

Borough President Ruben Diaz Jr.

June 15, 2010

Testimony at the New York City Council Subcommittee on Zoning and Franchises

Good Morning Chairman Lander and members of the New York City Council Subcommittee on Zoning and Franchises.

My name is Jesse Mojica and I am the Director of Education Policy for Bronx Borough President Ruben Diaz Jr. On behalf of the Borough President, I thank the committee for the opportunity to read into the record the Borough President's thoughts on this issue.

For decades, the parents and community leaders of Highbridge have advocated for a middle school of their own, and I cannot overstate how happy they are that their longtime wish is finally coming true. Approximately 2,000 Highbridge students graduate into middle school every year. Highbridge is experiencing huge growth, which requires a significant expansion of the capacity of the community's educational infrastructure. Currently, there are no middle schools within Highbridge or within a reasonable distance for the children of Highbridge to access. Very young children are forced to travel long distances to reach their assigned middle schools, which are located on the other sides of both the Cross Bronx Expressway and the Grand Concourse. I am deeply concerned about the safety of very young children traveling long distances which is why the creation of a middle school within the Highbridge community is one that I wholeheartedly support.

There are a few issues related to the creation of this school that I would like to bring to the committee's attention. Last year in April our office signed on to a letter with many other elected offices that expressed our collective desire along with the Highbridge community to "present our vision for the development of that school, and respectfully request your engagement moving forward."

Two of the issues in that letter that I would like to highlight in our testimony today is the Borough President's desire that the middle school being created in Highbridge be a Green school. Additionally he also feels very strongly that there needs to be ongoing analysis as to the amount of middle school seats needed for the Highbridge area. Let me elaborate on these two points:

In New York State right now, only three schools are certified LEED platinum, and none of them are public schools in New York City. Platinum LEED certification is the highest environmental honor one can get. From the day since becoming an elected official 13 years ago, the environment and environmental justice has been one of the Borough President's highest priorities and will continue to be during his tenure as Bronx Borough President. By ensuring that the construction of this new school will meet the highest possible green standards, we can show

not only the City and the State, but the entire nation, that the Department of Education, the School Construction Authority and the people of The Bronx are committed to the environment, and will do whatever it takes to lower our carbon footprint. I join with the community in asking that the school incorporate a green roof, solar and wind energy, and greenhouses that will not only help address environmental concerns but will also create green learning opportunities for the students who attend the school.

We also remain concerned that the amount of seats being provided at the school will not be enough to meet the demand of the community. The community advocated very strongly for a school of 1,200 seats, but was instead given a school of just 389 seats. As per the letter from last April, "we respectfully ask the DOE, as part of its periodic review process over the course of the coming five-year plan, to pay specific attention to the community's demographic patterns. This is particularly important as updated census numbers will be made available over the next couple of years."

I thank all the members of the committee for the opportunity to express the Borough President's concerns on this important matter and look forward to working with all in creating the best possible middle school for the Highbridge Community.

Sincerely,

Jesse Mojica

Jesse Mojica

Director of Education Policy and Youth Services

THE BRONX
AT WORK

Office of the Bronx Borough President . 851 Grand Concourse . Bronx, New York 10451.718.590.3500



Vanessa L. Gibson
Assemblywoman 77th District
Bronx County

THE ASSEMBLY
STATE OF NEW YORK
ALBANY

District Office:
930 Grand Concourse
Suite 1E
Bronx, NY 10451
(718) 538-2000
Albany Office:
(518) 455-5671

Testimony Before the New York City Council Subcommittee on
Landmarks, Public Siting, and Maritime Uses
Offered on Behalf of Assemblywoman Vanessa L. Gibson
June 15, 2010

Hello everyone, my name is Edu Hermelyn and I am testifying today on behalf of Assemblywoman Vanessa L. Gibson who is in Albany this morning as part of the ongoing legislative session.

As the district office manager for the Assemblywoman, I want to thank the committee and you Chairman Lander, for allowing me to express her strong support for the construction of the long awaited Highbridge middle school and to let the committee know about her concerns regarding the planned school.

For years parents and community residents in Highbridge have made a concerted effort to focus public attention on the pressing need for a middle school in their community. A rapidly growing portion of the west Bronx, the Highbridge community sees nearly 2,000 students join the middle school ranks every year. But despite this rapid growth in enrollment, Highbridge residents have long been overlooked and isolated when it comes to the construction of a much needed middle school and they have not had a middle school in their community for more than 30 years.

As a consequence, young people from throughout Highbridge have been forced to make a very disruptive adult-sized commute to school everyday. This has left some of our youth as young as ten years old traveling miles from home just to attend school.

The travel time involved has left many families isolated and built a virtual wall of separation between our schools and the Highbridge community that has made it more difficult for parents to be actively involved in their child's education during the critical middle school years.

It has also essentially lengthened the school day and discouraged many young people from participating in valuable extra curricular activities and after school programs.

The construction of middle school in Highbridge will go a long way towards addressing that isolation and I can not overstate the importance many Highbridge residents place upon this new school.

However, it is essential to note that the school – which will accommodate just 398 students – will meet less than half of the demonstrated need and still leave Highbridge dramatically underserved. Along with falling short of the existing need, the school as planned does not provide for any additional growth in demand during future years.

In short, while the school is a positive addition to the community it will be inadequate to meet both the existing and future needs of the Highbridge community. Thus it is important to make sure that the New York City Department of Education and the School Construction Authority are committed to an ongoing analysis of data that could lay the foundation for the development of additional middle school capacity in the Highbridge community.

Assemblywoman Gibson would appreciate whatever assistance your committee can provide in making that happen.

Additionally, community residents and Bronx Borough President Ruben Diaz, Jr. have made the construction of a Green School in Highbridge a key priority and Assemblywoman Gibson is asking that you join in those efforts to make this a true model school.

After so many years of neglect, it is time for the residents of Highbridge to have a middle school they can be proud of – a school that incorporates the latest in environmentally sound technology – making it a flagship and an example for schools throughout the City of New York and even the State.

Specifically, the inclusion of a green roof, along with solar and wind energy in the design would substantially reduce the longterm cost of operating the school and make a clear statement about our City's growing awareness of the need for environmental justice.

Incorporating greenhouses into the design would also provide valuable learning opportunities to those middle schoolers attending the school.

In conclusion, Assemblywoman Gibson looks forward to working with your committee, Councilwoman Maria del Carmen Arroyo, Councilwoman Helen Diane Foster and other elected officials as she seeks to have both the capacity and design issues of the Highbridge middle school addressed.

As we move toward construction of a middle school in Highbridge, Assemblywoman Gibson wishes to strongly emphasize the importance of communication and urge the NYCDOE to maintain an active dialogue with elected officials, community leaders and parent advocates as this project moves forward.

We all share the concerns of addressing the educational needs of our children and it is her sincere hope that we come up with a final design that addresses the heartfelt concerns of the community residents represented by Assemblywoman Gibson.

Thank you for your time.



April 7, 2009

Joel I. Klein, Chancellor
New York City Department of Education
52 Chambers Street
New York, NY 10007

Dear Chancellor Klein,

As Highbridge parents, community leaders, and elected officials, we joined as one to successfully advocate for the inclusion of a middle school in the preliminary five-year capital plan. Today, in that very same spirit of collaboration, we accept the DOE's proposed middle school and express our gratitude for the consideration of neighborhood-specific need in your long-term planning process. We also wish to present our vision for the development of that school, and respectfully request your engagement moving forward.

GREEN SCHOOLS

The community of Highbridge registers some of the highest asthma-hospitalization rates in the country. The anticipated site of the new middle school is situated near a major highway (an often-times unavoidable circumstance given the infrastructure of the South Bronx). Moreover, the construction of the school will entail the removal of many trees on the north side of the Highbridge Gardens housing development. Consistent with the community's original vision, in line with Mayor Bloomberg's PlaNYC and President Obama's Green Initiative, we ask the DOE and the School Construction Authority to construct a "green" middle school, the first LEED Platinum-certified School in NYC to reduce carbon emissions during construction and regular operations. The Borough of the Bronx has emerged as a capital of environmental advocacy and development in recent years. The new middle school of Highbridge, in order to protect the health of students and generate long-term energy cost savings for the DOE, should embrace this vision. In our neighborhood, 7% of residents report problems with asthma. More than 10 in 1,000 residents (both children and adults) have been hospitalized due to asthma-related problems. Both statistics are far higher than the city average. We ask that the school incorporate a green roof, solar and wind energy, and greenhouses into its structure (As has been demonstrated in the Science Barge and the NY Sun Works Program). The Community has envisioned the school as not only a green school but a high tech school that is focused on environmental science and sustainable energy.

TIMING

During our advocacy and research for the new middle school, we came to understand that immediate construction of a given school does not always follow its inclusion in the final capital plan. It appears that some city schools come on line well into the subsequent five-year capital planning process. As such, we would like to remind the DOE that Highbridge residents have been waiting for a new middle school for nearly 50 years. Moreover, our need is substantial, with more than 2,000 Highbridge students graduating into middle school every year. Though Highbridge is considered a "choice" district, one in which parents can and do send their children to distant schools, we believe that timely construction of our middle school will address the scheduling needs and safety concerns of countless families. Given the intent of the New York City Housing Authority to develop housing adjacent to the proposed school, we believe that expedited planning will facilitate greater coordination between city agencies.

ELEMENTARY EDUCATION

It is our understanding that the School Construction Authority has studied the possibility of expansion at the PS 73 elementary school. New construction on an existing parking lot could generate space for perhaps 500 new students. We raise this issue in the context of our overall concern for the safety and well-being of Highbridge students, especially those in fifth grade or below, who are not always equipped to commute beyond their neighborhood, or for that matter beyond the major thoroughfares of the Cross-Bronx Expressway and Grand Concourse. As a result of past educational policies, Highbridge retains two elementary schools that only accommodate kindergarten through fourth grade students; therefore, by expanding PS 73, the DOE could begin to transition neighboring elementary schools to add a fifth grade. This would keep more young students closer to home for an additional year, as well as streamline the process for future graduations directly into the new middle school.

ONGOING ANALYSIS

Despite our enthusiasm for the new middle school, and the strong support expressed in this letter, we would be remiss in not taking issue with some of the points made in the March 27 email correspondence from the DOE's Finance and Administration bureau. First, we believe it is unreliable to calculate preference for out-of-district middle schools in a community that has never had one. The capacity gains made possible at Settlement Housing MS/HS and other schools will be relatively small, and quickly offset by new housing developments in the surrounding neighborhoods. To not include the students of P.S. 114 in the needs assessment because of its proximity to the #4 train is unfounded as no child lives at the school. Second, we continue to make the point that new, and quite often large, immigrant families are not represented in available statistics. For this reason, we respectfully ask the DOE, as part of its periodic review process over the course of the coming five-year plan, to pay specific attention to the community's demographic patterns. This is particularly important as updated census numbers will be made available over the next couple of years.

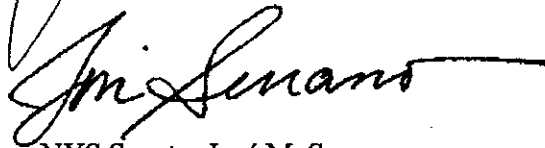
CONCLUSION

The proposed middle school most likely will not be sufficient to meet the needs of our community. However, we realize that while the needs of city students are great and diverse, so too are the logistical and budgetary constraints that confront policy-makers. As such, we are willing to work with the Department of Education to create a better understanding of the educational needs of our community. With this collaboration, we hope to maintain a strong partnership with your office. As stakeholders in this process we will continue to advocate our vision for the birth and development of the new middle school.

Sincerely,

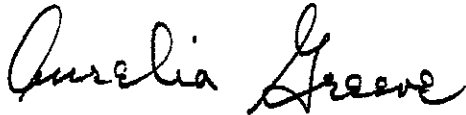


US Congressman José E. Serrano

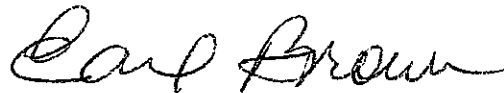


NYS Senator José M. Serrano

*On behalf United Parents
of Highbridge & Highbridge
United Coalition
Cynthia Villanov
Parent Leader*



NYS Assemblymember Aurelia Greene



Acting Bronx Borough President Earl D. Brown



NYC Councilmember Helen D. Foster



NYC Councilmember Maria del Carmen Arroyo

Monday June 14, 2010

New York City Council
250 Broadway
New York, New York

Honorable Members of City Council,

The Highbridge Neighborhood has been in need of a middle school for over forty years, and as community members of the neighborhood and part of the Highbridge United Coalition, we ask for your support in obtaining our neighborhood's first middle school.

Our neighborhood is a unique neighborhood, situated up on a hill and isolated from the rest of the Bronx by geography and manmade obstacles, such as the Major Deegan and Cross Bronx Expressways. Our neighborhood holds five public elementary schools but no middle or high schools.

While, as a neighborhood coalition, we are pleased to see a middle school in this 5 Year Capital Plan, we would ask that it meets the demands of our neighborhood and is designed as the first truly green educational school in the Borough of the Bronx.

The neighborhood has been forced to comprise on seats, accepting a small school of only 391 seats, when we were clearly able to demonstrate a need for 2000 seats. Therefore, we ask that the neighborhood be able to have this school developed with a green roof, green technologies, including:

1. A green roof with 100% utilization by the school community, provided with an additional egress (a second staircase) not 20% utilization as in the current design.
2. Green House Facilities where students can study agriculture and hydroponics.
3. Sonar Panels for both educational and improved sustainability.
4. An Irrigation System and rainwater collection system that would both model the NYC Water System and provide water to the green roof.
5. A Wind Energy System (and wind measurement)
6. A Composting system for school waste and for school study
7. A Computer monitoring system for the Schools Energy Consumption and Energy Systems.

Our children who live in the South Bronx are among the poorest in the City of New York but that does not mean that our children should not have the access to a better future. Please support our children and our neighborhood, in our campaign for the first Bronx Middle School focused on Sustainable Energy and Environmental Education. For Further information please contact Chauncy Young at 646 719 0034.

Sincerely,

Members of the Highbridge United Coalition.

Lunathy Veras (PA) CO-president P.S. 11

Yonancy Oejesu (PA) President P.S. 114

H. Joseph Franco (SACRED HEART PARISH SCHOOL)

Yonanie Berg (PS 126) Vice Pres.

Joe Lopez PTA President P.S. 73

Alfonso -

Monday June 14, 2010

New York City Council
250 Broadway
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Francis Aquino-Garcia Iglesia Puerta Del Cielo Bronx, NY

Sincerely,
[Signature]
Members of the Highbridge United Coalition.

Ebubakim Ndure, Mosque of Islam, Jesup Avenue

Keenan Amont, christian church seventh Trompet

Pastor Ed Hutton, church of GOD OF PROPHECY

REV. DELALI BANSA, PASTOR LIVING GOSPEL MIN.

Elder Core W Touff, Assistant Pastor Highbridge Community Church

Dr. Ellanita Purnaro, Ex Director Highbridge Community Life Center

[Signature] Mount Hermon Baptist Church Senior Pastor



June 11, 2010

**Department of
Education**

Lorraine Grillo
Acting President & CEO

lgrillo@nycsca.org

The Honorable Christine C. Quinn
Speaker of the City Council
City Hall
New York, New York, 10007

Dear Speaker Quinn:

The New York City School Construction Authority (SCA) has undertaken its site selection process for the following proposed school:

- New, Approximately 866-Seat Intermediate and High School Facility, Manhattan
- Block 842, Lot 34
- 10 East 15th Street, between Union Square West and Fifth Avenue, Manhattan
- Community School District No. 2
- Manhattan Community Board No. 5

The project site is an approximately 18,000-square-foot (0.41-acre) lot that is privately owned and which is developed with a two-story, approximately 34,300-square-foot building that contains union administration and medical offices for Local 810 International Brotherhood of Teamsters. It is located at 10 East 15th Street (Block 842, Lot 34) between Union Square West and Fifth Avenue in the Union Square neighborhood of Manhattan. Under the proposed project, the SCA would acquire the property and would construct a new, approximately 866-seat intermediate and high school facility.

The Notice of Filing of the Site Plan was published in the New York Post and the City Record on April 16, 2010. Manhattan Community Board No. 5 was notified on April 16, 2010, and was asked to hold a public hearing on the proposed Site Plan. Manhattan Community Board No. 5 held a public hearing on May 11, 2010 and subsequently submitted written comments in support of the proposed site. The City Planning Commission was also notified on April 16, 2010, and recommended in favor of the proposed site.



The SCA has considered all comments received on the proposed project and affirms the Site Plan pursuant to §1731.4 of the Public Authorities Law. In accordance with §1732 of the Public Authorities Law, the SCA is submitting the enclosed Site Plan to the Mayor and the Council for consideration. Enclosed also are copies of the Environmental Assessment and Negative Declaration that have been prepared for this project.

The SCA looks forward to your favorable consideration of the proposed Site Plan. If you have any questions regarding this Site Plan or would like further information, please contact me at (718) 472-8001 at your convenience.

Thank you for your attention to this matter.

Sincerely,


Lorraine Grillo
Acting President & CEO

Encl.

- c. Hon. Michael R. Bloomberg (w/o attachments)
- Hon. Leroy G. Comrie, Land Use Committee
- Hon. Bradford Lander, Subcommittee on Landmarks,
Public Siting and Maritime Uses
- Hon. Rosie Mendez, District Councilmember
- Kathleen Grimm, Deputy Chancellor



June 11, 2010

**Department of
Education**

Lorraine Grillo
Acting President & CEO

lgrillo@nycsca.org

The Honorable Michael R. Bloomberg
Mayor
City Hall
New York, New York, 10007

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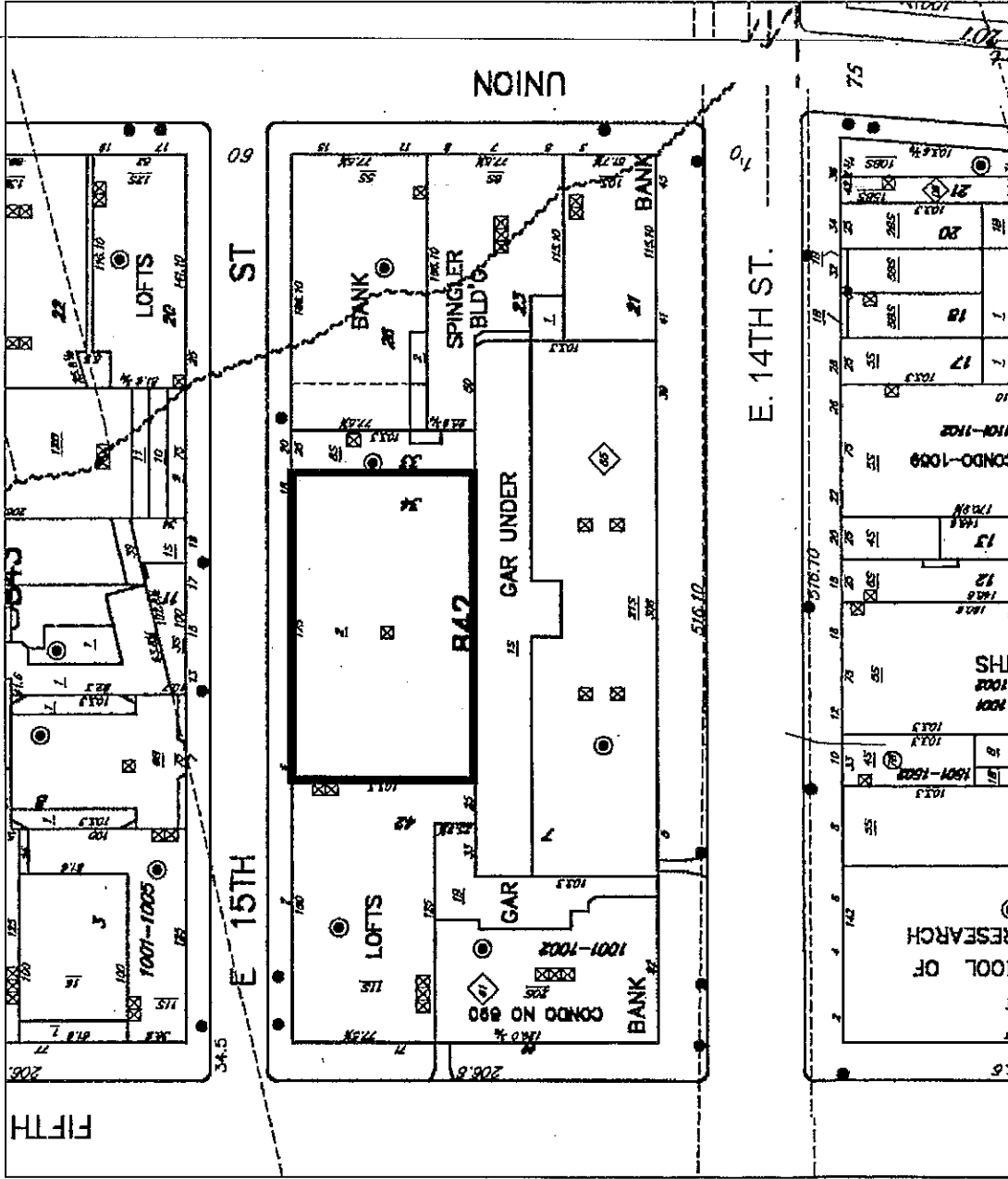
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Sincerely,


Lorraine Grillo
Acting President & CEO

Encl.

- c. Hon. Christine C. Quinn (w/o attachments)
Hon. Dennis M. Walcott
Kathleen Grimm, Deputy Chancellor



SITE PLAN FOR APPROXIMATELY 850-SEAT INTERMEDIATE AND HIGH SCHOOL FACILITY, MANHATTAN
 Manhattan Block 842, Lot 34
 Community School District No. 2

§1731: 4/16/10-5/31/10



NOTICE OF FILING

NEW YORK CITY SCHOOL CONSTRUCTION AUTHORITY

Pursuant to §1731 of the New York City School Construction Authority Act, notice has been filed for the proposed site selection of Block 842, Lot 34, located in the Borough of Manhattan, for the development of a new public school facility with a total capacity of approximately 850 seats to accommodate an approximately 300-seat middle school organization and an approximately 550-seat high school organization in Community School District No. 2.

The proposed site is located on the south side of East 15th Street between Fifth Avenue and Union Square West in the Union Square neighborhood of Manhattan. The project site is an approximately 18,000-square-foot (0.41-acre) lot that currently contains an existing two-story building that would be demolished. The site is privately owned and would be acquired for construction of the new school facility. Site plans and a summary thereof for the proposed action are available at:

New York City School Construction Authority
30-30 Thomson Avenue
Long Island City, New York 11101

Attention: Ross J. Holden

Comments on the proposed actions are to be sent to the New York City School Construction Authority at the above address and will be accepted until May 31, 2010.

For publication in the New York Post (5 Borough Edition) on Friday, April 16, 2010.

ALTERNATE SITE ANALYSES

NEW, APPROXIMATELY 850-SEAT INTERMEDIATE AND HIGH SCHOOL FACILITY 10 East 15th Street, Manhattan Block 842, Lot 34 Community School District 2

The following locations were also considered as potential sites for schools in School District No. 2:

1. **218 West 18th Street (Block 767, Lot 54)** – This property is located on the south side of West 18th Street between Seventh and Eighth Avenues. The approximately 10,775-square-foot lot is zoned for commercial uses (C6-2A) and is currently occupied by a commercial office building. The site was removed from further consideration due to the lack of a separate entrance for a school.
2. **548-554 West 22nd Street (Block 693, Lot 59)** – This property is located on the south side of West 22nd Street between 10th Avenue and the West Side Highway. The approximately 9,875-square-foot property is zoned for commercial uses (C6-2) and is improved with an approximately 38,100-square-foot building containing showroom space. It was removed from further consideration because the building had small floor plates, which cannot accommodate standard classroom layouts, and the available space was non-contiguous.
3. **119-125 West 25th Street (Block 801, Lot 24)** – This property is located on the north side of West 25th Street between Sixth and Seventh Avenues. The approximately 9,875-square-foot lot is zoned for manufacturing uses (M1-6); schools are not permitted as of right. The property is currently vacant. It was removed from consideration due to the building's small floor plates.
4. **530-542 West 27th Street (Block 698, Lot 54)** – This property is located on the south side of West 27th Street between 10th and 11th Avenues. The area is zoned for manufacturing and commercial uses (M1-5); schools are not permitted as of right. The property is an approximately 3,839-square-foot lot currently occupied by a commercial loft building used as a storage facility. It was removed from consideration due to the building's steeply sloped floors.

Manhattan Community Board Five

Vikki Barbero, Chair

450 Seventh Avenue, Suite 2109
New York, NY 10123-2199
212.465.0907 f-212.465.1628

Wally Rubin, District Manager

May 14, 2010

Hon. Michael R. Bloomberg
Mayor
City Hall
New York, NY 10007

Hon. Christine Quinn
City Council Speaker
224 West 30th Street, Suite 1206
New York, NY 10001

Chancellor Joel L. Klein
NYC Department of Education
52 Chambers Street
New York, NY 10007

Ross J. Holden
New York City School Construction Authority
30-30 Thomson Avenue
Long Island City, NY 11101

RE: New York School Construction Authority's site plan for a new 850 seat combination middle/high school at 10 East 15th Street b/w 5th Ave. & Union Square West

Dear Hon. Mayor Bloomberg, Speaker Quinn, Chancellor Klein and Mr. Holden:

At the regularly scheduled monthly meeting of Community Board Five on Thursday, May 13, 2010, the Board passed the following resolution with a vote of 32 in favor, 0 opposed, 1 abstaining, 1 not entitled to vote:

WHEREAS, The School Construction Authority (SCA) has announced its intention to develop a new building that would house a middle school with approximately 300 seats and a separate high school with approximately 550 seats on the south side of East 15th St. Between 5th Ave and Union Square West; and

WHEREAS, The building, currently owned by the teamsters union, would be purchased and not leased by the Department of Education for utilization as a new Public School; and

cb5

www.cb5.org

office@cb5.org

WHEREAS, The School Construction Authority has not finalized any of the design elements but is currently proposing to raze the existing building and construct an 8 story structure to house the two schools with a shared "Gymnasium," and separate lunch rooms; and

WHEREAS, The SCA estimates that this process could take anywhere between 3 and 5 years to complete but will do everything possible to complete the work in a timely and efficient manner; and

WHEREAS, CB5 is one of the four highest-growth neighborhoods and one of the four neighborhoods at highest risk for neighborhood-wide school overcrowding in Manhattan; and

WHEREAS, The Clinton School for Writers and Artists is scheduled to be moved out of its current location in a building that it has for several decades shared with P.S. 11; and

WHEREAS, Parents and other interested parties of The Clinton School for Writers and Artists brought the site's potential as a school to the attention of the SCA and have been instrumental in working with SCA in order to facilitate the acquisition and development of the site as a new Public School; therefore be it

RESOLVED, That CB5 supports and looks forward to the development of this new school and urges the Mayor and City Council to approve it when it comes before them for a vote; and be it further

RESOLVED, That CB5 strongly urges the Department of Education (DOE) to locate The Clinton School for Writers and Artists in the middle-school portion of the new Public School building; and be it further

RESOLVED, That CB5 strongly urges the Department of Education's (DOE) to continue its search for, and development of, **more** much needed new school seats within the CB5 district.

Thank you for the opportunity to comment on this matter.

Sincerely,



Vikki Barbero
Chair

Robyn Hatcher
Chair, Housing, Human Services & Youth

Cc: Hon. Scott Stringer
Hon. Thomas Duane
Hon. Liz Krueger
Hon. Richard Gottfried
Hon. Brian Kavanagh
Hon. Deborah Glick
Hon. Jonathan Bing
Hon. Rosie Mendez
Hon. Dan Garodnick
Hon. Gale Brewer

cb5

Letter of Support of Siting of Clinton at 10 E. 15th St.

May 25, 2010

To: Community Board 5 - Health, Human Services & Youth Committee, Robyn Hatcher, Chair (bcc'd here)

From: The Clinton School for Writers & Artists Relocation Committee

The Clinton School for Writers & Artists Relocation Committee strongly supports the Department of Education/School Construction Authority's plan to move the Clinton School to a building at the site of 10 East 15th Street in Manhattan. A new school built on that site by the SCA has a design and construction timeline of 4-5 years. A preliminary massing study was presented to the CB5 Committee on May 11th, which included space for Clinton, a successful arts-based public middle school currently located in Chelsea, and a yet-to-be-named high school. The high school should be compatible with Clinton. Consideration should be given to expanding Clinton into a grade 6-12 school by the time the building is ready for occupancy.

The Clinton Relocation Committee first identified and visited this site in the summer of 2009. We proposed our relocation there to the DOE and the City Hall Task Force members in September. We were very pleased that the DOE fully supported this idea and negotiated the purchase of this building for that purpose. We encourage the City Council to give final approval of this purchase for the resiting of the Clinton School.

We will continue to support the DOE and SCA to create these much-needed middle school seats in Community Board 5, which is sorely lacking in such seats. The Relocation Committee intends to continue working with the SCA and DOE to help design a school building which not only suits the needs of the students but also the historic Union Square area. We also wish to garner support of the larger community, including the Union Square Partnership, Elected and CB5, in encouraging the SCA to complete this building in a timely manner and fast-track it if possible.

Thank you,
Susan Kramer on behalf of
The Clinton School for Writers & Artists Relocation Committee

Susan Kramer, 7 East 14th Street, 19E, NY, NY 10003 212 243 7411



CITY PLANNING COMMISSION
CITY OF NEW YORK
OFFICE OF THE CHAIR

2010 JUN -7 PM 1:00
GENERAL COUNSEL
CITY OF NEW YORK
CONSTRUCTION AUTHORITY

May 26, 2010

Sharon L. Greenberger
President and CEO
New York City School Construction Authority
30-30 Thomson Avenue
Long Island City, NY 11101-3045

Dear Ms. Greenberger,

This is in response to your letter of April 16, 2010 in which notice was given to the City Planning Commission of the proposed site selection of Block 842, Lot 34 in the borough of Manhattan (Community District 5) for the construction of a 850-seat Intermediate/High School for Manhattan.

In view of the need for additional intermediate/high school capacity in this area of Manhattan, the City Planning Commission recommends in favor of the proposed site for a new school facility.

Very Sincerely,

Amanda M. Burden

- C: Ross J. Holden
- Kathleen Grimm
- Betty Mackintosh
- Edith Hsu-Chen





April 16, 2010

The Honorable Christine C. Quinn
Speaker of the City Council
City Hall
New York, New York 10007



Re: New, Approximately 850-Seat Intermediate and High School Facility, Manhattan Community School District No. 2

Dear Speaker Quinn:

Pursuant to §1731 of the New York City School Construction Authority Act, notice is hereby given of the proposed site selection of Block 842, Lot 34, located in the Borough of Manhattan, for the development of a new public school facility with a total capacity of approximately 850 seats to accommodate an approximately 300-seat middle school organization and an approximately 550-seat high school organization in Community School District No. 2. The proposed site is located on the south side of East 15th Street between Fifth Avenue and Union Square West in the Union Square neighborhood of Manhattan.

This notification was sent to Manhattan Community Board No. 5 and the City Planning Commission. The Notice of Filing for this site selection will be published in the New York Post on April 16, 2010, and the SCA will continue to accept public comments until May 31, 2010.

I have also attached the Site Plan and Alternate Sites Analyses for your review. If you require any additional information, please do not hesitate to contact Ross J. Holden, Vice President and General Counsel, at (718) 472-8220.

Sincerely,

Sharon L. Greenberger
President and CEO

Attachments

- c: Kathleen Grimm, Deputy Chancellor
- Hon. Leroy G. Comrie, Land Use Committee
- Hon. Bradford Lander, Subcommittee on Landmarks,
Public Siting & Maritime Uses
- Hon. Rosie Mendez, District Councilmember
- Gail Benjamin, Director, Land Use Division
- Alonzo Carr, Land Use Division



April 16, 2010



The Honorable Scott M. Stringer
President, Borough of Manhattan
1 Centre Street, 19th Floor
New York, New York 10007

**Re: New, Approximately 850-Seat Intermediate and
High School Facility, Manhattan
Community School District No. 2**

Dear Borough President Stringer:

Pursuant to §1731 of the New York City School Construction Authority Act, notice is hereby given of the proposed site selection of Block 842, Lot 34, located in the Borough of Manhattan, for the development of a new public school facility with a total capacity of approximately 850 seats to accommodate an approximately 300-seat middle school organization and an approximately 550-seat high school organization in Community School District No. 2. The proposed site is located on the south side of East 15th Street between Fifth Avenue and Union Square West in the Union Square neighborhood of Manhattan.

This notification was sent to Manhattan Community Board No. 5 and the City Planning Commission. The Notice of Filing for this site selection will be published in the New York Post on April 16, 2010, and the SCA will continue to accept public comments until May 31, 2010.

I have also attached the Site Plan and Alternate Sites Analyses for your review. If you require any additional information, please do not hesitate to contact Ross J. Holden, Vice President and General Counsel, at (718) 472-8220.

Sincerely,

A handwritten signature in cursive script, appearing to read "Sharon L. Greenberger".

Sharon L. Greenberger
President and CEO

Attachments

c: Kathleen Grimm, Deputy Chancellor



April 16, 2010

Ms. Vikki Barbero
Chair
Manhattan Community Board No. 5
450 Seventh Avenue, Suite 2109
New York, New York 10123



**Re: New, Approximately 850-Seat Intermediate and
High School Facility, Manhattan
Community School District No. 2**

Dear Ms. Barbero:

Pursuant to §1731 of the New York City School Construction Authority Act, notice is hereby given of the proposed site selection of Block 842, Lot 34, located in the Borough of Manhattan, for the development of a new public school facility with a total capacity of approximately 850 seats to accommodate an approximately 300-seat middle school organization and an approximately 550-seat high school organization in Community School District No. 2. The proposed site is located on the south side of East 15th Street between Fifth Avenue and Union Square West in the Union Square neighborhood of Manhattan.

Section 1731.2 states that within thirty (30) days of this notice, a public hearing with sufficient public notice shall be held by each affected community board on any or all aspects of the Site Plan. You may request the attendance of representatives of the Authority or Department of Education at this hearing.

In addition, §1731.3 states that within forty-five (45) days of this notice, each affected community board shall prepare and submit to the Authority written comments on the Site Plan. Attached please find copies of the Notice of Filing, Site Plan, and the Alternate Sites Analyses for this proposed action. The Authority will accept public comments on this proposed Site Plan until May 31, 2010. All comments will be taken into consideration in the Authority's final decision regarding this matter.

If you require any additional information, please contact Ross J. Holden, Vice President and General Counsel, at (718) 472-8220.

Sincerely,

A handwritten signature in cursive script, appearing to read "Sharon L. Greenberger".

Sharon L. Greenberger
President and CEO

c: Kathleen Grimm, Deputy Chancellor
Wally Rubin, District Manager, Manhattan Community District No. 5



April 16, 2010



Amanda M. Burden, FAICP
Chair
City Planning Commission
22 Reade Street
New York, New York 10007

**Re: New, Approximately 850-Seat Intermediate and
High School Facility, Manhattan
Community School District No. 2**

Dear Ms. Burden:

Pursuant to §1731 of the New York City School Construction Authority Act, notice is hereby given of the proposed site selection of Block 842, Lot 34, located in the Borough of Manhattan, for the development of a new public school facility with a total capacity of approximately 850 seats to accommodate an approximately 300-seat middle school organization and an approximately 550-seat high school organization in Community School District No. 2. The proposed site is located on the south side of East 15th Street between Fifth Avenue and Union Square West in the Union Square neighborhood of Manhattan.

Attached please find copies of the Notice of Filing, Site Plan, and Alternate Sites Analyses for this proposed action. The Authority will accept public comments on this Site Plan until May 31, 2010. All comments will be taken into consideration in the Authority's final decision regarding this matter.

If you require any additional information, please do not hesitate to contact Ross J. Holden, Vice President and General Counsel, at (718) 472-8220.

Sincerely,

A handwritten signature in cursive script, appearing to read "Sharon L. Greenberger".

Sharon L. Greenberger
President and CEO

Attachments

c: Kathleen Grimm, Deputy Chancellor
Sarah Whitham, NYC Department of City Planning



April 16, 2010



The Honorable Thomas K. Duane
New York State Senate, 29th District
District Office
322 Eighth Avenue, Suite 1700
New York, New York 10001

**Re: New, Approximately 850-Seat Intermediate and
High School Facility, Manhattan
Community School District No. 2**

Dear Senator Duane:

Pursuant to §1731 of the New York City School Construction Authority Act, notice is hereby given of the proposed site selection of Block 842, Lot 34, located in the Borough of Manhattan, for the development of a new public school facility with a total capacity of approximately 770 seats to accommodate an approximately 300-seat middle school organization and an approximately 550-seat high school organization in Community School District No. 2. The proposed site is located on the south side of East 15th Street between Fifth Avenue and Union Square West in the Union Square neighborhood of Manhattan.

This notification was sent to Manhattan Community Board No. 5 and the City Planning Commission. The Notice of Filing for this site selection will be published in the New York Post on April 16, 2010, and the SCA will continue to accept public comments until May 31, 2010.

I have also attached the Site Plan and Alternate Sites Analyses for your review. If you require any additional information, please do not hesitate to contact Ross J. Holden, Vice President and General Counsel, at (718) 472-8220.

Sincerely,

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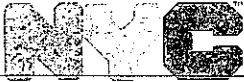
Sharon L. Greenberger
President and CEO

Attachments

c: Kathleen Grimm, Deputy Chancellor



April 16, 2010



**Department of
Education**

Ms. T. Elzora Cleveland
Community Education Council No. 2
333 Seventh Avenue
New York, New York 10001

**Re: New, Approximately 850-Seat Intermediate and
High School Facility, Manhattan
Community School District No. 2**

Dear Ms. Cleveland:

Pursuant to §1731 of the New York City School Construction Authority Act, notice is hereby given of the proposed site selection of Block 842, Lot 34, located in the Borough of Manhattan, for the development of a new public school facility with a total capacity of approximately 850 seats to accommodate an approximately 300-seat middle school organization and an approximately 550-seat high school organization in Community School District No. 2.

This notification was sent to Manhattan Community Board No. 5 and the City Planning Commission. We have requested that Manhattan Community Board No. 5 hold a public hearing on the proposed site selection within thirty (30) days of this notice, and the SCA will continue to accept public comments until May 31, 2010.

I have also attached the Site Plan and Alternate Sites Analyses for your review. If you require any additional information, please do not hesitate to contact Ross J. Holden, Vice President and General Counsel, at (718) 472-8220.

Sincerely,

A handwritten signature in black ink, appearing to read "Sharon L. Greenberger".

Sharon L. Greenberger
President and CEO

Attachments

c: Kathleen Grimm, Deputy Chancellor.



April 16, 2010



Citywide Council on High Schools
45-18 Court Square
Long Island City, New York 11101
Attn: President

**Re: New, Approximately 850-Seat Intermediate and
High School Facility, Manhattan
Community School District No. 2**

Dear Citywide Council on High Schools:

Pursuant to §1731 of the New York City School Construction Authority Act, notice is hereby given of the proposed site selection of Block 842, Lot 34, located in the Borough of Manhattan, for the development of a new public school facility with a total capacity of approximately 850 seats to accommodate an approximately 300-seat middle school organization and an approximately 550-seat high school organization in Community School District No. 2.

This notification was sent to Manhattan Community Board No. 5 and the City Planning Commission. We have requested that Manhattan Community Board No. 5 hold a public hearing on the proposed site selection within thirty (30) days of this notice, and the SCA will continue to accept public comments until May 31, 2010.

I have also attached the Site Plan and Alternate Sites Analyses for your review. If you require any additional information, please do not hesitate to contact Ross J. Holden, Vice President and General Counsel, at (718) 472-8220.

Sincerely,

A handwritten signature in black ink, appearing to read "Sharon L. Greenberger".

Sharon L. Greenberger
President and CEO

Attachments

c: Kathleen Grimm, Deputy Chancellor



April 16, 2010



The Honorable Deborah J. Glick
New York State Assembly, 66th District
District Office
853 Broadway, Suite 2120
New York, New York 10003

**Re: New, Approximately 850-Seat Intermediate and
High School Facility, Manhattan
Community School District No. 2**

Dear Assemblywoman Glick:

Pursuant to §1731 of the New York City School Construction Authority Act, notice is hereby given of the proposed site selection of Block 842, Lot 34, located in the Borough of Manhattan, for the development of a new public school facility with a total capacity of approximately 850 seats to accommodate an approximately 300-seat middle school organization and an approximately 550-seat high school organization in Community School District No. 2. The proposed site is located on the south side of East 15th Street between Fifth Avenue and Union Square West in the Union Square neighborhood of Manhattan.

This notification was sent to Manhattan Community Board No. 5 and the City Planning Commission. The Notice of Filing for this site selection will be published in the New York Post on April 16, 2010, and the SCA will continue to accept public comments until May 31, 2010.

I have also attached the Site Plan and Alternate Sites Analyses for your review. If you require any additional information, please do not hesitate to contact Ross J. Holden, Vice President and General Counsel, at (718) 472-8220.

Sincerely,

A handwritten signature in cursive script, appearing to read "Sharon L. Greenberger".

Sharon L. Greenberger
President and CEO

Attachments

c: Kathleen Grimm, Deputy Chancellor



**STATE ENVIRONMENTAL QUALITY REVIEW
NEGATIVE DECLARATION
NOTICE OF DETERMINATION AND NON-SIGNIFICANCE**



DATE: June 9, 2010

SEQR PROJECT NO.: 10-010

LEAD AGENCY: New York City School Construction Authority
30-30 Thomson Avenue
Long Island City, New York 11101-3045

This notice is issued pursuant to Part 617 of the implementing regulations pertaining to Article 8 (State Environmental Quality Review Act) of the Environmental Conservation Law. Pursuant to §1730.2 of the Public Authorities Law, the New York City School Construction Authority (SCA) is SEQR Lead Agency.

The SCA, as Lead Agency, has determined that the proposed action described below will not have a significant effect on the quality of the environment, and a Draft Environmental Impact Statement (DEIS) will not be prepared.

NAME OF ACTION: New, Approximately 866-Seat
Intermediate/High School Facility

LOCATION: 10 East 15th Street, New York, New York
Tax Block 842, Tax Lot 34

SEQR STATUS: Unlisted

NEGATIVE DECLARATION

Description of Action:

On behalf of the New York City Department of Education (DOE), the New York City School Construction Authority (SCA) proposes the site selection, acquisition, acceptance of construction funding and construction of a new public school facility with a capacity of approximately 866 seats that would accommodate a small intermediate and a small high school organization in the Borough of Manhattan. Acquisition, design and construction of the proposed school facility would be conducted pursuant to DOE's Five-Year Capital Plan for Fiscal Years 2010-2014.

The proposed site is located at 10 East 15th Street (Block 842, Lot 34) between Union Square West and Fifth Avenue in the Union Square neighborhood of Manhattan. The project site is an approximately 18,000-square-foot (0.41-acre) lot that is privately owned and which is developed with a two-story, approximately 34,300-square-foot building that contains union administration and medical offices



10 East 15th Street, Manhattan
SEQR Project No. 10-010
Negative Declaration
June 9, 2010

for Local 810 International Brotherhood of Teamsters. The site is located in Community School District (CSD) No. 2. The zoning is C6-2A; community facility uses such as schools are permitted as-of-right.

The proposed project is intended to provide permanent facilities for two small organizations: one approximately 300-seat middle school organization (serving grades 6 through 8) and one approximately 550-seat high school organization (serving grades 9 through 12). The DOE has proposed that the new facility would be the permanent location for M.S. 260, the Clinton School for Writers and Artists (Clinton). Clinton is currently co-located with P.S. 11, a zoned primary school organization, in the M011 building at 320 West 21st Street. However, the DOE has proposed to relocate Clinton from M011 prior to the start of the 2010-2011 school year in order to permit P.S. 11 to address growth in its enrollment. Clinton would be accommodated at a temporary relocation site during the construction of its permanent facility at 10 East 15th Street. The specific high school organization that would be co-located with Clinton at the new facility has not yet been identified.

The proposed school facility would contain a total of approximately 123,943 gross square feet and would be approximately eight stories in height. It would consist of general and special education classrooms, science laboratories, administrative and support space, a medical suite, a library, a cafeteria and kitchen facilities, a gymnasium and assembly space, an exercise room, common areas, custodial facilities, and storage areas. Construction activities would begin in 2011, with student occupancy of the facility expected to begin in 2014.

Reasons Supporting This Determination:

A comprehensive Environmental Assessment Form (EAF) and Supplemental Environmental Studies for this action were completed and issued on June 9, 2010. Based upon those documents (which are appended hereto), the SCA has determined that the proposed project will have no significant adverse impacts on environmental conditions related to the following areas: land use, zoning, and community character; community facilities; historic resources; urban design and visual resources; transit and pedestrians; air quality; noise; and soil and groundwater conditions.

The key findings related to the analysis of the following three environmental impact areas in the Environmental Assessment are discussed in greater detail below:

Historic Resources

As part of the environmental assessment process, the SCA consulted with the New York State Office of Parks, Recreation and Historic Preservation (OPRHP) regarding the proposed project's potential impacts to resources listed or eligible for listing on the State and National Registers of Historic Places. The existing on-site structure is not an historic resource, and is not located within an historic district. However, the site does adjoin the National Register-eligible Ladies Mile Historic



District and also the National Historic Landmark Union Square site. As such, the SCA shall prepare and submit a Construction Protection Plan (CPP) for OPRHP's review prior to the start of any demolition or construction at the site. The preparation and implementation of the measures identified in the CPP would avoid significant adverse impacts to the adjoining historic resources.

Traffic and Parking

For the streets in the vicinity of the site, future intersection volumes would generally experience small increases over existing traffic volumes, and those increases could be accommodated by the street capacities for the majority of the locations. However, based on City Environmental Quality Review (CEQR) standards, the proposed project has the potential to result in significant adverse impacts at two (2) local intersections during the analyzed peak periods, which currently operate at low levels of service. The traffic analysis also indicated that while the affected intersections would continue to operate poorly in the future with the proposed project, project-generated impacts could be avoided through relatively simple, low-cost, and conventional traffic engineering methods as described in greater detail below. These improvements are subject to review and approval by the New York City Department of Transportation (NYCDOT):

Union Square West and East 16th Street

The traffic analysis indicated that the eastbound approach of East 16th Street at Union Square West could experience significant adverse impacts due to project-generated traffic during the AM and PM peak hours. In the future without the proposed project, the eastbound approach would operate at Level of Service (LOS) E with 77.1 seconds of delay per vehicle during the AM peak hour. This approach would deteriorate to LOS F in the future with the proposed project with 124.1 seconds of delay per vehicle. During the PM peak hour, the eastbound approach would operate at LOS F with 85.6 seconds of delay per vehicle in the future without the proposed project. In the future with the proposed project, the eastbound approach would continue to operate at LOS F, but the average delay would increase to 129.0 seconds.

The impact at the eastbound approach could be avoided by transferring four (4) seconds of green time from the southbound phase to the eastbound phase during the AM and PM peak hours. These adjustments would avoid the potential for project-generated impacts to the eastbound approach at this intersection.

Fifth Avenue and East 16th Street

The traffic analysis indicated that the eastbound approach of East 16th Street at Fifth Avenue could experience significant adverse impacts due to project-generated traffic during the AM and PM peak hours. During the AM peak hour, the eastbound approach would operate at LOS E with 61.6 seconds of delay per vehicle in the future without the proposed project. In the future with the proposed project, this movement would continue to operate at LOS E, but the average delay would increase to 76.0 seconds. During the PM peak hour, the eastbound approach would



10 East 15th Street, Manhattan
SEQR Project No. 10-010
Negative Declaration
June 9, 2010

operate at LOS E with 64.0 seconds of delay per vehicle in the future without the proposed project. In the future with the proposed project, the eastbound approach would continue to operate at LOS E, but the average delay would increase to 78.5 seconds.

The impact at the eastbound approach could be avoided by transferring two (2) seconds of green time from the southbound phase to the eastbound phase during the AM and PM peak hours. These adjustments would avoid the potential for project-generated impacts to the eastbound approach at this intersection.

Soil, Groundwater, and Hazardous Materials

A Phase I Environmental Site Assessment (ESA) and a Phase II Environmental Site Investigation (ESI) were completed for the proposed project site in June 2009 and September 2009, respectively, to evaluate the environmental conditions. The Phase I ESA identified recognized environmental conditions (RECs) associated with the presence of an on-site 10,000 gallon No. 2 fuel oil underground storage tank (UST) and the historic presence of on-site wood preservation companies. Off-site RECs identified in the Phase I ESA report include the historical presence of a gasoline filling station, a machine and motor company, and four New York State Department of Environmental Conservation (NYSDEC) open spill sites, all located in close proximity to the project site. The Phase I ESA report also identified environmental concerns associated with x-ray activities (i.e., lead shielding) and potential mercury residue from the medical and dental center at the site. Based on the results of the Phase I ESA, Phase II ESI activities were completed at the site and included the performance of a geophysical survey, the advancement of soil borings, installation of a temporary well point, installation of sub-slab vapor and soil vapor points, and the collection of subsurface soil, groundwater, sub-slab soil vapor and soil vapor samples for laboratory analyses.

