if significant adverse impacts may occur, the assessment must include consideration of the duration of construction activities, construction-related pedestrian and vehicular activities, the distance between emissions sources and sensitive receptors, construction intensity, and the thresholds that trigger further analysis for each resource that could be affected by construction activities. As the Proposed Project's construction schedule is estimated to be no more than nine months, which is below the two-year threshold for a detailed analysis; would not involve the construction of multiple sites, close or modify traffic lanes or pedestrian facilities and is not located within a Central Business District, a detailed construction analysis is not warranted.

5 Mitigation

As discussed in Section 3.13 (Transportation), the Proposed Project would result in traffic and pedestrian (passenger) impacts. However, proposed mitigation measures would mitigate these potential impacts, and the Proposed Project would result in no significant adverse impacts. These mitigation measures are described below.

5.1 Traffic Impacts Mitigation

Traffic impacts were identified at two study intersections (see Section 3.13.3.2.1 [Traffic]): Hillside Avenue/169th Street and Jamaica Avenue/169th Street. Signal timing mitigation for these traffic impacts would be implemented at the two intersections in the AM and PM peak hours. With the proposed signal timing mitigation, the traffic impacts would be fully mitigated.

- *Hillside Avenue/169th Street*: Reallocate one second of green time from the eastbound and westbound approaches on Hillside Avenue to the southbound movement on 169th Street during the PM peak hour.
- *Jamaica Avenue/169th Street*: Reallocate two seconds of green time from the eastbound and westbound approaches on Jamaica Avenue to the southbound movement on 169th Street during the AM peak hour, and four seconds during PM peak hour.

Mitigation of the traffic impacts identified at the two intersection approaches would require reallocating signal timings from other intersection approaches where there are no impacts. With these mitigation measures in place, the Proposed Project would have no significant adverse impacts on traffic.

5.2 Pedestrian (Passengers) Impacts Mitigation

A pedestrian impact was identified on the sidewalk on the south side of 90th Avenue between 168th Street and 168th Place. As discussed in Section 3.13.3.2.4 (Pedestrians [Passengers]), the Proposed Project would include the placement of concrete planters along the sidewalks on 90th Avenue and 91st Avenue. The planters would improve the streetscape surrounding the project site, enhance the pedestrian experience, and provide pedestrian safety and mobility by preventing vehicles from encroaching/occupying the sidewalks. The planters would also mitigate the projected pedestrian impact. The planters would be placed on the sidewalks to allow for maximum pedestrian access and would be in compliance with the NYCDOT *Street Design Manual*.

6 Indirect and Cumulative Effects

Indirect effects and cumulative effects were considered for the Proposed Project. Indirect effects may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water or other natural systems, including ecosystems." (40 CFR 1508.1(g)(2)). Growth inducement occurs when an activity encourages or leads to further increases in development, population, or business activity. In assessing the potential for indirect effects, consideration is given to a broad range of affected areas.

Cumulative effects, on the other hand, have been defined as "effects on the environment that result from the incremental effects of the action when added to the effects of other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions." (40 CFR 1508.1(g)(3)).

The Study Area for the discussion of indirect and cumulative effects is related to the areas where potential direct effects have been identified. The Study Area for the majority of the resources assessed in the environmental analysis was defined as a 400-foot buffer around the project site.

6.1 Indirect Effects

The Proposed Project would not have the potential to induce development or population growth in the Study Area. The Proposed Project would be consistent with existing parking lot land uses, and the Proposed Project is allowed as-of-right under the existing C4-5X zoning district designation. The Proposed Project would introduce the 168th Street Interim Bus Terminal on an existing commercial parking lot and experience daily pedestrian traffic in the vicinity of the project site, including passengers accessing the project site. The area surrounding the project site is already built with commercial, institutional, and residential uses, and it is near the existing 165th Street/Jamaica Bus Terminal. The Proposed Project would enhance economic activity in the local neighborhood with additional pedestrian activity, but it would not be expected to induce additional growth beyond the project site.

In addition, as discussed in Section 1.1 (Project Description), MTA NYCT Bus proposes to temporarily lease the project site, so the project site is not a permanent bus terminal. As such, there would be no long-term indirect effects in the Study Area.

6.2 Cumulative Effects

Present and reasonably foreseeable actions within the Study Area are those that would be constructed in the 2024 Build Year. As noted in Section 2.1 (No-Action Alternative), the only No-Action Alternative project identified was a special permit and zoning text amendment associated with a development project located along 168th Street within the Study Area. As this project is not a construction project, it would have no effect on the Study Area, including generating vehicle or pedestrian trips. Therefore, a cumulative effects assessment is not warranted.

7 Permits and Approvals

7.1 State of New York

- SHPO: SHPA Section 14.09 Consultation. SHPO determined No Adverse Effect upon archaeological resources or historic properties on April 20, 2023

7.2 City of New York

- NYCDOT: Roadway/Sidewalk Permit; Coordination and review of transportation analysis
- NYCDPR: Tree Work Permit for construction activities within 50 feet of a tree under City jurisdiction

8 Agency and Public Involvement

Public outreach activities began in March 2023 and will continue. Outreach activities included direct outreach to residents and businesses and briefings/meetings with elected officials, Queens Community Board 12, and local stakeholder organizations. The following is a summary of the public outreach activities to date:

- March 3, 2023: Elected officials briefing on the Proposed Project
- March 15, 2023: Meeting with the Jamaica Taskforce
- April 3, 2023: On-site meeting with the NYPD 103rd Precinct
- April 6, 2023: On-site outreach at every residence and business around the existing 165th Street/Jamaica Bus Terminal and project site. A flyer was left at every door that included an invitation to attend the Queens Community Board 12 meeting on April 11, 2023.
- April 11, 2023: Queens Community Board 12 Transportation Sub-Committee meeting
- May 2, 2023: Meeting with Queens Borough President's Office
- May 2, 2023: On-site meeting with Ackroyd Court at 90-20 169th Street and surrounding large property owners in the area around the project site
- May 23, 2023: Elected Officials (EO) briefing and update
- June 15, 2023: Meeting with the Concerned Citizens of Downtown Jamaica, a civic group concerned about the potential impacts associated with relocating the existing 165th Street/Jamaica Bus Terminal
- June 6, 2024: EO briefing and update
- June 11, 2024: Queens Community Board 12 briefing and update