The purpose of the Phase II ESI was to investigate potential impacts to soil, groundwater, and soil vapor from RECs and environmental concerns that were identified by the Phase I ESA and to preliminarily characterize the material anticipated to be excavated in support of the construction of the proposed public school. Field indications of impacts to soil or groundwater were not observed during the investigation. Soil sampling analytical data indicated semi-volatile organic compounds (SVOCs), polychlorinated biphenyls (PCBs), and metals in one soil sample at concentrations greater than the NYSDEC Track 1 (Unrestricted Use) Soil Cleanup Objectives (SCOs). Three metals (magnesium, manganese, and sodium) were detected in groundwater at concentrations above the Technical & Operational Guidance Series (TOGS) Ambient Water Quality Standards (AWQS). Tetrachloroethene (PCE) and petroleum related volatile organic compounds (VOCs) were detected in soil vapor samples at concentrations above anticipated background levels. VOCs in soil vapor samples were not detected above the New York State Department of Health (NYSDOH) Air Guideline Values. The exceedances of SVOCs, PCBs, and metals in soil were attributed to the characteristics of fill material at the site and the exceedances of metals in

10 East 15th Street, Manhattan
SEQR Project No. 10-010
Negative Declaration
June 9, 2010



groundwater were attributed to naturally occurring background concentrations. The PCE and petroleum-related VOCs detected in soil vapor and sub-slab soil vapor were attributed to the off-site spills.

For the site to be suitable for construction of a New York City public school, a soil vapor barrier and active sub-slab depressurization system would be incorporated into the new school design to prevent potential migration of organic vapors into the proposed school building. Additionally, the existing UST would be removed in accordance with applicable federal, state, and local guidelines. During construction, the SCA's contractor would characterize soil anticipated for excavation to identify material handling, reuse, and/or waste disposal requirements and properly manage excavated soil in accordance with all applicable local, State and Federal regulations. For areas of the Site where exposed soils may exist (i.e., landscaped areas), a twenty-four (24) inch thick layer of environmentally clean fill would be placed over the soils. In addition, any materials associated with x-ray activities (i.e., lead shielding) and mercury residue would be identified and properly managed prior to demolition or renovation activities. With these measures, the proposed project would not result in any significant hazardous materials impacts related to soil and groundwater conditions.

The proposed project would have the beneficial effect of providing 866 intermediate and high school seats in the Union Square neighborhood of Community School District 2.

For further information contact:

Contact: Ross J. Holden
Vice President and General Counsel

Address: New York City School Construction Authority
30-30 Thomson Avenue
Long Island City, New York 11101-3045

Telephone: (718) 472-8220


Lorraine Grillo
Acting President and CEO

June 9, 2010
Date

I.S./H.S. Facility at 10 East 15th Street

Environmental Assessment Form and Supplemental Environmental Studies

Prepared for:
New York City School Construction Authority

Prepared by:
AKRF, Inc.

June 2010

617.20
Appendix A
State Environmental Quality Review
FULL ENVIRONMENTAL ASSESSMENT FORM

Purpose: The full EAF is designed to help applicants and agencies determine, in an orderly manner, whether a project or action may be significant. The question of whether an action may be significant is not always easy to answer. Frequently, there are aspects of a project that are subjective or unmeasurable. It is also understood that those who determine significance may have little or no formal knowledge of the environment or may not be technically expert in environmental analysis. In addition, many who have knowledge in one particular area may not be aware of the broader concerns affecting the question of significance.

The full EAF is intended to provide a method whereby applicants and agencies can be assured that the determination process has been orderly, comprehensive in nature, yet flexible enough to allow introduction of information to fit a project or action.

Full EAF Components: The full EAF is comprised of three parts:

- Part 1:** Provides objective data and information about a given project and its site. By identifying basic project data, it assists a reviewer in the analysis that takes place in Parts 2 and 3.
- Part 2:** Focuses on identifying the range of possible impacts that may occur from a project or action. It provides guidance as to whether an impact is likely to be considered small to moderate or whether it is a potentially-large impact. The form also identifies whether an impact can be mitigated or reduced.
- Part 3:** If any impact in Part 2 is identified as potentially-large, then Part 3 is used to evaluate whether or not the impact is actually important.

DETERMINATION OF SIGNIFICANCE — Type 1 and Unlisted Actions

Identify the Portions of EAF completed for this project: Part 1 Part 2 Part 3

Upon review of the information recorded on this EAF (Parts 1 and 2 and 3 if appropriate), and any other supporting information, and considering both the magnitude and importance of each impact, it is reasonably determined by the lead agency that:

- A. The project will not result in any large and important impact(s) and, therefore, is one which will not have a significant impact on the environment, therefore a **negative declaration** will be prepared.
- B. Although the project could have a significant effect on the environment, there will not be a significant effect for this Unlisted Action because the mitigation measures described in PART 3 have been required, therefore a **CONDITIONED negative declaration** will be prepared.*
- C. The project may result in one or more large and important impacts that may have a significant impact on the environment, therefore a **positive declaration** will be prepared.

* A Conditioned Negative Declaration is only valid for Unlisted Actions.

Intermediate/High School at 10 East 15th Street, Manhattan

Name of Action

New York City School Construction Authority

Name of Lead Agency

Ross J. Holden *Ken Bellon*

Print or Type Name of Responsible Officer in Lead Agency

[Signature]

Signature of Responsible Officer in Lead Agency

Director, Real Estate Services
Vice President and General Counsel

Title of Responsible Officer

[Signature]

Signature of Preparer (if different from responsible officer)

June 9, 2010

Date

PART I — PROJECT INFORMATION

Prepared by Project Sponsor

NOTICE: This document is designed to assist in determining whether the action proposed may have a significant effect on the environment. Please complete the entire form, Parts A through E. Answers to these questions will be considered as part of the application for approval and may be subject to further verification and public review. Provide any additional information you believe will be needed to complete Parts 2 and 3.

It is expected that completion of the full EAF will be dependent on information currently available and will not involve new studies, research or investigation. If information requiring such additional work is unavailable, so indicate and specify each instance.

NAME OF ACTION Intermediate and High School (I.S./H.S.) at 10 East 15th Street, Manhattan		
LOCATION OF ACTION (INCLUDE STREET ADDRESS, MUNICIPALITY AND COUNTY) 10 East 15th Street, Manhattan, NY (Block 842, Lot 34)		
NAME OF APPLICANT/SPONSOR New York City School Construction Authority		BUSINESS TELEPHONE (718) 472-8273
ADDRESS 30-30 Thomson Avenue		
CITY/PO Long Island City	STATE NY	ZIP CODE 11101
NAME OF OWNER (IF DIFFERENT) 10 East 15th Street Realty Corporation		BUSINESS TELEPHONE ()
ADDRESS 10 East 15th Street		
CITY/PO New York	STATE NY	ZIP CODE 10003
DESCRIPTION OF ACTION The applicant seeks to construct an approximately 866-seat intermediate and high school for students in grades sixth through twelve at 10 East 15th Street on Block 842, Lot 34 in Manhattan. Please Complete Each Question—Indicate N.A. if not applicable		

A. Site Description

Physical setting of overall project, both developed and undeveloped areas.

1. Present Land Use: Urban Industrial Commercial Residential (suburban) Rural (non-farm)
 Forest Agriculture Other

2. Total acreage of project area: <u>0.41</u> acres.	PRESENTLY	AFTER COMPLETION
APPROXIMATE ACREAGE		
Meadow or Brushland (Non-agricultural)	_____ acres	_____ acres
Forested	_____ acres	_____ acres
Agricultural (Includes orchards, cropland, pasture, etc.)	_____ acres	_____ acres
Wetland (Freshwater or tidal as per Articles 24, 25 of ECL)	_____ acres	_____ acres
Water Surface Area	_____ acres	_____ acres
Unvegetated (Rock, earth or fill)	_____ acres	_____ acres
Roads, buildings and other paved surfaces	0.41	0.41
Other (Indicate type) _____	_____ acres	_____ acres

3. What is predominant soil type(s) on the project site? Urban with glacial outwash substratum
- a. Soil drainage: Well drained 100 % of site Moderately well drained _____ % of site.
 Poorly drained _____ % of site

b. If any agricultural land is involved, how many acres of soil are classified within soil group 1 through 4 of the NYS Land Classification System? _____ Acres (see 1NYCRR 370)

4. Are there bedrock outcroppings on project site? Yes No
 What is the depth to bedrock? (in feet) Anticipated at 20-30 feet below surface

5. Approximate percentage of proposed project site with slopes: 0-10% 100 % 10-15% _____ %
 15% or greater _____ %

6. Is project substantially contiguous to, or contain a building, site, or district, listed on the State or National Registers of Historic Places? Yes No

7. Is project substantially contiguous to a site listed on the Register of National Natural Landmarks? Yes No

8. What is the depth of the water table? Anticipated at (in feet)
30-40 feet
below surface
9. Is site located over a primary, principal, or sole source aquifer? Yes No
10. Do hunting, fishing or shell fishing opportunities presently exist in the project area? Yes No
11. Does project site contain any species of plant or animal life that is identified as threatened or endangered? Yes No
 According to: _____
 Identify each species: _____
12. Are there any unique or unusual land forms on the project site? (i.e., cliffs, dunes or other geological formations?) Yes No
 Describe: _____
13. Is the project site presently used by the community or neighborhood as an open space or recreation area? Yes No
 If yes, explain: _____
14. Does the present site include scenic views known to be important to the community? Yes No
15. Streams within or contiguous to project area? None
 a. Name of Stream and name of River to which it is tributary: _____
16. Lakes, ponds, wetland areas within or contiguous to project area: None
 a. Name: _____
 b. Size (in acres): _____
17. Is the site served by existing public utilities? Yes No
 a. If YES, does sufficient capacity exist to allow connection? Yes No
 b. If YES, will improvements be necessary to allow connection? Yes No
18. Is the site located in an agricultural district certified pursuant to Agriculture and Markets Law, Article 25-AA, Section 303 and 304? Yes No
19. Is the site located in or substantially contiguous to a Critical Environmental Area designated pursuant to Article 8 of the ECL, and 6 NYCRR 617? Yes No
20. Has the site ever been used for the disposal of solid or hazardous waste? Yes No

B. Project Description

1. Physical dimensions and scale of project (fill in dimensions as appropriate).
- a. Total contiguous acreage owned or controlled by project sponsor 0 acres.
- b. Project acreage to be developed: 0.41 acres initially; 0.41 acres ultimately.
- c. Project acreage to remain undeveloped 0 acres.
- d. Length of project, in miles: N/A (If appropriate)
- e. If the project is an expansion, indicate percent of expansion proposed N/A %
- f. Number of off-street parking spaces existing None; proposed None
- g. Maximum vehicular trips generated per hour 107 (upon completion of project)?
- h. If residential: Number and type of housing units?
- | | One Family | Two Family | Multiple Family | Condominium |
|------------|------------|------------|-----------------|-------------|
| Initially | _____ | _____ | _____ | _____ |
| Ultimately | _____ | _____ | _____ | _____ |
- i. Dimensions (in feet) of largest proposed structure ± 120' height; ±175' width; ± 110' length.
- j. Linear feet of frontage along a public thoroughfare project will occupy is? ±175' on East 15th Street ft.

2. How much natural material (i.e., rock, earth, etc.) will be removed from the site? TBD tons/cubic yards.
3. Will disturbed areas be reclaimed? N/A Yes No
- a. If yes, for what intended purpose is the site being reclaimed? _____
- b. Will topsoil be stockpiled for reclamation? Yes No
- c. Will upper subsoil be stockpiled for reclamation? Yes No
4. How many acres of vegetation (trees, shrubs, ground covers) will be removed from site? 0 acres.
5. Will any mature forest (over 100 years old) or other locally-important vegetation be removed by this project? Yes No
6. If single phase project: Anticipated period of construction Approx. 36 months months, (including demolition)
7. If multi-phased:
- a. Total number of phases anticipated _____ (number)
- b. Anticipated date of commencement phase 1 _____ month _____ year, including (demolition)
- c. Approximate completion date of final phase _____ month _____ year.
- d. Is phase 1 functionally dependent of subsequent phases? Yes No
8. Will blasting occur during construction? Yes No
9. Number of jobs generated: during construction TBD ; after project is complete Approx. 65
10. Number of jobs eliminated by this project 0
11. Will project require relocation of any projects or facilities? Yes No
- If yes, explain: _____
-
12. Is surface liquid waste disposal involved? Yes No
- a. If yes, indicate type of waste (sewage, industrial, etc) and amount Sewage: 25,980 gallons per day¹
- b. Name of water body into which effluent will be discharged Sewage would be discharged into the City sewage system.
13. Is subsurface liquid waste disposal involved? Type _____ Yes No
14. Will surface area of an existing water body increase or decrease by proposal? Yes No
- If yes, explain: _____
15. Is project or any portion of project located in a 100 year flood plain? Yes No
16. Will the project generate solid waste? Yes No
- a. If yes, what is the amount per month? 5.2² tons
- b. If yes, will an existing solid waste facility be used? Yes No
- c. If yes, give name TBD ; location All waste would be collected and sent to a designated disposal facility.
- d. Will any wastes not go into a sewage disposal system or into a sanitary landfill? Yes No
- e. If yes, explain: Recyclable materials collected at schools would be taken to a recycling facility for processing.
17. Will the project involve the disposal of solid waste? Yes No
- a. If yes, what is the anticipated rate of disposal? _____ tons/month
- b. If yes, what is the anticipated site life? _____ years
18. Will project use herbicides or pesticides? Yes No
19. Will project routinely produce odors (more than one hour per day)? Yes No
20. Will project produce operating noise exceeding the local ambient noise levels? Yes No
21. Will project result in an increase in energy use? Yes No
- If yes, indicate type(s): Electric, gas
22. If water supply is from wells, indicate pumping capacity N/A gallons/minute

¹ 866 students x 30 gallons per day = 25,980 gpd

² 866 students x 3 pounds per week (ppw) = 2,598 x 4 weeks = 10,392 pounds per month

23. Total anticipated water usage per day 34,840¹ gallons/day

24. Does project involve Local, State, or Federal funding? Yes No

If yes, explain: Acquisition, design, and construction costs would be provided by the New York City Department of Education's Five-Year Capital Plan for Fiscal Years 2010 to 2014.

25. Approvals Required:

			Type	Submittal Date
City, Town, Village Board	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No		
City, Town, Village Planning Board	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No		
City, Town, Village Zoning Board	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No		
City, County Health Department	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No		
Other Local Agencies	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No		
Other Regional Agencies	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No		
State Agencies	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No		
Federal Agencies	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No		

C. Zoning and Planning Information

26. Does proposed action involve a planning or zoning decision? Yes No

If Yes, indicate decision required:

- Zoning amendment Zoning variance New/revision of master plan Subdivision
 Site plan Special use permit Resource management plan Other The project could require a zoning bulk override from the Deputy Mayor for Education and Community Development

27. What is the zoning classification(s) of the site? Commercial C6-2A

28. What is the maximum potential development of the site if developed as permitted by the present zoning?
18,068 sf x 6.50 FAR for community facilities = 117,442 sf

29. What is the proposed zoning of the site? The proposed project does not include a change in the zoning of the site.

30. What is the maximum potential development of the site if developed as permitted by the proposed zoning?
N/A

31. Is the proposed action consistent with the recommended uses in adopted local land use plans? Yes No

32. What are the predominant land use(s) and zoning classifications within a ¼-mile radius of proposed action?
Land Use: Commercial, residential, institutional, open space, parking, and sites under construction
Zoning: C1-7, C6-1, C6-2A, C6-2M, C6-4, C6-4M; R6, R7-2, R10; M1-5M; Union Square Special Purpose District

33. Is the proposed action compatible with adjoining/surrounding land uses with a ¼ mile? Yes No

34. If the proposed action is the subdivision of land, how many lots are proposed? N/A

a. What is the minimum lot size proposed? _____

35. Will the proposed action require authorization(s) for the formation of sewer or water districts? Yes No

36. Will the proposed action create a demand for any community provided services (recreation, education, police, fire protection)? Yes No

a. If yes, is existing capacity sufficient to handle projected demand? Yes No

37. Will the proposed action result in the generation of traffic significantly above present levels? Yes No

a. If yes, is the existing road network adequate to handle the additional traffic? Yes No


¹ 866 students x 30 gpd = 25,980 gpd + (0.10 x 123,943 sf) = 38,374 gpd

D. Informational Details

Attach any additional information as may be needed to clarify your project. If there are or may be an adverse impacts associated with your proposal, please discuss such impacts and the measures which you proposed to mitigate or avoid them.

E. Verification

I certify that the information provided above is true to the best of my knowledge.

Applicant/Sponsor Name Lisa Lau, AICP Date June 9, 2010
Signature  Title Vice President

If the action is in the Coastal Area, and you are a state agency, complete the Coastal Assessment Form before proceeding with this assessment.

Part 2 - PROJECT IMPACTS AND THEIR MAGNITUDE
Responsibility of Lead Agency

General Information (Read Carefully)

In completing the form the reviewer should be guided by the question: Have my responses and determinations been reasonable? The reviewer is not expected to be an expert environmental analyst.

The **Examples** provided are to assist the reviewer by showing types of impacts and wherever possible the threshold of magnitude that would trigger a response in column 2. The examples are generally applicable throughout the State and for most situations. But, for any specific project or site other examples and/or lower thresholds may be appropriate for a Potential Large Impact response, thus requiring evaluation in Part 3.

The impacts of each project, on each site, in each locality, will vary. Therefore, the examples are illustrative and have been offered as guidance. They do not constitute an exhaustive list of impacts and thresholds to answer each question.

The number of examples per question does not indicate the importance of each question.

In identifying impacts, consider long term, short term and cumulative effects.

Instructions (Read Carefully)

- a. Answer each of the 20 questions in PART 2. Answer **Yes** if there will be any impact.
- b. **Maybe** answers should be considered as **Yes** answers.
- c. If answering **Yes** to a question, then check the appropriate box (column 1 or 2) to indicate the potential size of the impact. If impact threshold equals or exceeds any example provided, check column 2. If impact will occur but threshold is lower than example, check column 1.
- d. Identifying that an Impact will be potentially large (column 2) does not mean that it is also necessarily **significant**. Any large impact must be evaluated in PART 3 to determine significance. Identifying an impact in column 2 simply asks that it be looked at further.
- e. If a reviewer has doubt about size of the impact then consider the impact as potentially large and proceed to PART 3.
- f. If a potentially large impact checked in column 2 can be mitigated by change(s) in the project to a small to moderate impact, also check the **Yes** box in column 3. A **No** response indicates that such a reduction is not possible. This must be explained in PART 3.

IMPACT ON LAND		1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact be Mitigated by Project Change
1. Will the Proposed Action result in a physical change to the project site? <input type="checkbox"/> NO <input checked="" type="checkbox"/> YES				
Examples that would apply to column 2 Any construction on slopes of 15% or greater, (15 foot rise per 100 foot of length), or where the general slopes in the project area exceed 10%. Construction on land where the depth to the water table is less than 3 feet. Construction of paved parking area for 1,000 or more vehicles. Construction on land where bedrock is exposed or generally within 3 feet of existing ground surface. Construction that will continue for more than 1 year or involve more than one phase or stage. Excavation for mining purposes that would remove more than 1,000 tons of natural material (i.e., rock or soil) per year. Construction or expansion of a sanitary landfill. Construction in a designated floodway.	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO	
Other impacts				
2. Will there be an effect to any unique or unusual land forms found on the site? (i.e., cliffs, dunes, geological) <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES				
Other impacts	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> YES <input type="checkbox"/> NO	

IMPACT ON WATER		1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact be Mitigated by Project Change
<p>3. Will Proposed Action affect any water body designated? (Under Articles 15, 24, 25 of the Environmental Conservation Law, ECL) <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES</p> <p>Examples that would apply to column 2 Developable area of site contains a protected water body. Dredging more than 100 cubic yards of material from channel of a protected stream. Extension of utility distribution facilities through a protected water body. Construction in a designated freshwater or tidal wetland.</p> <p>Other impacts</p>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO	
<p>4. Will Proposed Action affect any non-protected existing or new body of water? <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES</p> <p>Examples that would apply to column 2 A 10% increase or decrease in the surface area of any body of water or more than a 10-acre increase or decrease. Construction of a body of water that exceeds 10 acres of surface area.</p> <p>Other impacts</p>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO	
<p>5. Will Proposed Action affect surface or ground water quality or quantity? <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES</p> <p>Examples that would apply to column 2 Proposed Action will require a discharge permit. Proposed Action requires use of a source of water that does not have approval to serve proposed (project) action. Proposed Action requires water supply from wells with greater than 45 gallons per minute pumping capacity. Construction or operation causing any contamination of a water supply system. Proposed Action will adversely affect groundwater. Liquid effluent will be conveyed off the site to facilities which presently do not exist or have inadequate capacity. Proposed Action would use water in excess of 20,000 gallons per day. Proposed Action will likely cause siltation or other discharge into an existing body of water to the extent that there will be an obvious visual contrast to natural conditions. Proposed Action will require the storage of petroleum or chemical products greater than 1,100 gallons. Proposed Action will allow residential uses in areas without water and/or sewer services. Proposed Action locates commercial and/or industrial uses which may require new or expansion of existing waste treatment and/or storage facilities.</p> <p>Other impacts</p>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO	

<p>6. Will Proposed Action alter drainage flow or patterns, or surface water runoff? <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES</p> <p>Examples that would apply to column 2 Proposed Action would change flood water flows. Proposed Action may cause substantial erosion. Proposed Action is incompatible with existing drainage patterns. Proposed Action will allow development in a designated floodway.</p> <p>Other impacts _____</p>	<p>1 Small to Moderate Impact</p> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<p>2 Potential Large Impact</p> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<p>3 Can Impact be Mitigated by Project Change</p> <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO
IMPACT ON AIR			
<p>7. Will Proposed Action affect air quality? <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES See Chapter 7, "Air Quality."</p> <p>Examples that would apply to column 2 Proposed Action will induce 1,000 or more vehicle trips in any given hour. Proposed Action will result in the incineration of more than 1 ton of refuse per hour. Emission rate of total contaminants will exceed 5 lbs. Per hour or a heat source producing more than 10 million BTU's per hour. Proposed Action will allow an increase in the amount of land committed to industrial use. Proposed Action will allow an increase in the density of industrial development within existing industrial areas.</p> <p>Other impacts _____</p>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO
IMPACT ON PLANTS AND ANIMALS			
<p>8. Will Proposed Action affect threatened or endangered species? <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES</p> <p>Examples that would apply to column 2 Reduction of one or more species listed on the New York or Federal list, using the site, over or near the site, or found on the site. Removal or any portion of a critical or significant wildlife habitat. Application of pesticide or herbicide more than twice a year, other than for agricultural purposes.</p> <p>Other impacts _____</p>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO
<p>9. Will Proposed Action substantially affect non-threatened or non-endangered species? <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES</p> <p>Examples that would apply to column 2 Proposed Action would substantially interfere with any resident or migratory fish, shellfish, or wildlife species. Proposed Action requires the removal or more than 10 acres of mature forest (over 100 years of age) or other locally important vegetation.</p> <p>Other impacts _____</p>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO
IMPACT ON AGRICULTURAL LAND RESOURCES			
<p>10. Will Proposed Action affect agricultural land resources? <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES</p> <p>Examples that would apply to column 2 The Proposed Action would sever, cross or limit access to agricultural land (includes cropland, hayfields, pasture, vineyard, orchard, etc.) Construction activity would excavate or compact the soil profile of agricultural land. The Proposed Action would irreversibly convert more than 10 acres of agricultural land or, if located in an Agricultural District, more than 2.5 acres of agricultural land. The Proposed Action would disrupt or prevent installation of agricultural land management systems (e.g. subsurface drain lines, outlet ditches, strip cropping) or create a need for such measures (e.g. cause a farm field to drain poorly due to increased runoff).</p> <p>Other impacts _____</p>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO

IMPACT ON AESTHETIC RESOURCES

11. Will Proposed Action affect aesthetic resources? (If necessary, use the Visual EAR Addendum Section 617.20, Appendix B.) NO YES

Examples that would apply to column 2

- Proposed land uses, or project components obviously different from or in sharp contrast to current surrounding land use patterns, whether man-made or natural.
- Proposed land uses, project components visible to users of aesthetic resources which will eliminate or significantly reduce their enjoyment of the aesthetic qualities of that resource.
- Project components that will result in the elimination or significant screening of scenic views known to be important to the area.

Other impacts

1
Small to
Moderate
Impact

2
Potential
Large
Impact

3
Can Impact be
Mitigated by Project
Change

- | | | |
|--------------------------|--------------------------|--|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> YES <input type="checkbox"/> NO |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> YES <input type="checkbox"/> NO |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> YES <input type="checkbox"/> NO |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> YES <input type="checkbox"/> NO |

IMPACT ON HISTORIC AND ARCHEOLOGICAL RESOURCES

12. Will Proposed Action impact any site or structure of historic, prehistoric or paleontological importance? NO YES
See Chapter 3, "Historic Resources."

Examples that would apply to column 2

- Proposed Action occurring wholly or partially within or substantially contiguous to any facility or site listed on the State or National Register of Historic places.
- Any impact to an archeological site or fossil bed located within the project site.
- Proposed Action will occur in an area designated as sensitive for archeological sites on the NYS Site Inventory.

Other impacts

- | | | |
|-------------------------------------|--------------------------|--|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> YES <input type="checkbox"/> NO |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> YES <input type="checkbox"/> NO |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> YES <input type="checkbox"/> NO |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> YES <input type="checkbox"/> NO |

IMPACT ON OPEN SPACE AND RECREATION

13. Will Proposed Action affect the quantity or quality of existing or future open spaces or recreational opportunities? NO YES

Examples that would apply to column 2

- The permanent foreclosure of a future recreational opportunity.
- A major reduction of an open space important to the community.

Other impacts

- | | | |
|--------------------------|--------------------------|--|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> YES <input type="checkbox"/> NO |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> YES <input type="checkbox"/> NO |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> YES <input type="checkbox"/> NO |

IMPACT ON CRITICAL ENVIRONMENTAL AREAS

14. Will Proposed Action impact the exceptional or unique characteristics of a critical environmental area (CEA) established pursuant to subdivision 6NYCRR 617.14(g)? NO YES

List the environmental characteristics that caused the designation of the CEA

Examples that would apply to column 2

Proposed Action to locate within the CEA?

Proposed Action will result in a reduction in the quantity of the resource?

Proposed Action will result in a reduction in the quality of the resource?

Proposed Action will impact the use, function or enjoyment of the resource?

Other impacts

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> YES	<input type="checkbox"/> NO
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> YES	<input type="checkbox"/> NO
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> YES	<input type="checkbox"/> NO
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> YES	<input type="checkbox"/> NO
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> YES	<input type="checkbox"/> NO

IMPACT ON TRANSPORTATION

15. Will there be an effect to existing transportation systems? NO YES
See Chapter 5, "Traffic and Parking."

Examples that would apply to column 2

Alteration of present patterns of movement of people and/or goods.

Proposed Action would result in major traffic problems.

Other impacts

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> YES	<input type="checkbox"/> NO
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> YES	<input type="checkbox"/> NO
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> YES	<input type="checkbox"/> NO

IMPACT ON ENERGY

16. Will Proposed Action affect the community's sources of fuel or energy supply? NO YES

Examples that would apply to column 2

Proposed Action will cause a greater than 5% increase in the use of any form of energy in the municipality.

Proposed Action will require the creation or extension of an energy transmission or supply system to serve more than 50 single or two family residences or to serve a major commercial or industrial use.

Other impacts

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> YES	<input type="checkbox"/> NO
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> YES	<input type="checkbox"/> NO
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> YES	<input type="checkbox"/> NO

NOISE AND ODOR IMPACT

17. Will there be objectionable odors, noise, or vibration as a result of the Proposed Action? NO YES
See Chapter 8, "Noise."

Examples that would apply to column 2

Blasting within 1,500 feet of a hospital, school or other sensitive facility.

Odors will occur routinely (more than one hour per day).

Proposed Action will produce operating noise exceeding the local ambient noise levels for noise outside of structures.

Proposed Action will remove natural barriers that would act as a noise screen.

Other impacts

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> YES	<input type="checkbox"/> NO
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> YES	<input type="checkbox"/> NO
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> YES	<input type="checkbox"/> NO
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> YES	<input type="checkbox"/> NO
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> YES	<input type="checkbox"/> NO

IMPACT ON PUBLIC HEALTH

18. Will Proposed Action affect public health and safety? NO YES

Examples that would apply to column 2

Proposed Action may cause a risk of explosion or release of hazardous substances (i.e. oil, pesticides, chemicals, radiation, etc.) in the event of accident or upset conditions, or there may be a chronic low level discharge or emission.

Proposed Action may result in the burial of "hazardous wastes" in any form (i.e. toxic, poisonous, highly reactive, radioactive, irritating, infectious, etc.)

Storage facilities for one million or more gallons of liquefied natural gas or other flammable liquids.

Proposed Action may result in the excavation or other disturbance within 2,000 feet of a site used for the disposal of solid or hazardous waste.

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> YES <input type="checkbox"/> NO
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> YES <input type="checkbox"/> NO
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> YES <input type="checkbox"/> NO
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> YES <input type="checkbox"/> NO

Other impacts

IMPACT ON GROWTH AND CHARACTER OF COMMUNITY OR NEIGHBORHOOD

19. Will Proposed Action affect the character of the existing community? NO YES

Examples that would apply to column 2

The permanent population of the city, town or village in which the project is located is likely to grow by more than 5%.

The municipal budget for capital expenditures or operating services will increase by more than 5% per year as a result of this project.

Proposed Action will conflict with officially adopted plans or goals.

Proposed Action will cause a change in the density of land use.

Proposed Action will replace or eliminate existing facilities, structures or areas of historic importance to the community.

Development will create a demand for additional community services (e.g. schools, police and fire, etc.)

Proposed Action will set an important precedent for future projects.

Proposed Action will create or eliminate employment.

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> YES <input type="checkbox"/> NO
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> YES <input type="checkbox"/> NO
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> YES <input type="checkbox"/> NO
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> YES <input type="checkbox"/> NO
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> YES <input type="checkbox"/> NO
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> YES <input type="checkbox"/> NO
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> YES <input type="checkbox"/> NO
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> YES <input type="checkbox"/> NO

Other impacts

20 Is there, or is there likely to be, public controversy related to potential adverse environmental impacts?

NO YES

If Any Action in Part 2 is identified as a Potential Large Impact or If you Cannot Determine the Magnitude of Impact, Proceed to Part 3

A. INTRODUCTION

The New York City School Construction Authority (SCA) proposes the site selection, acquisition, acceptance of construction funding, and construction of a new Intermediate School (I.S.) and High School (H.S.) facility with the capacity of approximately 866 seats at 10 East 15th Street in Manhattan. The proposed school facility would accommodate children in grades six through twelve, and would serve Community School District (CSD) 2, as well as high school students citywide. The project site is an approximately 18,068-square-foot (sf) lot located at 10 East 15th Street (Block 842, Lot 34), between Union Square West and Fifth Avenue. The project site currently contains an approximately 34,300-sf building with union administration and medical offices for Local 810 International Brotherhood of Teamsters (IBT), as well as accessory parking. The proposed project would involve the demolition of the existing building and the construction of a new school building on the project site. It is expected that the Local 810 IBT administration and medical offices would move to another location in the future with the proposed project.

Although design plans for the new building have not been finalized, it is expected that the proposed school building would contain approximately 123,943 gross square feet (gsf) and would be approximately eight stories (up to 120 feet) in height. Separate entrances for the intermediate and high school organizations would be located on East 15th Street.

The proposed project is located within a C6-2A zoning district, in which schools are permitted as-of-right as per Section 22-00 of the Zoning Resolution. However, it is possible that the proposed school facility would exceed the permitted FAR of the C6-2A zoning district, and additional zoning non-compliances are possible. Should the final design of the proposed building result in any zoning bulk, rear yard, setback, or other non-compliance, the SCA would seek a zoning override from the Deputy Mayor for Education and Community Development to permit the project to proceed. Funding for design and construction of this project would be provided in the New York City Department of Education's Capital Plan for Fiscal Years 2010 to 2014.

For the purpose of this environmental review, performed according to New York City Environmental Quality Review (CEQR) guidelines, it is assumed that the student occupancy of the proposed school would begin in September 2014. Accordingly, 2014 has been selected as the "Build" Year for which the environmental assessment areas have been analyzed. Although the building currently on the project site is for sale and could be redeveloped by 2014 independently of the proposed project, it is conservatively assumed that if the proposed project does not proceed, the existing building on the project site would remain in its current state by 2014.

B. PROBABLE IMPACTS OF THE PROPOSED PROJECT

LAND USE

The proposed project would result in demolition of the existing building on the project site and construction of a new school facility in its place. The new school building would be compatible with the surrounding uses, which contain a mix of commercial, institutional (including academic), residential, and open space uses, and would enliven the project block with a new community facility use. At eight stories in height, the proposed building would be consistent with the height of other buildings in the study area, which range from two to 21 stories. Therefore, the development of the proposed facility would not result in any significant adverse impacts on adjacent land uses.

ZONING AND PUBLIC POLICY

The proposed facility would conform to the use requirements of the C6-2A zoning district, which permit community facility uses, including schools, as-of-right. However, it is possible that the proposed school facility would exceed the permitted FAR of the C6-2A zoning district, and additional zoning non-compliances are possible. Should the final design of the proposed building result in any zoning bulk, rear yard, setback, or other non-compliance, the SCA would seek a zoning override from the Deputy Mayor for Education and Community Development to permit the project to proceed. If the zoning override is granted, it would apply only to the project site and would have no impact on neighboring zoning or property. Therefore, the proposed project would have no significant adverse impacts to local zoning.

COMMUNITY CHARACTER

The proposed project would benefit the area by bringing new community facility uses to the neighborhood. The increase in traffic and pedestrian volumes expected to result from the proposed school would not result in any significant adverse community character impacts.

COMMUNITY FACILITIES

With the proposed project, the Police and Fire Departments would adjust their services as they deem necessary; therefore, no significant adverse impacts to police or fire services would result from the proposed project.

HISTORIC RESOURCES

PROJECT SITE

With the proposed project, excavation of the project site would be required. However, based on the findings of the archaeological disturbance memorandum/assessment prepared for the site in February 2010, it is not considered to be sensitive for precontact or historic-period archaeological resources. Therefore, as confirmed in a comment letter from SHPO dated April 15, 2010, the project would not have a significant adverse impact on archaeological resources. Furthermore, as there are no known or potential architectural resources located on the site, construction of the school building would not directly affect any on-site architectural resources.

STUDY AREA

At approximately 8 stories, the height of the proposed school would be consistent with that of most of the buildings in the surrounding area, including those located within the boundaries of the Ladies Mile Historic District. The new 12-story building under construction directly east of the site, the 11-story historic loft building directly west of the site, and the 21-story modern apartment building directly south of the site all would shield the proposed building from most surrounding views. Furthermore, East 15th Street is narrow and does not allow for long views to the project site; therefore, the proposed building would mainly be seen only along this street and directly adjacent portions of Fifth Avenue and Union Square West. Like many of the architectural resources in the surrounding area, it would fully occupy its lot. While the new building would represent a change to the context of architectural resources in the surrounding area, the scale of the building would be compatible with the existing built fabric. In summary, the proposed building would not block views to any surrounding architectural resources, and would not be anticipated to significantly affect the context of surrounding architectural resources.

There are four architectural resources located within 90 feet of the project site: 2, 7, and 15 East 15th Street and 73 Fifth Avenue. Therefore, to protect these resources during construction of the proposed building, a construction protection plan has been developed for the project, based on the requirements stipulated in TPPN #10/88, to ensure these resources would not be inadvertently affected during construction. This plan will be submitted to OPRHP for review and approval, and demolition of the existing building and construction of the project would proceed in accordance with the CPP pending OPRHP's approval. None of the other architectural resources in the study area are close enough to be affected by ground-borne construction vibrations or other potential construction-related issues.

In summary, the proposed project would not be expected to have any significant adverse impacts on historic resources.

URBAN DESIGN AND VISUAL RESOURCES

The proposed school facility would not affect the street pattern, block shapes, topography, natural features, or building arrangements of the study area. The proposed project would alter the streetscape of the study area by introducing a new, active use to the project site. At approximately 120 feet high, the proposed building would be consistent with the height of other buildings in the study area. The proposed building would introduce a new institutional use into the study area; however, there are already educational uses within this area. Like most of the buildings in the study area, the proposed building is expected to occupy the majority of its lot, would be built to the lot line, and would rise to its full height without setback. It would also contribute to the already dense nature of the study area. The proposed project would not minimize the scale or visual importance of surrounding visual resources, and would not obstruct or substantially affect any views to any visual resources in the surrounding area; therefore, the proposed project would not have a significant adverse effect on urban design or visual resources.

TRAFFIC

According to the criteria presented in the *CEQR Technical Manual*, impacts for signalized intersections are considered significant and require examination of improvements if they result in an increase of 5 or more seconds of delay in a lane group over No Build levels beyond mid-level of service (LOS) D. For No Build LOS E, a 4-second increase in delay is considered significant. For No Build LOS F, a 3-second increase in delay is considered significant. Also, if

the No Build LOS F condition already has a No Build delay in excess of 120 seconds, an increase of 1.0 or more seconds of delay is considered significant, unless the proposed project generates fewer than five vehicle trips through that intersection in the peak hour. Impacts are also considered significant if levels of service decrease from acceptable LOS A, B, or C in the No Build condition to marginally unacceptable LOS D, or unacceptable LOS E or F in the future Build condition. In the event of such impacts, potential improvement measures will be examined.

For the streets around the site, future intersection volumes would generally represent a moderate increase over the existing traffic volumes. The street capacities at the majority of the study area intersections would be sufficient to accommodate these increases. However, based on CEQR standards, the proposed project could result in significant adverse impacts at the following two locations:

- The eastbound approach at the intersection of Union Square West and East 16th Street during the AM and PM peak periods; and
- The eastbound approach at the intersection of Fifth Avenue and East 16th Street during the AM and PM peak periods.

At these locations, the following improvement measures—consisting of signal timing modifications—are recommended as part of the proposed project:

- Union Square West/East 16th Street—Shift four seconds of green time from the southbound phase to the eastbound phase during the AM and PM peak hours.
- Fifth Avenue/East 16th Street—Shift two seconds of green time from the southbound phase to the eastbound phase during the AM and PM peak hours.

With these improvement measures in place, all of the impacted intersection approaches/lane groups would operate at the same or at better service conditions than the under “No Build” conditions. It should be noted that these improvement measures are subject to review and approval by the New York City Department of Transportation (NYCDOT).

PARKING

The proposed school would not provide any on-site parking spaces and would generate a demand for approximately eight parking spaces by faculty/staff commuting by auto. The project-generated parking demand would be fully accommodated in the off-street parking facilities in the vicinity of the project site. Therefore, the proposed project would not result in significant adverse impact to the supply and demand of off-street parking in the study area. In addition, since the on-street parking in the study area would operate with available capacity, the proposed project would also not result in significant adverse impact to the supply and demand of on-street parking in the study area.

PEDESTRIAN SAFETY

The *CEQR Technical Manual* considers an intersection to be a high-pedestrian/accident location if there were five or more pedestrian-related accidents in any year of the most recent three-year period for which data are available. During this period, a total of 165 reportable accidents, no fatalities, 133 injuries, and 44 pedestrian-related accidents occurred at the study area intersections. A rolling total of accident data identifies three study area intersections as high pedestrian accident locations in the 2006 to 2009 period. These locations include University Place and 17th Street,

Fifth Avenue and 14th Street, and Broadway and 14th Street, and with the proposed project, they would experience increases in vehicular and pedestrian traffic.

The majority of the pedestrian-related accidents were caused by inattentiveness, signal disregard, and other human factors by the driver or the pedestrian. With respect to geometric deficiencies that could potentially cause safety hazards, all of the above intersections are signalized, and majority of them are clearly painted with high-visibility crosswalks. (The only exception is the Fifth Avenue and East 14th Street intersection, which is painted with regular crosswalks.) In addition, the intersection of East 14th Street and Broadway provides "Turning Vehicles Yield to Pedestrians" signage to warn motorists about the presence of pedestrians in east-and westbound crosswalks.

Based on the review of the accident history at these intersections, no prevailing trends with regard to geometric deficiencies were identified as the primary causes of recorded accidents. To enhance pedestrian safety at these intersections, additional measures such as the installation of pedestrian safety signs on all approaches including "Yield to Pedestrians" or "School Crossing" could be undertaken. In addition, the intersection of West 14th Street and Fifth Avenue could be repainted to provide high visibility crosswalks on all approaches. With these measures in place, the projected increases in vehicular and pedestrian levels at these study area locations are not anticipated to exacerbate any of the current causes of pedestrian-related accidents; therefore, the proposed project is not expected to result in any significant adverse pedestrian safety impacts.

TRANSIT AND PEDESTRIANS

The proposed project would not exceed the *CEQR Technical Manual* threshold of 200 peak hour transit riders at any given transit facility/route for undertaking a quantified transit analysis, and is therefore not expected to result in significant adverse transit impacts in the study area.

The future with the proposed project would result in increased pedestrian trips, but the new trips associated with the proposed project would not result in any significant adverse pedestrian impacts at any analysis location.

In the future with the proposed project, all analysis sidewalks, corner reservoirs, and crosswalks are anticipated to continue operating at acceptable levels (less than 15 pedestrians per foot per minute [PFM] for sidewalks; greater than 15 square feet per pedestrian [SFP] for corners and crosswalks) during the AM and PM peak 15-minute periods. Therefore, the proposed project would not result in any significant adverse pedestrian impacts.

AIR QUALITY

HVAC SYSTEM

Potential impacts from the proposed school's heating, ventilation, and air conditioning (HVAC) system on existing buildings were evaluated. Maximum predicted concentrations for NO₂, SO₂, CO, and PM₁₀ were low, and when added to background concentrations, would comply with ambient air quality standards.

The air quality modeling analysis also determined the highest predicted increase in 24-hour and annual average PM_{2.5} concentrations at existing building operable windows or air intakes. The maximum 24-hour incremental impacts at any discrete receptor location would be in compliance with the New York City Department of Environmental Protection (NYCDEP) PM_{2.5} interim guidance criteria. On an annual basis, the projected PM_{2.5} impacts would comply with the

applicable interim guidance criterion of $0.3 \mu\text{g}/\text{m}^3$ for local impacts, and the NYCDEP interim guidance criterion of $0.1 \mu\text{g}/\text{m}^3$ for neighborhood scale impacts. Therefore, with the HVAC stack constructed in the recommended rooftop area (i.e., at least 80 feet away from the southern lot line of the project site), there would be no potential for any significant impacts from the proposed school's HVAC systems on air quality.

CHEMICAL SPILL ANALYSIS

The recirculation analysis and dispersion analyses indicated that in case of a chemical spill of materials typically used in a school science laboratory, the resulting concentrations would occur at levels below the U.S. Occupational Safety and Health Administration (OSHA) and/or National Institute for Occupational Safety and Health (NIOSH) standards. Therefore, with the fume hood exhaust at the recommended location (i.e., at least 65 feet from the southern lot line of the project site), there would be no potential for significant impact on air quality from an accidental chemical spill in the school laboratory fume hoods.

NOISE

The proposed project would not generate sufficient traffic to have the potential to cause a significant noise impact from increased traffic. However, ambient noise levels adjacent to the project site were analyzed in order to address CEQR noise abatement requirements for the building. Recommended noise attenuation values are based on exterior noise levels and are designed to maintain the school's interior noise levels at 45 dBA or lower for classroom uses.

The design for the proposed school building would include the use of well sealed double-glazed windows for all façades and central air conditioning units (a means of alternate ventilation). The proposed building's façades, including these elements, would be designed to provide a composite Outdoor-Indoor Transmission Class (OITC) rating greater than or equal to the attenuation requirements. By adhering to these design requirements, the proposed school building will thus provide sufficient attenuation to achieve the CEQR interior noise level guideline of 45 dBA L_{10} for classroom uses.

In addition, the building mechanical system (i.e., heating, ventilation, and air conditioning systems) would be designed to meet all applicable noise regulations (i.e., Subchapter 5, §24-227 of the New York City Noise Control Code and the New York City Department of Buildings Code) and to avoid producing levels that would result in any significant increase in ambient noise levels. Therefore, the proposed project would not result in any significant adverse noise impacts.

SOILS AND GROUNDWATER

A Phase I Environmental Site Assessment (ESA) and a Phase II Environmental Site Investigation (ESI) were completed for the proposed project site in June 2009 and September 2009, respectively, to evaluate the environmental conditions. The site consists of a two-story building constructed in 1951, which occupies the entire 18,068 square-foot property. The building is occupied by two commercial tenants, the Teamsters Local 810 Welfare and Pension Fund and a dental center. The Phase I ESA identified recognized environmental conditions (RECs) associated with the presence of an on-site 10,000 gallon No. 2 fuel oil underground storage tank (UST) and the historic presence of on-site wood preservation companies. Off-site RECs identified in the Phase I ESA report include the historical presence of a gasoline filling station, a machine and motor company, and four New York State Department of Environmental Conservation (NYSDEC) open spill sites, all located in close proximity to the Project Site. The

Phase I ESA report also identified environmental concerns associated with x-ray activities (i.e. lead shielding) and potential mercury residue from the medical and dental center at the Site. Based on the results of the Phase I ESA, Phase II ESI activities were completed at the Site and included the performance of a geophysical survey, the advancement of soil borings, installation of a temporary well point, installation of sub-slab vapor and soil vapor points, and the collection of subsurface soil, groundwater, sub-slab soil vapor and soil vapor samples for laboratory analyses.

The purpose of the Phase II ESI was to investigate potential impacts to soil, groundwater, and soil vapor from RECs and environmental concerns that were identified by the Phase I ESA and to preliminarily characterize the material anticipated to be excavated in support of the construction of the proposed public school. Field indications of impacts to soil or groundwater were not observed during the investigation. Soil sampling analytical data indicated semi-volatile organic compounds (SVOCs), polychlorinated biphenyls (PCBs), and metals in one soil sample at concentrations greater than the NYSDEC Track 1 (Unrestricted Use) Soil Cleanup Objectives (SCOs). Three metals (magnesium, manganese, and sodium) were detected in groundwater at concentrations above the Technical & Operational Guidance Series (TOGS) Ambient Water Quality Standards (AWQS). Tetrachloroethene (PCE) and petroleum related volatile organic compounds (VOCs) were detected in soil vapor samples at concentrations above anticipated background levels. VOCs in soil vapor samples were not detected above the New York State Department of Health (NYSDOH) Air Guideline Values. The exceedances of SVOCs, PCBs, and metals in soil were attributed to the characteristics of fill material at the Site and the exceedances of metals in groundwater were attributed to naturally occurring background concentrations. The PCE and petroleum related VOCs detected in soil vapor and sub-slab soil vapor were attributed to the off-site spills.

For the site to be suitable for construction of a New York City public school, a soil vapor barrier and active sub-slab depressurization system would be incorporated into the new school design to prevent potential migration of organic vapors into the proposed school building. Additionally, the existing UST would be removed in accordance with applicable federal, state, and local guidelines. During construction, the contractor would characterize soil anticipated for excavation to identify material handling, reuse, and/or waste disposal requirements and properly manage excavated soil in accordance with all applicable local, State and Federal regulations. For areas of the site where exposed soils may exist (i.e., landscaped areas), a twenty-four (24) inch thick layer of environmentally clean fill would be placed over the soils. In addition, any materials associated with x-ray activities (i.e. lead shielding) and mercury residue would be identified and properly managed prior to demolition or renovation activities. *

A. INTRODUCTION

The New York City School Construction Authority (SCA) proposes the site selection, acquisition, acceptance of construction funding, and construction of a new Intermediate School (I.S.) and High School (H.S.) facility with the capacity of approximately 866 seats at 10 East 15th Street in Manhattan (see Figure 1-1). The proposed school facility would accommodate children in grades six through twelve, and would serve Community School District (CSD) 2 as well as high school students citywide. The project site is an approximately 18,068-square-foot (sf) lot located at 10 East 15th Street (Block 842, Lot 34), between Union Square West and Fifth Avenue (See Figure 1-2). The project site currently contains an approximately 34,300-sf building with union administration and medical offices for Local 810 International Brotherhood of Teamsters (IBT), as well as accessory parking. The proposed project would involve the demolition of the existing building and the construction of a new school building on the project site. It is expected that the Local 810 IBT administration and medical offices would move to another location in the future with the proposed project.

Although design plans for the new building have not been finalized, it is expected that the proposed school building would contain approximately 123,943 gross square feet (gsf) and would be approximately eight stories (up to 120 feet) in height.

The proposed project is located within a C6-2A zoning district, in which schools are permitted as-of-right as per Section 22-00 of the Zoning Resolution. However, it is possible that the proposed school facility would exceed the permitted FAR of the C6-2A zoning district, and additional zoning non-compliances are possible. Should the final design of the proposed building result in any zoning bulk, rear yard, setback, or other non-compliance, the SCA would seek a zoning override from the Deputy Mayor for Education and Community Development to permit the project to proceed. Funding for design and construction of this project would be provided in the New York City Department of Education's Capital Plan for Fiscal Years 2010 to 2014.

For the purpose of this environmental review, it is assumed that the student occupancy of the proposed school would begin in September 2014. Accordingly, 2014 has been selected as the Build Year for which the environmental assessment areas have been analyzed. Although the building currently on the project site is for sale and could be redeveloped by 2014 independently of the proposed project, it is conservatively assumed that if the proposed project does not proceed, the existing building on the project site would remain in its current state by 2014.

B. PURPOSE AND NEED

Development of the new school facility has been proposed to provide additional intermediate school capacity in CSD 2, and to provide additional capacity at the high school level. According to the latest DOE school utilization profile for the 2008–2009 school year, high schools citywide

are operating at 96 percent of their capacity. Intermediate schools in CSD 2 are operating at 85 percent capacity, with a district-wide capacity of 6,025 and a district-wide enrollment of 5,140.

The New York City Department of Education (DOE) has proposed that the new facility would be the permanent location for M.S. 260, the Clinton School for Writers and Artists (Clinton). Clinton is currently co-located with P.S. 11, a zoned primary school organization, in the M011 building at 320 West 21st Street. However, the DOE has proposed to relocate Clinton from M011 prior to the start of the 2010-2011 school year in order to permit P.S. 11 to address growth in its enrollment. Clinton would be accommodated at a temporary relocation site during the construction of its permanent facility at 10 East 15th Street. The specific high school organization that would be co-located with Clinton at the new facility has not yet been identified.

The two intermediate schools nearest to the project site are M.S. 255, located approximately 0.8 miles from the project site at 319 East 19th Street, and J.H.S. 104, located approximately 0.8 miles from the project site at 330 East 21st Street. M.S. 255 (which shares a building with Primary School 40) is operating at 101 percent capacity, with 405 seats. J.H.S. 104 is operating at 79 percent capacity, with 1,238 seats.

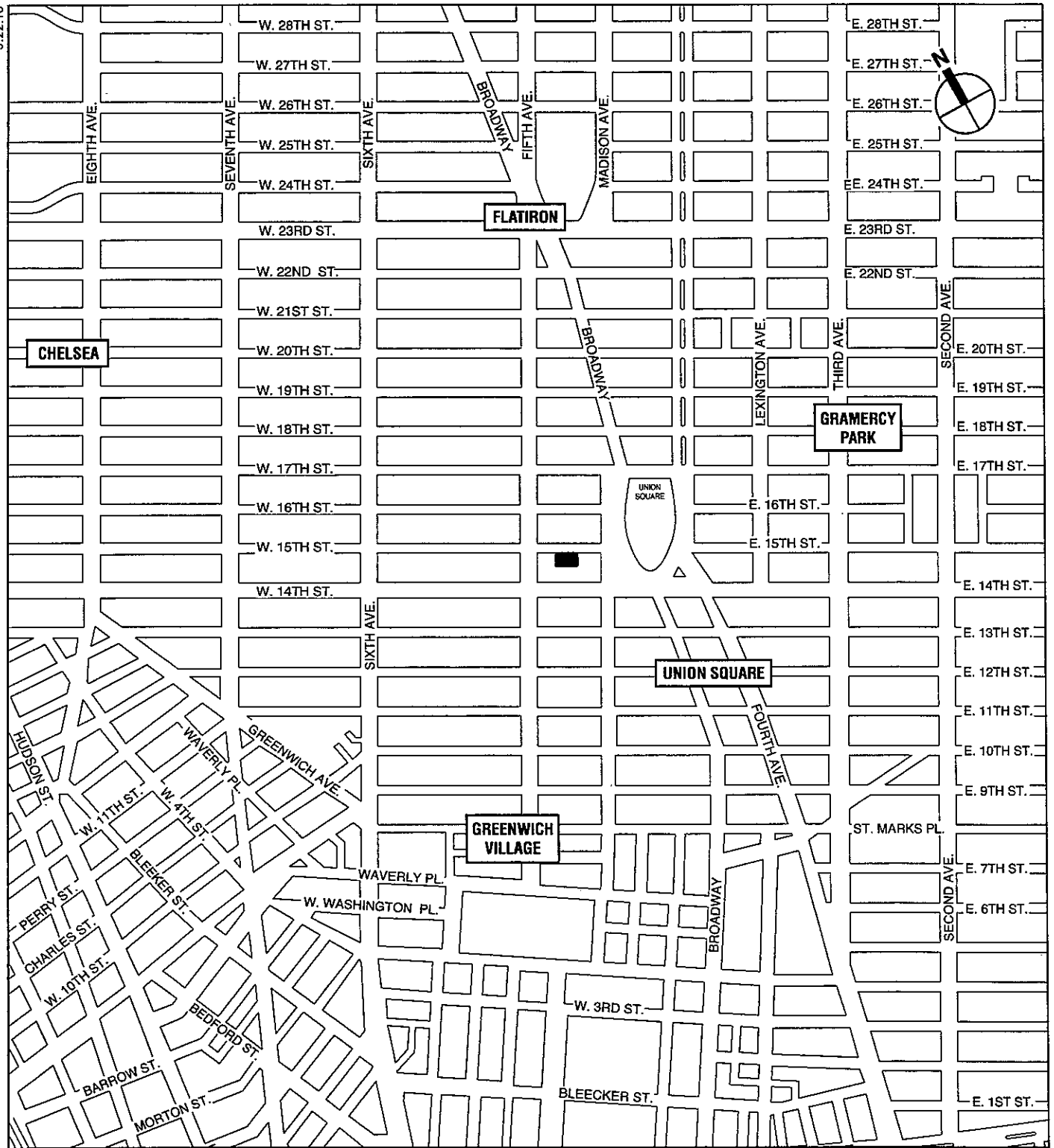
C. PROJECT SITE AND PROPOSED SCHOOL


The approximately 18,068-sf project site is located in the Union Square area of Manhattan. The site, consisting of Block 842, Lot 34, is located on East 15th Street between Fifth Avenue and Union Square West. The project site currently contains an approximately 34,300-sf building with administration and medical offices for Local 810 IBT, as well as accessory parking.

The project site is located in a predominantly commercial area, though there are also a number of residential buildings with ground floor retail and institutional uses. Union Square Park is an important feature in this area, and is located to the east of the project site.

With the proposed project, the existing two-story building on the project site would be demolished. As mentioned above, design plans for the proposed project are not yet finalized; however, it is expected that the proposed school building would contain approximately 123,943 gsf and would be approximately eight stories (up to 120 feet) in height. Separate entrances for the I.S. and H.S. organizations would be located on East 15th Street.

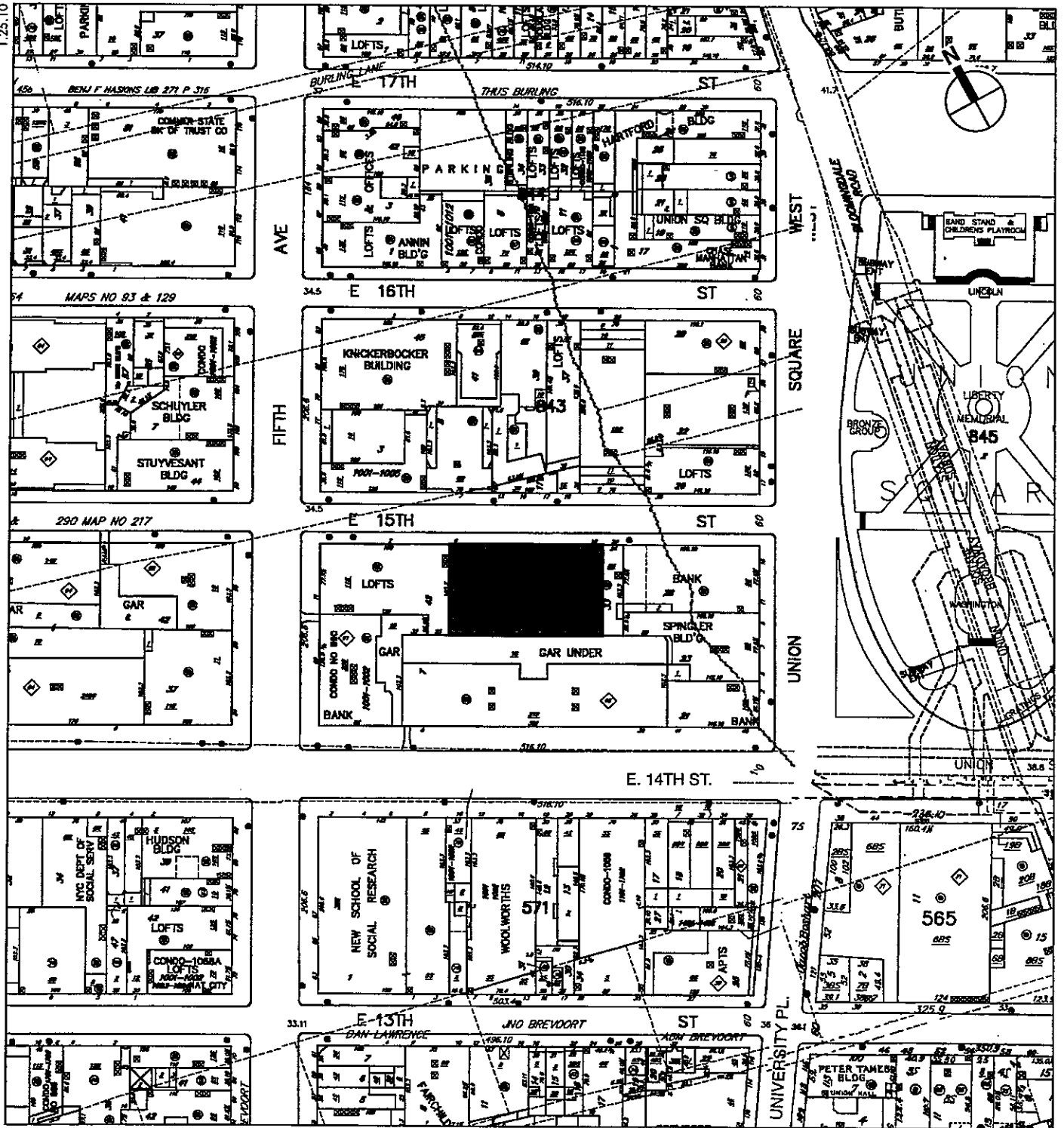
The new school facility would contain approximately 866 seats for students in grades six through twelve, including approximately 102 seats for special education students, and would contain classrooms, administrative spaces, science laboratories, a combined gymnasium and assembly area, an exercise room, a library, a kitchen, and dining areas. Due to the limited size of the site, no outdoor recreational space would be provided. The new school would employ approximately 72 teachers, administrators, and support staff. The school would operate during normal school hours, likely between 8:00 AM to 4:00 PM between September and June. *



 Project Site

0 1000 FEET
SCALE

1.25.10



 Project Site

0 100 200 FEET
SCALE

10 EAST 15TH STREET

Sanborn Map
Figure 1-2

A. INTRODUCTION

This analysis of land use, zoning, and community character considers the existing conditions of the project area, anticipates and evaluates those changes in land use and zoning that are expected to occur independently of the proposed project by 2014, the project's build year, and identifies and addresses any potential impacts to land use, zoning, and community character associated with the proposed project.

To determine existing conditions and assess the potential for impacts, the land use study area has been defined as the area roughly bounded by Broadway and Union Square Park to the east, just west of Fifth Avenue to the west, East 13th Street to the south, and East 17th Street to the north (see Figure 2-1). This is the area in which the project has the potential to affect land use or land use trends. Various sources have been utilized to prepare a comprehensive analysis of land use, zoning, and community character, including field surveys, evaluation of land use and zoning maps, and consultation of other sources, such as municipal documents and regulations.

As described below, this analysis concludes that the proposed project would be compatible with and supportive of existing land uses and ongoing land use trends in the study area, and would not result in any significant adverse impacts to land use, zoning, or community character.

B. EXISTING CONDITIONS

Existing land use patterns and trends are described below for the project site and the study area. This is followed by a discussion of zoning and community character for both areas.

LAND USE*PROJECT SITE*

The project site is situated on East 15th Street, between Union Square West and Fifth Avenue. The project site consists of Block 842, Lot 34, and contains a total of 18,068 square feet (sf). The project site currently contains an approximately 34,300-sf building with administration and medical offices for Local 810 IBT, as well as accessory parking.

STUDY AREA

As shown in Figure 2-1, the land use study area is predominantly commercial and residential, with institutional uses located throughout the area, as well as a large open space (Union Square Park) east of the project site.

Commercial uses in the area primarily consist of low- to mid-rise office buildings typically ranging from 4 stories to 11 or 12 stories (with some shorter and taller buildings scattered throughout the study area) with a variety of ground floor retail. Residential uses in the area are

primarily mid- to high-rise apartment buildings with retail on the ground level, with heights ranging from 4 to 21 stories.

There are a number of institutional uses within the study area, including a New York University dormitory building at 25 East 15th Street with an entrance across 15th Street from the project site, the Sidney Hillman Health Center at 16 East 16th Street, and two buildings of the Parsons School of Design—one at 72 Fifth Avenue and the other at 25 East 13th Street.

There are also a number of buildings under construction in the study area. These are discussed in more detail below, under “The Future Without the Proposed Project”.

Fifth Avenue runs north-south through the study area carrying southbound traffic, and is a major thoroughfare containing commercial, institutional, and residential uses with ground floor retail. Retail uses along Fifth Avenue are generally high-end chain retail stores. Union Square West runs north-south along the west side of Union Square Park, a major New York City open space resource with approximately 3.6 acres of both active and passive recreational amenities. Union Square West carries southbound traffic between East 17th Street and East 14th Street, at which point it becomes University Place, which carries northbound traffic.

East 14th Street runs east-west through the study area, and is also a major commercial thoroughfare, with some institutional and residential uses. Commercial uses along 14th Street within the study area generally include smaller retail stores, fast food restaurants, and discount stores, with the exception of several large chain retail stores in the eastern portion of the study area. East 14th Street also constitutes the southern boundary of Union Square Park.

Broadway, which defines the eastern portion of the study area, is another major commercial thoroughfare carrying southbound traffic; however, in this area Broadway is interrupted by Union Square Park.

ZONING AND PUBLIC POLICY

PROJECT SITE

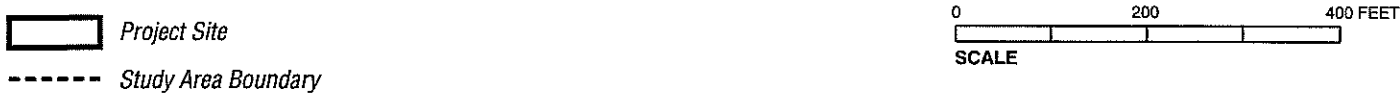
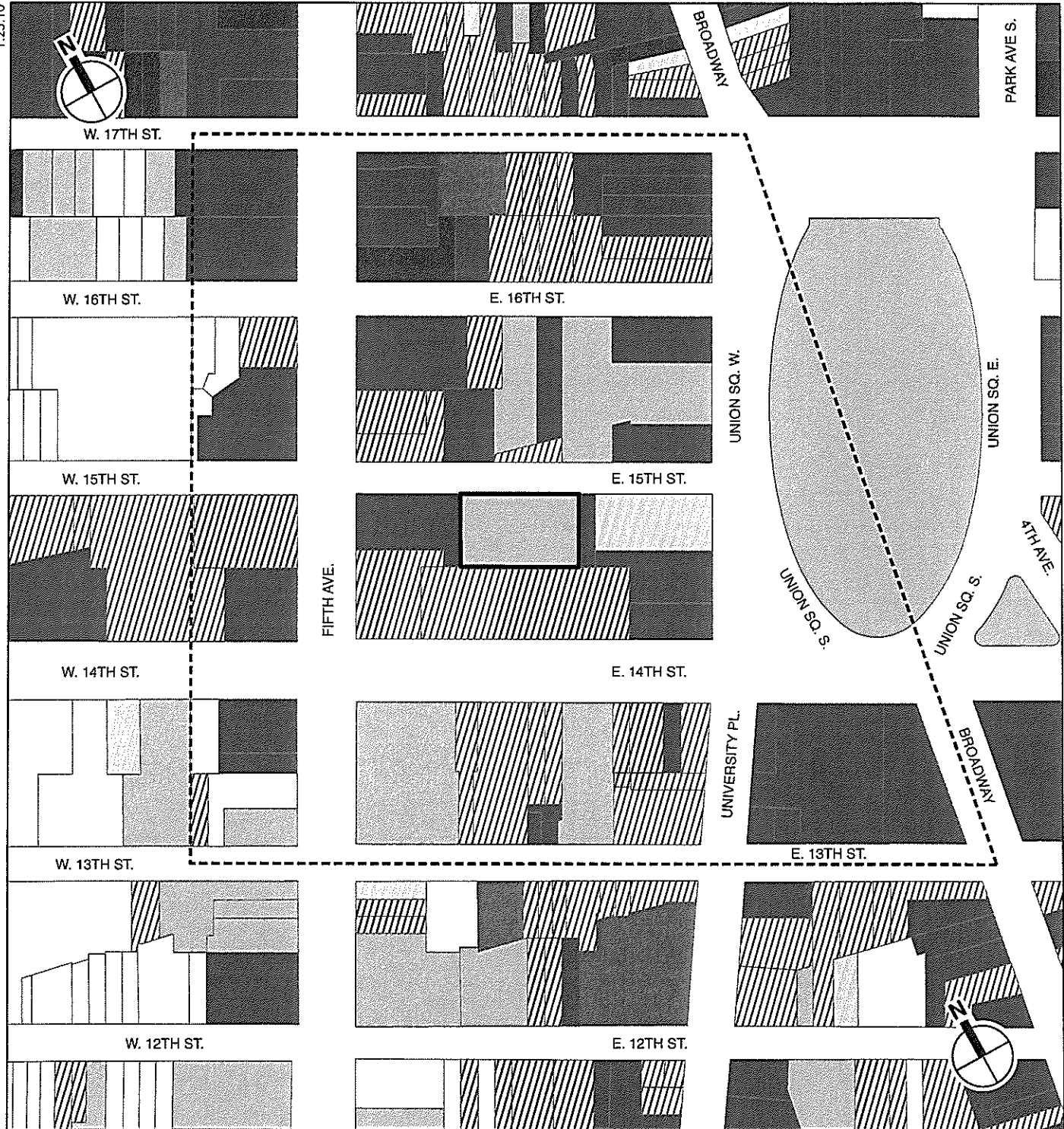
The project site is located in a C6-2A zoning district (see Figure 2-2). C6 commercial districts permit a wide range of high-bulk commercial uses requiring a central location. The maximum commercial floor area ratio (FAR) in C6-2A districts is 6.0, the maximum residential FAR is 6.02, and the maximum FAR for community facilities is 6.5. Schools can be built as-of-right in C6-2A commercial districts.









STUDY AREA

There are a number of zoning districts within the study area. The maximum FAR for these districts is shown in Table 2-1, below.

East of the project site, the study area encompasses a C6-4 commercial district, as well as small portions of C1-7 and C6-1 commercial districts south of East 14th Street. As noted above, C6 districts permit a wide range of high-bulk commercial uses requiring a central location. C1-7 districts are predominantly residential in character, and typically include neighborhood retail uses.

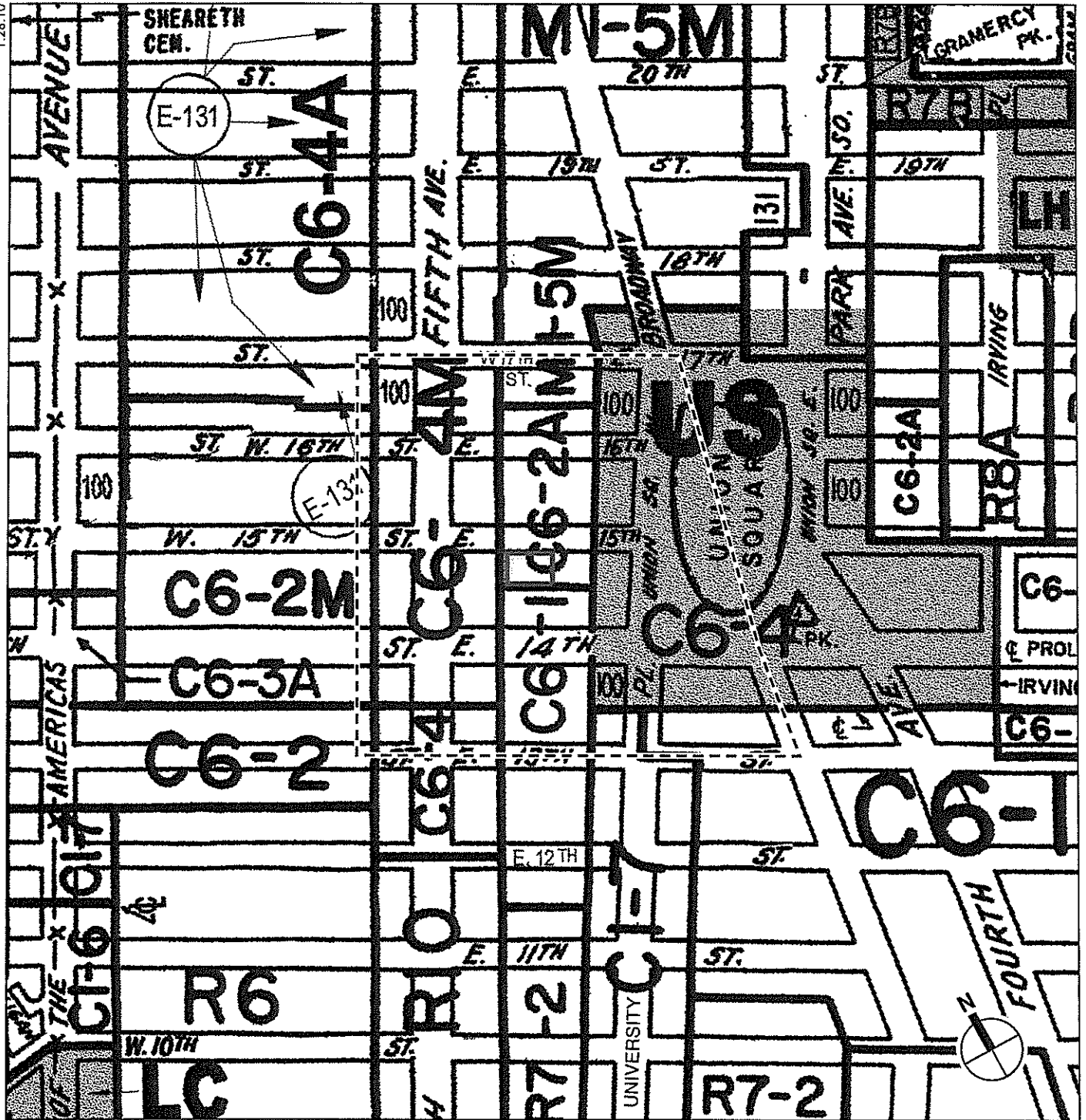
Directly south of the project site, the study area contains a C6-1 commercial district, and to the north (north of East 16th Street), there is a small portion of an M1-5M manufacturing district. C6-1 districts are described above. M1 manufacturing districts can serve as a buffer between the


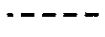




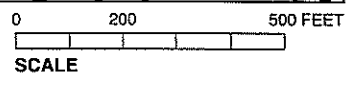
- | | |
|--|---|
|  Residential |  Open Space and Outdoor Recreation |
|  Residential with Commercial Below |  Parking Facilities |
|  Commercial and Office Buildings |  Under Construction |
|  Industrial and Manufacturing | |
|  Public Facilities and Institutions | |

10 EAST 15TH STREET

Land Use
Figure 2-1



-  Project Site
-  Study Area Boundary
-  Zoning District Boundary
-  Special Purpose District



higher-intensity manufacturing uses found in M2 or M3 districts and are often adjacent residential or commercial districts.

To the west of the project site, the study area lies predominantly within a C6-4M commercial district, with small portions in C6-4, C6-2, C6-2M, and C6-4A commercial districts. Like other C6 commercial districts, C6-4M districts permit a wide range of high-bulk commercial uses; however, they also carry special regulations governing the conversion of non-residential spaces to residential use. The same regulations apply to C6-2M districts.

The eastern portion of the study area is also located within the Union Square Special Purpose District. This special district is intended to promote a revitalized mixed-use area around Union Square, by encouraging development on vacant and underutilized sites; providing urban design guidelines to preserve and enhance the special character of the area; to improve the physical appearance and amenity of the streets; and to improve access, visibility, security, and pedestrian circulation in and around the 14th Street/Union Square station, among others. To promote these goals, the special district includes certain use, bulk and sign regulations, as well as special requirements related to street wall transparency and location of entrance requirements.

**Table 2-1
Zoning Districts in the Study Area**

Zoning District	Commercial FAR	Residential FAR	Community Facility FAR
C1-7	2.0	0.94-6.02	6.5
C6-1	6.0	0.87-3.44	6.5 ¹
C6-2	6.0 ¹	0.94-6.02	6.5 ¹
C6-2M ⁴	6.0 ¹	0.94-6.02	6.5 ²
C6-4	10.0 ¹	10.0 ^{1,2}	10.0 ¹
C6-4A	10.0	10.0 ²	10.0
C6-4M ⁴	10.0 ¹	10.0 ^{1,2}	10.0 ¹
M1-5M	5.0 (mfg. FAR)	N/A	6.5 ³

Notes:

- 1) Up 20 percent increase for a plaza bonus
- 2) Up to 12 FAR with inclusionary housing bonus
- 3) Only community facilities in Use Group 4 are permitted as-of-right; Use Group 4 does not include schools.
- 4) These districts have special regulations governing the conversion of non-residential spaces to residential use.

Sources: New York City Department of City Planning

COMMUNITY CHARACTER

Community character is defined as an amalgam of a number of traits, including land use, urban design and visual resources, traffic, and noise. These elements are considered together to create a sense of the neighborhood in which a project is proposed, so that a project's compatibility with its community setting can be presented and assessed.

The community character of this section of Manhattan is generally that of a high-density residential and commercial area. Union Square is a major open space that hosts a green market several times a week as well as a holiday market in November and December. The area surrounding Union Square is a retail hub with a high concentration of clothing, shoe, electronics, and other retail and food establishments. Fifth Avenue is a busy, north-south corridor that carries

southbound traffic. Union Square West carries southbound traffic as well, but changes to northbound once it becomes University Place at East 14th Street. East 14th Street, a wide, two-way street, is a main commercial corridor in the area; however, retail and other commercial uses abound throughout the study area. Pedestrian traffic throughout the study area is generally heavy on these corridors and surrounding Union Square Park, but pedestrian traffic on East 15th Street near the project site is relatively light.

The area is well-served by public transit. Just to the east of the project site, the 14th Street/Union Square subway station is served by the L, N, Q, R, W, 4, 5, and 6 trains. The M14AD crosstown bus runs along 14th Street just south of the project site, and the M2, M3, and M5 buses run south along Fifth Avenue to the west of the project site.

COMMUNITY FACILITIES

A new school facility would provide additional community resources for area residents. The project is not expected to place additional demands on hospitals and other health care facilities, libraries, or public school or day care facilities. This section focuses, therefore, on police and fire protection services.

The project is served by the 13th Police Precinct. The precinct house is located at 230 West 20th Street, approximately one half mile east of the project site. The project site is served by Engine 14 of the Fire Department of New York, located at 14 East 18th Street, approximately one quarter mile north of the project site.

C. THE FUTURE WITHOUT THE PROPOSED PROJECT

LAND USE

In the future without the project, the project site is expected to remain unchanged by the 2014 build year and the existing uses on the site are expected to remain there.

There are two development projects within the study area expected to be complete by the 2014 build year. On the same block as the project site, 15 Union Square West is in the process of being converted and enlarged from a commercial building to a 12-story residential building with ground floor retail space. The building is expected to contain 34 dwelling units and approximately 4,000 sf of retail uses. On Fifth Avenue between East 13th and East 14th Streets, The New School is planning to construct an approximately 354,000-sf academic building.

Just outside of the study area to the west, a 10-story residential building with ground floor retail is under construction at 14 West 14th Street. This building will contain 30 residential units and approximately 5,000 sf of retail uses on the ground floor. Just outside the study area to the south, a new 12-story condominium is under construction at 61 Fifth Avenue. It will contain four units (including three duplexes and a triplex) as well as approximately 2,500 sf of ground floor retail.

Also located just outside the study area, in the northern end of Union Square Park, a \$20,000,000 capital improvement project (the "North End Project") is underway. The North End project consists of development of a new playground, expansion of the public plaza on the park's northern-most edge, including the installation of utility hook-ups for the Greenmarket vendors, and the rehabilitation of the park's Pavilion. The playground and public plaza project

components were recently completed, and the Pavilion rehabilitation is expected to be complete in 2010.

ZONING AND PUBLIC POLICY

There are no zoning or public policy changes expected to occur on the project site or in the study area by the 2014 build year.

COMMUNITY CHARACTER

In the future without the proposed project, it is anticipated that the character of the area will remain as it is today. Any infill housing or commercial development that might occur in the study area is not expected to be substantially different from what currently exists, nor will it introduce a significant new course of traffic or noise. Therefore, no change to the existing community character is expected.

COMMUNITY FACILITIES

The Police Department has no plans for any changes that will affect law enforcement services in this portion of the 13th Precinct. Similarly, there are no other projects or changes in fire protection services or equipment expected by the 2014 build year.

D. PROBABLE IMPACTS OF THE PROPOSED PROJECT

LAND USE

PROJECT SITE

With the proposed project, the existing building on the project site would be demolished. The proposed project would result in the construction of an approximately 123,943 gross-square-foot school building on the project site, with capacity for 866 intermediate and high school students. The proposed school building, which would be eight stories and up to approximately 120 feet in height, would occupy the majority of the project site. Separate entrances for the intermediate and high school organizations would be located on East 15th Street.

STUDY AREA

The proposed school facility would be compatible with the surrounding uses, which contain a mix of commercial, institutional (including academic), residential, and open space uses. The new school facility would enliven the project block with a new community facility use. At eight stories in height, the proposed building would be consistent with the height of other buildings in the study area, which range from two to 21 stories. Therefore, the development of the proposed facility is not expected to adversely affect adjacent land uses.

ZONING

The proposed facility would conform to the use requirements of the C6-2A zoning district, which permit community facility uses, including schools, as-of-right. However, it is possible that the proposed school facility would exceed the permitted FAR of the C6-2A zoning district, and additional zoning non-compliances are possible. Should the final design of the proposed building result in any zoning bulk, rear yard, setback, or other non-compliance, the SCA would seek approval

of a zoning override from the Deputy Mayor for Education and Community Development to permit the project to proceed. If the zoning override is granted, it would apply only to the project site and would have no impact on neighboring zoning or property. Therefore, the proposed project would have no significant adverse impacts to local zoning.

COMMUNITY CHARACTER

The proposed project would replace current uses on the site with a new intermediate and high school facility that would be compatible with surrounding land uses. The proposed project would benefit the area by bringing new community facility uses to the neighborhood. The increase in traffic and pedestrian volumes expected to result from the proposed school would not result in any significant adverse community character impacts.

COMMUNITY FACILITIES

The Police and Fire Departments would adjust their services as they deem necessary, and no significant adverse impacts to police or fire services are expected to result from the proposed project. *

A. INTRODUCTION

This section considers the potential of the proposed project to affect architectural and archaeological resources on the project site and in the surrounding area. The project site is located on the south side of East 15th Street between Union Square West and Fifth Avenue, and is currently occupied by a 2-story building and accessory parking. The proposed project includes demolition of the existing building on the site and construction of a new, approximately 8-story (120-foot-tall) school building. In the future without the project, the project site is expected to remain unchanged by the 2014 build year.

Based on potential effects due to on-site construction activities, and also to account for visual or contextual impacts, the study area for architectural resources is defined as extending 400 feet from the project site. Within the study area, historic resources that were analyzed include properties listed on the State and National Registers of Historic Places or properties determined eligible for such listing (S/NR-eligible), New York City Landmarks (NYCLs) and Historic Districts (NYCHDs), properties determined eligible for landmark status, and National Historic Landmarks (NHLs). Additionally, a survey was conducted to identify any previously undesignated properties in the study area that were then evaluated for their potential S/NR or NYCL eligibility.

The study area for archaeological resources is defined as the area where subsurface construction would occur, the project site itself. AKRF prepared an archaeological disturbance memorandum/assessment for the project site in February 2010, the results of which are summarized below. The disturbance memorandum was submitted to the New York State Office of Parks, Recreation and Historic Preservation (OPRHP) for review and comment, and was accepted by OPRHP in comments dated April 15, 2010. The results of that study are presented below.

The analysis concludes that the proposed project would not have any significant adverse impacts on historic resources. Excavation of the project site would be required for construction of the proposed building; however, the site is not considered to be sensitive for precontact or historic period archaeological resources, and thus the project would not have a significant adverse impact on archaeological resources. There are no known or potential architectural resources located on the site. At approximately 8 stories (120 feet), the proposed school would be consistent with the height of most of the buildings in the surrounding area, including those located within the boundaries of the Ladies Mile Historic District. Furthermore, it would mainly be seen only along East 15th Street and directly adjacent portions of Fifth Avenue and Union Square West. The proposed building would not block views to any surrounding architectural resources. While the new building would represent a change to the context of architectural resources in the surrounding area, the scale of the building would be compatible with the existing built fabric, and thus would not create a significant adverse impact.

Direct historic resource impacts include demolition of a resource, and alterations to a resource that cause it to become a different visual entity. A resource also can be damaged by adjacent construction, either from vibrations (i.e., from construction blasting or pile driving) or from falling objects, subsidence, collapse, or damage from construction machinery. As defined in the New York City Department of Buildings (DOB) *Technical Policy and Procedure Notice* (TPPN) #10/88, adjacent construction is any construction activity that would occur within 90 feet of an architectural resource.¹ There are four architectural resources located within 90 feet of the project site. Therefore, to protect these resources during construction of the proposed building, a construction protection plan has been developed for the project, based on the requirements stipulated in TPPN #10/88, to ensure these resources would not be inadvertently affected during construction. This plan will be submitted to OPRHP for review and approval, and construction of the project would proceed in accordance with the CPP pending OPRHP's approval. None of the other architectural resources in the study area are close enough to be affected by ground-borne construction vibrations or other potential construction-related issues.

In summary, the proposed project would not be expected to have any significant adverse impacts on historic resources.

B. EXISTING CONDITIONS

HISTORICAL BACKGROUND

As depicted on 18th and 19th century maps of Manhattan, the majority of the project site was formerly occupied by a small hill, which was part of a cluster of hills situated in the vicinity of Fifth Avenue between 12th and 21st Streets. In addition, a stream ran through the eastern portion of the project block. This stream was the eastern branch of a pair of rivulets that were fed by springs north of the project site, and which merged at a point just south of West 12th Street between Fifth and Sixth Avenues to form the Minetta Brook. By the early 19th century, the hill at the project site was cut down and the resulting sediments were likely used to fill in the adjacent stream. Although the path of this stream has since been built upon, the stream still runs below the surface. Based on historic and current maps, it is considered likely that the project site is covered with a small amount of fill, likely the result of leveling the hill that formerly occupied the site.

At least four Native American sites have been documented in the vicinity of the project area: *Sapokanikan*, located along the shore of the Hudson River near modern Gansevoort Street; a Native American village known as *Shepmoes*, located in the vicinity of 14th Street and Second Avenue; New York State Museum (NYSM) site #4059, a village site located north of City Hall Park near the former location of the Collect Pond; and NYSM site #4060, another Native American village, located at present-day Corlear's Hook. A series of Native American trails connected these villages and landings with each other, as well as with other Native American habitation sites further north.

¹ TPPN #10/88 was issued by DOB on June 6, 1988, to supplement Building Code regulations with regard to historic structures. TPPN #10/88 outlines procedures for the avoidance of damage to historic structures resulting from adjacent construction, defined as construction within a lateral distance of 90 feet from the historic resource.

Because of the nearby Minetta waters, the project site would have been ideal for the exploitation of natural resources by Native Americans; however, the small hill formerly on the site may have made it less attractive for habitation. In general, the eastern side of Manhattan was the location of numerous fishing camps, while the western coast and middle section were traditionally devoid of settlements as a result of its rocky terrain, lack of soil suitable to agriculture, exposure to harsh winds from the Hudson River, numerous small hills, and large tracts of marshland.

In the 18th century, the project site was part of Brevoort and Spingler farms. Stokes' map of original farm grants suggests that the Spingler farmhouse was located within the streetbed of 14th Street west of Fifth Avenue. The map also depicts a home to the north within the streetbed of Fifth Avenue north of 15th Street, on a farm formerly owned by Thomas Burling and later Simon Congo, a freed slave.

The Rutzer map depicting Manhattan circa 1766 (published 1776) also depicts two structures in the immediate vicinity of the project site. One structure was located north of East 15th Street, approximately 150 feet east of Fifth Avenue, while the other was depicted within the southern portion of the project block, approximately 300 feet east of Fifth Avenue and 50 feet north of East 14th Street. The 1811 Bridges plan does not depict any structures within the project block; the closest structure was the Burling farmhouse, depicted in the streetbed of Fifth Avenue near the northeast corner of its intersection with East 15th Street.

By circa 1815 the project block, along with the remainder of the Spingler farm, had been divided into lots, presumably for individual sale and development. The 1836 Colton map identifies the lots in the southeastern quarter of the project block as "sections of the city [that were] built," suggesting that structures were already present in those areas although no specific footprints are shown on the map. However, the project site at that time appears to have been undeveloped. Maps published throughout the 1830s and 1840s provide contradictory information as to whether or not the project block was developed. Several maps suggest development had only occurred along the southern and eastern side of the block, while others suggest that no development had occurred on the block at all, and finally others suggest that the entire block was developed. Therefore, it appears that the project site was likely first developed with structures around the mid-1840s. A sewer line was installed in East 15th Street in 1845, and East 15th Street also had water in the early 1840s. It is therefore possible that development on the project block occurred in response to the installation of these water and sewer connections.

Specific structures within the project site are first depicted on a map from 1852, which shows that the project site was originally divided into seven historic lots (7-19 East 15th Street). Numbers 9 through 19 were developed with brick structures, presumably all residential, with open backyards; the lot at 7 East 15th Street was developed with an industrial/commercial structure that was located in the center of the lot, with open front and rear yards. An 1859 atlas depicts minimal changes to the project site, with the exception of the construction of a wood frame extension to the front of the structure at 7 East 15th Street and small brick extensions constructed in the rear of the structures at 11 and 13 East 15th Street. By the late 1860s, several of the lots within the project site were redeveloped, and the historic lots were renumbered to 6 through 18 East 15th Street. The lots at 8 through 12 (formerly 9 through 13) were unchanged, although this map indicates that all three structures stood 5 stories tall with 2- or 3-story rear additions. The former commercial/industrial structure at 6 (formerly 7) East 15th Street was redeveloped with a 3-story brick structure with a small 1-story wood frame extension in the rear, and the lots at 14 through 18 (formerly 15 through 19) had been redeveloped ca. 1867-1868 with identical 6-story brick stores or warehouses buildings that covered the entirety of the lots.

By the turn of the century, based on the 1903 Sanborn map, the former rear yards of most of the lots within the project site had been developed. The lot at 6 East 15th Street was by that time completely covered by a 4-story store with a cellar and sub-cellar and a 2-story (with basement) rear addition. This appears to be the same structure identified above, although the method used to count stories appears to have changed. The three structures at 8-12 East 15th Street are identified as 4-story store/office buildings with basements and sub-cellars, and the rear additions to these structures had basements or basements and sub-cellars. The structures at 10 and 12 East 15th Street had separate or attached 1-story structures in the rear yards that did not have basements. The three structures at 14 through 18 East 15th Street stood 6 stories (with basements) and were used as stores/factories, and the structure at 12 East 15th Street was occupied by a silversmith. A Sanborn map published in 1944 indicates that the three structures at 14 through 18 East 15th Street had been altered and now only stood 1 story tall. The seven buildings on the project site remained unchanged on Sanborn maps dating to 1951; however, that same year, these buildings were demolished to make way for the construction of the building currently occupying the site.

ARCHAEOLOGICAL RESOURCES

The conclusions of the disturbance memorandum and preliminary archaeological assessment prepared for the project site are summarized below. The report was accepted by OPRHP in comments dated April 15, 2010.

PRECONTACT SENSITIVITY

As described above, a fresh water stream that fed the Minetta Brook—which has been well-documented as an important Native American resource—ran through the project site, and it is likely that Native Americans took advantage of the many natural resources and fresh water provided by this stream in the vicinity of the project site. However, the hill that covered most of the project block would have been unattractive as a Native American habitation site. Such sites have been identified on more level ground to the east and south of the project site at distances of approximately half a mile. Furthermore, precontact archaeological sites are generally found at shallow depths, usually within 5 feet of the original ground surface. Therefore, the landscape modifications that occurred in the project area in the early 19th century, coupled with the excavation of the basements for the structures formerly at 6 to 18 East 15th Street, would likely have disturbed any precontact resources that may have been present within the project site. Therefore, the project site is determined to have no sensitivity for precontact archaeological resources.

HISTORIC PERIOD SENSITIVITY

The project site appears to have been developed for the first time in the early 1840s, around which time sewer and water connections would have been available to Block 842. Therefore, it is possible that the residents of the structures formerly located between 6 and 18 East 15th Street would not have needed to rely on shaft features such as cisterns, privies, and wells for water gathering and sanitation. Of the seven historic lots that occupied the project site, four (6, 14, 16, and 18 East 15th Street) have been completely covered by buildings with basements. The remaining three lots have been partially disturbed by structures with basements and sub-cellars; however, for the most part, these lots retained the open rear yards that had been behind the structures at 8, 10, and 12 East 15th Street since at least the early 1850s. All of these buildings were replaced in 1951 by the structure that currently occupies the project site. The construction

of this structure and the excavation of its basement would have generated substantial disturbance within the boundaries of the project site. The construction of a large basement across the seven historic lots would likely have destroyed all or most of the remnants of the historic building foundations as well as any shaft features that may have been present on the site. Therefore, the project site is determined to have no sensitivity for historic period archaeological resources.

ARCHITECTURAL RESOURCES

PROJECT SITE

The project site is currently occupied by an approximately 2-story structure that is used for union administration and medical offices, as well as accessory parking in a below-grade garage accessed from East 15th Street (see View 1 of **Figure 3-2**). At the western end of the structure, a steel grate covers what appears to be a ventilation shaft connected to the subsurface parking area. There are no known or potential architectural resources on the project site.

STUDY AREA

Known Resources

There are seven known architectural resources within the study area, including one historic district. These resources are described below and mapped on **Figure 3-1**.

The eastern boundary of the **Ladies Mile Historic District** (NYCL, S/NR-eligible) includes the buildings directly west and north of the project site. The Ladies Mile Historic District was developed largely in the late 19th century, when department stores (some of them with cast-iron facades) began to be constructed along Broadway and Sixth Avenue in the formerly residential district between Union and Madison Squares. With the exception of 23rd Street, which like Broadway and Sixth Avenue was developed with large department stores, the east-west streets in the district were redeveloped around 1900 with loft buildings in which many of the goods sold in the nearby stores were manufactured. Fifth Avenue attracted smaller shops, publishing houses, the offices of charitable institutions, and skyscrapers. Many of the buildings in the area were rehabilitated or restored in the 1980s as the district underwent a renaissance. The buildings nearest the project site include R.H. Robertson's Romanesque Revival-style YMCA Building and a small polychromatic building from 1877 on the north side of East 15th Street, both of which dated from the middle development phase of the district, and an 11-story store and loft building from 1905-1907 directly adjacent to the site (see Views 2 and 3 of **Figures 3-2 and 3-3**).

Union Square (NHL, S/NR) Located east of the project site, Union Square is nationally significant for the role it has played in American labor history. The first Labor Day parade took place at the square on September 5, 1882; the parade marked the beginning of organized labor's 12-year effort to secure passage of national legislation that would set aside one day each year to recognize the contributions and achievements of American laborers. In addition, Union Square has been the location of many other parades, mass gatherings, and demonstrations. Located within the park are statues of George Washington (1856), the Marquis de Lafayette (1876), Abraham Lincoln (1870), and Mahatma Gandhi (1986), as well as the James Fountain (1881) (see View 4 of **Figure 3-3**).

Below Union Square is the **14th Street/Union Square Subway Station** (S/NR-listed). The 14th Street/Union Square subway station includes the IRT (No. 4/5/6), BMT (N/Q/R/W), and Broadway/4th Avenue/Canarsie (L) lines. The IRT station (1904) was an original express station

and already a major transportation hub when the BMT station opened in 1917; the Canarsie Line portion of the station opened in 1924. Each IRT station had its own unique color scheme, and a repeated faience plaque that served as a symbolic link between the station and the area above-ground which it served; at Union Square, this was an eagle holding a plaque inscribed with the number 14. Remaining original elements of the station include faience plaques; sections of the ornate platform walls in the upper mezzanine of the IRT portion of the station; and portions of the original BMT-era mosaic bands, highlighted by red framing in the mezzanine.

The **Lincoln Building**, at 1 Union Square West (NYCL, S/NR), was designed by R.H. Robertson—the architect of the YMCA Building noted above—and built in 1889-90. The Lincoln Building dates from 1889-1890 and is representative of the early skyscraper form as it evolved in New York. It also represents a transitional phase in skyscraper engineering, as it was constructed with a metal framing in combination with traditional masonry bearing walls. The 10-story building is designed in the same Romanesque Revival style Robertson used for the YMCA building and is faced in limestone, granite, brick, and terra cotta (see View 5 of **Figure 3-4**).

The **Bank of the Metropolis**, at 31 Union Square West (NYCL, S/NR-eligible), was designed by Bruce Price and built in 1902-03. The 18-story neo-Renaissance style building is faced in limestone and massed in the base-shaft-capital manner (see View 6 of **Figure 3-4**). The Bank of the Metropolis, founded in 1873 to serve the needs of businesses in the Union Square area, maintained its offices on the square until 1918, when it was absorbed by the Bank of Manhattan.

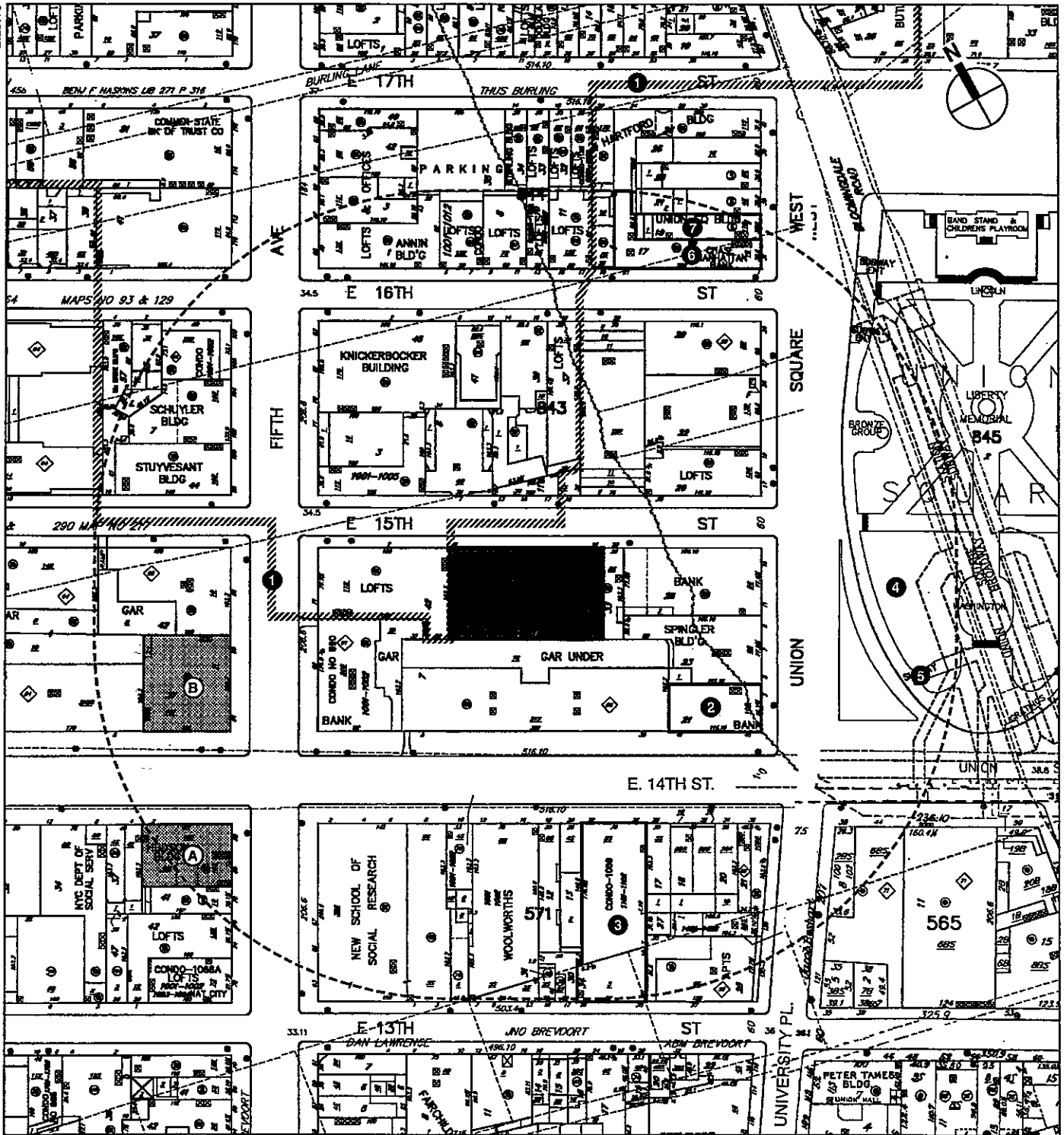
The **Decker Building**, now the Union Building, at 33 Union Square West (NYCL) is a rare example of a Moorish-inspired skyscraper (see View 6 of **Figure 3-4**). It was designed by John Edelman, mentor and friend of Louis Sullivan, as the headquarters of the Decker Piano Company in 1892-1893. The building's naturalistic ornament, as well as other features, reflects Sullivan's influence. Between 1968 and 1973, Andy Warhol's Factory occupied the sixth floor of the 17-story building.

The former **Baumann Brothers Furniture & Carpet Stores** (NYCL), at 22-26 East 14th Street, is a through-block building with frontages on East 13th and 14th Streets. Built in 1880-1881 for James McCreery, a textile merchant, it was designed by the firm of D. & J. Jardine. Its wide cast-iron façade is an amalgam of ornamental influences, including the Neo-Classical, Neo-Grec, and Queen Anne styles (see View 7 of **Figure 3-5**). The East 13th Street façade is simpler and is clad in brick and stone with a cast-iron ground story. From 1881 to 1897 the building housed Baumann Brothers, a furniture manufacturing company, and for eight decades the ground story contained 5-, 10-, and 25-cent stores, beginning with the fourth Woolworth store in Manhattan and in 1910 the location of the chain's first lunchroom.

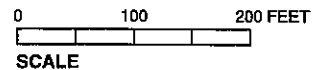
Potential Resources

There are two buildings within the 400-foot study area which are architecturally consistent with structures within the Ladies Mile Historic District and appear to meet the eligibility criteria for S/NR listing or NYCL designation.

1 West 14th Street, aka 84-90 Fifth Avenue, is located just outside the boundaries of the Ladies Mile Historic District at the northwest corner of Fifth Avenue and 14th Street. This 11-story building was designed by Robert Maynicke and built for Henry S. Van Beuren and Henry Corn as a loft and stores. When constructed in 1902, the cost of the building was listed as \$500,000. Maynicke, one of the most prolific architects in the historic district, adopted a tripartite division for the building's facades, with a two-story base, a multi-story midsection, and a three-story capital (see View 8 of **Figure 3-5**). The building is clad in light-colored brick and stone. There



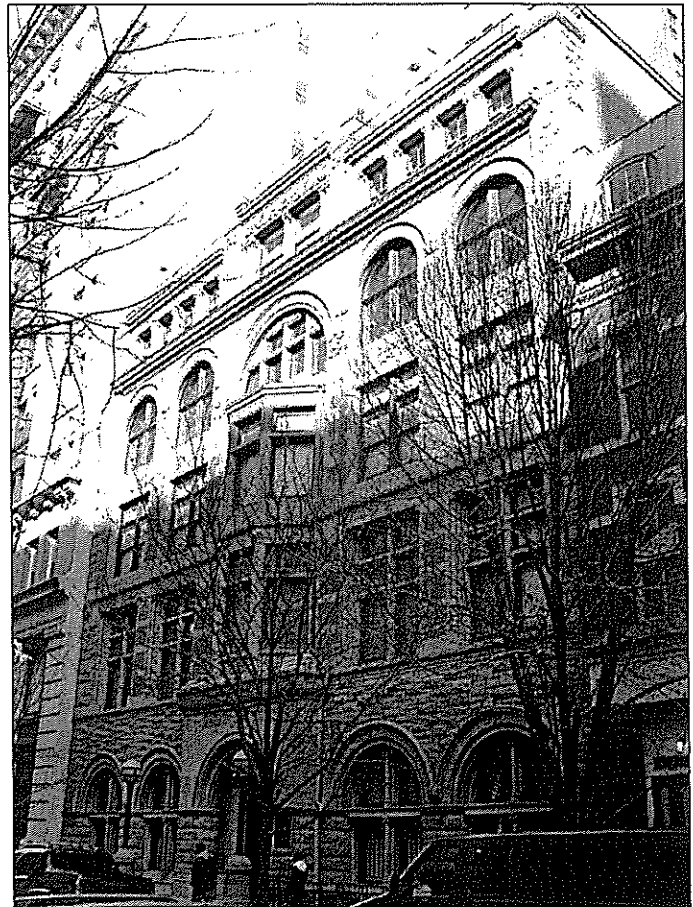
- Project Site
- Study Area Boundary (400-Foot Perimeter)
- Ladies Mile Historic District
- 1 Known Architectural Resources
- A Potential Architectural Resources



Historic Resources Reference Map
Figure 3-1



Project Site 1

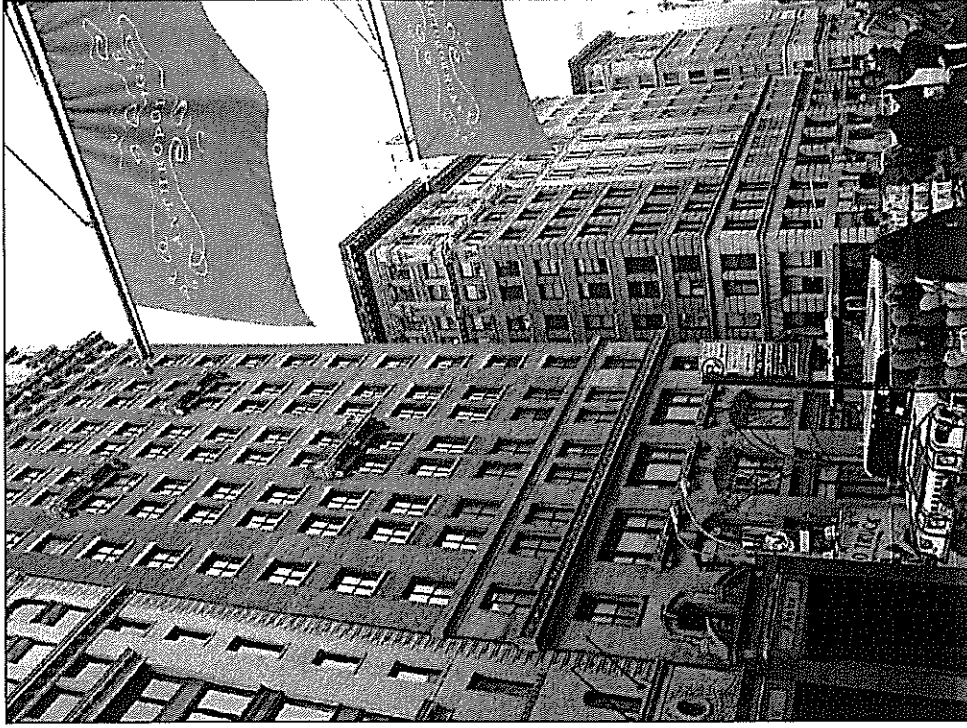


Ladies Mile Historic District, north side of
East 15th Street east of Fifth Avenue

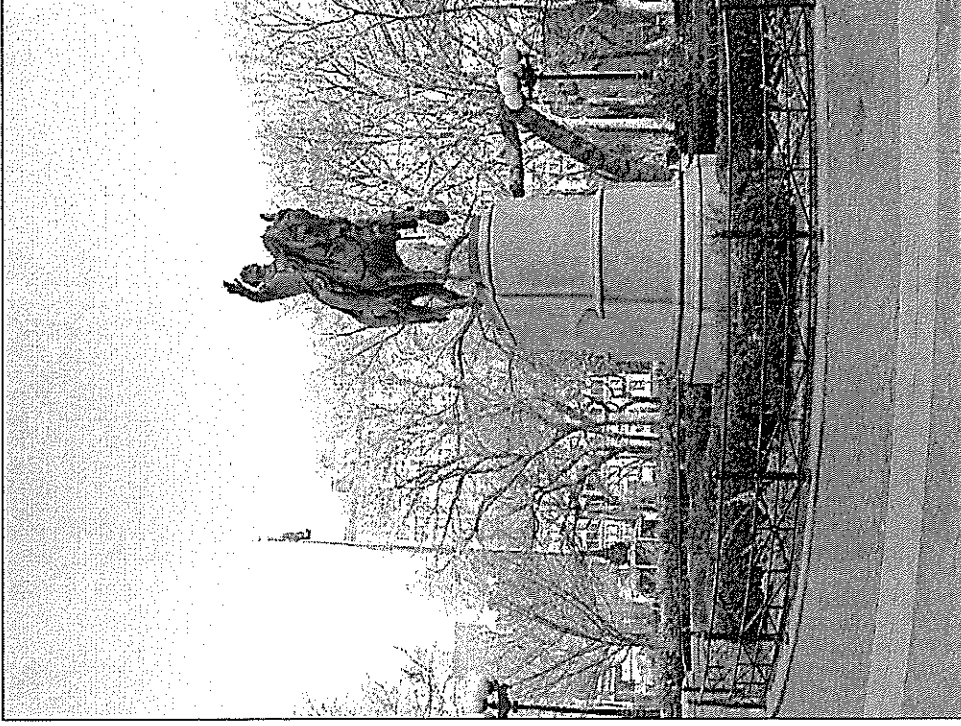
2

10 EAST 15TH STREET

Known Architectural Resources in Study Area
Figure 3-2

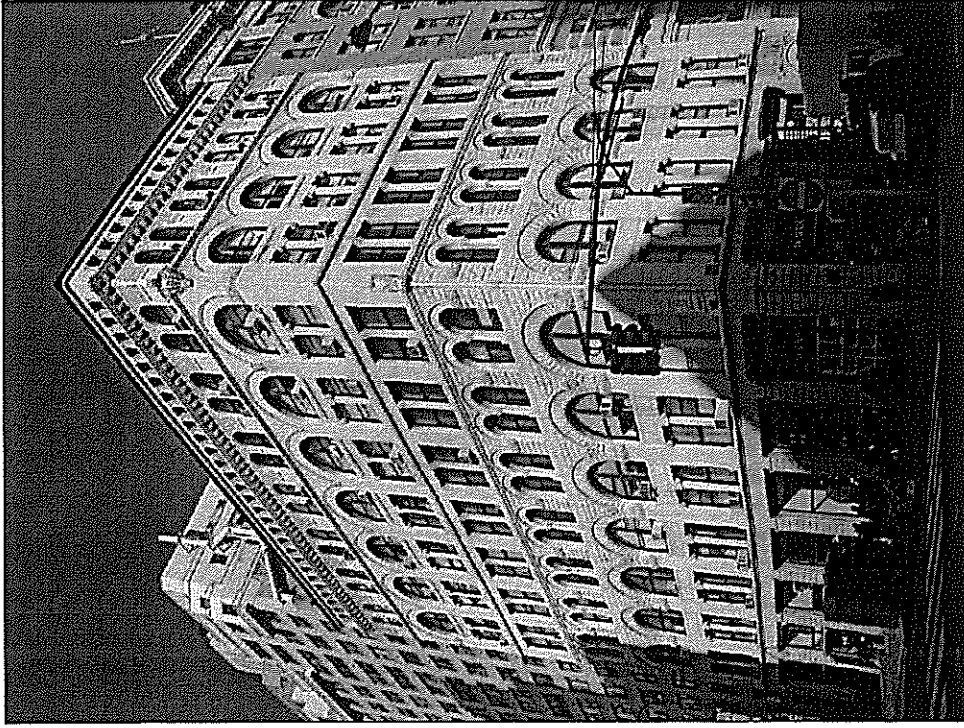


Ladies Mile Historic District, view north on Fifth Avenue from East 16th Street 3

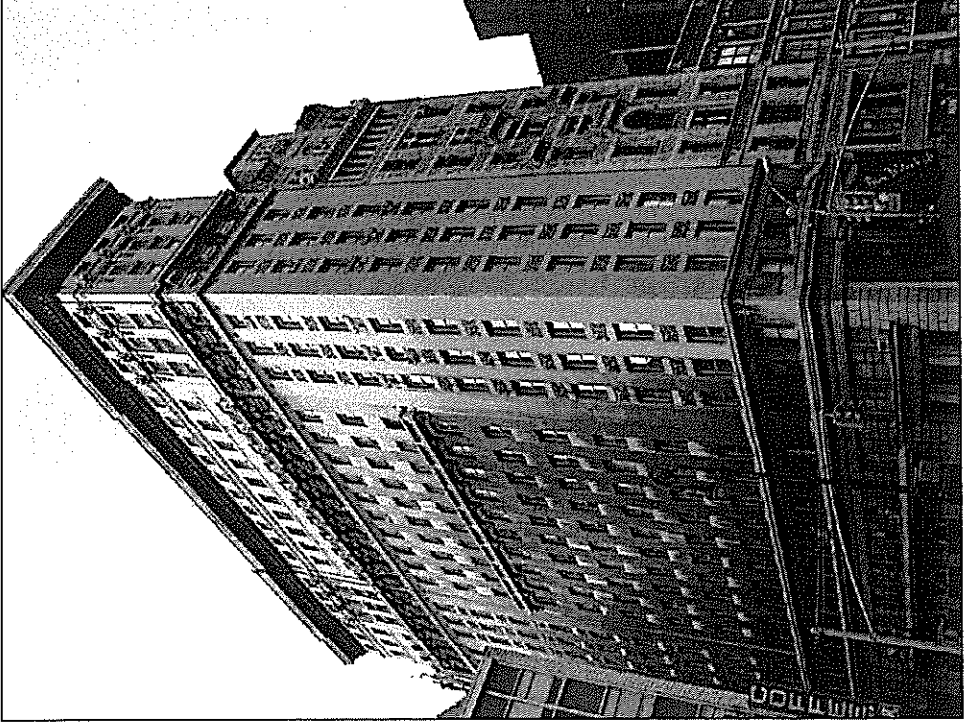


Union Square, view north 4

Known Architectural Resources in Study Area
Figure 3-3



Lincoln Building, 1 Union Square West 5

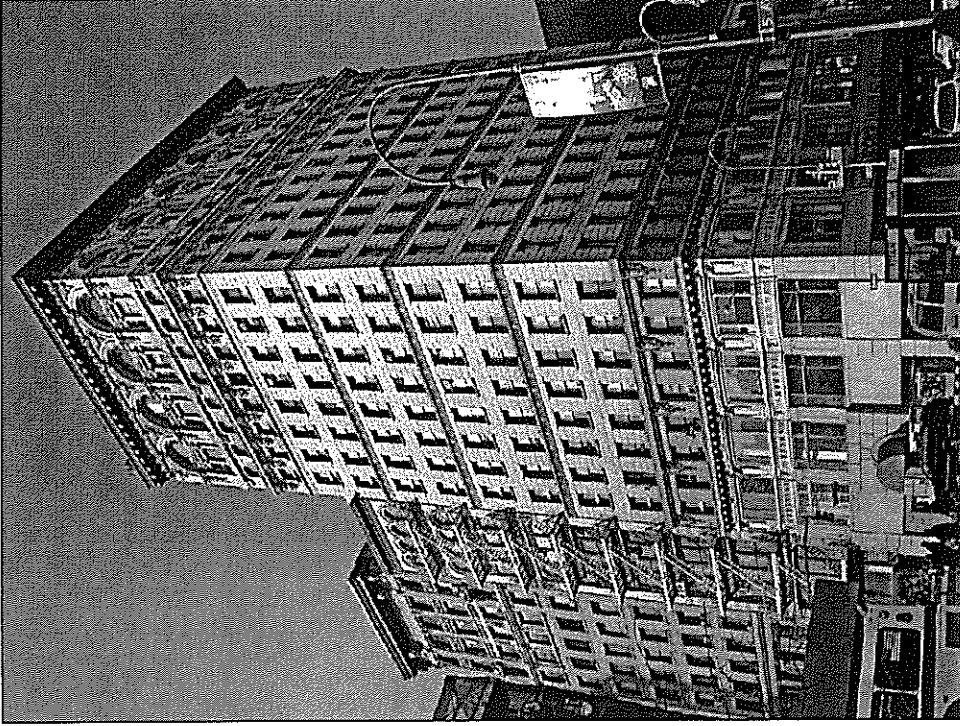


Bank of the Metropolis and Decker Building, 31 and 33 Union Square West 6

Known Architectural Resources in Study Area
Figure 3-4



Baumann Brothers Furniture & Carpet Stores, 22-26 East 14th Street 7



1 West 14th Street 8

Known and Potential Architectural Resources in Study Area
Figure 3-5

are segmented bay windows at the third story, and the ground floor has been altered for commercial uses.

2 West 14th Street, aka 80-82 Fifth Avenue, occupies the southwest corner of Fifth Avenue and 14th Street (see View 9 of **Figure 3-6**). Like 1 West 14th Street, it was built as a loft, store, and office building in the first decade of the 20th century (1907); has a tripartite division; and was designed by an architect whose work can be found throughout the Ladies Mile Historic District. In this case, the architects were Buchman & Fox and the owner was Van Schaick Realty Co. The building was constructed at a cost of \$450,000. It is clad in light-colored brick and stone.

C. THE FUTURE WITHOUT THE PROPOSED ACTION

PROJECT SITE

In the future without the project, the project site is expected to remain unchanged by the 2014 build year. Therefore, the context of the architectural resources in the surrounding area would not change.

EFFECTS OF OTHER FUTURE PROJECTS

There are two development projects within the study area expected to be complete by the 2014 build year. On the same block as the project site, 15 Union Square West is in the process of being converted and enlarged from a commercial building to a residential building with retail and community facility space. The building will be 12 stories in height. This project is located within 90 feet of several architectural resources; therefore, these resources could be potentially physically affected by ground-borne vibrations or other potential construction-related issues.

On the block directly south of the project block, the New School is constructing a new 354,000-sf academic building that will occupy the east side of Fifth Avenue between East 13th and 14th Streets. The building will be 16 stories tall and of contemporary design. This project does not require the removal of any architectural resources and is not located within 90 feet of any architectural resources, and therefore would not be expected to physically affect any such resources through ground-borne vibrations or other potential construction-related issues.

It is possible that one or more of the potential architectural resources within the study area identified above may be found eligible for listing on the Registers or designation as a New York City Landmark and may be listed or designated in the future.

Architectural resources that are listed on the National Register or that have been found eligible for listing are given a measure of protection from the effects of federally sponsored or assisted projects under Section 106 of the National Historic Preservation Act. Although preservation is not mandated, federal agencies must attempt to avoid adverse impacts on such resources through a notice, review, and consultation process. Properties listed on the State Register are similarly protected against impacts resulting from state-sponsored or state-assisted projects under the State Historic Preservation Act. Private property owners using private funds can, however, alter or demolish their properties without such a review process. Privately owned sites that are NYCLs, within New York City Historic Districts, or pending designation, are protected under the New York City Landmarks Law, which requires Landmarks Preservation Commission (LPC) review and approval before any alteration or demolition can occur.

D. PROBABLE IMPACTS OF THE PROPOSED ACTION

PROJECT SITE

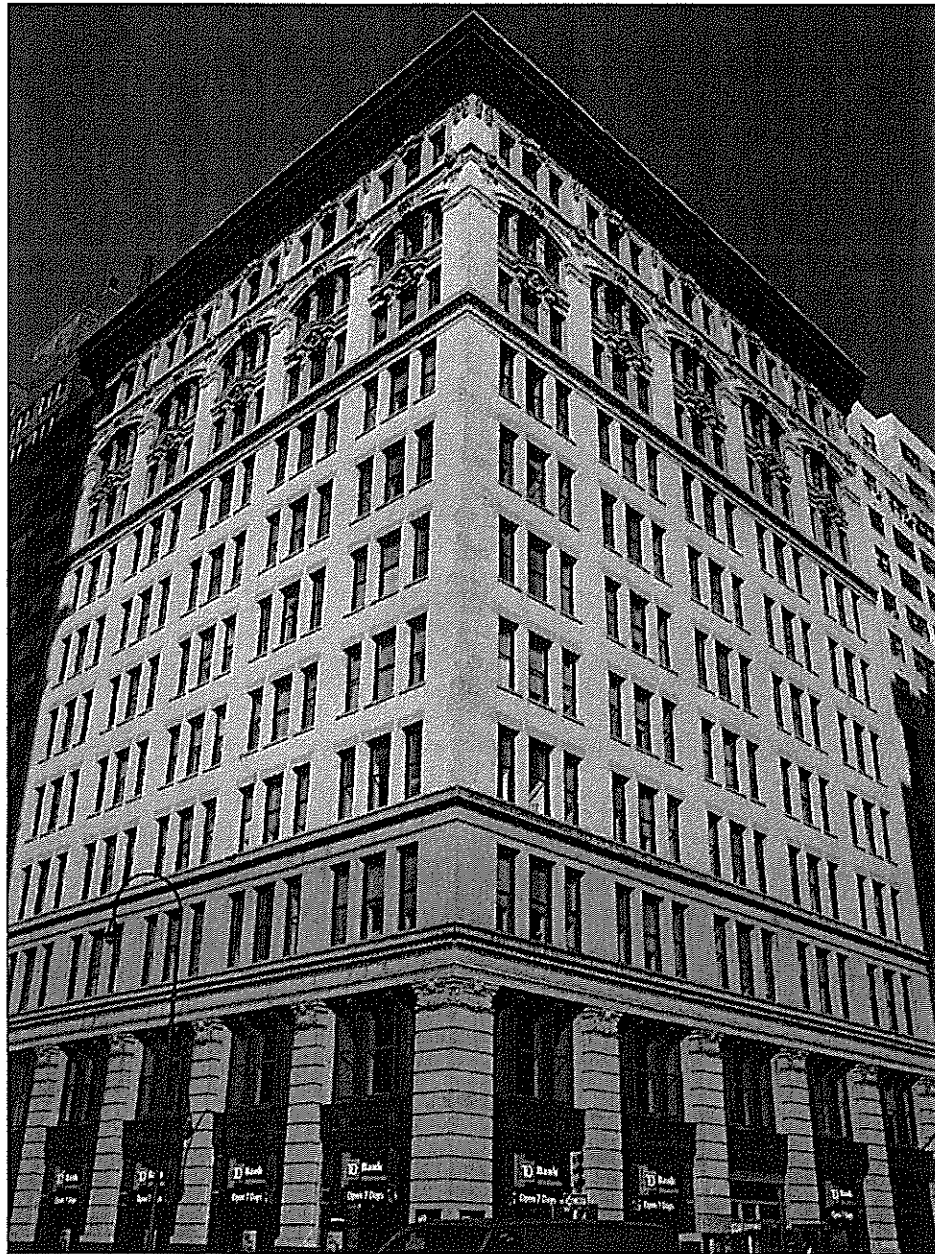
With the proposed project, the existing building on the site would be demolished and a new, approximately 8-story (120-foot-tall) school would be constructed. Excavation of the project site would be required; however, as noted above the site is not considered to be sensitive for precontact or historic-period archaeological resources. Therefore, the project would not have a significant adverse impact on archaeological resources. Furthermore, as there are no known or potential architectural resources located on the site, construction of the school building would not directly affect any on-site architectural resources.

STUDY AREA

At approximately 8 stories (120 feet), the height of the proposed school would be consistent with that of most of the buildings in the surrounding area, including those located within the boundaries of the Ladies Mile Historic District. The new 12-story building under construction directly east of the site, the 11-story historic loft building directly west of the site, and the 21-story modern apartment building directly south of the site all would shield the proposed building from most surrounding views. Furthermore, East 15th Street is narrow and does not allow for long views to the project site; therefore, the proposed building would mainly be seen only along this street and directly adjacent portions of Fifth Avenue and Union Square West. Like many of the architectural resources in the surrounding area, it would fully occupy its lot. While the new building would represent a change to the context of architectural resources in the surrounding area, the scale of the building would be compatible with the existing built fabric as well as the new buildings under construction in the study area. In summary, the proposed building would not block views to any surrounding architectural resources, and would not be anticipated to significantly affect the context of surrounding architectural resources.

Direct historic resource impacts include demolition of a resource, and alterations to a resource that cause it to become a different visual entity. A resource also can be damaged by adjacent construction, either from vibrations (i.e., from construction blasting or pile driving) or from falling objects, subsidence, collapse, or damage from construction machinery. As described above, DOB's TPPN #10/88 defines adjacent construction as any construction activity that would occur within 90 feet of an architectural resource. There are four architectural resources located within 90 feet of the project site: 2, 7, and 15 East 15th Street and 73 Fifth Avenue. Therefore to protect these resources during construction of the proposed building, a construction protection plan has been developed for the project, based on the requirements stipulated in TPPN #10/88, to ensure these resources would not be inadvertently affected during construction. This plan will be submitted to OPRHP for review and approval, and construction of the project would proceed in accordance with the CPP pending OPRHP's approval. None of the other architectural resources in the study area are close enough to be affected by ground-borne construction vibrations or other potential construction-related issues.

In summary, the proposed project would not be expected to have any significant adverse impacts on historic resources. *



2 West 14th Street 9

10 EAST 15TH STREET

Potential Architectural Resources in Study Area
Figure 3-6

A. INTRODUCTION

This chapter considers the potential of the proposed project to affect the urban design characteristics and visual resources of the surrounding area. The project site is located on the south side of East 15th Street between Union Square West and Fifth Avenue, and is currently occupied by a 2-story building and an accessory parking garage. The proposed project includes demolition of the existing building on the site and construction of a new, approximately 8-story (120-foot-tall) school building. In the future without the project, the project site is expected to remain unchanged by the 2014 build year.

The analysis concludes that the proposed project would not have a significant adverse effect on urban design or visual resources. The proposed building would not affect the street pattern, block shapes, topography, natural features, or building arrangements of the study area. The proposed project would alter the streetscape of the study area by introducing a new, active use to the project site. At approximately 120 feet (8 stories) in height, the proposed building would be consistent with the height of other existing and new buildings in the study area. The proposed building would introduce a new institutional use into the study area; however, there are already educational uses within this area. Like most of the buildings in the study area, the proposed building would occupy the majority of its lot, would be built to the lot line, and would rise to its full height without setback. It would also contribute to the already dense nature of the study area. The proposed project would not minimize the scale or visual importance of surrounding visual resources, and would not obstruct or substantially affect any views to any visual resources in the surrounding area.

B. METHODOLOGY

This technical analysis follows the guidelines of the 2001 *City Environmental Quality Review (CEQR) Technical Manual*. As defined in the manual, urban design components and visual resources determine the “look” of a neighborhood—specifically, its physical appearance, including the size and shape of buildings, their arrangement on blocks, the street pattern, and noteworthy views that may give an area a distinctive character. These elements are described below:

- *Block Form and Street Pattern.* This urban design feature refers to the shape and arrangement of blocks and surrounding streets, such as a grid pattern with regularly sized, rectangular blocks. These features set street views, define the flow of activity through an area, and create the basic format on which building arrangements can be organized.
- *Building Arrangement.* This term refers to the way that buildings are placed on zoning lots and blocks. The buildings can have small or large footprints, be attached or detached and separated by open uses, and varied in their site plans. This urban design feature helps to convey a sense of the overall form and design of a block or a larger area.

- *Building Use, Bulk, Height, Setback and Density.* Buildings are usually described by these characteristics. A building's bulk is created from an amalgam of characteristics, which include its height, length, and width; lot coverage and density; and shape and use of setbacks and other massing elements. The general use of a building (e.g., residential, manufacturing, commercial office) gives an impression of its appearance and helps the viewer to understand its visual and urban design character.
- *Streetscape Elements.* Streetscape elements are the distinctive physical features that make up a streetscape, such as street walls, building entrances, parking lots, fences, street trees, street furniture, curb cuts, and parking ribbons. These features help define the immediate visual experience of pedestrians.
- *Street Hierarchy.* Streets may be classified as expressways, arterials, boulevards, collector/distributor streets, or local streets, and they may be defined by their width, type of access, and the presence or absence of at-grade pedestrian crossings. Street hierarchy helps convey a sense of the overall form and activity level of a neighborhood.
- *Topography and Natural Features.* Topographic and natural features help define the overall visual character of an area and may include varied ground elevation, rock outcroppings and steep slopes, vegetation, and aquatic features.

This analysis also considers the effects of the proposed project on the area's visual resources, which the *CEQR Technical Manual* defines as unique or important public view corridors, vistas, or natural or built features. Visual resources can include public parks, landmark structures or districts, or natural features, such as a river or geologic formations.

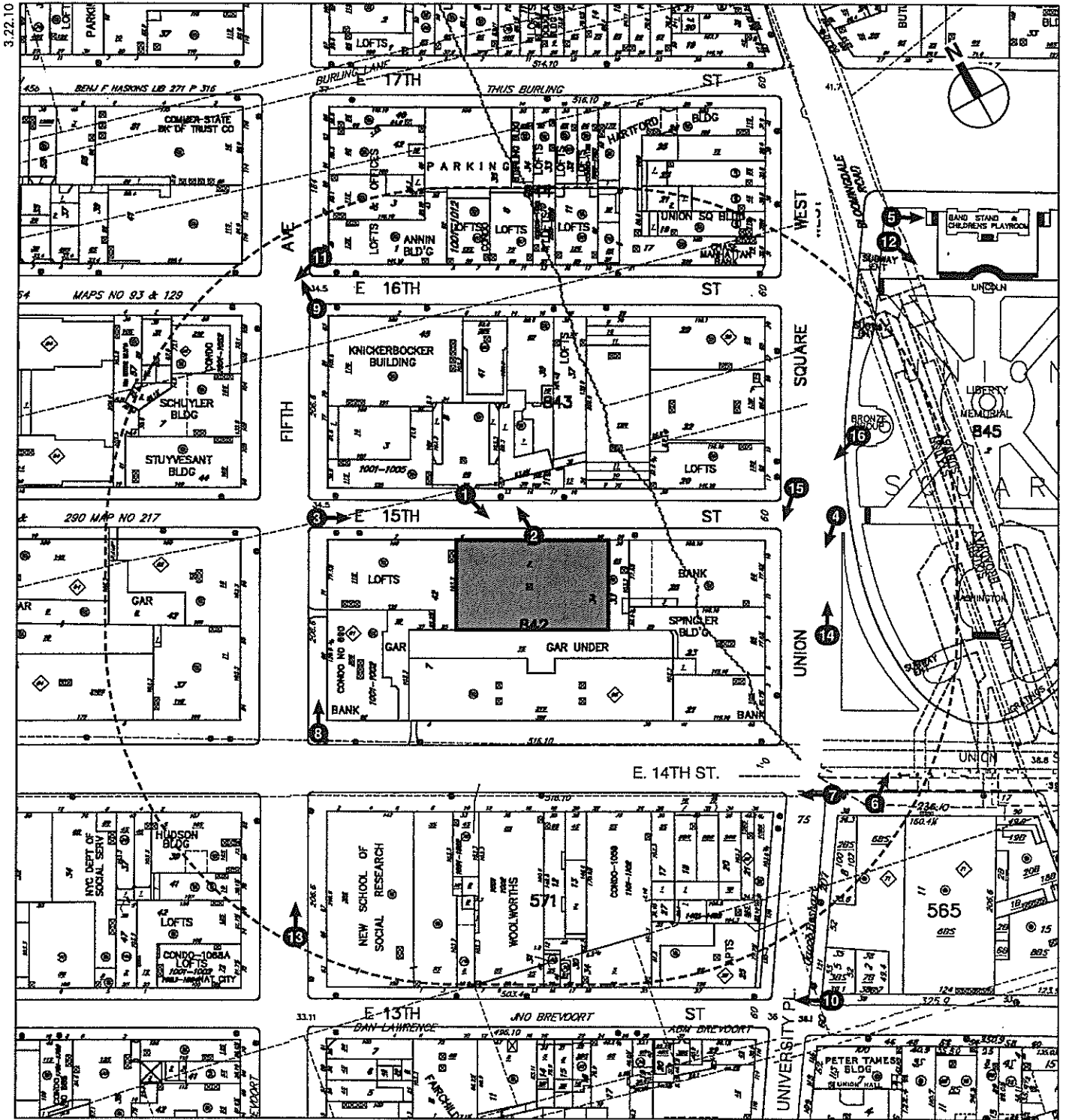
Views to the project site are limited to the immediately surrounding streets and are generally not available beyond 400 feet from the project site. Therefore, the urban design and visual resources study area has been defined as the area roughly bounded by East 16th Street to the north, Union Square to the east, East 13th Street to the south, and the west side of Fifth Avenue to the west (see **Figure 4-1**). The following analysis addresses urban design characteristics and visual resources for existing conditions and the future without and with the proposed project for the year 2014, the analysis year for the proposed project.




C. EXISTING CONDITIONS

PROJECT SITE

The project site is located on the north side of the block bounded by East 14th and 15th Streets, Fifth Avenue, and Union Square West (see **Figure 4-1**). The site is currently occupied by a 2-story office building, in use for administration and medical offices. The building is built to the lot line and is faced in two shades of light-colored brick, with glass block windows (see View 1 of **Figure 4-2**). It was constructed in 1950 and has a simple, unornamented design. An accessory parking garage is located within the building, accessed via a curb cut.

There are no visual resources on the project site. Visual resources that can be seen from the project site include the trees and landscaping of Union Square, and the Romanesque Revival style YMCA building on the north side of East 15th Street (see Views 2 and 3 of **Figures 4-2 and 4-3**).

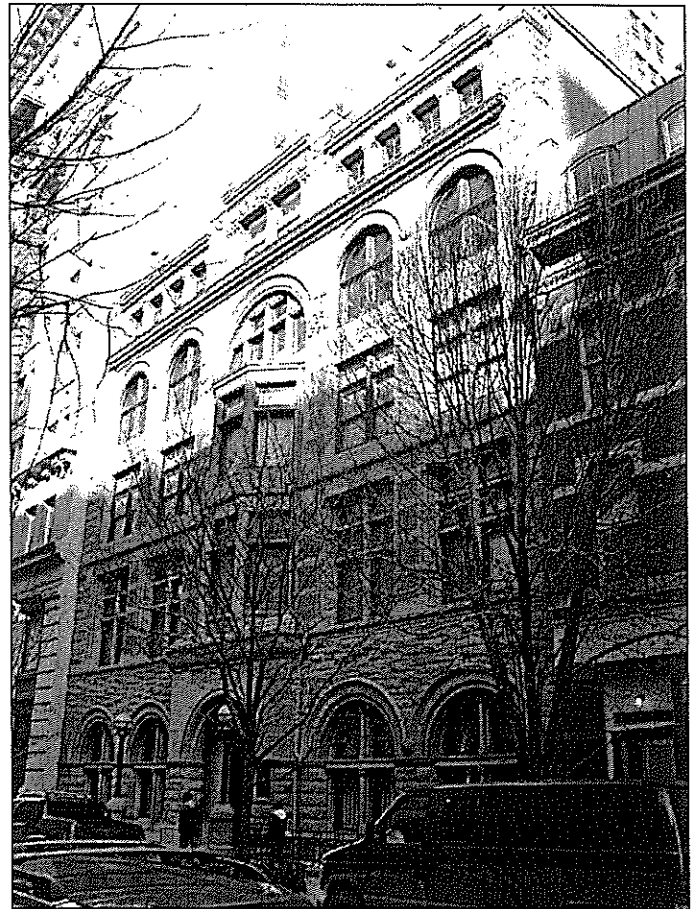


-  Project Site
-  Study Area Boundary (400-Foot Perimeter)
-  Photograph View Direction and Reference Number

0 100 200 FEET
SCALE



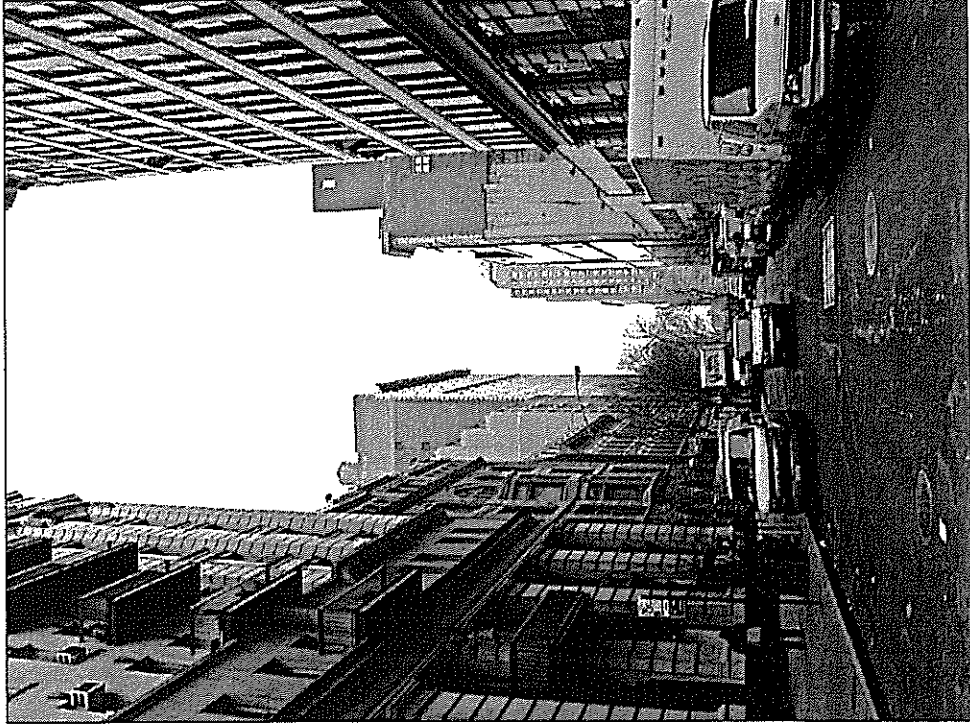
Project Site 1



YMCA Building, north side of East 15th Street east of Fifth Avenue

2

10 EAST 15TH STREET



View east on East 15th Street 3



Union Square West south of East 15th Street 4

Study Area Photographs
Figure 4-3

10 EAST 15TH STREET

STUDY AREA

URBAN DESIGN

Topography and Natural Features

The topography of the study area is relatively flat. There are no natural features within the study area.

Street Pattern, Street Hierarchy, and Block Form

The street pattern in the study area is a rectilinear grid, with avenues running north-south and cross streets running east-west. Fifth Avenue and Union Square West are both one-way southbound streets. Fifth Avenue is a wide arterial road with multiple lanes of traffic, while Union Square West is narrow and accommodates one lane of traffic to East 14th Street, at which point it becomes University Place, which carries northbound traffic.

East 14th Street is a major east-west road with multiple lanes of traffic running in each direction. East 15th and 16th Streets are narrow, and their eastward progress is interrupted east of Union Square West by Union Square. Broadway, located just outside of the study area, cuts at a diagonal in a northwest to southeast direction, creating irregularly-shaped blocks. Broadway is interrupted between East 14th and 17th Streets by Union Square. The rectilinear blocks in the study area are formed by the street grid. Pedestrian and vehicular traffic is heaviest along East 14th Street, Fifth Avenue, and around Union Square.

Streetscape

The streetscape in the study area is urban in character, with concrete sidewalks lining paved streets. The sidewalks along East 14th Street and Fifth Avenue are wider than the other streets in the study area and allow space for bus shelters, subway stations, and newsstands. Other street furniture viewed in the study area includes phone booths, trash receptacles, and newspaper bins. There are a variety of lamppost designs in the study area, including bishop's crook and twin-arm styles in Union Square, a tall box-head style on Fifth Avenue, the 14th Street design with its simple downward arc, and the standard cobra-head. There are a limited number of street trees scattered throughout the study area, and a larger number of street trees along both sides of East 13th Street west of University Place. Many of the ground-floor retail establishments located throughout the study area have awnings. There are also several illuminated and neon signs advertising retail uses, and a number of banners and flags attached to buildings and lampposts. A small patch of Union Square West between East 14th and 15th Streets has Belgian block paving, but this paving technique is not used elsewhere within the study area (see View 4 of **Figure 4-3**).

Union Square, the study area's one public open space, is bounded by Union Square West, Union Square East, and East 14th and 17th Streets. This 3.6-acre park features pedestrian walkways, benches, landscaped gardens, fountains, public art, an historic open-air pavilion, subway entrances, and playgrounds. Union Square also hosts a greenmarket several times a week and a holiday market in November and December (see Views 5 and 6 of **Figure 4-4**). The park has recently undergone several phases of renovation, to redesign paths, provide new lighting, expand and enhance playgrounds, rehabilitate the pavilion, and redesign the north plaza to better support the greenmarket. As part of these changes, the plaza was elevated to sidewalk level with new hexagonal block paving and curbing, and trees with protective bollards were placed along 17th Street and Union Square West.

Building Uses, Bulk, and Arrangements

Nearly all of the buildings in the study area are built to their lot line and occupy the full extent of their lot. Most of the buildings in the study area also rise to their full height without setbacks. Several of the buildings on the block bounded by East 13th and 14th Streets, Fifth Avenue, and University Place are large-footprint, through-block buildings with frontages on East 13th and 14th Streets. The largest footprint in the study area belongs to the 21-story building located directly south of the project site (see View 7 of **Figure 4-5**).

The building uses in the study area are predominantly commercial, residential, and institutional, and the majority of buildings in the area have ground-floor retail uses. Institutional uses include a 12-story New York University (NYU) dormitory directly north of the project site at 25 East 15th Street, the 6-story Sidney Hillman Health Center at 16 East 16th Street, and two buildings of the Parsons School of Design on East 14th Street. Commercial buildings in the area range from 2 to 12 stories in height; residential buildings in the area are mostly apartment buildings with retail on the ground level, and range in height from 4 to 21 stories. A number of buildings in the area are converted loft or manufacturing spaces. The buildings in the area are predominantly large, bulky, historic structures clad in masonry and with a high level of decorative detail (see Views 8 and 9 of **Figures 4-5 and 4-6**). There are some more modern buildings in the area as well; these are also mostly faced in masonry. The glass and metal building under construction on the east side of the project block (see discussion below) is a notable exception to this pattern. Another exception is the landmarked 4-story building on the south side of East 14th Street, west of University Place, which is clad in cast-iron and is in use by the Parsons School of Design.

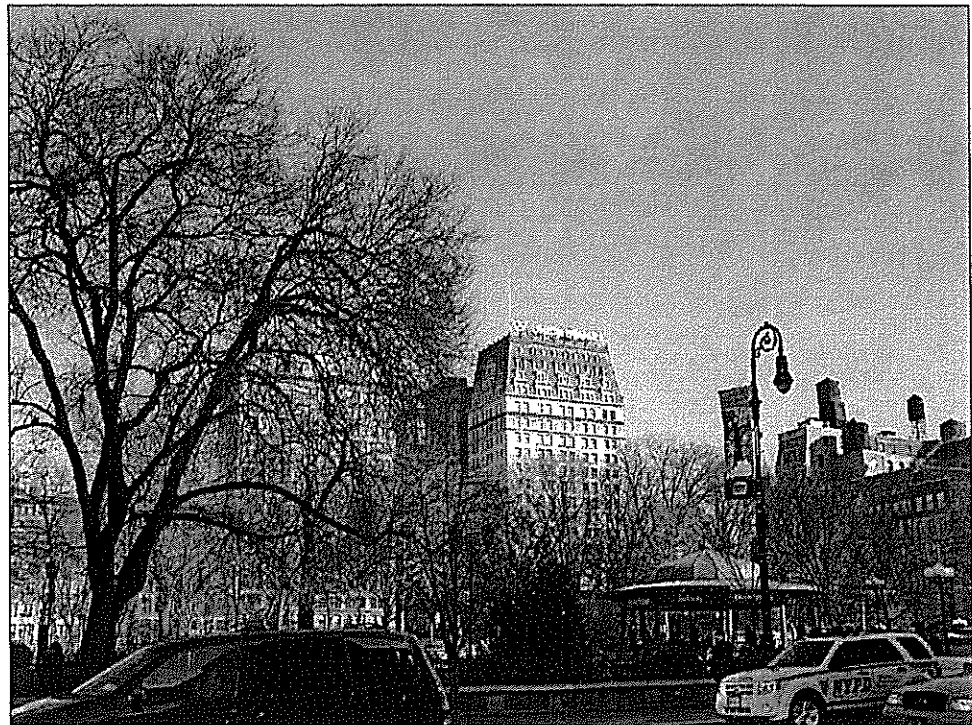
In addition to through-block structures, the block bounded by East 13th and 14th Streets, Fifth Avenue, and University Place has most of the study area's smaller-scale buildings, including several narrow 2-story structures on very small lots (see View 10 of **Figure 4-6**). Some buildings are set back from lot line on the East 13th Street frontage of this block. The other building in the study area that is notable for not meeting its lot lines is the 21-story brick apartment tower at the southwest corner of East 16th Street and Fifth Avenue. Set back from both Fifth Avenue and East 16th Street, this building has several columns of cantilevered balconies (see View 11 of **Figure 4-7**).

VISUAL RESOURCES

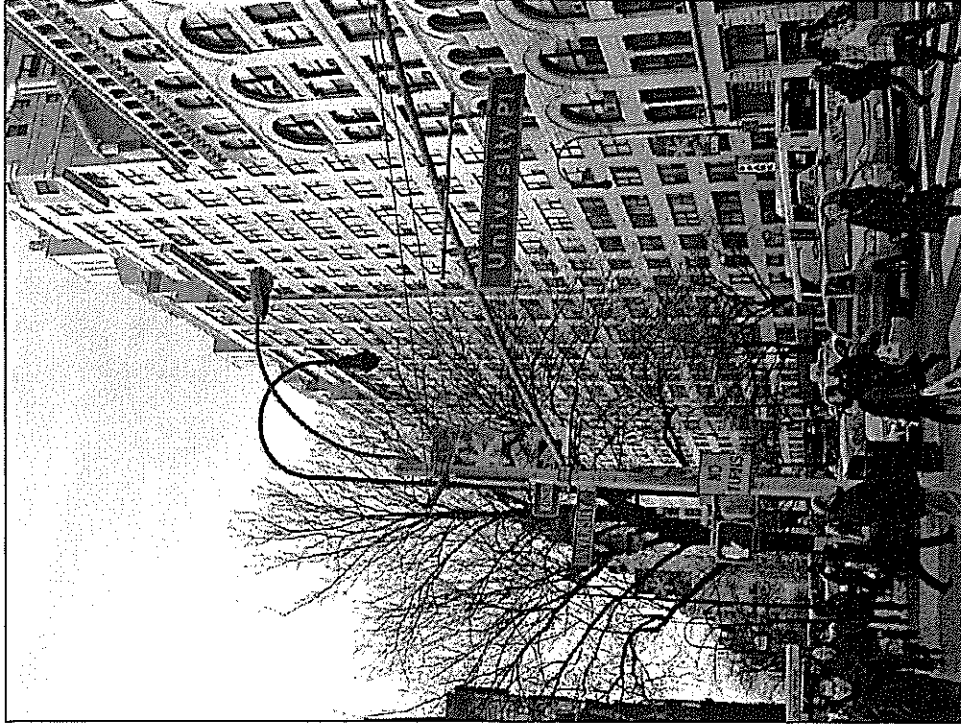
The main view corridors within the study area are created by the long, wide Fifth Avenue and East 14th Street. Views west along East 14th Street do not end in any prominent or notable features; views east include the four tall red brick columns of the Zeckendorf Towers complex east of Union Square East and the masonry tower of the Consolidated Gas Building (see view 12 of **Figure 4-7**). Views north along Fifth Avenue include the tower of the Empire State Building in the distance (see view 13 of **Figure 4-8**). Although views north along Union Square West are limited due to the angling of Broadway above East 17th Street, they do include some distant views of the new One Madison Park glass tower and the neighboring Metropolitan Life Tower (see view 14 of **Figure 4-8**). Views from within Union Square itself are more expansive, and include the buildings noted above as well as the landmarked structures along Union Square West and the red tile mansard roof of the former Germania Life Insurance Company at the northeast corner of the Square (see view 6 of **Figure 4-4**, above). At night, the large illuminated signage at the top of this building is highly visible. Views along East 13th, 15th, and 16th Streets are more constrained, due to their narrower width. Views east along East 15th and 16th Streets end with



Union Square, looking east near East 17th Street 5



Union Square, looking north from East 14th Street 6



East 14th Street west of University Place/Union Square West 7



Fifth Avenue north from East 14th Street 8

Study Area Photographs
Figure 4-5

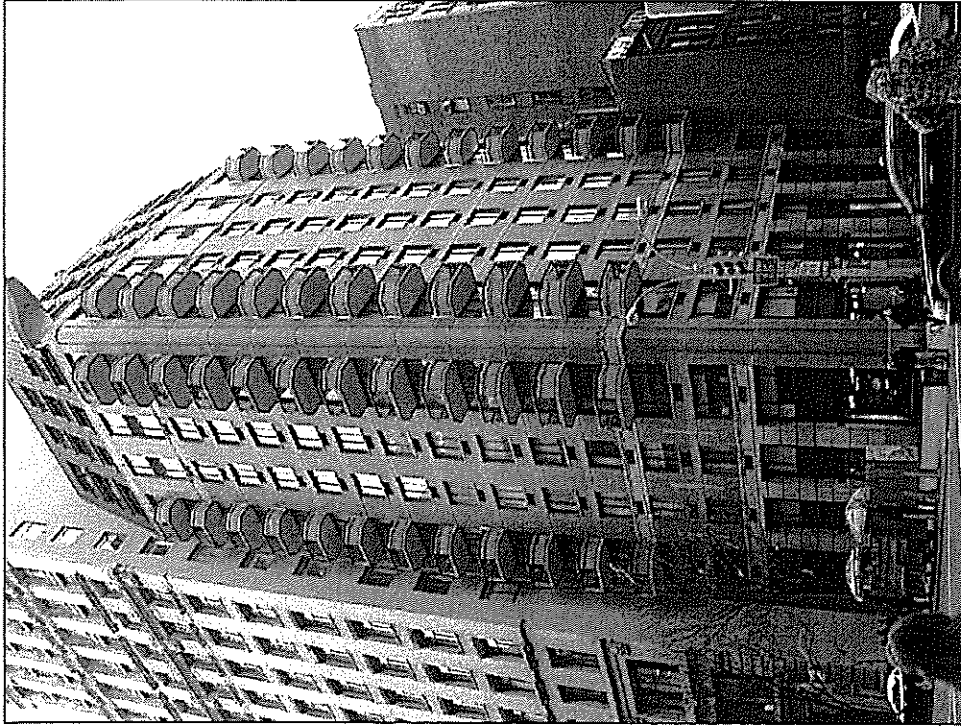
10 EAST 15TH STREET



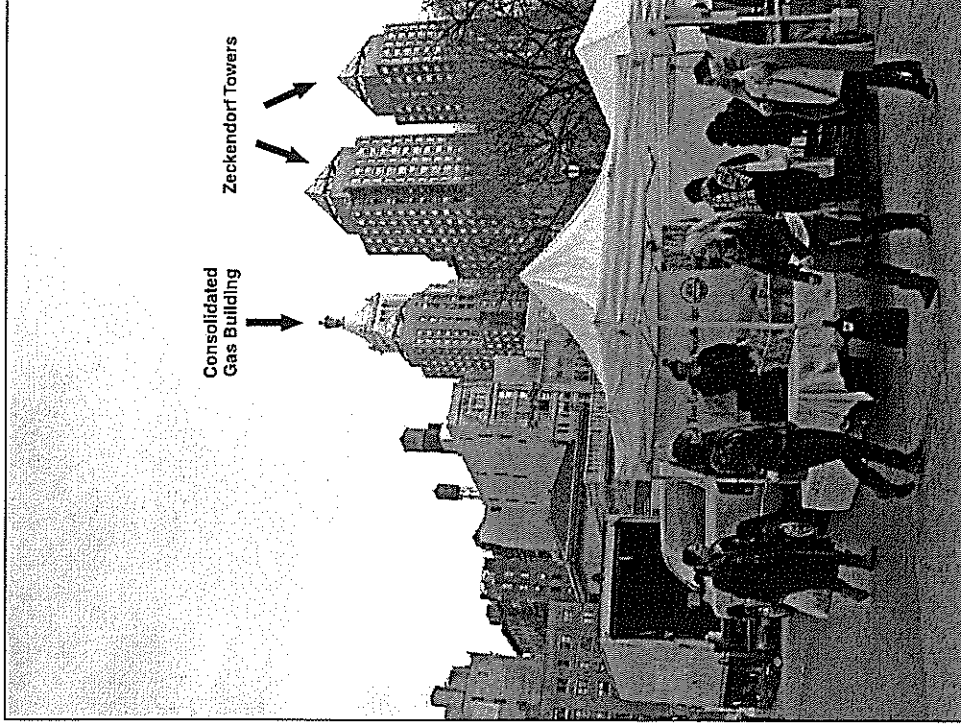
Fifth Avenue north from East 16th Street 9



East 13th Street, view west from University Place 10



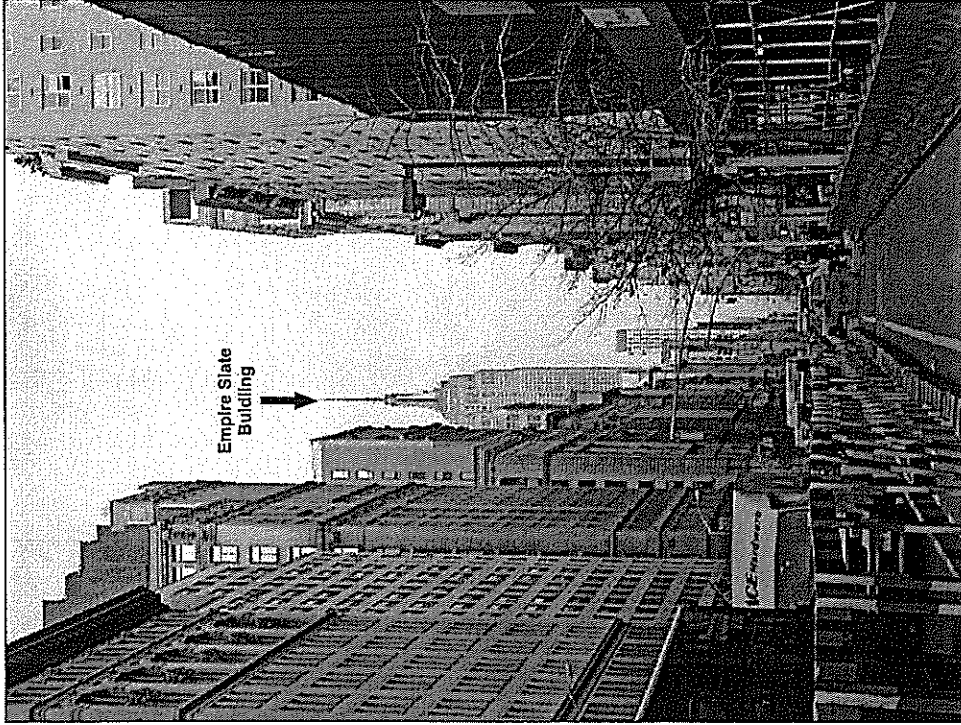
southwest corner of Fifth Avenue and East 16th Street 11



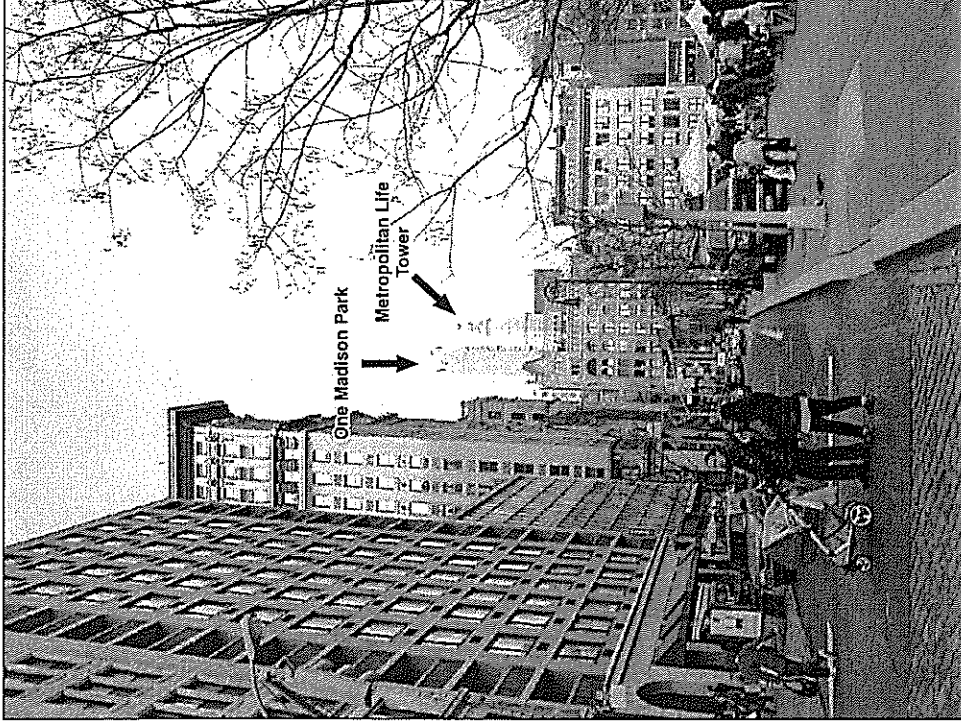
Union Square, looking southeast 12

10 EAST 15TH STREET

Study Area Photographs
Figure 4-7



Fifth Avenue looking north from East 13th Street 12



Union Square West looking north from East 15th Street 14

Union Square and include its trees, landscaped areas, greenmarket, and public art (see view 3 of **Figure 3-3**, above). Views west along all three streets are generally long but without any prominent or notable features (see view 15 of **Figure 4-9**).

D. THE FUTURE WITHOUT THE PROPOSED ACTION

In the future without the project, the project site is expected to remain unchanged by the 2014 build year. Therefore, the urban design of the project site and existing views to visual resources would not change.

There are two development projects within the study area expected to be complete by the 2014 build year. On the same block as the project site, 15 Union Square West is in the process of being converted and enlarged from a commercial building to a 12-story residential building with retail and community facility space (see view 16 of **Figure 4-9**). On the block directly south of the project block, the New School is constructing a new 354,000-sf academic building that will occupy the east side of Fifth Avenue between East 13th and 14th Streets. This as-of-right building will be 16 stories tall and of contemporary design. While the 15 Union Square West building will not alter the street pattern, block form, or streetscape of the project block, it will affect its existing building bulk and use. The New School building also will not alter the street pattern, block form, or streetscape of the study area, but will affect bulk and use on this site, which was formerly occupied by a 5-story educational building with ground-floor retail. These new buildings will contribute to the already dense nature of the study area, and their modern cladding materials—glass and metal—also will be different from the majority of the buildings found throughout the study area, which are typically clad in stone or masonry. Overall, the buildings are not anticipated to affect views to any visual resources in the study area.

E. PROBABLE IMPACTS OF THE PROPOSED ACTION

PROJECT SITE

URBAN DESIGN

The proposed school building would be approximately 8 stories (120 feet) tall. As currently envisioned, it would occupy the majority of its lot, would be built to the lot line, and would rise to its full height without setback. Other design details are not available at this time. If the proposed building is clad in masonry, it would be similar to the majority of buildings in the surrounding area; however, if the building is clad in glass and metal, it would be more similar to the 15 Union Square West building currently under construction on the project block and the New School building under construction on the block to the south. With two entrances and an anticipated higher level of fenestration, the street façade of the project site would be more transparent and inviting to pedestrians in comparison to the existing building.

The proposed project would not alter the street pattern or block form of the project site. It would, however, change the bulk of the site and introduce a new institutional (school) use onto the project site.

VISUAL RESOURCES

As noted above, there are no visual resources on the project site. Construction of the proposed building would not obscure or notably alter views from the project site to surrounding visual resources, as these views are from the sidewalks adjacent to the project site.

STUDY AREA

URBAN DESIGN

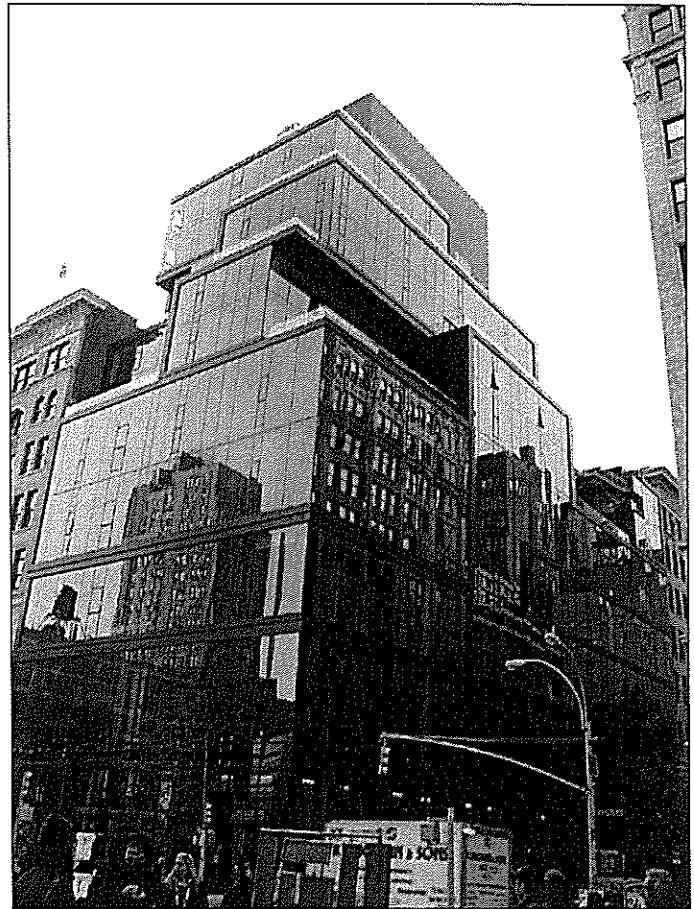
The proposed project would not alter the street pattern, block shapes, topography, natural features, or building arrangements in the study area. The proposed project would, however, alter the streetscape of the study area by introducing a new, active, inviting use to the project site. At approximately 120 feet (8 stories) in height, the proposed building would be consistent with the height of other existing and new buildings in the study area, which range from 2 to 21 stories. In particular, the proposed building would be shorter than most immediately adjacent structures, which are between 8 and 21 stories tall. The proposed building would introduce a new institutional use into the study area; however, there are already educational uses within this area, including Parsons, NYU, and the New School. Like most of the buildings in the study area, the proposed building would occupy the majority of its lot, would be built to the lot line, and would rise to its full height without setback. It would also contribute to the already dense nature of the study area. If the proposed building is clad in masonry, it would be similar to the majority of buildings in the surrounding area; however, if the building is clad in glass and metal, it would be more similar to the 15 Union Square West building currently under construction on the project block and the New School building under construction on the block to the south. Therefore, the proposed project would not have a significant adverse effect on urban design.

VISUAL RESOURCES

The proposed project would be consistent with the height of other buildings in the study area, and thus would not minimize the scale or visual importance of surrounding visual resources. The proposed project would not obstruct or substantially affect any views to any visual resources in the surrounding area. Therefore, the proposed project would not have a significant adverse effect on visual resources. *



East 15th Street looking west from Union Square West 15



New development on project block 16

A. INTRODUCTION

The proposed school would generate new trips from students and staff traveling to and from the project site. This chapter examines the potential for impacts of the proposed school project on traffic and parking in the Union Square area of Manhattan. (Potential impacts of the proposed project with regard to transit and pedestrian facilities are described in Chapter 6, "Transit and Pedestrians.") The proposed school would accommodate approximately 866 students in grades six through twelve, and would serve special-education as well as high school students citywide. In terms of staff, the proposed school would be staffed by approximately 72 teachers and administrative personnel.

The project site currently contains an approximately 34,300-sf building with union administration and medical offices for Local 810 IBT, as well as accessory parking. In the future conditions, the proposed project would involve the demolition of the existing building and the construction of a new school building on the project site.

B. METHODOLOGY

The operation of all of the signalized intersections and unsignalized intersections in the study area were assessed using methodologies presented in the *2000 Highway Capacity Manual (HCM)*. A description of the principles of each of these methodologies is provided below.

SIGNALIZED INTERSECTIONS

The level-of-service (LOS) for a signalized intersection is based on the average stopped delay per vehicle for the various lane groups (grouping of movements in one or more travel lanes). The levels of service are defined below:

LOS Criteria for Signalized Intersections

Level-of-Service (LOS)	Delay
A	≤ 10.0 seconds
B	> 10.0 and ≤ 20.0 seconds
C	> 20.0 and ≤ 35.0 seconds
D	> 35.0 and ≤ 55.0 seconds
E	> 55.0 and ≤ 80.0 seconds
F	> 80.0 seconds

Source: Transportation Research Board. *Highway Capacity Manual, 2000.*

Although the HCM methodology calculates a volume-to-capacity (v/c) ratio, there is no strict relationship between v/c ratios and LOS as defined in the *HCM*. A high v/c ratio indicates substantial traffic passing through an intersection, but a high v/c ratio combined with low average delay actually represents the most efficient condition in terms of traffic engineering

standards, where an approach or the whole intersection processes traffic close to its theoretical maximum with minimal delay. However, very high v/c ratios—especially those approaching or greater than 1.0—are often correlated with a deteriorated LOS. Other important variables affecting delay include cycle length, progression, and green time. LOS A and B indicate good operating conditions with minimal delay. At LOS C, the number of vehicles stopping is higher, but congestion is still fairly light. LOS D describes a condition where congestion levels are more noticeable and individual cycle failures (a condition where motorists may have to wait for more than one green phase to clear the intersection) can occur. Conditions at LOS E and F reflect poor service levels, and cycle failures are frequent. The *HCM* methodology provides for a summary of the total intersection operating conditions by identifying the two critical movements (the worst case from each roadway) and calculating a summary of critical v/c ratio, delay, and LOS.

C. EXISTING CONDITIONS

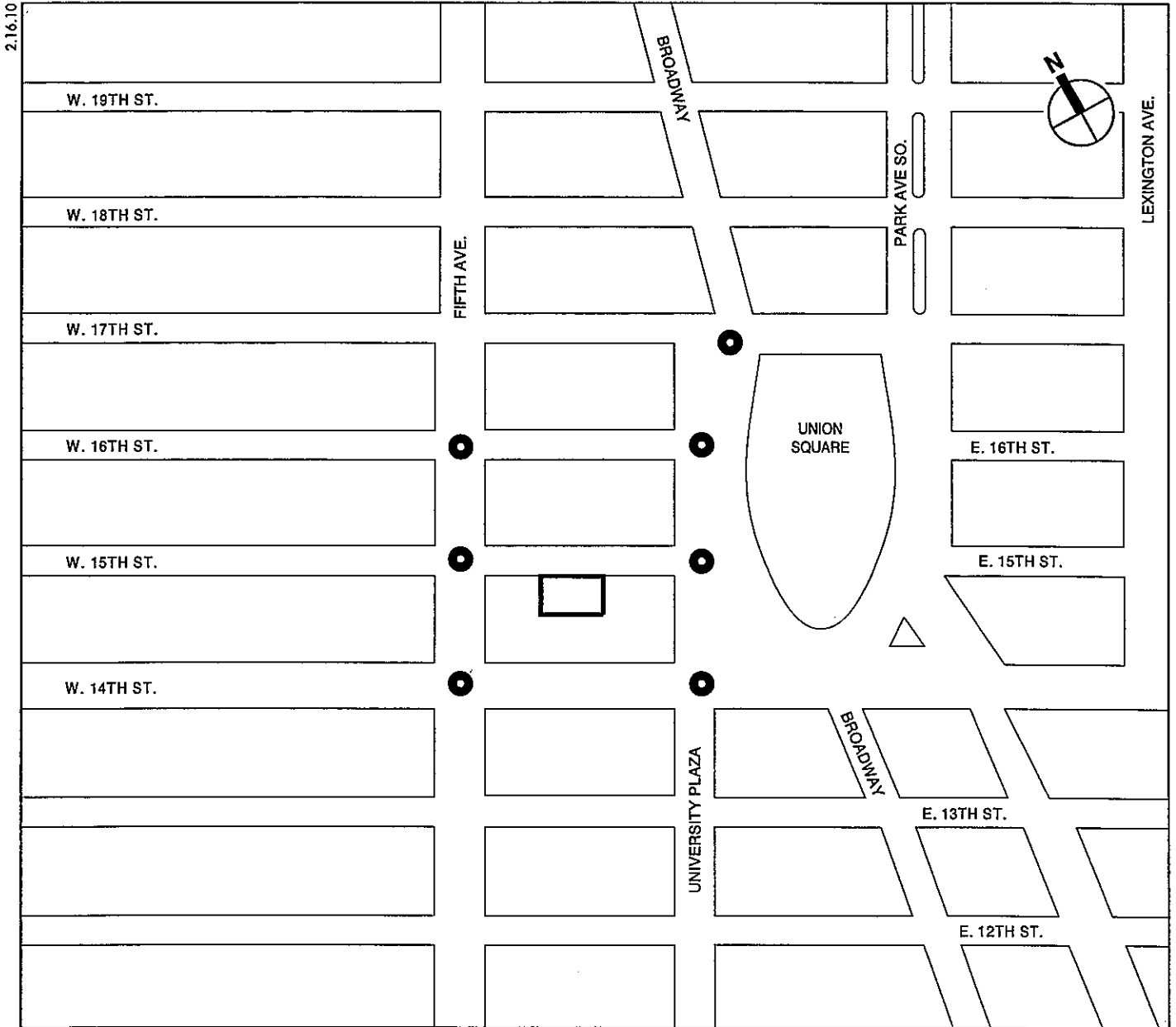
ROADWAY NETWORK

To assess the potential traffic impacts associated with the development of the project, seven key intersections were identified that would most likely be affected by the project-generated traffic (see **Figure 5-1**). These include:

- University Place/Broadway and East 17th Street;
- University Place and East 16th Street;
- University Place and East 15th Street;
- University Place and East 14th Street;
- Fifth Avenue and East 16th Street;
- Fifth Avenue and East 15th Street; and
- Fifth Avenue and East 14th Street.

Major roadways in the study area are discussed as follows:

- East 14th Street is a major two-way east-west cross-town street that operates with two to three effective moving lanes and permits curbside parking along certain segments within the study area.
- East 15th Street is a one-way westbound street that operates with one effective moving lane, and permits commercial curbside parking on both sides of the street.
- East 16th Street is a one-way eastbound street that operates with one effective moving lane, and permits curbside parking on both sides of the street.
- East 17th Street operates as one-way westbound street west of Union Square West/Broadway and east of Union Square East/Park Avenue. The segment of East 17th Street along the northern edge of Union Square Park (a.k.a. Union Square North) between Union Square West/Broadway and Union Square East/Park Avenue operates as a two-way east-west street that provides two moving lanes in each direction and prohibits curbside parking on both sides of the street.
- Fifth Avenue is a major one-way southbound roadway that operates with three effective moving lanes, and permits curbside parking on both sides of the roadway.



- Project Site*
- Intersection Analyzed*

0 400 FEET
SCALE

- Union Square West is a one-way southbound street which runs along the western edge of Union Square Park from East 17th Street to East 14th Street. It operates with one effective moving lane and permits curbside parking along the west side of the street.
- University Place is a one-way northbound street providing a connection between Washington Square Park South/East 4th Street to the south to East 14th Street to the north. Within the study area, it operates with one-to-two moving lanes and permits restricted curbside parking along the west side of the street.

TRAFFIC CONDITIONS

Existing traffic volumes in the study area were established based on field counts conducted during the school-related morning and afternoon peak periods (i.e., 7:30-9:30 AM and 2:00-4:00 PM) in November 2009. Field inventories of roadway geometry, traffic controls, bus stops, and parking regulations/activities were also conducted to provide the appropriate inputs to operational analyses. In addition, official signal timings were obtained from New York City Department of Transportation (NYCDOT) to confirm field observations and for incorporation into the traffic capacity analysis. **Figures 5-2** and **5-3** show the existing traffic volumes for the AM and PM peak hours, which were determined to take place from 8:30 to 9:30 AM and 3:00 to 4:00 PM, respectively.

In terms of traffic volumes, peak hour volumes on Fifth Avenue range from approximately 970 to 1,200 vehicles per hour (vph) during the AM and PM peak hours. Two-way peak hour traffic volumes on East 14th Street range from approximately 1,000 to 1,190 vph during the AM and PM peak hours. East 17th street carries traffic volumes ranging from approximately 350 to 550 vph during the AM and PM peak hours. Traffic volumes on other streets in the study area range from approximately 100 to 400 vph during the AM and PM peak hours.

LEVELS OF SERVICE

Table 5-1 presents the service conditions for the study area intersections. The capacity analysis indicates that the majority of the study area's intersection approaches operate acceptably—at mid-LOS D (with delays of less than 45 seconds) or better for the two peak hours with the following exceptions:

- The eastbound approach at the intersection of Union Square West and East 16th Street, which operates at LOS E during the AM and PM peak hours;
- The eastbound approach at the intersection of Fifth Avenue and East 16th Street, which operates at LOS E during the AM and PM peak hours; and
- The westbound approach at the intersection of Fifth Avenue and East 14th Street, which operates at LOS D (delay of 51.9 seconds) during the AM peak hour; and the eastbound approach at the same intersection which operates at LOS E during the PM peak hour.

PARKING

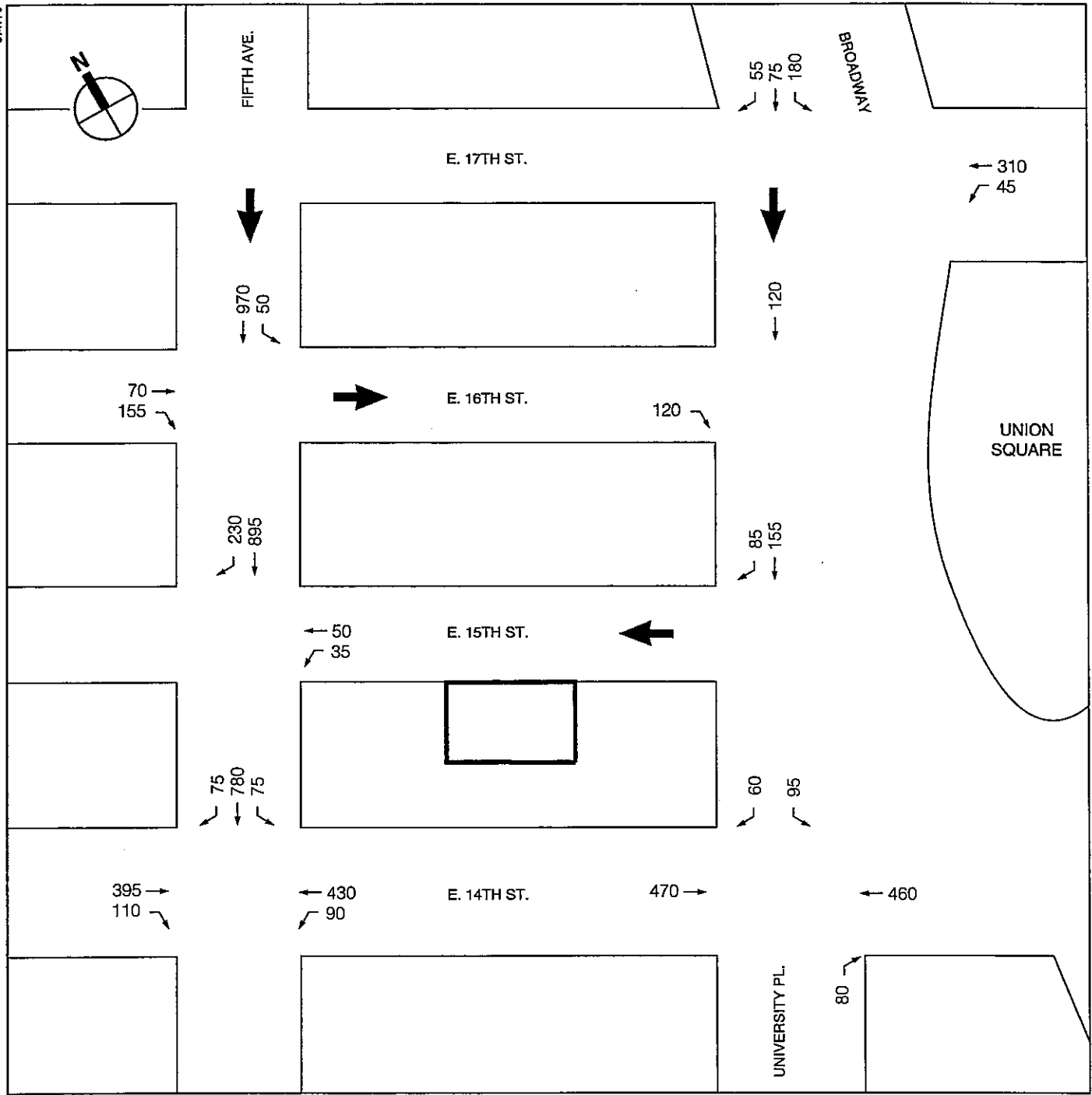
A survey of off-and on-street parking within a ¼-mile radius of the project site was conducted in March 2010 to assess their capacities and approximate utilization rates. As shown in **Figure 5-4** and summarized in **Table 5-2**, there are 20 public parking facilities in the study area with a combined capacity of 2,151 licensed spaces. Based on the survey, the overall utilization rate for public off-street facilities in the study area is approximately 46 and 68 percent during the weekday morning and midday peak periods, respectively. In terms of capacity, the public off-

street facilities in the study area operate with approximately 1,159 and 680 available spaces during the weekday morning and midday peak periods, respectively.

**Table 5-1
2009 Existing Conditions Level of Service Analysis: Signalized Intersections**

Intersection / Approach		AM Peak Hour				PM Peak Hour						
		Lane Group	V/C Ratio	Delay (spv)	LOS	Lane Group	V/C Ratio	Delay (spv)	LOS			
Broadway / East 17th Street	Westbound	LT	0.75	42.2	D	LT	0.62	36.4	D			
	Southbound	L	0.22	17.7	B	L	0.29	18.5	B			
		TR	0.41	22.4	C	TR	0.51	25.4	C			
	Intersection				31.8	C	Intersection				28.2	C
Union Square West/ East 16th Street	Eastbound	R	0.86	70.9	E	R	0.90	79.8	E			
	Southbound	T	0.29	17.3	B	T	0.38	18.7	B			
		Intersection				42.4	D	Intersection				43.3
Union Square West/ East 15th Street	Southbound	TR	0.56	20.2	C	TR	0.54	19.4	B			
		Intersection				20.2	C	Intersection				19.4
University Place/ East 14th Street	Eastbound	T	0.56	22.9	C	T	0.71	26.5	C			
	Westbound	T	0.55	22.6	C	T	0.55	22.5	C			
	Northbound	R	0.37	23.2	C	R	0.55	30.1	C			
	Southbound	LR	0.56	27.8	C	LR	0.63	31.8	C			
		Intersection				23.5	C	Intersection				26.0
Fifth Avenue/East 16th Street	Eastbound	TR	0.88	57.1	E	TR	0.90	58.3	E			
		LT	0.55	14.5	B	LT	0.63	15.8	B			
	Southbound	Intersection				22.8	C	Intersection				24.2
Fifth Avenue/East 15th Street	Westbound	LT	0.29	23.4	C	LT	0.24	22.6	C			
		TR	0.72	17.9	B	TR	0.77	19.4	B			
	Southbound	Intersection				18.4	B	Intersection				19.6
Fifth Avenue/East 14th Street	Eastbound	TR	0.75	30.8	C	TR	1.04	70.6	E			
	Westbound	LT	0.94	51.9	D	LT	0.90	43.7	D			
	Southbound	LTR	0.58	17.2	B	LTR	0.66	18.8	B			
		Intersection				29.8	C	Intersection				41.5

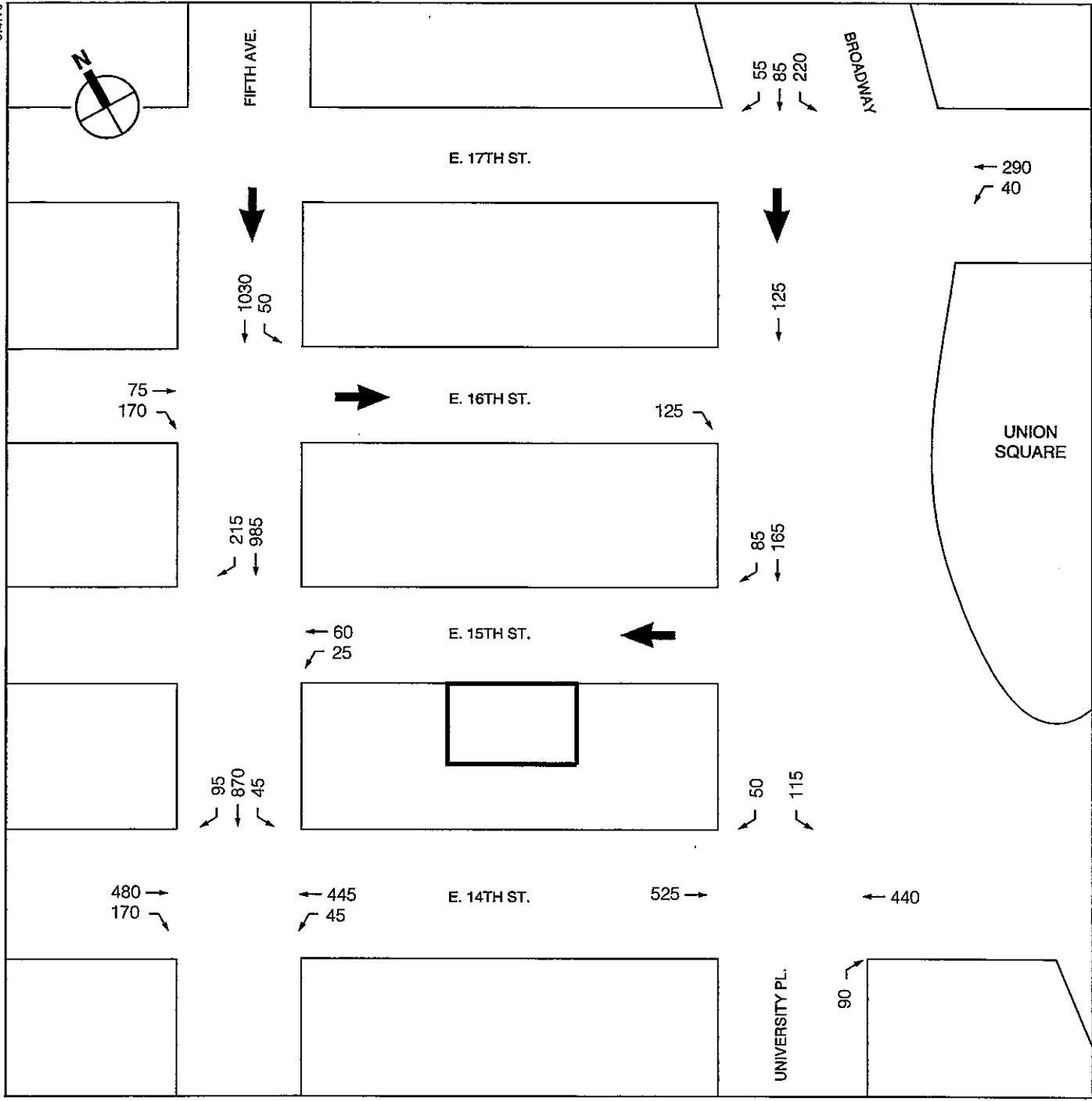
Notes: L: Left Turn; T: Through; R: Right Turn; LOS: Level of Service.



 Project Site

NOT TO SCALE

2009 Existing Traffic Volumes
AM Peak Hour
Figure 5-2

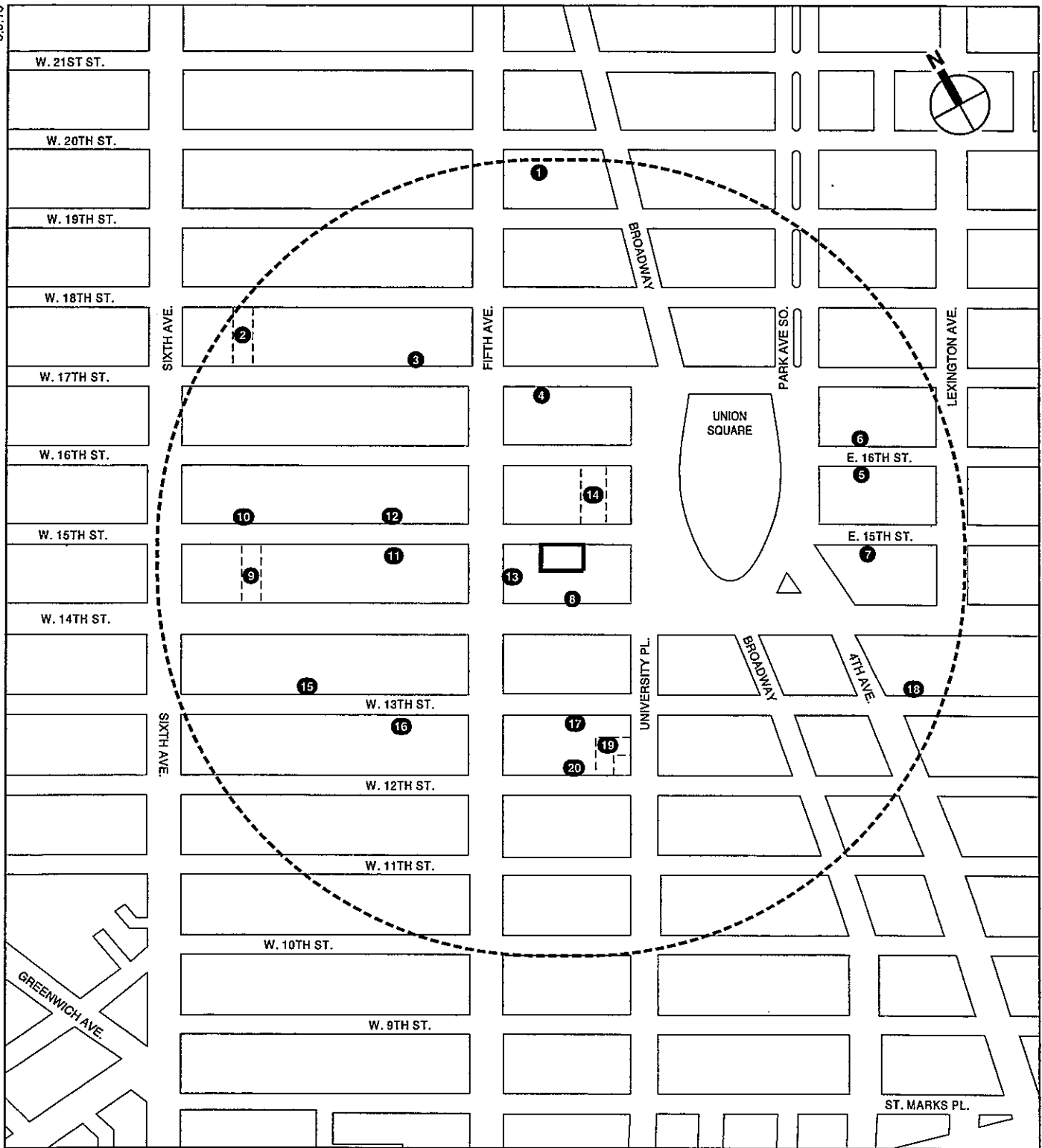





UNION SQUARE

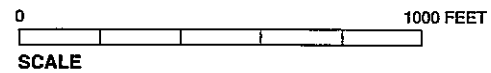
 Project Site

NOT TO SCALE

2009 Existing Traffic Volumes
PM Peak Hour
Figure 5-3



-  Project Site Boundary
-  Study Area Boundary (1/4-Mile Perimeter)
-  Parking Facility



**Table 5-2
Existing Off-Street Parking Utilization**

Map #	Name/Operator and Address/Location	License Number	Licensed Capacity	Utilization Rate		Utilized Spaces		Available Spaces	
				AM	Midday	AM	Midday	AM	Midday
1	Fran Parking Corp. / 6 E. 20th Street	886406	29	50%	70%	15	20	14	9
2	Impark / 41-43 W. 17th Street	1158884	54	90%	90%	49	49	5	5
3	Seventeen Street Parking Corp. / 7-9 W. 17th Street	429693	25	50%	60%	13	15	12	10
4	Sound Parking Corp. / 6 E. 17th Street	1076667	74	20%	40%	15	30	59	44
5	Icon / 110 E. 16th Street	1135061	275	50%	50%	138	138	137	137
6	Champion Parking / 101 E. 16th Street	1130936	61	20%	50%	12	31	49	30
7	Union Square Car Park LLC / 1 Irving Place	1010570	198	40%	70%	79	139	119	59
8	E. 14th Garage Corp. / 7 E. 14th Street	1129152	112	50%	90%	56	101	56	11
9	Universal Parking LLC / 55 W. 14th Street	369041	129	50%	80%	65	103	64	26
10	Market 15 Parking LLC / 552-566 6th Avenue	1232453	42	20%	80%	8	34	34	8
11	5th Avenue Garage Corp. / 96 5th Avenue	1010035	75	20%	85%	15	64	60	11
12	Creative Parking LLC / 16 W. 16th Street	368546	99	66%	90%	65	89	34	10
13	69 5th Parking LLC / 69 Fifth Avenue	1204362	32	50%	50%	16	16	16	16
14	CPS Inc. / 21 E. 15th Street	964031	48	60%	90%	29	43	19	5
15	Ronel Operating LLC / 25 W. 13th Street	1316955	62	40%	50%	25	31	37	31
16	L.C.B. Parking Corp. / 20 W. 13th Street	1198509	55	100%	100%	55	55	0	0
17	The Hertz Corp. / 12-16 E. 13th Street	1114874	250	40%	60%	100	150	150	100
18	Amber Parking LLC / 101-103 E. 13th Street	368705	46	60%	60%	28	28	18	18
19	GMC / 21 E. 12th Street	1319917	200	33%	75%	66	150	134	50
20	12th Street Garage / 17-19 E. 12th Street	904543	285	50%	65%	143	185	142	100
			2,151	46%	68%	992	1471	1159	680

In terms of on-street parking, there are approximately 342 legal on-street spaces within a ¼-mile radius of the project site. Out of these, approximately 53 spaces were available during the morning peak period, resulting in an overall utilization rate of approximately 85 percent.

D. THE FUTURE WITHOUT THE PROPOSED PROJECT

Future 2014 conditions without the proposed project were estimated by increasing existing traffic levels to reflect expected growth in overall travel through and within the study area. As per the *CEQR* guidelines, a background growth rate of 0.5 percent per year was assumed for an overall growth rate of 2.5 percent by 2014.

Besides the general background growth, there is one notable project expected to be completed in the broader study area by the year 2014. This future development project would result in the construction of a 162-room hotel at 132 Fourth Avenue. The vehicular trips expected to be generated by this hotel development were incorporated in the 2014 future without the proposed project (No Build) traffic analysis.

In addition, as identified in Chapter 2, "Land Use, Zoning and Community Character," The New School is planning to construct an approximately 354,000-sf academic building on Fifth Avenue between East 13th and East 14th Streets in the vicinity of the project site. It should be noted that The New School project is currently in the preliminary design phase and details associated with the distinct trip-making characteristics of this proposed project are not available at this time. Therefore, the potential traffic volumes expected to be generated by this proposed project were not incorporated in the 2014 No Build traffic analyses.

Furthermore, NYCDOT is planning to provide a pedestrian plaza at Union Square. The proposed pedestrian plaza would include the block of Broadway north of Union Square between 17th and 18th Streets, and could also include East 17th Street along the north side of Union Square, replacing a lane of traffic. Once implemented, the proposed pedestrian plaza would affect the traffic patterns and circulation in the study area. It should be noted that design specifications, details regarding the proposed geometric changes associated with the proposed pedestrian plaza, and the anticipated schedule for the plaza's completion are not available at this time. Therefore, any potential changes to the roadway network resulting from this proposed project were not incorporated in the 2014 No Build traffic analyses.

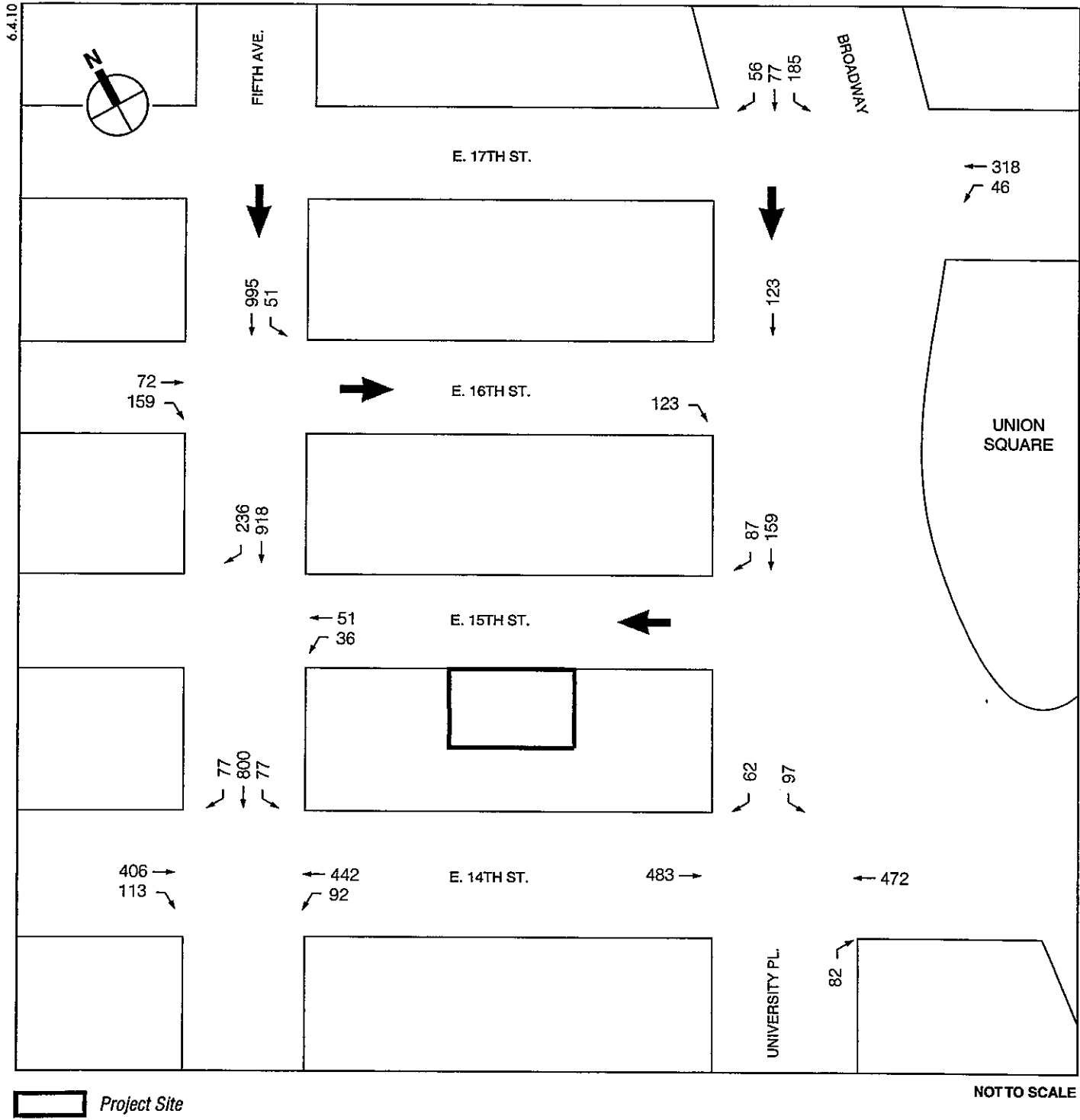
TRAFFIC CONDITIONS

The 2014 No Build traffic volumes are shown in **Figures 5-5** and **5-6** for the AM and PM peak hours, respectively. **Table 5-3** presents a comparison of Existing and No Build conditions for the study area intersections. Based on the analysis results, the majority of the approaches/lane-groups would operate at the same LOS as in the existing conditions with the following notable exceptions:

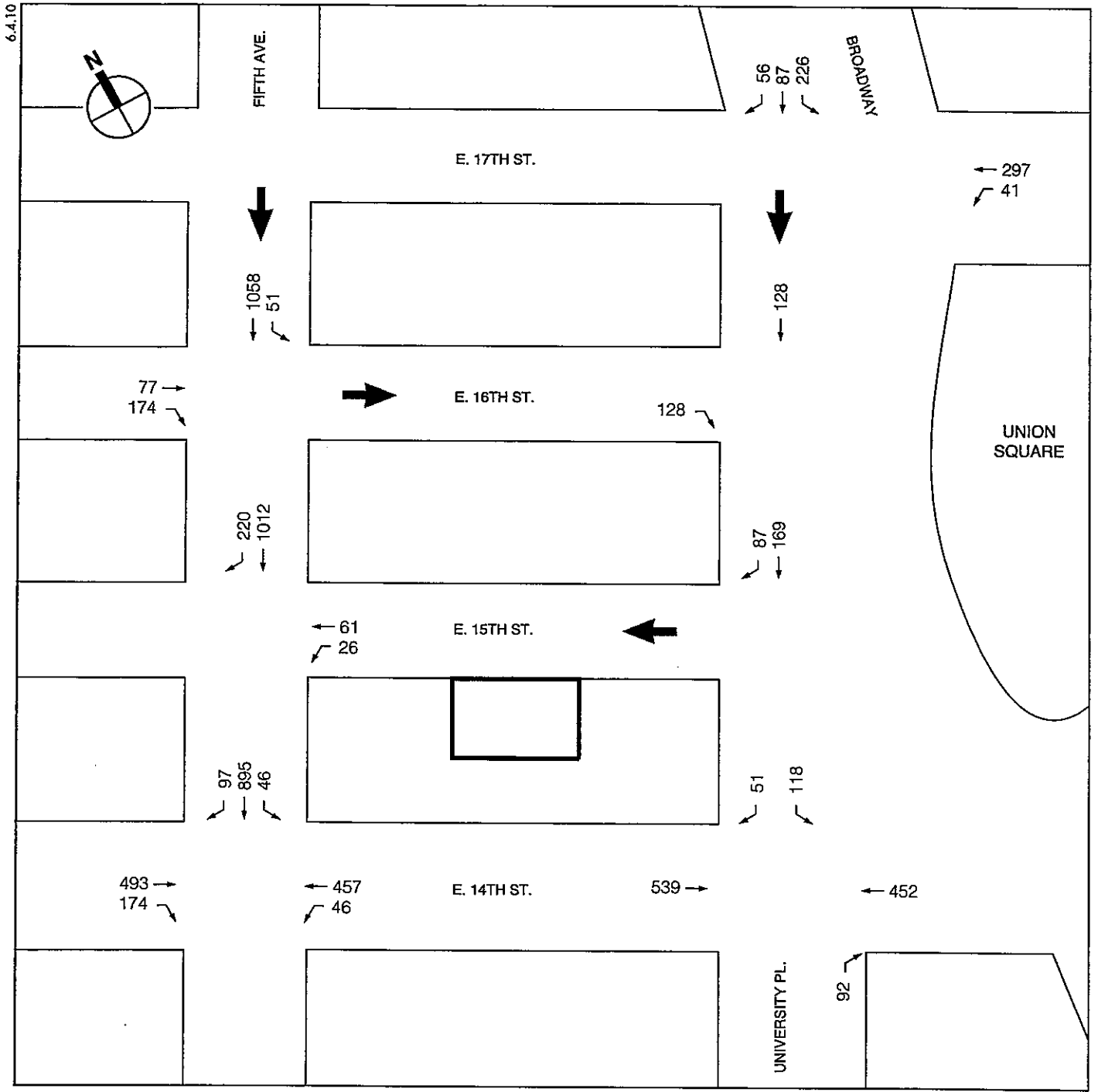
- The eastbound approach at the intersection of Union Square West and East 16th Street would deteriorate from LOS E to LOS F during the PM peak period;
- The westbound approach at the intersection of Fifth Avenue and East 14th Street would deteriorate from LOS D to LOS E during the AM peak period; and
- The eastbound approach at the intersection of Fifth Avenue and East 14th Street would deteriorate from LOS E to LOS F during the PM peak period.

PARKING

The utilization of off-and on-street parking in the study area is expected to increase due to the area's background growth and additional demand generated by the No Build project. Overall, the utilization rates for the off-street parking facilities in the study area would increase to approximately 47 and 70 percent in the 2014 No Build conditions. For the on-street parking, the utilization rate in the 2014 No Build conditions would increase to approximately 87 percent during the weekday morning peak period.



2014 No Build Traffic Volumes
 AM Peak Hour
 Figure 5-5



 Project Site

NOT TO SCALE

2014 No Build Traffic Volumes
PM Peak Hour
Figure 5-6

Table 5-3
2009 Existing and 2014 No Build Conditions Level of Service Analysis: Signalized Intersections

Intersection / Approach	AM Peak Hour										PM Peak Hour											
	2009 Existing					2014 No Build					2009 Existing					2014 No Build						
	Lane Group	V/C Ratio	Delay (spv)	LOS	Intersection	Lane Group	V/C Ratio	Delay (spv)	LOS	Intersection	Lane Group	V/C Ratio	Delay (spv)	LOS	Intersection	Lane Group	V/C Ratio	Delay (spv)	LOS	Intersection		
Broadway / East 17th Street	Westbound	LT	0.75	42.2	D	LT	0.77	43.2	D	LT	0.62	36.4	D	LT	0.64	36.9	D					
	Southbound	L	0.22	17.7	B	L	0.23	17.8	B	L	0.29	18.5	B	L	0.29	18.6	B					
		TR	0.41	22.4	C	TR	0.43	22.8	C	TR	0.51	25.4	C	TR	0.53	26.0	C					
		Intersection		31.8	C	Intersection		32.4	C	Intersection		28.2	C	Intersection		28.6	C					
Union Square West/ East 16th Street	Eastbound	R	0.86	70.9	E	R	0.89	77.1	E	R	0.90	79.8	E	R	0.93	85.6	F					
	Southbound	T	0.29	17.3	B	T	0.29	17.4	B	T	0.38	18.7	B	T	0.39	18.9	B					
		Intersection		42.4	D	Intersection		45.3	D	Intersection		43.3	D	Intersection		45.8	D					
		TR	0.56	20.2	C	TR	0.57	20.6	C	TR	0.54	19.4	B	TR	0.56	19.8	B					
Union Square West/ East 15th Street	Southbound	Intersection		20.2	C	Intersection		20.6	C	Intersection		19.4	B	Intersection		19.8	B					
	Eastbound	T	0.56	22.9	C	T	0.58	23.2	C	T	0.71	26.5	C	T	0.72	27.1	C					
		Westbound	T	0.55	22.6	C	T	0.57	22.9	C	T	0.55	22.5	C	T	0.56	22.8	C				
		Northbound	R	0.37	23.2	C	R	0.38	23.4	C	R	0.55	30.1	C	R	0.57	31.1	C				
University Place/ East 14th Street	Southbound	LR	0.56	27.8	C	LR	0.58	28.5	C	LR	0.63	31.8	C	LR	0.65	32.9	C					
		Intersection		23.5	C	Intersection		23.9	C	Intersection		26.0	C	Intersection		26.6	C					
	Eastbound	TR	0.88	57.1	E	TR	0.91	61.6	E	TR	0.90	58.3	E	TR	0.93	64.0	E					
		Southbound	LT	0.55	14.5	B	LT	0.57	14.7	B	LT	0.63	15.8	B	LT	0.65	16.1	B				
Fifth Avenue/East 16th Street		Intersection		22.8	C	Intersection		23.9	C	Intersection		24.2	C	Intersection		25.6	C					
	Westbound	LT	0.29	23.4	C	LT	0.30	23.7	C	LT	0.24	22.6	C	LT	0.25	22.8	C					
		Southbound	TR	0.72	17.9	B	TR	0.74	18.5	B	TR	0.77	19.4	B	TR	0.79	20.1	C				
		Intersection		18.4	B	Intersection		18.9	B	Intersection		19.6	B	Intersection		20.3	C					
Fifth Avenue/East 15th Street	Eastbound	TR	0.75	30.8	C	TR	0.77	31.9	C	TR	1.04	70.6	E	TR	1.07	80.3	F					
	Westbound	LT	0.94	51.9	D	LT	0.98	59.5	E	LT	0.90	43.7	D	LT	0.94	49.7	D					
		Southbound	LTR	0.58	17.2	B	LTR	0.59	17.5	B	LTR	0.66	18.8	B	LTR	0.68	19.2	B				
		Intersection		29.8	C	Intersection		32.1	C	Intersection		41.5	D	Intersection		46.2	D					

Notes: L: Left Turn; T: Through; R: Right Turn; Level of Service

E. PROBABLE IMPACTS OF THE PROPOSED PROJECT

PROJECT TRIP GENERATION AND MODAL SPLIT

The proposed school would consist of an intermediate school organization and a high school organization, and would also serve special-education students. It should be noted that the project site currently contains an approximately 34,300-sf building with union administration and medical offices for Local 810 IBT, as well as accessory parking. In the future conditions, it is assumed that absent the proposed project, the existing uses would remain on the project site. To provide a conservative analysis, credit for the traffic activities generated by the existing uses on the project site were not applied towards the future traffic activities expected to be generated by the proposed school.

Modal split estimates for the intermediate and high school students were based on the New York Metropolitan Transportation Council's (NYMTC) school data for the Midtown Manhattan area. This data was adjusted to reflect the typical trip generation characteristics for the intermediate and high school students, as well as the numerous public transit options available in the study area. In terms of modal split estimates for special education students, it was assumed that due to their special needs, they would primarily use school buses or be dropped off by autos. The modal split estimates for the staff/faculty were based on the reverse-journey-to-work (RJTW) information from the 2000 US Census Data.

INTERMEDIATE SCHOOL

The intermediate school would serve approximately 292 students. To accurately estimate the number of student trips on a typical day, a 10 percent absentee rate was assumed, yielding a total of 263 students attending school. In addition, it is estimated that approximately 90 percent or about 237 of the students would arrive and depart during the morning and afternoon peak hours. The trip generation and modal splits for the proposed intermediate school are presented in **Table 5-4**.

HIGH SCHOOL

The high school component would serve approximately 472 students. To accurately estimate the number of student trips on a typical day, a 10 percent absentee rate was assumed, yielding a total of 425 students. In addition, it is estimated that approximately 90 percent or about 383 of the students would arrive and depart during the morning and afternoon peak hours. The trip generation and modal splits for the proposed high school component are presented in **Table 5-5**.

SPECIAL EDUCATION STUDENTS

The proposed school campus would serve approximately 102 special education students. To estimate accurately the number of student trips on a typical day, a 10-percent absentee rate was assumed, yielding a daily total of 92 students attending school. In addition, it is estimated that about 90 percent or approximately 83 students would arrive and depart during the morning and afternoon peak hours. The trip generation and modal splits for the special education students are presented in **Table 5-6**.

**Table 5-4
Trip Generation: Intermediate School Students**

Travel Mode	Students		
	Percent	Person Trips	Vehicle Trips
AM PEAK HOUR			
Automobile (drop-offs/pick-ups)*	5%	12	9
Taxi*	2%	5	4
School Bus/Van	0%	0	0
Public Transit	50%	118	—
City Bus	15%	35	—
Subway	35%	83	—
Walk	43%	102	—
PM PEAK HOUR			
Automobile (drop-offs/pick-ups)*	5%	12	9
Taxi*	2%	5	4
School Bus/Van	0%	0	0
Public Transit	50%	118	—
City Bus	15%	35	—
Subway	35%	83	—
Walk	43%	102	—
Notes:			
* Both inbound and outbound vehicle trips takes place during the same peak hour Student Vehicle Occupancy = 1.3, Student Taxi Occupancy = 1.4			

**Table 5-5
Trip Generation: High School Students**

Travel Mode	Students		
	Percent	Person Trips	Vehicle Trips
AM PEAK HOUR			
Automobile (drop-offs/pick-ups)*	5%	19	15
Taxi*	2%	8	6
School Bus/Van	0%	0	0
Public Transit	65%	249	—
City Bus	25%	96	—
Subway	40%	153	—
Walk	28%	107	—
PM PEAK HOUR			
Automobile (drop-offs/pick-ups)*	5%	19	15
Taxi*	2%	8	6
School Bus/Van	0%	0	0
Public Transit	65%	249	—
City Bus	25%	96	—
Subway	40%	153	—
Walk	28%	107	—
Notes:			
* Both inbound and outbound vehicle trips takes place during the same peak hour Student Vehicle Occupancy = 1.3, Student Taxi Occupancy = 1.4			

Table 5-6

Trip Generation: Special Education Students

Travel Mode	Students		
	Percent	Person Trips	Vehicle Trips
AM PEAK HOUR			
Automobile (drop-offs/pick-ups)*	25%	21	16
School Bus/Van*	75%	62	4
Public Transit	0%	0	—
Walk	0%	0	—
PM PEAK HOUR			
Automobile (drop-offs/pick-ups)*	25%	21	16
School Bus/Van*	75%	62	4
Public Transit	0%	0	—
Walk	0%	0	—
Notes:			
* Both inbound and outbound vehicle trips takes place during the same peak hour			
Student Vehicle Occupancy = 1.3			
School Bus/Van Occupancy = 17			

TEACHERS AND ADMINISTRATIVE STAFF

The school facility would be staffed by approximately 72 teachers and administrative staff. The trip generation and modal splits for the teachers and administrative staff are presented in Table 5-7.

Table 5-7

Trip Generation: Teachers and Administrative Staff

Travel Mode	Staff		
	Percent	Person Trips	Vehicle Trips
AM PEAK HOUR			
Automobile (Drive)	14.3%	9	8
Taxi	2.5%	2	1
Subway	62.8%	40	—
Local Bus	9.8%	6	—
Walk	10.6%	7	—
PM PEAK HOUR			
Automobile (Drive)	14.3%	9	8
Taxi	2.5%	2	1
Subway	62.8%	40	—
Local Bus	9.8%	6	—
Walk	10.6%	7	—
Note: Staff Vehicle Occupancy = 1.2			

TOTAL VEHICLE TRIPS

In total, the proposed school would generate approximately 118 (total of both inbound and outbound trips) vehicle trips each during the weekday AM and PM peak hours.

PROJECT VEHICLE ASSIGNMENT

Project-generated traffic was assigned to the study area network based on existing travel patterns (the most likely approach paths to and from the project site). Project-generated traffic entering the study area was distributed in the following manner: approximately 44 percent from the north via Fifth Avenue and Broadway, 29 percent from the east via East 17th Street and the remaining 27 percent from the west via West 16th street. Approximately half of the student drop-offs and pick-ups were routed to the school's main entrance on East 15th street between Fifth Avenue and Union

Square West, while the remaining drop-offs and pick-ups were assumed to take place on block-faces bordering the project site block. All the staff-generated auto trips were assigned to the public parking facilities in the study area with available capacities.

TRAFFIC CONDITIONS

Figures 5-7 and 5-8 show the total project-generated traffic volumes on the streets surrounding the site in the AM and PM peak hours, respectively. Figures 5-9 and 5-10 show the estimated Build condition volumes for the same time periods. Table 5-8 presents a comparison of the No Build and Build conditions for signalized intersections.

IMPACT CRITERIA

According to the criteria presented in the *CEQR Technical Manual*, impacts for signalized intersections are considered significant and require examination of improvements if they result in an increase of 5 or more seconds of delay in a lane group over No Build levels beyond mid-LOS D. For No Build LOS E, a 4-second increase in delay is considered significant. For No Build LOS F, a 3-second increase in delay is considered significant. Also, if the No Build LOS F condition already has a No Build delay in excess of 120 seconds, an increase of 1.0 or more seconds of delay is considered significant, unless the proposed project generates fewer than five vehicle trips through that intersection in the peak hour. Impacts are also considered significant if levels of service decrease from acceptable LOS A, B, or C in the No Build condition to marginally unacceptable LOS D, or unacceptable LOS E or F in the future Build condition. In the event of such impacts, potential improvement measures will be examined.

For the streets around the site, future intersection volumes would generally represent a moderate increase over the existing traffic volumes. The street capacities at the majority of the study area intersections would be sufficient to accommodate these increases. However, based on CEQR standards, the proposed project could result in significant adverse impacts at the following two locations:

- The eastbound approach at the intersection of Union Square West and East 16th Street during the AM and PM peak periods; and
- The eastbound approach at the intersection of Fifth Avenue and East 16th Street during the AM and PM peak periods.

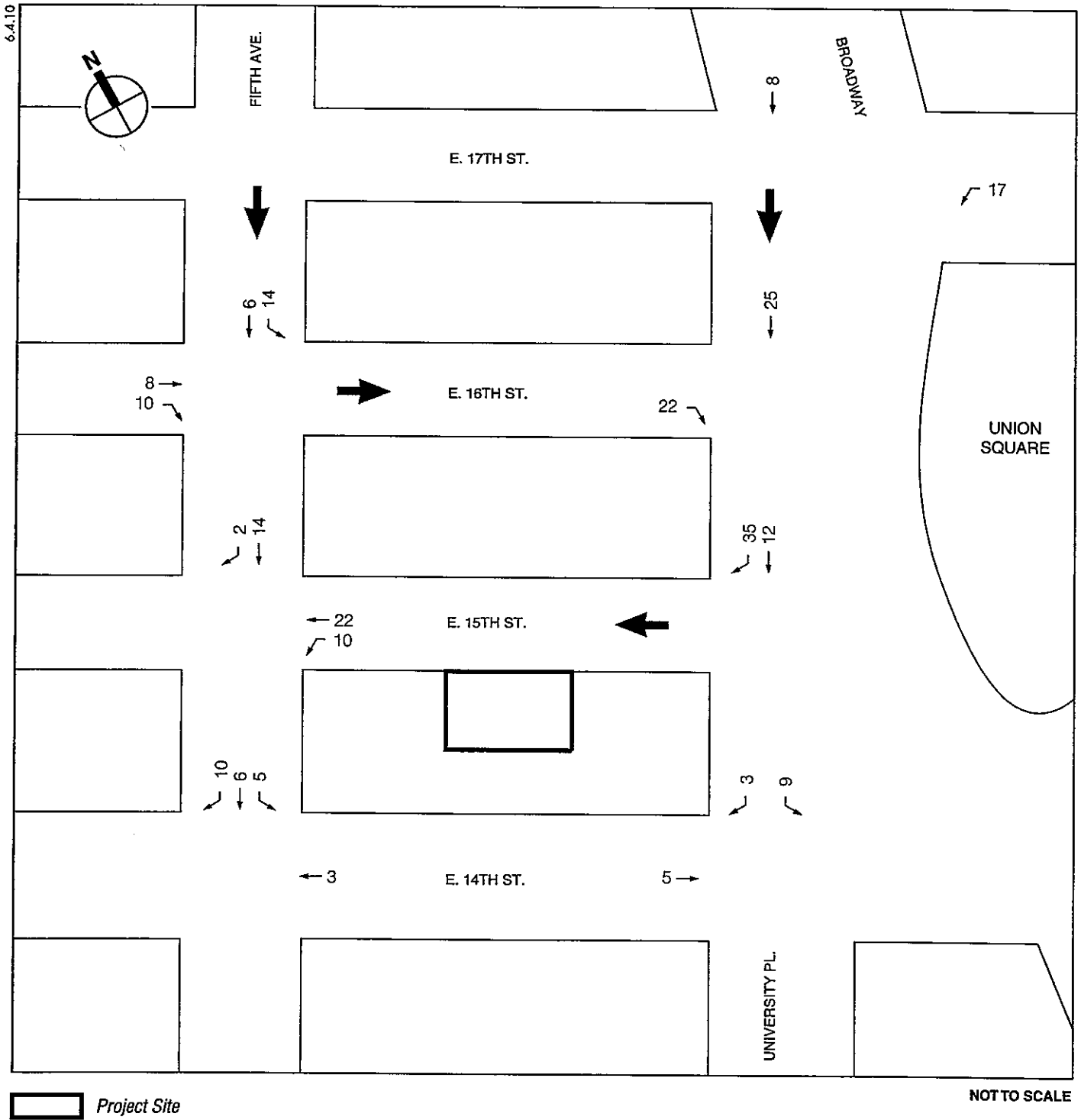
PARKING

The proposed school would not provide any on-site parking spaces and would generate a demand of approximately 8 parking spaces by faculty/staff commuting by auto. The project-generated parking demand would be fully accommodated in the off-street parking facilities in the vicinity of the project site. Therefore, the proposed project would not result in significant adverse impact to the supply and demand of off-street parking in the study area. Additionally, since the on-street parking in the study area would operate with available capacity in the 2014 Build conditions, the proposed project would not result in significant adverse impact to the supply and demand of on-street parking in the study area.

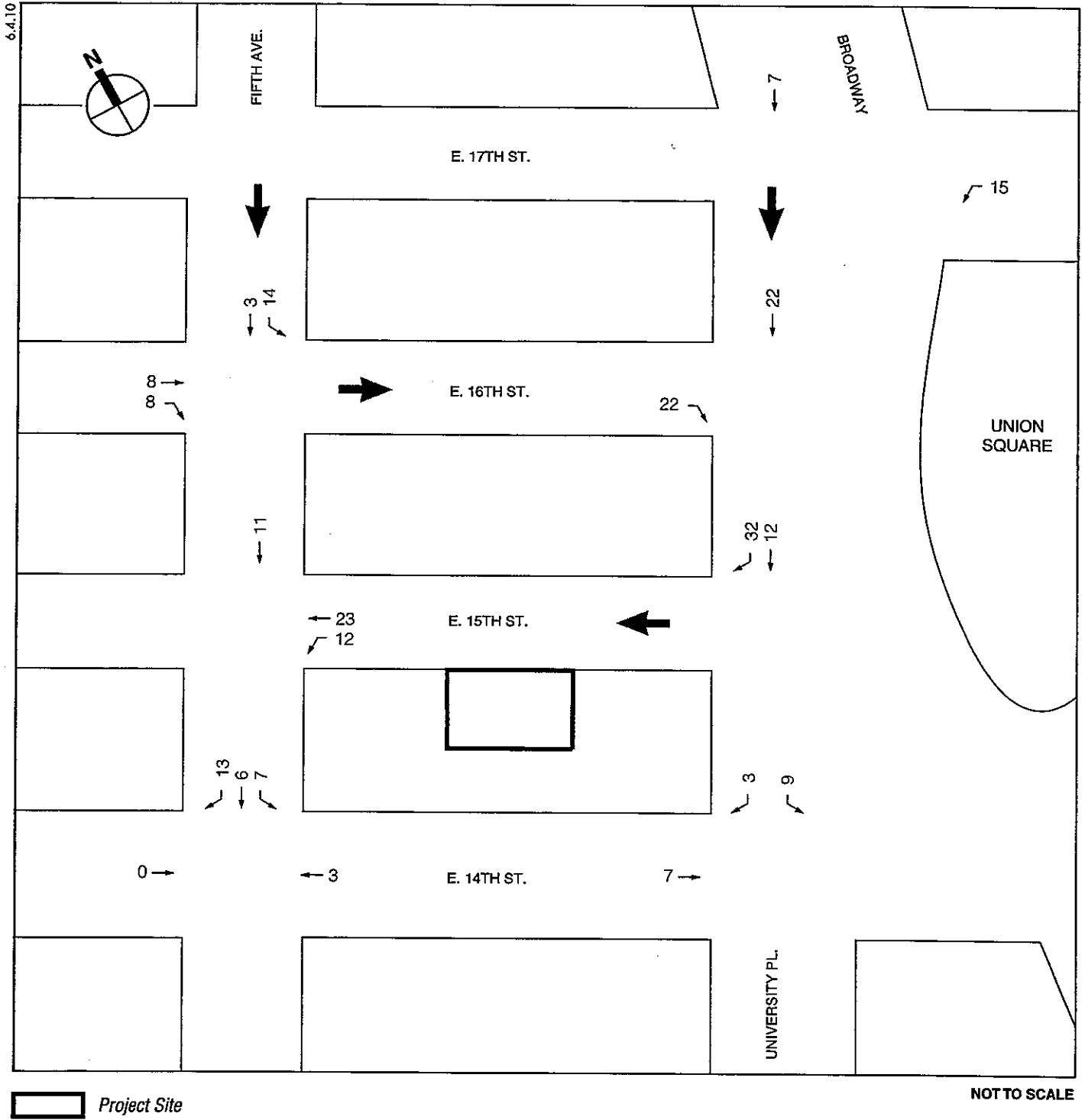
Table 5-8
2014 No Build and 2014 Build Conditions Level of Service Analysis: Signalized Intersections

Intersection / Approach	AM Peak Hour						PM Peak Hour						
	2014 No Build			2014 Build			2014 No Build			2014 Build			
	Lane Group	V/C Ratio	Delay (spv)	LOS	Lane Group	V/C Ratio	Delay (spv)	LOS	Lane Group	V/C Ratio	Delay (spv)	LOS	
Broadway / East 17th Street	Westbound	LT	0.77	43.2	D	LT	0.81	45.7	D	LT	0.64	36.9	D
	Southbound	L	0.23	17.8	B	L	0.23	17.8	B	L	0.29	18.6	B
		TR	0.43	22.8	C	TR	0.44	23.0	C	TR	0.53	26.0	C
	Intersection		32.4	C	Intersection		34.0	C	Intersection		28.6	C	
Union Square West/ East 16th Street	Eastbound	R	0.89	77.1	E	R	1.07	124.1	F+	R	0.93	85.6	F
	Southbound	T	0.29	17.4	B	T	0.34	18.2	B	T	0.39	18.9	B
		Intersection		45.3	D	Intersection		68.4	E	Intersection		45.8	D
	Intersection		20.6	C	Intersection		26.7	C	Intersection		19.8	B	
Union Square West/ East 15th Street	Eastbound	TR	0.57	20.6	C	TR	0.72	26.7	C	TR	0.56	19.8	B
	Southbound	Intersection		20.6	C	Intersection		26.7	C	Intersection		19.8	B
		T	0.58	23.2	C	T	0.58	23.3	C	T	0.72	27.1	C
	Intersection		23.9	C	Intersection		24.3	C	Intersection		26.6	C	
University Place/ East 14th Street	Eastbound	T	0.58	23.2	C	T	0.58	23.3	C	T	0.72	27.1	C
	Westbound	T	0.57	22.9	C	T	0.57	22.9	C	T	0.56	22.8	C
		R	0.38	23.4	C	R	0.38	23.4	C	R	0.57	31.1	C
	Southbound	LR	0.58	28.5	C	LR	0.62	30.5	C	LR	0.65	32.9	C
Fifth Avenue/East 16th Street	Eastbound	TR	0.91	61.6	E	TR	0.98	76.0	E+	TR	0.93	64.0	E
	Southbound	LT	0.57	14.7	B	LT	0.58	15.0	B	LT	0.65	16.1	B
		Intersection		23.9	C	Intersection		27.5	C	Intersection		25.6	C
	Intersection		32.1	C	Intersection		32.5	C	Intersection		46.2	D	
Fifth Avenue/East 15th Street	Westbound	LT	0.30	23.7	C	LT	0.41	26.0	C	LT	0.25	22.8	C
	Southbound	TR	0.74	18.5	B	TR	0.75	18.8	B	TR	0.79	20.1	C
		Intersection		18.9	B	Intersection		19.5	B	Intersection		20.3	C
	Intersection		32.1	C	Intersection		32.5	C	Intersection		46.2	D	
Fifth Avenue/East 14th Street	Eastbound	TR	0.77	31.9	C	TR	0.77	31.9	C	TR	1.07	80.3	F
	Westbound	LT	0.98	59.5	E	LT	0.98	60.7	E	LT	0.94	49.7	D
		LTR	0.59	17.5	B	LTR	0.61	17.8	B	LTR	0.68	19.2	B
	Southbound	Intersection		32.1	C	Intersection		32.5	C	Intersection		46.4	D

Notes: L: Left Turn; T: Through; R: Right Turn; LOS: Level of Service.
 +: Improvements required

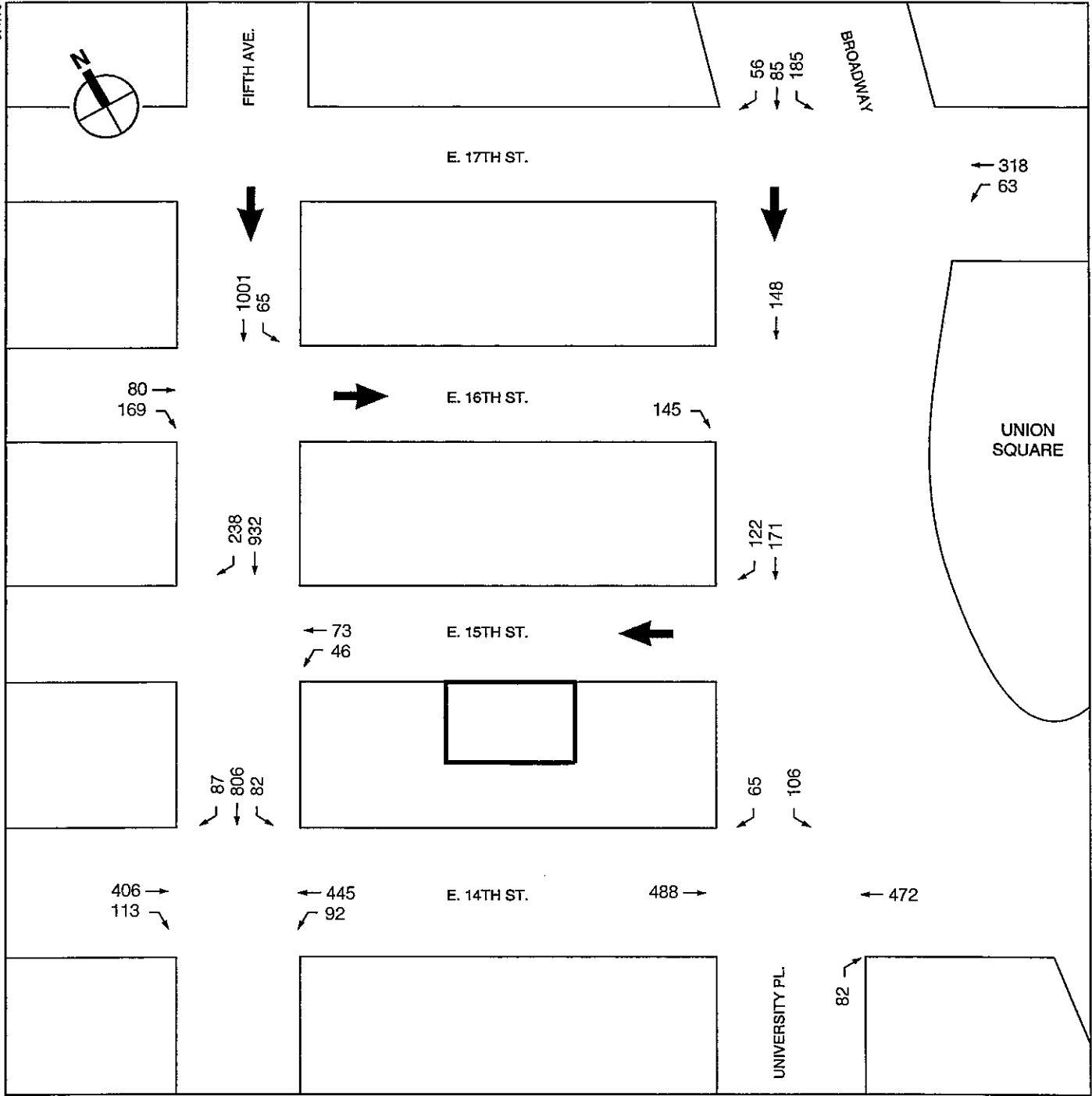


2014 Build Project Generated Traffic Volumes
 AM Peak Hour
 Figure 5-7



2014 Build Project Generated Traffic Volumes
PM Peak Hour

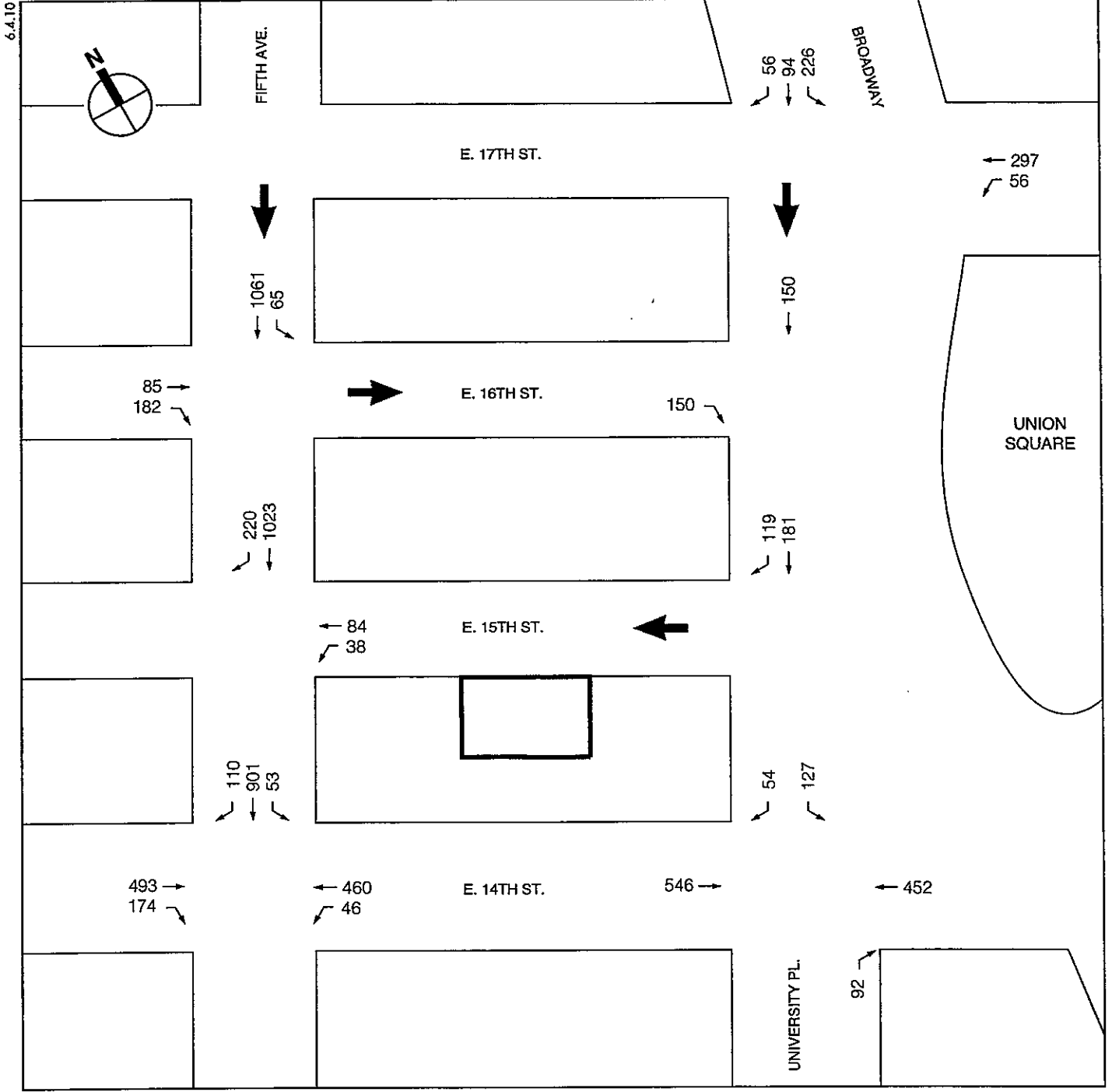
Figure 5-8



 Project Site

NOT TO SCALE

2014 Build Traffic Volumes
AM Peak Hour
Figure 5-9



 Project Site

NOT TO SCALE

2014 Build Traffic Volumes
PM Peak Hour
Figure 5-10

F. PROJECT IMPROVEMENTS

As discussed under “Probable Impacts of the Proposed Project,” two of the approaches/lane groups in the study area would experience significant traffic impacts in the 2014 Build condition as a result of the project-generated traffic. **Table 5-9** summarizes the improvement measures—consisting of signal timing modifications—recommended as part of the proposed project. With these improvement measures in place, all of the impacted intersection approaches/lane groups would operate at the same or at better service conditions than the No Build conditions. It should be noted that all of the improvement measures identified in Table 5-9 are subject to review and approval by NYCDOT. **Table 5-10** compares the LOS conditions for the No Build, Build, and Build with Improvement conditions for these intersections.

**Table 5-9
Recommended Improvements**

Intersection	Improvement Measures	
	AM/PM Peak Hours	
Union Square West/ East 16th Street	Shift 4 seconds of green time from the SB phase to the EB phase.	
Fifth Avenue / East 16th Street	Shift 2 seconds of green time from the SB phase to the EB phase.	

**Table 5-10
2014 No Build, Build, and Build with Improvements Level of Service Analyses**

Peak Hour	Intersection	2014 No Build				2014 Build			2014 Improvements				
		Lane Group	V/C Ratio	Delay (spv)	LOS	V/C Ratio	Delay (spv)	LOS	Lane Group	V/C Ratio	Delay (spv)	LOS	
AM	Union Sq. West / E.16thSt.	Eastbound	R	0.89	77.1	E	1.07	124.1	F+	R	0.91	74.3	E
		Southbound	T	0.29	17.4	B	0.34	18.2	B	T	0.38	21.5	C
		INT			45.3	D	INT	62.9	E	INT		46.5	D
	Fifth Ave./ E. 16th Street	Eastbound	TR	0.91	61.6	E	0.98	76.0	E+	TR	0.91	60.1	E
		Southbound	LT	0.57	14.7	B	0.58	15.0	B	LT	0.61	16.6	B
		INT			23.9	C	INT	27.5	C	INT		25.5	C
PM	Union Sq. West / E.16thSt.	Eastbound	R	0.93	85.6	F	1.09	129.0	F+	R	0.92	75.5	F
		Southbound	T	0.39	18.9	B	0.45	20.0	C	T	0.50	24.0	C
		INT			45.8	D	INT	64.0	E	INT		44.7	D
	Fifth Ave./ E. 16th Street	Eastbound	TR	0.93	64.0	E	0.99	78.5	E+	TR	0.93	61.2	E
		Southbound	LT	0.65	16.1	B	0.66	16.5	B	LT	0.69	18.2	B
		INT			25.6	C	INT	28.7	C	INT		27.0	C

Notes: L = Left Turn, T = Through, R = Right Turn; LOS = Level of Service.
+ Significant traffic impact.

PEDESTRIAN SAFETY

Accident data for the study area intersections were obtained from the New York State Department of Transportation (NYSDOT) for the time period between September 1, 2006 and August 31, 2009. The data obtained quantify the total number of reportable accidents (involving fatality, injury, or more than \$1,000 in property damage) during the study period, as well as a yearly breakdown of

I.S./H.S. at 10 East 15th Street

pedestrian- and bicycle-related accidents at each location. According to the *CEQR Technical Manual*, a high pedestrian accident location is one where there were five or more pedestrian-related accidents in any year of the most recent three-year period for which data are available.

During this period, a total of 165 reportable accidents, no fatalities, 133 injuries, and 44 pedestrian-related accidents occurred at the study area intersections. A rolling total of accident data identifies three study area intersections as high pedestrian accident locations in the 2006 to 2009 period. These locations include: University Place and 17th Street, Fifth Avenue and 14th Street, and Broadway and 14th Street. **Table 5-11** depicts total accident characteristics by intersection during the study period, as well as, a breakdown of pedestrian and bicycle accidents by year and location.

**Table 5-11
Accident Data**

Intersection		Study Period			Accidents by Year							
North-South Roadway	East-West Roadway	Reportable Accidents	Total Fatalities	Total Injuries	Pedestrian				Bicycle			
					2006	2007	2008	2009	2006	2007	2008	2009
University Place	14th Street	24	0	18	0	2	2	1	0	2	2	1
University Place	15th Street	2	0	0	0	0	0	0	0	0	0	0
University Place	16th Street	2	0	2	0	0	0	0	0	0	0	0
University Place*	17th Street*	14	0	13	1	5	1	2	0	0	0	0
Fifth Avenue	13th Street	7	0	6	0	0	0	0	0	1	1	0
Fifth Avenue*	14th Street*	19	0	12	0	4	1	0	0	0	0	0
Fifth Avenue	15th Street	3	0	2	0	0	1	0	0	0	0	0
Fifth Avenue	16th Street	8	0	7	1	0	0	0	0	0	0	1
Sixth Avenue	14th Street	21	0	18	1	3	2	1	1	0	0	1
Sixth Avenue	15th Street	11	0	9	0	0	3	0	0	1	2	1
Sixth Avenue	16th Street	9	0	9	1	1	1	0	0	0	0	0
Broadway	13th Street	5	0	5	0	0	1	0	0	0	0	1
Broadway*	14th Street*	40	0	32	5	6	1	2	0	3	2	2

Note: * High vehicular-pedestrian /bicycle accident location.
Source: NYSDOT September 1, 2006 to August 31, 2009 accident data.

With the proposed project, these intersections would experience increases in vehicular and pedestrian traffic. Specifically, the intersections of 14th Street and Fifth Avenue and 14th Street and Broadway are projected to experience up to 86 and 19 project generated pedestrian trips, respectively, during the AM and PM peak hours; whereas, at the intersection of 17th Street and University Place the level of project generated pedestrian trips during the AM and PM peak hours would be non-perceptible. In terms of project generated vehicle trips, the intersection of 14th Street and Fifth Avenue could experience peak-hour volume increases of approximately 21 and 25 vehicles during the AM and PM peak hours, respectively. Project generated vehicle trips at the intersection of 14th Street and Broadway would be in the range of approximately 13 to 15 vehicles during the two peak hours; whereas, the intersection of 17th Street and University Place is projected to experience approximately 23 and 20 project-generated vehicular trips during the AM and PM peak hours, respectively.

As presented in **Table 5-12**, the majority of the pedestrian-related accidents were caused by inattentiveness, signal disregard, and other human factors by the driver or the pedestrian. With respect to geometric deficiencies that could potentially cause safety hazards, all of the above intersections are signalized, and majority of them are clearly painted with high-visibility crosswalks. (The only exception is the Fifth Avenue and East 14th Street intersection, which is painted with regular crosswalks.) In addition, the intersection of East 14th Street and Broadway provides “Turning Vehicles Yield to Pedestrians” signage to warn motorists about the presence of pedestrians in east-and westbound crosswalks.

Table 5-12
Vehicle – Pedestrian Accident Summary

Intersection	Year	Date	Time	Accident Class		Action of Vehicle	Action of Pedestrian	Cause of Accident			
				Injured	Killed			Left / Right Turns	Pedestrian Error/ Confusion	Driver Inattention	Other
Fifth Avenue @ 14th Street	2007	5/1	5:02 PM	X		Going straight – South	Crossing against signal				
		5/9	8:02 AM	X		Going straight – East	Crossing against signal				
		11/13	12:02 PM	X		Backing – South	Emerge from behind parked vehicle				Backing Unsafely
		11/21	11:02 AM	X		Making left turn – South	Crossing with signal	X		X	
	2008	1/21	4:02 PM	X		Making right turn – East	Crossing with signal	X		X	
Broadway @ 14th Street	2006	9/9	12:02 PM	X		Going straight – West	Crossing				Unknown
		9/15	1:02 AM	X		Making right turn – North	Crossing with signal	X		X	Unknown
		10/2	2:02 PM	X		Other – South	Crossing with signal				Unknown
		10/2	10:02 AM	X		Making right turn – Southeast	Crossing with signal	X			Failure to Yield R.o.W.
		12/6	2:02 AM	X		Making right turn – Southwest	Unknown	X			Turning Improper
	2007	2/6	11:02	X		Making right turn – Southeast	Crossing with signal	X			Failure to Yield R.o.W.
		3/18	11:02 PM	X		Going straight – West	Other actions in roadway				Unknown
		4/27	6:02 PM	X		Making left turn – South	Crossing against signal	X			
		6/9	2:02 AM	x		Going straight – South	Crossing against signal				
		8/26	11:02 AM	X		Making left turn – Southwest	Crossing with signal	X			Unknown
		10/11	10:02 PM	X		Making left turn – Northwest	Crossing with signal	X		X	
		2/20	10:02 AM	X		Going straight – West	Unknown				Failure to Yield R.o.W.
	2009	3/31	8:02 PM	X		Going straight – West	Crossing against signal				
		5/22	4:02 PM	X		Going straight – South	Crossing				Unknown

**Table 5-12 (cont'd)
Vehicle – Pedestrian Accident Summary**

Intersection	Year	Date	Time	Accident Class		Action of Vehicle	Action of Pedestrian	Cause of Accident			
				Injured	Killed			Left / Right Turns	Pedestrian Error/ Confusion	Driver Inattention	Other
University Place @ 17th Street	2006	9/19	10:02 AM	X		Going straight – East	Unknown				Unknown
	2007	1/13	10:02 PM	X		Starting from parking – South	Emerge from behind parked vehicle			X	Passing or lane usage improperly
		1/25	7:02 PM	X		Making right turn – Southeast	Crossing against signal	X	X		
		6/30	8:02 PM	X		Going straight – Southeast	Other actions in roadway				Unknown
		10/28	2:02 PM	X		Going straight – West	Crossing with signal				Unknown
		12/20	10:02 AM	X		Going straight – East	Crossing				Unknown
	2008	3/31	9:02 PM	X		Backing – West	Crossing				Unknown
		7/25	7:02 PM	X		Making left turn – East	Crossing against signal	X			
	2009	8/28	12:02 PM	X		Making left turn – South	Crossing with signal	X			

Based on the review of the accident history at these intersections, no prevailing trends with regard to geometric deficiencies were identified as the primary causes of recorded accidents. To enhance pedestrian safety at these intersections, additional measures such as the installation of pedestrian safety signs on all approaches including “Yield to Pedestrians” or “School Crossing” could be undertaken. In addition, the intersection of West 14th Street and Fifth Avenue could be repainted to provide high visibility crosswalks on all approaches. With these measures in place, the projected increases in vehicular and pedestrian levels at these study area locations are not anticipated to exacerbate any of the current causes of pedestrian-related accidents; therefore, the proposed project is not expected to result in any significant adverse pedestrian safety impacts. *

A. INTRODUCTION

This chapter provides a qualitative assessment of transit conditions and a quantitative assessment of critical pedestrian elements in the study area. Based on travel demand estimates presented in Chapter 5, "Traffic and Parking," the proposed project is not expected to exceed the *City Environmental Quality Review (CEQR) Technical Manual* thresholds for transit analyses of 200 peak hour transit riders at any given transit facility. However, based on the travel demand estimates, a quantitative assessment of pedestrian conditions was warranted as per the CEQR criteria. The pedestrian analysis results, detailed below, indicate that new trips associated with the proposed project would not result in any significant impacts at any of the pedestrian analysis locations.

B. METHODOLOGY

A travel demand projection was developed to identify the transportation elements likely to be affected by the proposed project. Based on criteria specified in the *CEQR Technical Manual*, it was determined that a quantified assessment of pedestrian circulation would be required. Since the estimated trips generated by the proposed project would not exceed impact thresholds for transit station operations, subway, or bus line-haul, these elements were not analyzed quantitatively.

PEDESTRIAN OPERATIONS

The adequacy of the study area's sidewalks, crosswalks, and corner reservoir capacities in relation to the demand imposed on them was assessed using the methodologies presented in the 2000 *Highway Capacity Manual (HCM 2000)*. Sidewalks were analyzed in terms of pedestrian flow. The calculation of the average pedestrians per foot per minute (PFM) of effective walkway width is the basis for Level of Service (LOS) analysis. However, due to the tendency of pedestrians to move in congregated groups, a platoon factor (+4 PFM) is applied in the calculation of pedestrian flow to more accurately estimate the dynamics of walking. This procedure generally results in a LOS one level poorer than the average flow.

Crosswalks and street corners are not easily measured in terms of free pedestrian flow, as they are influenced by the effects of traffic signals. Street corners must be able to provide sufficient space for a mix of standing pedestrians (queued to cross a street) and circulating pedestrians (crossing the street or moving around the corner). The HCM methodologies apply a measure of time and space availability based on the area of the corner, the timing of the intersection signal, and the estimated space used by circulating pedestrians.

The total "time-space" available for these activities is the net area of the corner (in square feet) multiplied by the cycle length, which is expressed in square feet per minute. The analysis then determines the total circulation time for all pedestrian movements at the corner (expressed as

pedestrians per minute). The ratio of net time-space divided by pedestrian circulation time provides the LOS measurement of square feet per pedestrian (SFP).

Crosswalk LOS is also a function of time and space. Similar to the street corner analysis, crosswalk conditions are first expressed as a measurement of the available area (the crosswalk width multiplied by the width of the street) and the permitted crossing time. This measure is expressed in square feet per minute. The average time required for a pedestrian to cross the street is calculated based on the width of the street and an assumed walking speed. The ratio of time-space available in the crosswalk to the average crossing time is the LOS measurement of available square feet per pedestrian. The LOS analysis also accounts for vehicular turning movements that traverse the crosswalk.

Table 6-1 shows the LOS standards for sidewalks, corner reservoirs, and crosswalks.

Table 6-1
Level of Service Criteria for Pedestrian Elements

LOS	Sidewalks	Corner Reservoirs and Crosswalks
A	5 PFM or less	60 SFP or More
B	5 to 7 PFM	40 to 60 SFP
C	7 to 10 PFM	24 to 40 SFP
D	10 to 15 PFM	15 to 24 SFP
E	15 to 23 PFM	8 to 15 SFP
F	More than 23 PFM	Less than 8 SFP

Notes: PFM = pedestrians per foot per minute. SFP = square feet per pedestrian.
Source: New York City Mayor's Office of Environmental Coordination, *CEQR Technical Manual* (December 2001).

The *CEQR Technical Manual* specifies that the threshold of LOS D and E condition or better is considered reasonable for sidewalks, corner reservoirs, and crosswalks within the Manhattan Central Business District (CBD) which includes the study area for this project. For crosswalks and corner reservoirs, an acceptable condition requires a minimum of 15 SFP, while for sidewalks, an acceptable condition requires a maximum of 15 PFM.

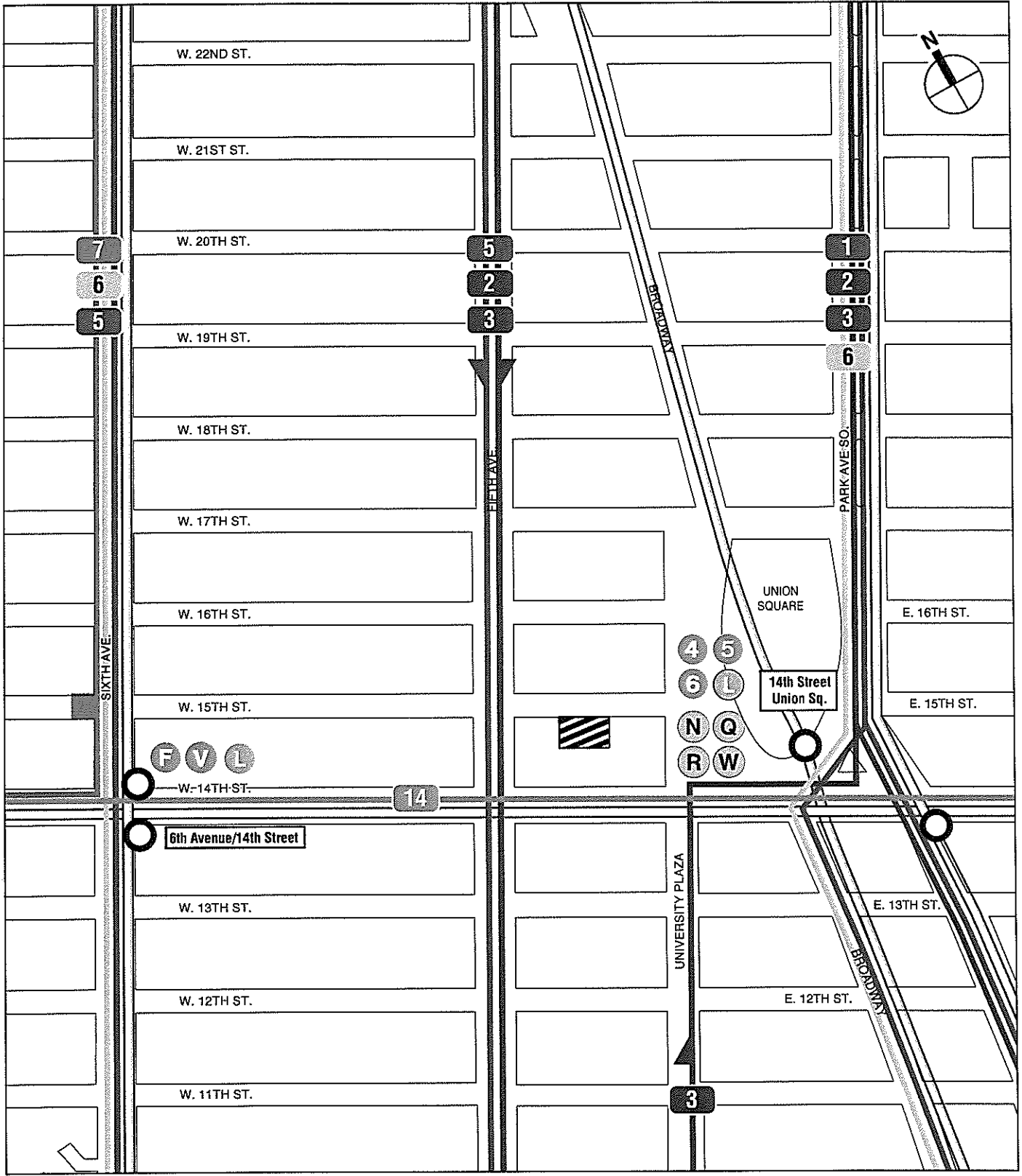
For areas akin to the study area, project-related sidewalk impacts are considered significant and require examination of mitigation if there is an increase of 2 PFM over the No Build condition that are characterized by flow rates greater than 15 PFM (the threshold of LOS D and E). For corners and crosswalks, a decrease of 1 SFP under the Build condition when the No Build condition has an average occupancy of less than 15 SFP (the threshold of LOS D and E) is considered significant. However, if there is less than a 200-person increase at a location within the peak hour, any impact is not considered significant since such increases would not typically be perceptible.

C. EXISTING CONDITIONS

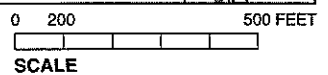
Existing pedestrian levels are based on field surveys conducted in November 2009 during the hours of 7:30 to 9:30 AM and 2:00 to 4:00 PM.

TRANSIT STUDY AREA

Mass transit options serving the project area and the surrounding neighborhood, as depicted in **Figure 6-1**, include the New York City Transit (NYCT) 4, 5, 6, F, L, N, Q, R, V, and W subway lines and the M1, M2, M3, M5, M6, M7 and M14(A/D) bus routes. A description of each of these transit modes that would be affected by trips associated with the proposed project is provided below.



-  Project Site
-  Bus Name
-  Bus Route
-  Bus Terminus
-  Subway Name
-  Subway Line
-  Subway Stop
-  Subway Station Name



SUBWAY SERVICE

The project site is served by the 14 Street-Union Square subway station (4/5/6, L, N/Q/R/W) and 14th Street-Sixth Avenue subway station (L, F/V) which are operated by NYCT. The travel demand estimates detailed in Chapter 5, "Traffic and Parking," show that there would be 268 project-generated subway trips during each of the AM and PM peak hours. These trips would be distributed among the nine subway lines and will be spread across several station elements at the 14th Street-Union Square and 14 Street-Sixth Avenue stations.

As specified by the *CEQR Technical Manual*, if the proposed project is considered unlikely to create any noticeable constraints on any subway station elements or to produce a significant transit impact, a quantitative analysis is not required. The proposed project is not expected to create any operational constraints on transit and the following section provides a qualitative discussion of the subway services in the study area.

Nos. 4/ 5/ 6 Subway Lines

- The Lexington Avenue lines Nos. 4, 5, and 6 provide service along Manhattan's East Side. The express lines Nos. 4 and 5 originate in the Bronx, travel through Manhattan via Lexington Avenue, Park Avenue, Lafayette Street, and Broadway, and then cross through the Borough Hall-Court Street/Joralemon Street tunnel in to Brooklyn. The No. 4 line operates at all times while the No. 5 line operates on either a truncated route or as a Bronx-only shuttle during off-peak periods. The local line No. 6 operates between Brooklyn Bridge-City Hall in Manhattan and Pelham Bay Park in the Bronx.

F/ V Subway Lines

- The F train line operates between Jamaica, Queens and Stillwell Avenue, Brooklyn at all times. The V train line operates between Forest Hills, Queens, and the Lower East Side, Manhattan, from 6 AM to Midnight, weekdays only.

L Subway Line

- The L train line operates between 14th Street-Eighth Avenue in Manhattan and Canarsie-Glenwood Road in Brooklyn.

N/Q/R/W Subway Lines

- The N, Q, R, and W train lines operate primarily along Broadway and Seventh Avenue in Manhattan, with the N and Q lines serving express stops and the R and W lines serving local stops. The N line operates between Astoria-Ditmars Boulevard in Queens and Coney Island-Stillwell Avenue in Brooklyn. The Q line operates between 57th Street-Seventh Avenue in Manhattan and Stillwell Avenue in Brooklyn. The R line operates between 71st Avenue in Queens and 95th Street in Brooklyn. The W line provides local service, between Astoria-Ditmars Boulevard in Queens and Whitehall Street in Manhattan on weekdays.

BUS SERVICE

Based on the travel demand estimates and the availability of M1, M2, M3, M5, M6, M7 and M14 (A/D) bus routes near the project site, it was determined that no individual bus route would experience 200 or more project generated bus trips—the CEQR recommended threshold for undertaking quantified bus analysis. Consequently, it is expected that the proposed project would not create a noticeable constraint on bus capacity; therefore, a quantitative bus analysis is not warranted.

Table 6-2 provides a summary of the NYCT local bus routes which provide regular service to the study area, and their weekday frequencies of operation. With the exception of M14 bus

route, all of the remaining routes use standard buses with a guideline capacity of 54 passengers per bus. The M14 route operates with a combination of articulated and standard buses, with the articulated buses operating with a guideline capacity of 93 passengers per bus.

Table 6-2
NYCT Local Bus Routes Serving The Study Area

Bus Route	Start Point	End Point	Routing	Frequency of Bus Service (Headway in Minutes)	
				AM	PM
M1	Harlem	East Village	Madison Avenue / Fifth Avenue	2	5
M2	Washington Heights	East Village	Madison Avenue / Fifth Avenue	3	3
M3	Fort George	East Village	Madison Avenue / Fifth Avenue	5	6
M5	Washington Heights	Greenwich Village	Fifth Avenue/Sixth Avenue	3	3
M6	Midtown Manhattan	South Ferry	Broadway/Sixth Avenue	4	4
M7	Harlem	Chelsea	14th St/ Sixth Avenue-Seventh Avenue	4	8
M14(A/D)	West Village	Lower East Side	14th Street	22	15

Source: NYCT, Manhattan Bus Maps (2009).

PEDESTRIAN STUDY AREA

The pedestrian study area considers the sidewalks, corner reservoirs, and crosswalks that would be most affected by new trips generated by the proposed project. Since transit trips also contain a walking component, the pedestrian network considers the major routes from the subway station and bus stops. **Figure 6-2** shows the resultant study area, which includes two signalized intersections closest to the project site, as listed below:

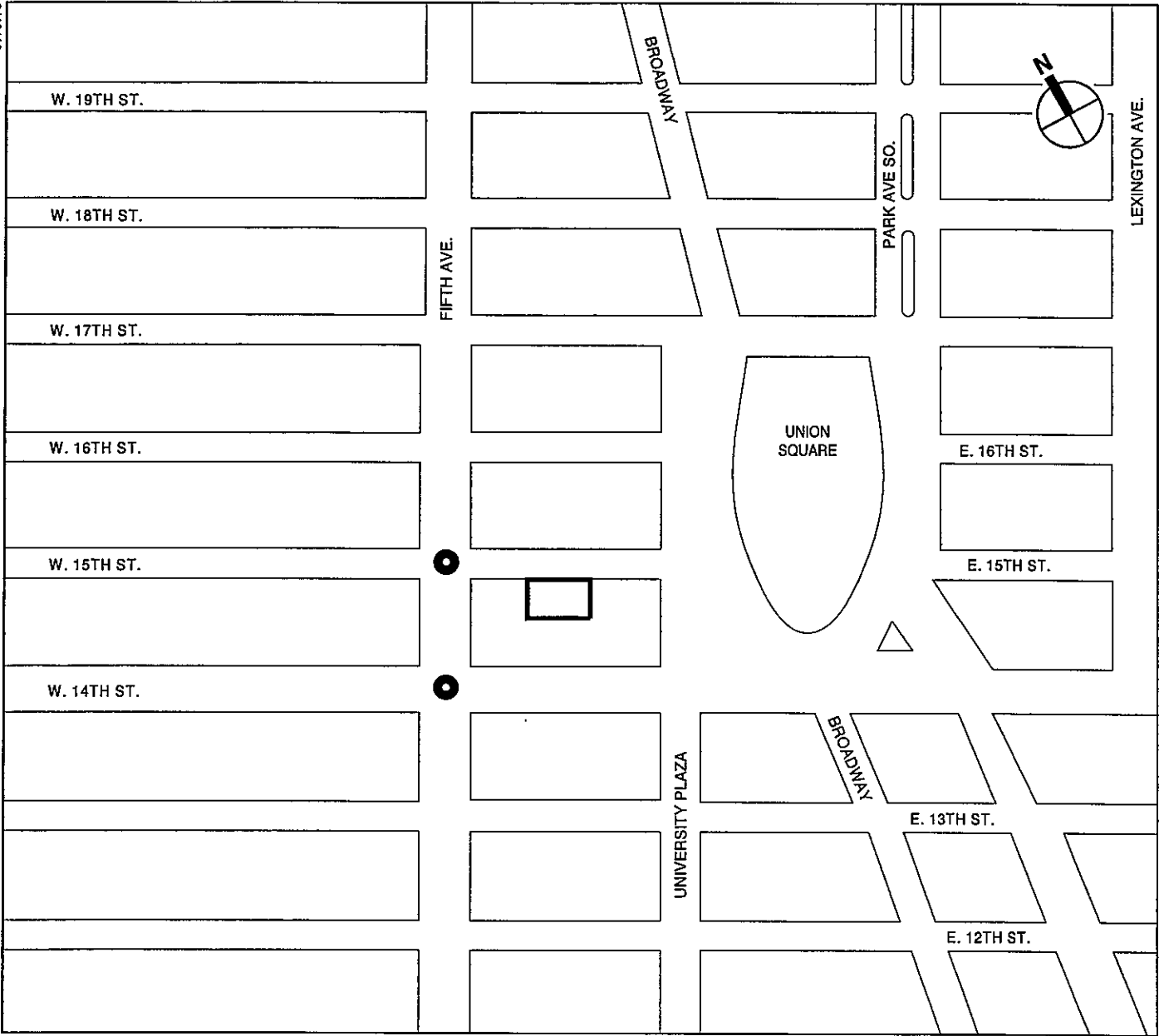
- Fifth Avenue and 14th Street; and
- Fifth Avenue and 15th Street.



ANALYSIS RESULTS

STREET-LEVEL PEDESTRIAN OPERATIONS

As described above, the study area sidewalks, corner reservoirs, and crosswalks were assessed for the AM and PM peak periods. Existing peak 15-minute volumes were developed for the two intersections closest to the project site. As shown in Tables 6-3 through 6-5, all analyzed pedestrian elements currently operate at acceptable levels (15 SFP for crosswalks and corners, 15 PFM for sidewalks) during the AM and PM peak 15-minute periods.

3.16.10



-  Project Site
-  Intersection Analyzed

0 400 FEET
SCALE

Table 6-3
2009 Existing Conditions: Pedestrian LOS Analysis for Sidewalks

Location	Sidewalk	Effective Width (feet)	15 Minute Two-Way Volume	Average		Platoon	
				PFM	LOS	PFM	LOS
AM Peak Period							
Fifth Avenue between 16th Street and 15th Street	East	13.0	299	1.5	A	5.5	B
	West	15.0	204	0.9	A	4.9	A
Fifth Avenue between 15th Street and 14th Street	East	17.0	180	0.7	A	4.7	A
	West	17.0	219	0.9	A	4.9	A
Fifth Avenue between 14th Street and 13th Street	East	9.0	93	0.7	A	4.7	A
	West	18.0	237	0.9	A	4.9	A
15th Street between Sixth Avenue and Fifth Avenue	North	10.0	76	0.5	A	4.5	A
	South	11.0	83	0.5	A	4.5	A
15th Street between Fifth Avenue and Union Square West	North	10.0	163	1.1	A	5.1	B
	South	10.0	22	0.1	A	4.1	A
14th Street between Sixth Avenue and Fifth Avenue	North	18.0	239	0.9	A	4.9	A
	South	19.0	252	0.9	A	4.9	A
14th Street between Fifth Avenue and University Place	North	17.0	256	1.0	A	5.0	B
	South	14.0	317	1.5	A	5.5	B
PM Peak Period							
Fifth Avenue between 16th Street and 15th Street	East	13.0	389	2.0	A	6.0	B
	West	15.0	277	1.2	A	5.2	B
Fifth Avenue between 15th Street and 14th Street	East	17.0	283	1.1	A	5.1	B
	West	17.0	262	1.0	A	5.0	B
Fifth Avenue between 14th Street and 13th Street	East	9.0	212	1.6	A	5.6	B
	West	18.0	334	1.2	A	5.2	B
15th Street between Sixth Avenue and Fifth Avenue	North	10.0	86	0.6	A	4.6	A
	South	11.0	54	0.3	A	4.3	A
15th Street between Fifth Avenue and Union Square West	North	10.0	102	0.7	A	4.7	A
	South	10.0	34	0.2	A	4.2	A
14th Street between Sixth Avenue and Fifth Avenue	North	18.0	381	1.4	A	5.4	B
	South	19.0	463	1.6	A	5.6	B
14th Street between Fifth Avenue and University Place	North	17.0	423	1.7	A	5.7	B
	South	14.0	502	2.4	A	6.4	B

Note: PFM = pedestrians per foot per minute

Table 6-4
2009 Existing Conditions: Pedestrian LOS Analysis for Corner Reservoirs

Locations	Corner	AM Peak Period		PM Peak Period	
		SFP	LOS	SFP	LOS
Fifth Avenue and 15th Street	Northeast	178.0	A	124.1	A
	Southeast	223.8	A	144.9	A
	Southwest	241.9	A	208.2	A
	Northwest	219.5	A	180.4	A
Fifth Avenue and 14th Street	Northeast	261.3	A	140.4	A
	Southeast	98.6	A	66.2	A
	Southwest	183.2	A	133.8	A
	Northwest	189.1	A	128.2	A

Note: SFP = square feet per pedestrian

**Table 6-5
2009 Existing Conditions: Pedestrian Crosswalk LOS Analysis**

Location	Crosswalk	Street Width (feet)	Crosswalk Width (feet)	Conditions with conflicting vehicles			
				AM		PM	
				SFP	LOS	SFP	LOS
Fifth Avenue and 15th Street	North	55.0	15.0	143.7	A	140.8	A
	East	30.0	19.0	119.8	A	65.8	A
	South	55.0	15.0	159.8	A	187.7	A
	West	29.0	20.0	121.7	A	92.7	A
Fifth Avenue and 14th Street	North	55.0	19.0	81.4	A	41.8	B
	East	53.0	19.0	154.6	A	92.6	A
	South	55.0	20.0	58.9	B	40.5	B
	West	53.0	19.0	89.8	A	73.4	A

Note: SFP = square feet per pedestrian

D. THE FUTURE WITHOUT THE PROPOSED PROJECT

Pedestrian conditions in the future without the proposed project were assessed to establish a baseline No Build condition against which to evaluate the potential project impacts. The No Build year incorporates general background growth, effects of background development projects, and transportation improvements that may affect transit service and pedestrian movements in the study area.

PEDESTRIAN VOLUME PROJECTIONS

Future No Build peak hour pedestrian levels were estimated by first applying a background growth rate of 0.5 percent per year (as recommended by the *CEQR Technical Manual*), projected over five years.

The No Build condition also includes pedestrian trips associated with planned projects in the study area that would use the same pedestrian facilities as the future students and staff walking to and from the project site. This includes trips generated by a new 162-room hotel project scheduled for completion in the study area by 2014.

As discussed in detail in Chapter 5, "Traffic and Parking," NYCDOT is planning to provide a pedestrian plaza at Union Square. Once implemented, the proposed pedestrian plaza would affect the traffic patterns as well as pedestrian circulation in the study area. It should be noted that design specifications, details regarding the proposed geometric changes associated with the proposed pedestrian plaza, and the anticipated schedule for the plaza's completion are not available at this time. Therefore, any potential changes to the pedestrian circulation resulting from this proposed project were not incorporated in the 2014 No Build pedestrian analyses.

ANALYSIS RESULTS

STREET-LEVEL PEDESTRIAN OPERATIONS

The No Build peak period volume projections were applied to the pedestrian analysis networks described previously. As shown in Tables 6-6 through 6-8, all sidewalks, crosswalks, and corner reservoir analysis locations would continue to operate at acceptable levels (15 SFP for crosswalks and corners, 15 PFM for sidewalks) during both the AM and PM peak 15-minute periods.

Table 6-6
2014 No Build Condition: Pedestrian LOS Analysis for Sidewalks

Location	Sidewalk	Effective Width (feet)	15 Minute Two-Way Volume	Average		Platoon	
				PFM	LOS	PFM	LOS
AM Peak Period							
Fifth Avenue between 16th Street and 15th Street	East	13.0	306	1.6	A	5.6	B
	West	15.0	209	0.9	A	4.9	A
Fifth Avenue between 15th Street and 14th Street	East	17.0	185	0.7	A	4.7	A
	West	17.0	225	0.9	A	4.9	A
Fifth Avenue between 14th Street and 13th Street	East	9.0	95	0.7	A	4.7	A
	West	18.0	243	0.9	A	4.9	A
15th Street between Sixth Avenue and Fifth Avenue	North	10.0	78	0.5	A	4.5	A
	South	11.0	85	0.5	A	4.5	A
15th Street between Fifth Avenue and Union Square West	North	10.0	167	1.1	A	5.1	B
	South	10.0	22	0.1	A	4.1	A
14th Street between Sixth Avenue and Fifth Avenue	North	18.0	245	0.9	A	4.9	A
	South	19.0	263	0.9	A	4.9	A
14th Street between Fifth Avenue and University Place	North	17.0	262	1.0	A	5.0	B
	South	14.0	330	1.6	A	5.6	B
PM Peak Period							
Fifth Avenue between 16th Street and 15th Street	East	13.0	399	2.0	A	6.0	B
	West	15.0	284	1.3	A	5.3	B
Fifth Avenue between 15th Street and 14th Street	East	17.0	290	1.1	A	5.1	B
	West	17.0	269	1.1	A	5.1	B
Fifth Avenue between 14th Street and 13th Street	East	9.0	218	1.6	A	5.6	B
	West	18.0	343	1.3	A	5.3	B
15th Street between Sixth Avenue and Fifth Avenue	North	10.0	88	0.6	A	4.6	A
	South	11.0	56	0.3	A	4.3	A
15th Street between Fifth Avenue and Union Square West	North	10.0	104	0.7	A	4.7	A
	South	10.0	35	0.2	A	4.2	A
14th Street between Sixth Avenue and Fifth Avenue	North	18.0	391	1.4	A	5.4	B
	South	19.0	485	1.7	A	5.7	B
14th Street between Fifth Avenue and University Place	North	17.0	433	1.7	A	5.7	B
	South	14.0	525	2.5	A	6.5	B

Note: PFM = pedestrians per foot per minute

Table 6-7
2014 No Build Condition: Pedestrian LOS Analysis for Corner Reservoirs

Locations	Corner	AM Peak Period		PM Peak Period	
		SFP	LOS	SFP	LOS
Fifth Avenue and 15th Street	Northeast	173.8	A	121.0	A
	Southeast	218.3	A	141.0	A
	Southwest	235.8	A	202.5	A
	Northwest	214.9	A	175.6	A
Fifth Avenue and 14th Street	Northeast	255.0	A	136.8	A
	Southeast	94.9	A	63.4	A
	Southwest	177.3	A	128.5	A
	Northwest	184.6	A	124.9	A

Note: SFP = square feet per pedestrian

Table 6-8

2014 No Build Condition: Pedestrian Crosswalk LOS Analysis

Location	Crosswalk	Street Width (feet)	Crosswalk Width (feet)	Conditions with conflicting vehicles			
				AM		PM	
				SFP	LOS	SFP	LOS
Fifth Avenue and 15th Street	North	55.0	15.0	140.5	A	137.7	A
	East	30.0	19.0	116.7	A	64.0	A
	South	55.0	15.0	155.9	A	182.3	A
	West	29.0	20.0	118.3	A	89.8	A
Fifth Avenue and 14th Street	North	55.0	19.0	79.5	A	40.7	B
	East	53.0	19.0	150.6	A	90.1	A
	South	55.0	20.0	56.3	B	38.3	C
	West	53.0	19.0	87.6	A	71.4	A

Note: SFP = square feet per pedestrian

E. PROBABLE IMPACTS OF THE PROPOSED PROJECT

The future with the proposed project would result in increased transit and pedestrian trips as compared to the No Build condition. This section describes the projected travel patterns of the site-related trips and assesses their potential impacts on nearby transit and pedestrian facilities.

TRIP DISTRIBUTION AND ASSIGNMENT

Primary pedestrian access to the project site would be provided along East 15th Street between Union Square West and Fifth Avenue. The following assumptions were used to assign auto, school bus, transit, and walk-only trips to the project site.

- All of the school bus and auto drop-offs/pick-ups for special education students and approximately 50 percent of auto and taxi drop-offs/pick-ups for intermediate and high school students were assumed to occur at the school’s main entrance on East 15th Street. The remaining 50 percent of the drop-off /pick-up activities were assumed to take place on Fifth Avenue and on Union Square West in the vicinity of the project site. Staff and faculty auto trips were assigned to the nearby off-street public parking facilities.
- The assignment of the subway trips is based on the available routes within the study area and transfer opportunities within the New York City subway system. In total, 138 project-generated subway trips were estimated during each of the AM and PM peak 15-minute periods. Approximately 70 percent of project-generated subway trips were assigned to the Union Square Station (4, 5, 6, L, N, R, Q, W) and the remaining 30 percent were assigned to the 14th Street- Sixth Avenue station (L, F, V).
- As with the subway person trips, bus person trips would be distributed to the available bus routes available in the study area. In total, 69 project-generated bus trips were estimated during each of the AM and PM peak 15-minute periods, with the M1, M2, M3, M5, M6, M7, and M14 (A/D) bus routes expected to absorb the highest share of the total project-generated bus trips. The assignment of bus person trips began with designating specific bus stops at which users would access the nearby bus routes, then tracing these trips through logical walking routes to the project site.
- While all trips would require a walking component that connects the origins and destinations with their respective mode of transportation, a portion of the trips are made only by walking. These walk only project-generated trips were estimated to be 108 during each of the AM and PM peak 15-minute periods. The area’s pedestrian network and the land use characteristics were accounted for in the assignment of these trips.

ANALYSIS RESULTS

The proposed project is not expected to result in significant adverse impacts on subways or buses. Pedestrian trips associated with the proposed project would result in increased volumes at the analysis locations. The analysis conducted for the Build condition accounts for the distribution of project-generated trips overlaid onto the No Build trips on the network's sidewalks, corner reservoirs, and crosswalks. Tables 6-9 to 6-11 present the future Build operating conditions for the analysis elements. All sidewalks, crosswalks, and corner reservoir analysis locations would continue to operate at acceptable levels (15 SFP for crosswalks and corners, 15 PFM for sidewalks) during both the AM and PM peak 15-minute periods.

As discussed earlier in Section B, "Methodology," project-related sidewalk impacts are considered significant and require examination of mitigation if there is an increase of 2 PFM over the No Build condition that are characterized by flow rates greater than 15 PFM (the threshold of LOS D and E). For corners and crosswalks, a decrease of 1 SFP under the Build condition when the No Build condition has an average occupancy of less than 15 SFP (the threshold of LOS D and E) is considered significant. Based on these criteria, the proposed project would not result in any significant adverse pedestrian impacts during the AM and PM peak periods.

Table 6-9
2014 Build Condition: Pedestrian LOS Analysis for Sidewalks

Location	Sidewalk	Effective Width (feet)	15 Minute Two-Way Volume	Average		Platoon	
				PFM	LOS	PFM	LOS
AM Peak Period							
Fifth Avenue between 16th Street and 15th Street	East	13.0	356	1.8	A	5.8	B
	West	15.0	216	1.0	A	5.0	A
Fifth Avenue between 15th Street and 14th Street	East	17.0	261	1.0	A	5.0	A
	West	17.0	225	0.9	A	4.9	A
Fifth Avenue between 14th Street and 13th Street	East	9.0	122	0.9	A	4.9	A
	West	18.0	243	0.9	A	4.9	A
15th Street between Sixth Avenue and Fifth Avenue	North	10.0	78	0.5	A	4.5	A
	South	11.0	107	0.6	A	4.6	A
15th Street between Fifth Avenue and Union Square West	North	10.0	167	1.1	A	5.1	B
	South	10.0	406	2.7	A	6.7	B
14th Street between Sixth Avenue and Fifth Avenue	North	18.0	271	1.0	A	5.0	A
	South	19.0	284	1.0	A	5.0	A
14th Street between Fifth Avenue and University Place	North	17.0	279	1.1	A	5.1	B
	South	14.0	380	1.8	A	5.8	B
PM Peak Period							
Fifth Avenue between 16th Street and 15th Street	East	13.0	449	2.3	A	6.3	B
	West	15.0	291	1.3	A	5.3	B
Fifth Avenue between 15th Street and 14th Street	East	17.0	365	1.4	A	5.4	B
	West	17.0	269	1.1	A	5.1	B
Fifth Avenue between 14th Street and 13th Street	East	9.0	245	1.8	A	5.8	B
	West	18.0	343	1.3	A	5.3	B
15th Street between Sixth Avenue and Fifth Avenue	North	10.0	88	0.6	A	4.6	A
	South	11.0	78	0.5	A	4.5	A
15th Street between 5th Avenue and Union Square West	North	10.0	104	0.7	A	4.7	A
	South	10.0	415	2.8	A	6.8	B
14th Street between Sixth Avenue and Fifth Avenue	North	18.0	417	1.5	A	5.5	B
	South	19.0	506	1.8	A	5.8	B
14th Street between Fifth Avenue and University Place	North	17.0	450	1.8	A	5.8	B
	South	14.0	575	2.7	A	6.7	B

Note: PFM = pedestrians per foot per minute

Table 6-10

2014 Build Condition: Pedestrian LOS Analysis for Corner Reservoirs

Locations	Corner	AM Peak Period		PM Peak Period	
		SFP	LOS	SFP	LOS
Fifth Avenue and 15th Street	Northeast	150.6	A	109.8	A
	Southeast	144.4	A	104.0	A
	Southwest	207.8	A	182.9	A
	Northwest	209.6	A	172.2	A
Fifth Avenue and 14th Street	Northeast	217.2	A	123.5	A
	Southeast	89.5	A	61.2	A
	Southwest	171.0	A	125.3	A
	Northwest	163.2	A	114.9	A

Note: SFP = square feet per pedestrian

Table 6-11

2014 Build Condition: Pedestrian Crosswalk LOS Analysis

Location	Crosswalk	Street Width (feet)	Crosswalk Width (feet)	Conditions with conflicting vehicles			
				AM		PM	
				SFP	LOS	SFP	LOS
Fifth Avenue and 15th Street	North	55.0	15.0	140.5	A	137.7	A
	East	30.0	19.0	93.9	A	55.0	B
	South	55.0	15.0	115.5	A	127.1	A
	West	29.0	20.0	113.4	A	87.3	A
Fifth Avenue and 14th Street	North	55.0	19.0	64.6	A	36.7	C
	East	53.0	19.0	127.9	A	81.7	A
	South	55.0	20.0	56.3	B	38.3	C
	West	53.0	19.0	80.8	A	66.1	A

Note: SFP = square feet per pedestrian

*

A. INTRODUCTION

The potential for air quality impacts with the proposed school is examined in this section. Air quality impacts can be either direct or indirect. Direct impacts result from emissions generated by stationary sources at the project site, such as emissions from on-site fossil fuel combustion for heating, ventilation, and air conditioning (HVAC) systems. Indirect impacts are those caused by emissions from nearby existing stationary sources (impacts on the proposed project) or by emissions from on-road vehicle trips (mobile sources) generated by a project.

The proposed school is not expected to significantly alter traffic conditions. The maximum hourly incremental traffic from the proposed school would not exceed the *CEQR Technical Manual* air quality screening threshold of 100 peak hour trips at intersections in the study area. Therefore, a quantified assessment of on-street mobile source emissions is not warranted.

The proposed school would include natural gas-burning heat and hot water systems. Therefore, a stationary source analysis was conducted to evaluate potential future pollutant concentrations with the proposed heat and hot water systems.

This section also describes the expected use of potentially hazardous materials in the proposed school instruction laboratories and the procedures and systems that would be employed in the proposed school to ensure the safety of staff, students and the surrounding community in the event of a chemical spill in one of the proposed laboratories.

Based on detailed dispersion modeling, emissions from natural gas combustion in heat and hot water systems would not result in significant adverse air quality impacts, with the exhaust stack located in the recommended area. Based on the analysis of the laboratory exhaust system at the recommended location, there would be no significant impacts in the proposed school building or on the surrounding community in the event of a chemical spill.

B. POLLUTANTS FOR ANALYSIS

Ambient air quality is affected by air pollutants produced by both motor vehicles and stationary sources. Emissions from motor vehicles are referred to as mobile source emissions, while emissions from fixed facilities are referred to as stationary source emissions. Ambient concentrations of carbon monoxide (CO) are predominantly influenced by mobile source emissions. Particulate matter (PM), volatile organic compounds (VOCs), and nitrogen oxides (NO and NO₂, collectively referred to as NO_x) are emitted from both mobile and stationary sources. Fine PM is also formed when emissions of NO_x, sulfur oxides (SO_x), ammonia, organic compounds, and other gases react or condense in the atmosphere. Emissions of sulfur dioxide (SO₂) are associated mainly with stationary sources, and sources utilizing non-road diesel such as diesel trains, marine engines, and non-road vehicles (e.g., construction engines). On-road diesel vehicles currently contribute very little to SO₂ emissions since the sulfur content of on-

road diesel fuel, which is federally regulated, is extremely low. Ozone is formed in the atmosphere by complex photochemical processes that include NO_x and VOCs.

CARBON MONOXIDE

CO, a colorless and odorless gas, is produced in the urban environment primarily by the incomplete combustion of gasoline and other fossil fuels. In urban areas, approximately 80 to 90 percent of CO emissions are from motor vehicles. Since CO is a reactive gas which does not persist in the atmosphere, CO concentrations can vary greatly over relatively short distances; elevated concentrations are usually limited to locations near crowded intersections, heavily traveled and congested roadways, parking lots, and garages. Consequently, CO concentrations must be predicted on a local, or microscale, basis.

The proposed school is not expected to significantly alter traffic conditions. Since the proposed school would generate fewer new peak hour vehicle trips than the *CEQR Technical Manual* screening threshold of 100 trips at intersections in the study area, a quantified assessment of on-street CO emissions is not warranted.

NITROGEN OXIDES, VOCS, AND OZONE

NO_x are of principal concern because of their role, together with VOCs, as precursors in the formation of ozone. Ozone is formed through a series of reactions that take place in the atmosphere in the presence of sunlight. Because the reactions are slow, and occur as the pollutants are advected downwind, elevated ozone levels are often found many miles from sources of the precursor pollutants. The effects of NO_x and VOC emissions from all sources are therefore generally examined on a regional basis. The contribution of any action or project to regional emissions of these pollutants would include any added stationary or mobile source emissions; the change in regional mobile source emissions of these pollutants would be related to the total vehicle miles traveled added or subtracted on various roadway types throughout the New York metropolitan area, which is designated as a moderate non-attainment area for ozone by the U.S. Environmental Protection Agency (EPA).

The proposed school would not have a significant effect on the overall volume of vehicular travel in the metropolitan area; therefore, no measurable impact on regional NO_x emissions or on ozone levels is predicted. An analysis of emissions of these pollutants from mobile sources was therefore not warranted.

In addition to being a precursor to the formation of ozone, NO_2 (one component of NO_x) is also a regulated pollutant. Since NO_2 is mostly formed from the transformation of NO in the atmosphere, it has mostly been of concern further downwind from large stationary point sources, and not a local concern from mobile sources. (NO_x emissions from fuel combustion consist of approximately 90 percent NO and 10 percent NO_2 at the source.) However, with the promulgation of the 2010 1-hour average standard for NO_2 , local sources such as mobile may become of greater concern for this pollutant. Potential impacts from the proposed school's heat and hot water systems were evaluated.

LEAD

Airborne lead emissions are currently associated principally with industrial sources. Effective January 1, 1996, the Clean Air Act (CAA) banned the sale of the small amount of leaded fuel that was still available in some parts of the country for use in on-road vehicles, concluding a 25-

year effort to phase out lead in gasoline. Even at locations in the New York City area where traffic volumes are very high, atmospheric lead concentrations are below the 3-month average national standard of 0.15 micrograms per cubic meter ($\mu\text{g}/\text{m}^3$).

No significant sources of lead are associated with the proposed school and, therefore, analysis was not warranted.

RESPIRABLE PARTICULATE MATTER— PM_{10} AND $\text{PM}_{2.5}$

PM is a broad class of air pollutants that includes discrete particles of a wide range of sizes and chemical compositions, as either liquid droplets (aerosols) or solids suspended in the atmosphere. The constituents of PM are both numerous and varied, and they are emitted from a wide variety of sources (both natural and anthropogenic). Natural sources include the condensed and reacted forms of naturally occurring VOC; salt particles resulting from the evaporation of sea spray; wind-borne pollen, fungi, molds, algae, yeasts, rusts, bacteria, and material from live and decaying plant and animal life; particles eroded from beaches, soil, and rock; and particles emitted from volcanic and geothermal eruptions and from forest fires. Naturally occurring PM is generally greater than 2.5 micrometers in diameter. Major anthropogenic sources include the combustion of fossil fuels (e.g., vehicular exhaust, power generation, boilers, engines, and home heating), chemical and manufacturing processes, all types of construction, agricultural activities, as well as wood-burning stoves and fireplaces. PM also acts as a substrate for the adsorption (accumulation of gases, liquids, or solutes on the surface of a solid or liquid) of other pollutants, often toxic and some likely carcinogenic compounds.

As described below, PM is regulated in two size categories: particles with an aerodynamic diameter of less than or equal to 2.5 micrometers ($\text{PM}_{2.5}$), and particles with an aerodynamic diameter of less than or equal to 10 micrometers (PM_{10} , which includes $\text{PM}_{2.5}$). $\text{PM}_{2.5}$ has the ability to reach the lower regions of the respiratory tract, delivering with it other compounds that adsorb to the surfaces of the particles, and is also extremely persistent in the atmosphere. $\text{PM}_{2.5}$ is mainly derived from combustion material that has volatilized and then condensed to form primary PM (often soon after the release from a source exhaust) or from precursor gases reacting in the atmosphere to form secondary PM.

Diesel-powered vehicles, especially heavy duty trucks and buses, are a significant source of respirable PM, most of which is $\text{PM}_{2.5}$; PM concentrations may, consequently, be locally elevated near roadways with high volumes of heavy diesel powered vehicles. The proposed school would not result in any significant increases in truck traffic or school bus trips near the proposed site or in the region. Therefore, an analysis of potential impacts from PM was not warranted.

SULFUR DIOXIDE

SO_2 emissions are primarily associated with the combustion of sulfur-containing fuels (oil and coal). Monitored SO_2 concentrations in New York City are lower than the national standards. Due to the federal restrictions on the sulfur content in diesel fuel for on-road vehicles, no significant quantities are emitted from vehicular sources. Vehicular sources of SO_2 are not significant and therefore, an analysis of SO_2 from mobile sources was not warranted.

The proposed school would include HVAC systems that would use natural gas. Although the sulfur content of natural gas is negligible, future levels of SO_2 with the HVAC systems for the proposed school were estimated.

C. AIR QUALITY REGULATIONS, STANDARDS, AND BENCHMARKS

NATIONAL AND STATE AIR QUALITY STANDARDS

As required by the CAA, primary and secondary National Ambient Air Quality Standards (NAAQS) have been established for six major air pollutants: CO, NO₂, ozone, respirable PM (both PM_{2.5} and PM₁₀), SO₂, and lead. The primary standards represent levels that are requisite to protect the public health, allowing an adequate margin of safety. The secondary standards are intended to protect the nation's welfare, and account for air pollutant effects on soil, water, visibility, materials, vegetation, and other aspects of the environment. The primary and secondary standards are the same for NO₂ (annual), ozone, lead, and PM, and there is no secondary standard for CO and the 1-hour NO₂ standard. The current NAAQS are presented in Table 7-1. The NAAQS for CO, annual NO₂, and SO₂ have also been adopted as the ambient air quality standards for New York State, but are defined on a running 12-month basis rather than for calendar years only. New York State also has standards for total suspended particulate matter (TSP), settleable particles, non-methane hydrocarbons (NMHC), and ozone which correspond to federal standards that have since been revoked or replaced, and for beryllium, fluoride, and hydrogen sulfide (H₂S).

EPA has revised the NAAQS for PM, effective December 18, 2006. The revision included lowering the level of the 24-hour PM_{2.5} standard from 65 µg/m³ to 35 µg/m³ and retaining the level of the annual standard at 15 µg/m³. The PM₁₀ 24-hour average standard was retained and the annual average PM₁₀ standard was revoked.

EPA has also revised the 8-hour ozone standard, lowering it from 0.08 to 0.075 parts per million (ppm), effective as of May 2008. On January 6, 2010, EPA proposed a change in the 2008 ozone NAAQS, lowering the primary NAAQS from the current 0.075 ppm level to within the range of 0.060-0.070 ppm. EPA is also proposing a secondary standard, measured as a cumulative concentration within the range of 7-15 ppm-hours aimed mainly at protecting sensitive vegetation. EPA intends to complete this reconsideration of the 2008 ozone NAAQS by August 31, 2010.

EPA lowered the primary and secondary standards for lead to 0.15 µg/m³, effective January 12, 2009. EPA revised the averaging time to a rolling 3-month average and the form of the standard to not-to-exceed across a 3-year span. The current lead NAAQS will remain in place for one year following the effective date of attainment designations for any new or revised NAAQS before being revoked, except in current non-attainment areas, where the existing NAAQS will not be revoked until the affected area submits, and EPA approves, an attainment demonstration for the revised lead NAAQS.

EPA established a new 1-hour average NO₂ standard of 0.100 ppm, effective April 12, 2010, in addition to the annual standard. The statistical form is the 3-year average of the 98th percentile of daily maximum 1-hour average concentration in a year.

On June 3, 2010, EPA announced a new 1-hour average SO₂ standard of 0.075 ppm, replacing the current 24-hour and annual primary standards, effective 60 days after promulgation. The statistical form is the 3-year average of the 99th percentile of the annual distribution of daily maximum 1-hour concentrations (the 4th highest daily maximum corresponds approximately to 99th percentile for a year).

Table 7-1
National Ambient Air Quality Standards (NAAQS)

Pollutant	Primary		Secondary	
	ppm	$\mu\text{g}/\text{m}^3$	ppm	$\mu\text{g}/\text{m}^3$
Carbon Monoxide (CO)				
8-Hour Average ⁽¹⁾	9	10,000	None	
1-Hour Average ⁽¹⁾	35	40,000		
Lead				
Rolling 3-Month Average ⁽²⁾	NA	0.15	NA	0.15
Nitrogen Dioxide (NO₂)				
1-Hour Average ⁽³⁾	0.100	188	None	
Annual Average	0.053	100	0.053	100
Ozone (O₃)				
8-Hour Average ^(4,5)	0.075	150	0.075	150
Respirable Particulate Matter (PM₁₀)				
24-Hour Average ⁽¹⁾	NA	150	NA	150
Fine Respirable Particulate Matter (PM_{2.5})				
Annual Mean	NA	15	NA	15
24-Hour Average ^(6,7)	NA	35	NA	35
Sulfur Dioxide (SO₂)				
Annual Arithmetic Mean ⁽⁸⁾	0.03	80	NA	NA
Maximum 24-Hour Average ^(1,8)	0.14	365	NA	NA
1-Hour Average ⁽⁹⁾	0.075	197	NA	NA
Maximum 3-Hour Average ⁽¹⁾	NA	NA	0.50	1,300
<p>Notes: ppm – parts per million $\mu\text{g}/\text{m}^3$ – micrograms per cubic meter NA – not applicable All annual periods refer to calendar year. PM concentrations (including lead) are in $\mu\text{g}/\text{m}^3$ since ppm is a measure for gas concentrations. Concentrations of all gaseous pollutants are defined in ppm and approximately equivalent concentrations in $\mu\text{g}/\text{m}^3$ are presented.</p> <p>(1) Not to be exceeded more than once a year. (2) EPA has lowered the NAAQS down from 1.5 $\mu\text{g}/\text{m}^3$, effective January 12, 2009. (3) 3-year average of the annual 98th percentile daily maximum 1-hr average concentration. Effective April 12, 2010. (4) 3-year average of the annual fourth highest daily maximum 8-hr average concentration. (5) EPA has proposed lowering this standard further to within the range 0.060-0.070 ppm. (6) Not to be exceeded by the annual 98th percentile when averaged over 3 years. (7) EPA has lowered the NAAQS down from 65 $\mu\text{g}/\text{m}^3$, effective December 18, 2006. (8) Standard to be revoked 60 days after promulgation of the new 1-hour standard. (9) 3-year average of the annual 98th percentile daily maximum 1-hr average concentration. Effective 60 days after promulgation.</p> <p>Source: 40 CFR Part 50: National Primary and Secondary Ambient Air Quality Standards.</p>				

NAAQS ATTAINMENT STATUS AND STATE IMPLEMENTATION PLANS

The CAA, as amended in 1990, defines non-attainment areas (NAA) as geographic regions that have been designated as not meeting one or more of the NAAQS. When an area is designated as non-attainment by EPA, the state is required to develop and implement a State Implementation Plan (SIP), which delineates how a state plans to achieve air quality that meets the NAAQS under the deadlines established by the CAA.

In 2002, EPA re-designated New York City as in attainment for CO. The CAA requires that a maintenance plan ensure continued compliance with the CO NAAQS for former non-attainment areas. New York City is also committed to implementing site-specific control measures throughout the city to reduce CO levels, should unanticipated localized growth result in elevated CO levels during the maintenance period.

Manhattan has been designated as a moderate NAA for PM₁₀. On December 17, 2004, EPA took final action designating the five New York City counties, Nassau, Suffolk, Rockland, Westchester, and Orange counties as a PM_{2.5} non-attainment area under the CAA due to exceedance of the annual average standard. New York State has submitted a final SIP to EPA, dated October 2009, designed to meet the annual average standard by April 5, 2010. Based on recent monitoring data (2006-2009), annual average concentrations of PM_{2.5} in New York City no longer exceed the annual standard.

As described above, EPA has revised the 24-hour average PM_{2.5} standard. In October 2009 EPA finalized the designation of the New York City Metropolitan Area as nonattainment with the 2006 24-hour PM_{2.5} NAAQS, effective in November 2009. The nonattainment area includes the same 10-county area EPA designated as nonattainment with the 1997 annual PM_{2.5} NAAQS. By November 2012 New York will be required to submit a SIP demonstrating attainment with the 2006 24-hour standard by November 2014 (EPA may grant attainment date extensions for up to five additional years).

Nassau, Rockland, Suffolk, Westchester, Lower Orange County Metropolitan Area (LOCMA), and the five New York City counties had been designated as a severe non-attainment area for ozone (1-hour average standard). In November 1998, New York State submitted its *Phase II Alternative Attainment Demonstration for Ozone*, which was finalized and approved by EPA effective March 6, 2002, addressing attainment of the 1-hour ozone NAAQS by 2007. These SIP revisions included additional emission reductions that EPA requested to demonstrate attainment of the standard, and an update of the SIP estimates using the latest versions of the mobile source emissions model, MOBILE6.2, and the nonroad emissions model, NONROAD—which have been updated to reflect current knowledge of engine emissions and the latest mobile and nonroad engine emissions regulations.

On April 15, 2004, EPA designated these same counties as moderate non-attainment for the 8-hour average ozone standard which became effective as of June 15, 2004 (LOCMA was moved to the Poughkeepsie moderate non-attainment area for 8-hour ozone). EPA revoked the 1-hour standard on June 15, 2005; however, the specific control measures for the 1-hour standard included in the SIP are required to stay in place until the 8-hour standard is attained. The discretionary emissions reductions in the SIP would also remain but could be revised or dropped based on modeling. On February 8, 2008, NYSDEC submitted final revisions to a new SIP for ozone to EPA. NYSDEC has determined that achieving attainment for ozone before 2012 is unlikely, and has therefore made a request for a voluntary reclassification of the New York nonattainment area as “serious”.

In March 2008 EPA strengthened the 8-hour ozone standards. SIPs will be due three years after the final designations are made. On March 12, 2009, NYSDEC recommended that the counties of Suffolk, Nassau, Bronx, Kings, New York, Queens, Richmond, Rockland, and Westchester be designated as a non-attainment area for the 2008 ozone NAAQS (the NYMA MSA nonattainment area). The EPA has proposed to determine that the Poughkeepsie nonattainment area (Dutchess, Orange, Ulster, and Putnam counties) has attained the 2008 one-hour and eight-hour National Ambient Air Quality Standards for ozone. It is unclear at this time what the attainment status of these areas will be under the new standard.

New York City is currently in attainment of the annual-average NO₂ standard. EPA has promulgated a new 1-hour standard, but it is unclear at this time what the City's attainment status will be due to the need for additional near road monitoring required for the new standard. The existing monitoring data indicates background concentrations below the standard. It is likely that New York City will be designated as "unclassifiable" at first (January 2012), and then classified once three years of monitoring data are available (2016 or 2017). Overall, NYSDEC is projecting lower future NO_x (including NO₂) concentrations due to existing plans for reducing emissions aimed at attaining the ozone standards. In general, the proposed action may result in some minor increased in local NO₂ concentrations. However, no specific guidance exists at this time describing how this standard should be evaluated in the assessment of potential project-level impacts, or for evaluating the ratio of 1-hour NO₂ to NO_x for mobile and stationary sources.

New York City is currently in attainment of the SO₂ standards. EPA recently announced a new 1-hour SO₂ standard, replacing the 24-hour and annual primary standards, effective 60 days after the standard is promulgated. Based on the available monitoring data, all New York State counties currently meet the 1-hour standard. Additional monitoring will be required. EPA plans to make final attainment designations in June 2012, based on 2008 to 2010 monitoring data and refined modeling. SIPs for nonattainment areas will be due by June 2014.

DETERMINING THE SIGNIFICANCE OF AIR QUALITY IMPACTS

The State Environmental Quality Review Act (SEQRA) regulations and the *City Environmental Quality Review (CEQR) Technical Manual* state that the significance of a predicted consequence of a project (i.e., whether it is material, substantial, large or important) should be assessed in connection with its setting (e.g., urban or rural), its probability of occurrence, its duration, its irreversibility, its geographic scope, its magnitude, and the number of people affected.¹ In terms of the magnitude of air quality impacts, any action predicted to increase the concentration of a criteria air pollutant to a level that would exceed the concentrations defined by the NAAQS (see Table 8-1) would be deemed to have a potential significant adverse impact. In addition, in order to maintain concentrations lower than the NAAQS in attainment areas, or to ensure that concentrations will not be significantly increased in non-attainment areas, threshold levels have been defined for certain pollutants; any action predicted to increase the concentrations of these pollutants above the thresholds would be deemed to have a potential significant adverse impact, even in cases where violations of the NAAQS are not predicted.

¹ *CEQR Technical Manual*, section 222, 2001; and State Environmental Quality Review Regulations, 6 NYCRR § 617.7

INTERIM GUIDANCE CRITERIA REGARDING PM_{2.5} IMPACTS

NYSDEC has published a policy to provide interim direction for evaluating PM_{2.5} impacts¹. This policy would apply only to facilities applying for permits or major permit modifications under SEQRA that emit 15 tons of PM₁₀ or more annually. The policy states that such a project will be deemed to have a potentially significant adverse impact if the project's maximum impacts are predicted to increase PM_{2.5} concentrations by more than 0.3 µg/m³ averaged annually or more than 5 µg/m³ on a 24-hour basis. Projects that exceed either the annual or 24-hour threshold will be required to prepare an Environmental Impact Statement (EIS) to assess the severity of the impacts, to evaluate alternatives, and to employ reasonable and necessary mitigation measures to minimize the PM_{2.5} impacts of the source to the maximum extent practicable.

In addition, DEP is currently recommending interim guidance criteria for evaluating the potential PM_{2.5} impacts for projects subject to CEQR. The interim guidance criteria currently employed by DEP for determination of potential significant adverse PM_{2.5} impacts under CEQR are as follows:

- 24-hour average PM_{2.5} concentration increments which are predicted to be greater than 5 µg/m³ at a discrete receptor location would be considered a significant adverse impact on air quality under operational conditions (i.e., a permanent condition predicted to exist for many years regardless of the frequency of occurrence);
- 24-hour average PM_{2.5} concentration increments which are predicted to be greater than 2 µg/m³ but no greater than 5 µg/m³ would be considered a significant adverse impact on air quality based on the magnitude, frequency, duration, location, and size of the area of the predicted concentrations;
- Annual average PM_{2.5} concentration increments which are predicted to be greater than 0.1 µg/m³ at ground level on a neighborhood scale (i.e., the annual increase in concentration representing the average over an area of approximately 1 square kilometer, centered on the location where the maximum ground-level impact is predicted for stationary sources; or at a distance from a roadway corridor similar to the minimum distance defined for locating neighborhood scale monitoring stations); or
- Annual average PM_{2.5} concentration increments which are predicted to be greater than 0.3 µg/m³ at a discrete receptor location (elevated or ground level).

Actions under CEQR predicted to increase PM_{2.5} concentrations by more than the DEP or NYSDEC interim guidance criteria above will be considered to have a potential significant adverse impact. DEP recommends that its actions subject to CEQR that fail the interim guidance criteria prepare an environmental impact statement (EIS) and examine potential measures to reduce or eliminate such potential significant adverse impacts.

¹ CP33/Assessing and Mitigating Impacts of Fine Particulate Emissions, NYSDEC 12/29/2003.

D. METHODOLOGY FOR PREDICTING POLLUTANT CONCENTRATIONS

HVAC SYSTEM

SCREENING ANALYSIS

To assess air quality impacts associated with emissions from the proposed school's HVAC systems, a screening analysis was performed. The methodology described in the *CEQR Technical Manual* was used for the analysis, which determines the threshold of development size below which the action would not have a significant adverse impact. The screening procedures utilize information regarding the type of fuel to be burned, the maximum development size, type of development, and the stack height, to evaluate whether a significant adverse impact is likely. Based on the distance from the development to the nearest building of similar or greater height, if the maximum development size is greater than the threshold size in the *CEQR Technical Manual*, there is the potential for significant adverse air quality impacts, and a refined dispersion modeling analysis would be required. Otherwise, the source passes the screening analysis, and no further analysis is required.

DISPERSION MODELING

When the HVAC system screening analysis indicates that further analysis is required to assess the potential for air quality impacts is assessed using the EPA/AMS AERMOD dispersion model¹. The AERMOD model was designed as a replacement to the ISC3 model by EPA. AERMOD is a state-of-the-art dispersion model, applicable to rural and urban areas, flat and complex terrain, surface and elevated releases, and multiple sources (including point, area, and volume sources). AERMOD is a steady-state plume model that incorporates current concepts about flow and dispersion in complex terrain, including updated treatments of the boundary layer theory, understanding of turbulence and dispersion, and includes handling of terrain interactions. The AERMOD model calculates pollutant concentrations from one or more points (e.g., exhaust stacks) based on hourly meteorological data, and has the capability to calculate pollutant concentrations at locations where the plume from the exhaust stack is affected by the aerodynamic wakes and eddies (downwash) produced by nearby structures. Hourly meteorological data collected at the LaGuardia Airport station from 2003 through 2007 were used in this analysis. The analysis of potential impacts from the HVAC system was conducted assuming stack tip downwash, urban dispersion and surface roughness length, with and without building downwash, and with elimination of calms.

Receptor Placement

Discrete receptors (i.e., locations at which concentrations are calculated) were chosen on the proposed adjacent residential tower and other nearby buildings for the HVAC system modeling analysis. The model receptor network consisted of locations at operable windows, intake vents, and otherwise accessible locations. Rows of receptors were modeled at spaced intervals on the buildings at multiple elevations.

¹ EPA, *AERMOD: Description Of Model Formulation*, 454/R-03-004, September 2004; and EPA, *User's Guide for the AMS/EPA Regulatory Model AERMOD*, 454/B-03-001, September 2004 and Addendum December 2006.

Emission Estimates and Stack Parameters

A project-specific HVAC system design is not yet available. Therefore, natural gas consumption was based on a scaled design and expected hours of operation for a public school of similar size.¹ Emission factors from the natural gas combustion section of EPA’s AP-42 were used to calculate the emission rates shown in Table 7-2. The PM₁₀ emission rates were used as a conservative estimate of PM_{2.5} emission rates (almost all PM emitted from natural gas combustion is smaller than 2.5 micrometers). The stack parameters were based on the data from the equipment manufacturer used for the public school project mentioned above.

Background Concentrations

To estimate the maximum expected pollutant concentration at a given receptor, the predicted impacts from proposed sources must be added to a background value that accounts for existing pollutant concentrations from other sources that are not directly accounted for in the model.

**Table 7-2
Stack Parameters and Emission Rates Modeled for the HVAC System**

Parameter	Hot water heater
Stack Height	123 feet*
Stack Diameter	0.66 feet
Stack Exit Velocity	0.2 feet/second
Stack Exit Temperature	113 °F
SO ₂ Emission Rate	1.11 x 10 ⁻⁴ grams/second
NO _x Emission Rate	1.86 x 10 ⁻² grams/second
CO Emission Rate	1.56 x 10 ⁻² grams/second
PM Emission Rate**	1.41 x 10 ⁻³ grams/second
Notes:	
* Assumes a 3-foot stack above the building roof, based on the proposed school plans.	
** The PM ₁₀ emission rates were used as a conservative estimate of PM _{2.5} emission rates.	

Concentrations measured at the nearest NYSDEC background monitoring station were added to the predicted contributions from the proposed source (see Table 7-3) to determine the maximum predicted total pollutant concentrations; it was conservatively assumed that the highest monitored concentrations would occur at the same time as the highest predicted increments from modeled sources. The most recent five years of reported data (2004 to 2008) from the P.S. 59 air monitoring station were used for the NO₂, SO₂, and CO background. For the PM₁₀ background, the most recent three years of reported data (2006 to 2008) from the P.S. 59 air monitoring station were used. The annual concentrations represent the five-year maximum annual average concentration, while the short-term concentrations represent the second highest five-year maximum. The development of the background values is consistent with New York City Department of Environmental Protection (NYCDEP) recommendations.

¹ The P.S./I.S. 312 project in Queens West was used as a reference.

Table 7-3
Background Pollutant Concentrations

Pollutant	Averaging Period	Location	Concentration ($\mu\text{g}/\text{m}^3$)	NAAQS ($\mu\text{g}/\text{m}^3$)
NO ₂	Annual	P.S. 59, Manhattan	68	100
SO ₂	3 hour	P.S. 59, Manhattan	183	1,300
	24 hour		100	365
	Annual		29	80
CO	1 hour	P.S. 59, Manhattan	2,978	40,000
	8 hour		2,290	10,000
PM ₁₀	24 hour	P.S. 59, Manhattan	60	150

Sources: 2004-2008 Annual New York State Air Quality Report Ambient Air Monitoring System, NYSDEC

CHEMICAL SPILL ANALYSIS

INTRODUCTION

Emissions from the proposed school's fume hood exhaust system, in the event of an accidental chemical spill in the school's science laboratory, were analyzed. Impacts were evaluated using information, procedures, and methodologies contained in the *CEQR Technical Manual*. Maximum concentrations were compared to the short-term exposure levels (STELs) or to the ceiling levels recommended by the U.S. Occupational Safety and Health Administration (OSHA) for the chemicals examined. It is assumed that the types and quantities of materials that are to be used in the proposed school facility are those typically used in school science laboratories at New York City Department of Education schools.

The following section details the expected usage of potentially hazardous materials, as well as the systems that would be employed at the proposed school to ensure the safety of the students, staff, and the surrounding community in the event of an accidental chemical spill in the science laboratories. A quantitative analysis employing mathematical modeling was performed to determine potential impacts on nearby places of public access (dispersion modeling) and potential impacts due to recirculation into school's air intake systems (recirculation modeling).

LABORATORY FUME HOOD EXHAUSTS

All school laboratories in which hazardous chemicals would be used will be equipped with fume hoods. Fume hoods are enclosures that are maintained under negative pressure and continuously vented to the outside. Their function is to protect teachers, staff, and students from potentially harmful fumes. By providing a continuous exhaust from laboratory rooms, they also prevent any fumes released within the laboratory from escaping into other areas of the building, or through windows to the outside.

Since design information is not yet available on the fume hood exhaust system for the proposed school facility, a set of conservative assumptions was used. The fume hood exhaust stack height was conservatively assumed to be 3 feet above the roof. An exhaust fan sufficient to maintain a minimum exit velocity of 1,500 feet per minute through a 12-inch diameter stack discharge was assumed, as was a 1.11 square meter lab spill area.

PLANNED OPERATIONS

An inventory of chemicals that may be present in a typical laboratory in the proposed high school was examined. From the chemical inventory, 10 chemicals were selected for further examination, based on their toxicity and potential for air quality impacts. Common buffers, salts, enzymes,

nucleotides, peptides, and other bio-chemicals were not considered in the analysis since they are not typically categorized as air pollutants. Nonvolatile chemicals (having a vapor pressure of less than 10 mm Hg) were excluded as well. Table 7-4 shows the hazardous chemicals selected. The vapor pressure shown for each chemical is a measure of the material's volatility—its tendency to evaporate, or to form fumes or vapors, which is a critical parameter in determining potential impacts from chemical spills. The exposure standards (OSHA permissible exposure limit [PEL], National Institute for Occupational Safety and Health [NIOSH], immediately dangerous to life or health [IDLH], and OSHA and/or NIOSH short-term exposure level [STEL] and ceiling values) are measures of the material's toxicity—more toxic substances have lower exposure standards.

ESTIMATES OF WORST-CASE EMISSION RATES

The dispersion of hazardous chemicals from a spill within a proposed laboratory was analyzed to assess the potential for exposure of the general public and of students and staff within the school to hazardous fumes in the event of an accident. Evaporation rates for volatile hazardous chemicals expected to be used in the proposed laboratories were estimated using the model developed by the Shell Development Company.¹ The Shell model, which was developed specifically to assess air quality impacts from chemical spills, calculates evaporation rates based on physical properties of the material, temperature, and rate of air flow over the spill surface. Room temperature conditions (20° C) and an air-flow rate of 0.5 meters/second were assumed for calculating evaporation rates.

Table 7-4
Expected Hazardous Materials in the Proposed Laboratories

Chemical [CAS #]	Vapor Pressure mm Hg	PEL PPM	STEL PPM	IDLH PPM	Ceiling PPM
Acetic Acid [64-19-7]	11	10	15	50	10
Acetone [67-64-1]	180	1,000	-	2,500	250
Cyclohexene [110-83-8]	67	300	-	2000	300
Ether [60-29-7]	440	400	-	1,900	-
Ethyl Alcohol [64-17-5]	44	1,000	-	3,300	1,000
Hydrofluoric Acid [7664-39-3]	25	3	-	30	6
Methyl Alcohol [67-56-1]	96	200	250	6,000	200
Nitric Acid [7697-37-2]	48	2	4	25	2
Petroleum distillates (Naphtha) [80002-05-9]	40	500	-	1,100	1,800
Toluene [108-88-3]	21	200	150	500	300

Notes:
 PEL—Permissible Exposure Limit; Time Weighted Average (TWA) for up to a 10-hour workday during a 40-hour workweek.
 STEL—Short-Term Exposure Limit is a 15-minute TWA exposure that should not be exceeded at any time during a workday.
 IDLH—Immediately Dangerous to Life or Health.
 Ceiling—Level set by NIOSH or OSHA not to be exceeded in any working exposure.
 PPM = parts per million.
 Where a hyphen (-) appears there is no recommended corresponding guideline value.

Based on relative STELs and the vapor pressures of the chemical listed in Table 7-4, the most potentially hazardous chemical, shown in Table 7-5, was selected for the “worst-case” spill analysis. Besides the relative toxicities, other factors such as molecular weight, container size,

¹ Fleischer, M.T., An Evaporation/Air Dispersion Model for Chemical Spills on Land, Shell Development Company, December 1980.

and frequency of use were also considered. Chemicals with high vapor pressures evaporate most rapidly. The chemical selected also has the lowest STEL. Since the chemical selected for the detailed analysis is most likely to have a relatively higher emission rate and the lowest exposure standards, if the analysis of this chemical resulted in no significant impacts, it would indicate that the other chemicals listed in Table 7-4 would also not present any potential for significant impacts.

Table 7-5
Chemicals Selected for Worst-Case Spill Analysis

Chemical	Quantity (liters)	Evaporation Rate (gram/meter ² /sec)	Emission Rate* (gram/sec)
Nitric Acid	0.17	0.2597	0.2895
Note: * Average emission rate			

The analysis conservatively assumes that a full container of the chemical would be spilled in a fume hood. For a spill area of approximately 1.1 square meters, the emission rates were determined using the evaporation rates. For modeling purposes, the emission rate shown in Table 7-5 is calculated for a 15-minute time period. The vapor from the spill would be drawn into the fume hood exhaust system and released into the atmosphere via the roof exhaust fans. The high volume of air drawn through this system provides a high degree of dilution for hazardous fumes before they are released above the roof.

RECIRCULATION MODELING

The potential for recirculation of the fume hood emissions back into the building air intakes was assessed using the Wilson method.¹ This empirical procedure, which has been verified by both wind-tunnel and full-scale testing, is a refinement of the 1981 ASHRAE Handbook procedure, and takes into account such factors as plume momentum, stack-tip downwash, and cavity recirculation effects. The procedure determines the worst-case, absolute minimum dilution between exhaust vent and air intake. Three separate effects determine the eventual dilution: internal system dilution, obtained by combining exhaust streams (i.e., mixing in plenum chambers of multiple exhaust streams, introduction of fresh air supplied from roof intakes); wind dilution, dependent on the distance from vent to intake and the exit velocity; and dilution from the stack, caused by stack height and plume rise from vertical exhaust velocity. The critical wind speed for worst-case dilution is dependent on the exit velocity, the distance from vent to intake, and the cross-sectional area of the exhaust stack.

DISPERSION MODELING

The study performed also considered the impact of an accidental spill on nearby receptors, such as open windows on nearby buildings. Maximum concentrations at elevated receptors downwind of the fume exhausts were estimated using the EPA INPUFF model, version 2.0². This is the only EPA model designed to estimate impacts from short-term releases and was used to develop

¹ D.J. Wilson, A Design Procedure for Estimating Air Intake Contamination from Nearby Exhaust Vents, ASHRAE TRAS 89, Part 2A, pp. 136-152, 1983.

² Peterson, W.B., A Multiple Source Gaussian Puff Dispersion Algorithm—Users Guide, EPA, 600/8-86-024, August 1986.

the EPA guidelines¹. INPUFF assumes a Gaussian dispersion of a pollutant “puff” (a brief release, as opposed to a continuous one) as it is transported downwind of a release point. Stable atmospheric conditions and a 1-meter/second wind speed were assumed. A series of elevated receptors were placed on the buildings to be analyzed. Since the emissions resulting from chemical spills are short-term releases, a worst-case assumption of the wind blowing the exhaust directly to the window or air intake receptors was made for modeling purposes.

E. EXISTING CONDITIONS

Most recent maximum short-term and annual average concentrations of CO, SO₂, PM₁₀, PM_{2.5}, NO₂, lead, and ozone available from NYSDEC are shown in Table 7-6.

Table 7-6
Most Recent Monitored Ambient Air Quality Data

Pollutants	Location	Units	Period	Concentration	Exceeds Federal Standard?	
					Primary	Secondary
CO	P.S. 59, Manhattan	ppm	8-hour	1.2	N	N
			1-hour	1.6	N	N
SO ₂	P.S. 59, Manhattan	µg/m ³	Annual	29	N	-
			24-hour	81	N	-
			3-hour	118	-	N
Respirable particulates (PM ₁₀)	P.S. 59, Manhattan	µg/m ³	24-hour	53	N	N
Respirable particulates (PM _{2.5})	P.S. 59, Manhattan	µg/m ³	Annual	15.9	Y	Y
			24-hour	36.2	Y	Y
Nitrogen Dioxide ⁽¹⁾ NO ₂	P.S. 59, Manhattan	µg/m ³	Annual	68	N	N
Lead	J.H.S. 126, Brooklyn	µg/m ³	3-month	0.014	N	-
Ozone ⁽²⁾ (O ₃)	CCNY, Manhattan	ppm	1-hour	0.117	-	-
			8-hour	0.081	Y	Y

Notes:

¹ EPA recently promulgated a 1-hour NO₂ standard in addition to the annual standard, effective April 12, 2010.

² The 1-hour ozone NAAQS has been replaced with the 8-hour standard; however, the maximum monitored concentration is provided for informational purposes. The 8-hour concentration is the fourth highest daily maximum 8-hour average for 2008. Compliance with the ozone standard is based on a 3-year average of the annual fourth highest daily maximum 8-hr average concentration. EPA has strengthened this standard from 0.08 ppm to 0.075 ppm, effective May 27, 2008. EPA has recently proposed lowering this standard further to within the range 0.060-0.070 ppm.

Source: NYSDEC, 2008 New York State Ambient Air Quality Data.

¹ EPA, Chemical Emergency Preparedness Program, Interim Guidance, November 1985.

F. PROBABLE IMPACTS OF THE PROPOSED PROJECT

HVAC SYSTEM

SCREENING ANALYSIS

A screening analysis was performed to assess the potential for air quality impacts from the proposed school's HVAC systems. The analysis was based on the use of natural gas, total square footage (i.e., approximately 123,943 gsf) of the proposed school, and an exhaust height of 123 feet (3 feet above the estimated height of the proposed school). The nearest distance to a building of a similar or greater height with operable windows facing the proposed site was determined to be approximately 35 feet away. Based on Figure 3Q-9 of the *CEQR Technical Manual Appendix*, it was determined that further analysis is required to assess the potential for significant adverse impacts from the proposed school HVAC systems.

DISPERSION MODELING

Potential impacts from the proposed school's HVAC system on existing buildings were therefore evaluated using the AERMOD model. In order to preclude the potential for significant adverse impacts on air quality, the HVAC system exhaust would need to be located at least 80 feet away from the southern lot line of the project site. Maximum predicted concentrations for NO₂, SO₂, CO, and PM₁₀ are presented in Table 7-7, along with the relevant background concentrations from Table 7-3, the total predicted concentrations, and the applicable ambient standard concentration. The predicted values in Table 7-7 were calculated, assuming the stack would be placed in the recommended area, to the north of the building rooftop.

Table 7-7
Maximum Predicted Pollutant Concentrations
From the Heat and Hot Water Systems (µg/m³)

Pollutant	Averaging Period	Maximum Predicted Increment	Maximum Background Concentration	Total Concentration	NAAQS
NO ₂ ¹	Annual	2.8	68	71	100
SO ₂	3-hour	0.5	183	184	1,300
	24-hour	0.2	100	100	365
	Annual	0.02	29	29	80
CO	1-hour	141	2,978	3,119	40,000
	8-hour	44	2,290	2,334	10,000
PM ₁₀	24-hour	1.9	60	62	150

Notes:

¹ NO₂ concentration was conservatively assumed to be equal to the predicted NO_x concentration. EPA recently promulgated a 1-hour NO₂ standard, effective April 12, 2010.

² The predicted increments assume the stack would be placed at the building rooftop, at least 80 feet from the southern lot line of the proposed site.

As shown in the table, the maximum concentrations from the proposed school's HVAC systems are low, and when added to background concentrations, would comply with ambient air quality standards.

The air quality modeling analysis also determined the highest predicted increase in 24-hour and annual average PM_{2.5} concentrations at existing building operable windows or air intakes. As shown in Table 7-8, the maximum 24-hour incremental impacts at any discrete receptor location

would be in compliance with NYCDEP's PM_{2.5} interim guidance criteria. On an annual basis, the projected PM_{2.5} impacts would comply with the applicable interim guidance criterion of 0.3 µg/m³ for local impacts, and the NYCDEP interim guidance criterion of 0.1 µg/m³ for neighborhood scale impacts.

**Table 7-8
Maximum Predicted PM_{2.5} Concentration Increments**

Pollutant	Averaging Period	Maximum Increment	Incremental Threshold (µg/m ³)
PM _{2.5}	24-hour	1.9	2 to 5
	Annual (discrete)	0.2	0.3
	Annual (neighborhood)	0.0013	0.1

Therefore, with the stack constructed in the recommended rooftop area (i.e., at least 80 feet away from the southern lot line of the project site), there would be no potential for any significant impacts from the proposed school's HVAC systems on air quality.

CHEMICAL SPILL ANALYSIS

RECIRCULATION ANALYSIS

Assuming a 3-foot high 12-inch diameter stack and an exhaust velocity of 1,500 feet per minute, the recirculation analysis indicates that the minimum potential dilution factor between the fan exhausts and the nearest air intake is over 333 (i.e., pollutant concentrations at the nearest intake to the exhaust fan would be 1/333th the concentration at the fan). Thus, a nitric acid spill in a fume hood as described above would produce a maximum concentration at the nearest intake location of about 0.61 parts per million (ppm).

The results of the recirculation analysis are presented in Table 7-9. The results indicate that a spill in a fume hood as described above would produce a maximum concentrations at the nearest intake location below the corresponding STELs set by OSHA and/or NIOSH for any of the chemicals in Table 7-4.

**Table 7-9
Fume Hood Recirculation Analysis
Maximum Predicted Concentration (ppm)**

Chemical	STEL	15-Minute Average
Nitric Acid	4	0.61

DISPERSION ANALYSIS

The maximum nitric acid concentration at elevated receptors downwind of the fume hood exhaust was estimated using the methodology previously described. Initial dispersion analysis of a potential lab spill, using the most conservative assumptions regarding fume hood exhaust placement (at the building rooftop closest to the residential building across the courtyard to the south of the proposed school site) indicated a potential for concentrations above the STEL value. Subsequent modeling indicated that the laboratory fume hood exhaust would need to be located at least 65 feet from the southern lot line of the project site in order to preclude the potential for air quality impacts in case of an accidental chemical spill in a school laboratory.

The worst-case potential concentration with the fume hood exhaust at the recommended location is presented below in Table 7-10. As shown, the maximum concentrations found at the receptor of highest impact would be lower than the corresponding impact threshold. Therefore, with the fume hood exhaust at the recommended location (i.e., at least 65 feet from the southern lot line of the project site), there would be no potential for significant impact on air quality from an accidental chemical spills in the school laboratory fume hoods.

Table 7-10
Maximum Predicted Concentration (ppm)

Chemical	STEL	15-Minute Average
Nitric Acid	4	2.9

*

A. INTRODUCTION

The proposed project would not generate sufficient traffic to have the potential to cause a significant noise impact (i.e., it would not result in a doubling of passenger car equivalents [PCEs] which would be necessary to cause a 3 dBA increase in noise levels). However, ambient noise levels adjacent to the project site must be considered in order to address CEQR noise abatement requirements for the building. This potential is assessed below.

B. ACOUSTICAL FUNDAMENTALS

Sound is a fluctuation in air pressure. Sound pressure levels are measured in units called "decibels" ("dB"). The particular character of the sound that we hear (a whistle compared with a French horn, for example) is determined by the speed, or "frequency," at which the air pressure fluctuates, or "oscillates." Frequency defines the oscillation of sound pressure in terms of cycles per second. One cycle per second is known as 1 Hertz ("Hz"). People can hear over a relatively limited range of sound frequencies, generally between 20 Hz and 20,000 Hz, and the human ear does not perceive all frequencies equally well. High frequencies (e.g., a whistle) are more easily discernable and therefore more intrusive than many of the lower frequencies (e.g., the lower notes on the French horn).

A-WEIGHTED SOUND LEVEL (DBA)

In order to establish a uniform noise measurement that simulates people's perception of loudness and annoyance, the decibel measurement is weighted to account for those frequencies most audible to the human ear. This is known as the A-weighted sound level, or "dBA," and it is the descriptor of noise levels most often used for community noise. As shown in Table 8-1, the threshold of human hearing is defined as 0 dBA; very quiet conditions (as in a library, for example) 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 10 dBA describes a doubling of perceived loudness. Thus, the background noise in an office, at 50 dBA, is perceived as twice as loud as a library at 40 dBA. For most people to perceive an increase in noise, it must be at least 3 dBA. At 5 dBA, the change will be readily noticeable.

**Table 8-1
Common Noise Levels**

Sound Source	dBA
Military jet, air raid siren	130
Amplified rock music	110
Jet takeoff at 500 meters	100
Train horn at 30 meters	90
Busy city street, loud shout	80
Highway traffic at 15 meters, train	70
Predominantly industrial area	60
Background noise in an office	50
Public library	40
Soft whisper at 5 meters	30
Threshold of hearing	0
<p>Note: A 10 dBA increase in level appears to double the loudness, and a 10 dBA decrease halves the apparent loudness.</p> <p>Sources: Cowan, James P. <i>Handbook of Environmental Acoustics</i>, Van Nostrand Reinhold, New York, 1994. Egan, M. David, <i>Architectural Acoustics</i>. McGraw-Hill Book Company, 1988.</p>	

SOUND LEVEL DESCRIPTORS

Because the sound pressure level unit of dBA describes a noise level at just one moment and very few noises are constant, other ways of describing noise that fluctuates over extended periods have been developed. One way is to describe the fluctuating sound heard over a specific time period as if it had been a steady, unchanging sound. For this condition, a descriptor called the "equivalent sound level," L_{eq} , can be computed. L_{eq} is the constant sound level that, in a given situation and time period (e.g., 1 hour, denoted by $L_{eq(1)}$, or 24 hours, denoted by $L_{eq(24)}$), conveys the same sound energy as the actual time-varying sound. Statistical sound level descriptors such as L_1 , L_{10} , L_{50} , L_{90} , and L_x , are used to indicate noise levels that are exceeded 1, 10, 50, 90 and x percent of the time, respectively. Discrete event peak levels are given as L_1 levels.

The relationship between L_{eq} and levels of exceedance is worth noting. Because L_{eq} is defined in energy rather than straight numerical terms, it is not simply related to the levels of exceedance. If the noise fluctuates very little, L_{eq} will approximate L_{50} or the median level. If the noise fluctuates broadly, the L_{eq} will be approximately equal to the L_{10} value. If extreme fluctuations are present, the L_{eq} will exceed L_{90} or the background level by 10 or more decibels. Thus the relationship between L_{eq} and the levels of exceedance will depend on the character of the noise. In community noise measurements, it has been observed that the L_{eq} is generally between L_{10} and L_{50} .

C. NOISE STANDARDS AND CRITERIA

NEW YORK CEQR NOISE STANDARDS

The New York City *CEQR Technical Manual* defines attenuation requirements for buildings based on exterior noise level (see Table 8-2, "Required Attenuation Values to Achieve

Acceptable Interior Noise Levels”). Recommended noise attenuation values for buildings are designed to maintain interior noise levels of 45 dBA or lower for classroom uses and are determined based on exterior $L_{10(1)}$ noise levels.

Table 8-2
Required Attenuation Values to Achieve Acceptable Interior Noise Levels

	Marginally Acceptable	Marginally Unacceptable		Clearly Unacceptable		
Noise Level With Proposed Action	$65 < L_{10} \leq 70$	$70 < L_{10} \leq 75$	$75 < L_{10} \leq 80$	$80 < L_{10} \leq 85$	$85 < L_{10} \leq 90$	$90 < L_{10} \leq 95$
Attenuation*	25 dB(A)	(I) 30 dB(A)	(II) 35 dB(A)	(I) 40 dB(A)	(II) 45 dB(A)	(III) 50 dB(A)
Note:	* The above composite window-wall attenuation values are for residential dwellings. Commercial office spaces and meeting rooms would be 5 dB(A) less in each category. All the above categories require a closed window situation and hence an alternate means of ventilation. When maximum hourly exterior noise levels are greater than 70 dBA, alternate means of ventilation should be incorporated into buildings so that windows do not need to be opened at any time of the year.					
Source:	New York City Environmental Protection (NYCEP).					

D. EXISTING NOISE LEVELS

Existing noise levels were measured for 20-minute periods during the two weekday peak periods—AM (7:00– 9:00 AM), and PM (2:00 – 4:00 PM) on January 26, 2010 at one receptor site adjacent to the project site. Receptor Site 1 was located on East 15th Street between Fifth Avenue and Union Square West (see Figure 8-1).

Measurements were performed using a Brüel & Kjær Sound Level Meter (SLM) Type 2260 (S/N 2375602), a Brüel & Kjær ½-inch microphone Type 4189 (S/N 2378182), and a Brüel & Kjær Sound Level Calibrator Type 4231 (S/N 2412436). The Brüel & Kjær SLM is a Type 1 instrument according to ANSI Standard S1.4-1983 (R2006). The SLM has a laboratory calibration date of August 14, 2009 which is valid through August of 2010. The microphone was mounted at a height of five feet above the ground surface on a tripod and at least six feet away from any large sound-reflecting surface to avoid major interference with sound propagation. The SLM was calibrated before and after readings with a Brüel & Kjær Type 4231 Sound Level Calibrator using the appropriate adaptor. Measurements at each location were made on the A-scale (dBA). The data were digitally recorded by the sound level meter and displayed at the end of the measurement period in units of dBA. Measured quantities included L_{eq} , L_1 , L_{10} , L_{50} , and L_{90} . A windscreen was used during all sound measurements except for calibration. All measurement procedures were based on the guidelines outlined in ANSI Standard S1.13-2005.

The results of the measurements of existing noise levels are summarized in Table 8-3.

Table 8-3
Existing Noise Levels at Site 1 (in dBA)

Site	Measurement Location	Time	L_{eq}	L_1	L_{10}	L_{50}	L_{90}
1	East 15th Street between Fifth Avenue and Union Square West	AM	66.0	75.0	67.3	64.2	62.9
		PM	64.2	74.9	66.1	61.8	60.2
Note: Field measurements were performed on January 26, 2010.							

At all monitoring sites, vehicular traffic noise was the dominant noise source. Measured noise levels are moderate and reflect the level of vehicular activity on the adjacent streets. In terms of the CEQR criteria, the existing noise levels at Site 1 are in the “marginally acceptable” category.

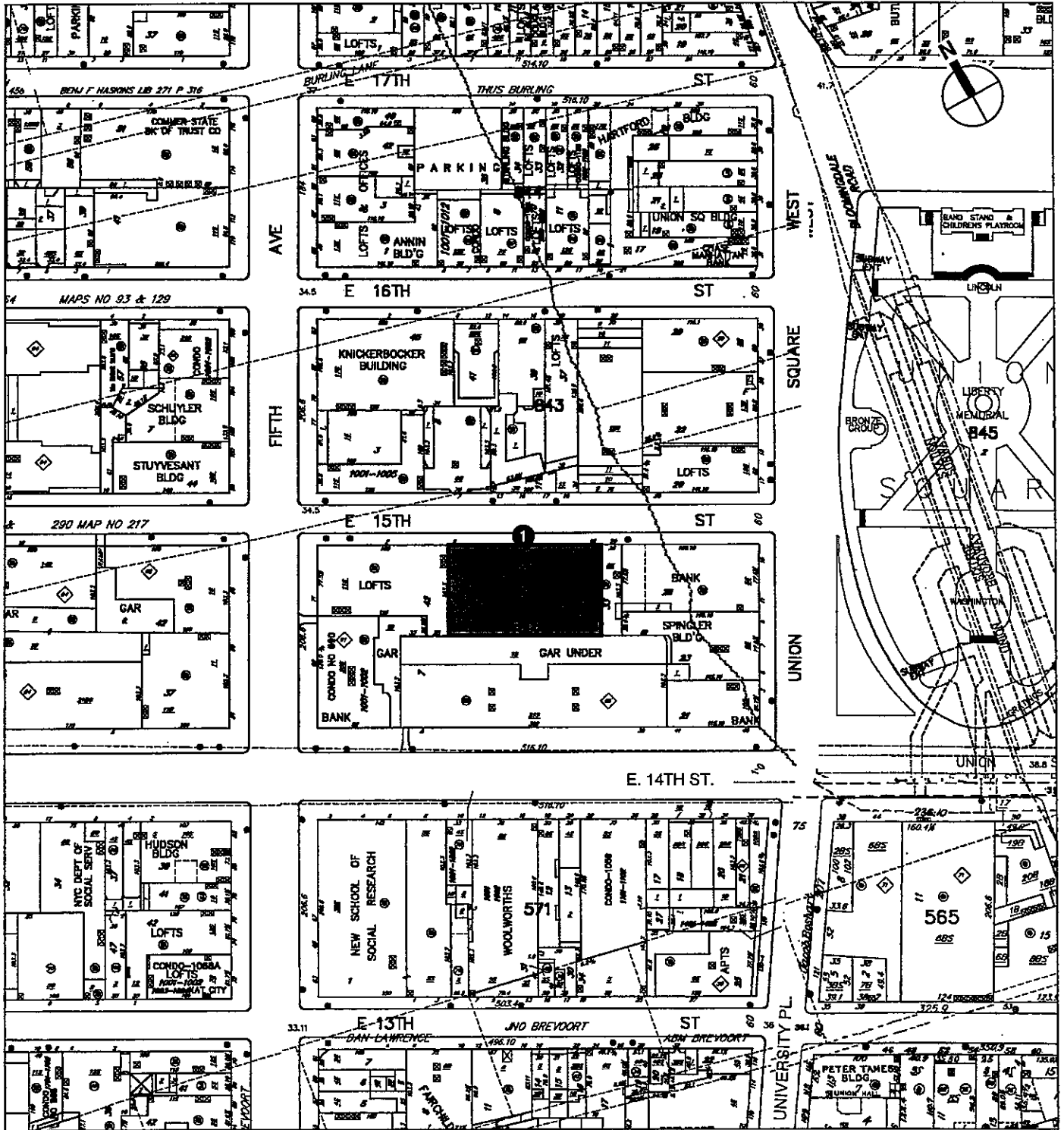
E. NOISE ATTENUATION MEASURES

As shown in Table 8-2, the New York City *CEQR Technical Manual* has set noise attenuation quantities for buildings based on exterior $L_{10(1)}$ noise levels in order to maintain interior noise levels of 45 dBA or lower for classroom uses. The north facade of the proposed building (fronting on East 15th Street) would require 25 dBA of attenuation.

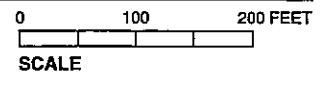
The attenuation of a composite structure is a function of the attenuation provided by each of its component parts and how much of the area is made up of each part. Normally, a building façade is comprised of the wall, glazing, and any vents or louvers for HVAC/air conditioning units in various ratios of area. The design for the proposed school building would include the use of well sealed double-glazed windows for all facades and central air conditioning units (a means of alternate ventilation). The proposed building’s facades, including these elements, would be designed to provide a composite Outdoor-Indoor Transmission Class (OITC) rating greater than or equal to the attenuation requirements. The OITC classification is defined by the American Society of Testing and Materials (ASTM E1332-90 [Reapproved 2003]) and provides a single-number rating that is used for designing a building façade including walls, doors, glazing, and combinations thereof. The OITC rating is designed to evaluate building elements by their ability to reduce the overall loudness of ground and air transportation noise. By adhering to these design requirements, the proposed school building will thus provide sufficient attenuation to achieve the CEQR interior noise level guideline of 45 dBA L_{10} for classroom uses.

Based upon the $L_{10(1)}$ values measured at the project site (shown in Table 8-3), designing the proposed project based on the measures outlined above would provide sufficient attenuation to achieve the CEQR interior noise level requirements.

In addition, the building mechanical system (i.e., heating, ventilation, and air conditioning systems) would be designed to meet all applicable noise regulations (i.e., Subchapter 5, §24-227 of the New York City Noise Control Code and the New York City Department of Buildings Code) and to avoid producing levels that would result in any significant increase in ambient noise levels. Therefore, the proposed project would not result in any significant adverse noise impacts. *



- Project Site
- 1 Noise Receptor Location



A. INTRODUCTION

This section addresses environmental conditions at the property located at 10 East 15th Street, New York, New York, hereafter referred to as the project site. A Phase I Environmental Site Assessment (ESA) for the project site was completed by Tetra Tech EC, Inc. on behalf of the SCA in June 2009. The main objective of the Phase I ESA was to identify the presence or likely presence, use, or release of hazardous substances or petroleum products which are defined in American Society of Testing and Materials (ASTM) Standard Practice E1527-05 as recognized environmental conditions (RECs). In addition, other environmental issues or conditions such as radon, asbestos-containing materials (ACM), lead-based paint (LBP), and polychlorinated biphenyl (PCB)-containing equipment were evaluated. The Phase I ESA included a site inspection, a review of the existing data on geology and hydrology of the area, a review of historical maps, local agency records, and other documents to assess past and current uses of the site and adjacent areas.

The Phase I ESA identified RECs associated with the presence of an on-site 10,000 gallon No. 2 fuel oil underground storage tank (UST) and historic on-site wood preservation companies. Off-site RECs identified in the Phase I ESA report include a historical gasoline filling station with four USTs and a machine and motor company to the north, and four open spill sites located northeast and southeast of the Site. The Phase I ESA also identified environmental concerns associated with x-ray activities (i.e. lead shielding) and mercury residue from dental and medical facilities at the site.

Based on the results of the Phase I ESA, a Phase II Environmental Site Investigation (ESI) was completed by Tetra Tech EC, Inc. in September 2009 on the project site to assess the RECs identified in the Phase I ESA. The Phase II ESI consisted of a geophysical survey and the collection and analysis of subsurface soil, groundwater, sub-slab vapor, and soil vapor samples.

B. EXISTING CONDITIONS

The project site is located at 10 East 15th Street, New York, New York. The legal description for the property is Block 842, Lot 34. The project site consists of an 18,068 square-foot lot occupied by a two-story building, with approximately 34,300 square feet of interior space. The building is currently shared by two tenants, the Teamsters Local 810 Welfare and Pension Fund and a dental center.

Phase II ESI field activities consisted of the performance of a geophysical survey, the advancement of four soil borings, installation of one temporary well point, installation of two sub-slab soil vapor points and two soil vapor probe points, and the collection of subsurface soil, groundwater, sub-slab soil vapor and soil vapor samples for laboratory analyses. Soil samples collected were analyzed for Target Compound List (TCL) and New York State Department of Environmental Conservation (NYSDEC) Spill Technology and Remediation Series (STARS)

listed volatile organic compounds (VOCs) plus tentatively identified compounds (TICs), TCL/STARS listed semi-volatile organic compounds (SVOCs) plus TICs, target analyte list (TAL) metals and polychlorinated biphenyls (PCBs). Soil samples from two locations were also analyzed for Toxicity Characteristic Leaching Procedure (TCLP) lead due to elevated total lead concentrations. In addition, one soil sample was collected for analysis of TCL pesticides, total petroleum hydrocarbons (TPH)-gasoline range organics (GRO), TPH-diesel range organics (DRO), hexavalent chromium, and cyanide in support of the pre-design waste characterization. One groundwater sample was collected and analyzed for TCL VOCs, TCL SVOCs, and TAL metals (laboratory filtered). Due to the limited volume of groundwater present in the temporary well point, the groundwater sample could not be analyzed for New York City Department of Environmental Protection (NYCDEP) Discharge Parameters. Sub slab soil vapor and sub-surface soil vapor samples were collected and analyzed for VOCs utilizing United States Environmental Protection Agency (USEPA) Method TO-15.

Soil at the eastern portion of the project site generally consisted of fill material comprised of fine to medium sand and silt with varying amounts of brick, concrete, and asphalt fragments. Bedrock was identified below the fill material at the eastern portion of the project site at depths ranging from approximately 12 to 16 feet below ground surface (bgs). Soil at the western portion of the project site generally consisted of glacial till with fine to medium sands, silt, and fine to medium gravel. Bedrock was identified below the glacial till material in the western portion of the project site at depths ranging from approximately 14.5 to 27 feet bgs. Groundwater was encountered in one soil boring above bedrock at a depth of approximately 24 to 27 feet bgs. Based on topography, the assumed hydraulic gradient slopes to the west.

Utilities in the vicinity of two soil borings and the geophysical signature of the 10,000-gallon No. 2 fuel oil UST were identified during the geophysical survey. There were no elevated photoionization detector (PID) readings recorded and no visual or olfactory indications of petroleum impacts were observed in any of the soil samples collected.

Soil sampling analytical data revealed detectable concentrations of SVOCs, PCBs, and metals above the corresponding Track 1 Unrestricted Use Soil Cleanup Objectives (SCOs) in one of the four samples selected for analysis. The exceedances were attributable to the characteristics of the historic fill material identified at the Site. The results of the analysis of TCLP lead in the three soil samples selected for analysis did not exceed the corresponding toxicity characteristic for hazardous waste.

Three metals (magnesium, manganese, and sodium) were detected at concentrations exceeding NYSDEC Ambient Water Quality Standards in the groundwater sample collected for analysis. The exceedances were attributed to naturally occurring background concentrations.

A total of two (2) sub-slab soil vapor and two (2) soil vapor samples were collected and analyzed for VOCs, utilizing USEPA Method TO-15. Tetrachloroethene (PCE) and petroleum related VOCs were detected in sub-slab soil vapor and soil vapor samples at concentrations above anticipated background levels. However, there were no VOCs exceeding the corresponding New York State Department of Health (NYSDOH) Air Guideline Values. The PCE and petroleum related VOCs detected in soil vapor and sub-slab soil vapor were attributed to off-site spills.

C. THE FUTURE WITHOUT THE PROJECT

This analysis assumes that without the proposed project, the project site would remain in its current condition.

D. PROBABLE IMPACTS OF THE PROPOSED PROJECT

For the project site to be suitable for construction of a New York City public school, a soil vapor barrier and active sub-slab depressurization system would be incorporated into the new school design to prevent potential migration of organic vapors into the proposed school building. Additionally, the existing UST would be removed in accordance with all applicable federal, State, and local guidelines. In addition, any materials associated with x-ray activities (i.e. lead shielding) and mercury residue would be identified and properly managed prior to demolition or renovation activities. Finally, the following actions would be implemented in conjunction with the new school's development:

- The contractor would characterize soil anticipated for excavation to identify material handling, reuse, and/or waste disposal requirements and properly manage excavated soil in accordance with all applicable local, State and federal regulations; and
- For areas of the project site where exposed soils may exist (i.e., landscaped areas), a twenty-four (24) inch thick layer of environmentally-clean fill would be placed over the soils.

*

APPENDIX A
SHPO CORRESPONDENCE



New York State Office of Parks, Recreation and Historic Preservation

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

518-237-8643

www.nysparks.com

David Paterson
Governor

Carol Ash
Commissioner

April 15, 2010

Mr. Adam Lynn, Operations Manager
Real Estate Services
New York City School Construction Authority
30-30 Thomson Avenue
Long Island City, New York 11101

Re: NYCSCA
Proposed Intermediate School
10 East 15th Street
Manhattan, New York County
10PR01154

Dear Mr. Lynn:

Thank you for providing the detailed submission to the Office of Parks, Recreation and Historic Preservation (OPRHP) concerning the proposed construction of a new intermediate school on East 15th Street. OPRHP is reviewing the project under Section 14.09 of the New York State Parks, Recreation and Historic Preservation Law and the Letter of Resolution between the New York City School Construction Authority and OPRHP dated April 2007.

Douglas Mackey of our Archaeology Unit has reviewed the Preliminary Assessment/Disturbance Record prepared by AKRF and has no archaeology concerns.

Kathy Howe of our National Register Unit has indicated that the building now located at 10 East 15th Street is not eligible for listing in the National Register of Historic Places. However, the site is adjacent to the National Register-eligible Ladies Mile Historic District (LPS) and the National Historic Landmark Union Square site.

It is our opinion that the proposed demolition of the existing building at 10 East 15th Street and subsequent construction of the new school will have No Adverse Impact on historic and cultural resources listed in or eligible for listing in the National Register of Historic Places provided a Construction Protection Plan (CPP) is prepared for the adjacent resources and meets our approval. Kindly provide a copy of the CPP for our review.

We look forward to continued consultation. If you have any questions, please feel free to contact me at (518)237-8643, ext. 3287. When corresponding with the OPRHP regarding this project, please be sure to refer to the OPRHP Project Review (PR) number noted above.

Sincerely,

Elizabeth Martin
Historic Site Restoration Coordinator

Via email only



Lorraine Grillo
Acting President & CEO

lgrillo@nycsca.org

June 11, 2010

The Honorable Christine C. Quinn
Speaker of the Council
City Hall
New York, New York, 10007

Dear Speaker Quinn:

The New York City School Construction Authority (SCA) has undertaken its site selection process for the following proposed school:

- P.S. 287, Queens
New, Approximately 380-Seat Primary School Facility
- Block 1725, Lots 1, 3, 4, 7, 8, 11, 12, 13 and 56
- South Side of Northern Boulevard between 110th and 111th Streets
- Community School District No. 24
- Queens Community Board No. 3

The project site contains a total of approximately 22,480 square feet (0.52 acres) of lot area located on the south side of Northern Boulevard between 110th and 111th Streets in the Corona section of Queens. The site is an assemblage of nine (9) privately-owned lots that were used as ambulance parking and temporary structures accessory to the ambulance parking, and one lot (Lot 56) contains a two-story residence. Under the proposed project, the SCA would acquire the site assemblage, demolish the existing on-site structures, and construct a new, approximately 380-seat primary school facility serving students in Community School District No. 24.

The Notice of Filing of the Site Plan was published in the New York Post and the City Record on January 19, 2010. At that time, the school site depicted in the Site Plan consisted only of Lots 1, 3, 4, 7, 8, 11, 12 and 13. Queens Community Board No. 3 was notified on January 19, 2010, and was asked to hold a public hearing on the proposed Site Plan. Queens Community Board No. 3 held a public hearing on February 18, 2010 and subsequently submitted written comments in support of the proposed site. The City Planning Commission was also notified on January 19, 2010, and recommended in favor of the proposed site.



Following publication of the Notice of Filing, the SCA learned that Lot 56, which adjoins the site assemblage, was potentially available for purchase. Given the limited size of the site assemblage, the SCA determined that the expansion of the proposed school site to include Lot 56 would be beneficial for development of the proposed primary school facility. Therefore, the Site Plan has been amended since publication of the Notice of Filing to include Lot 56.

The SCA has considered all comments received on the proposed project and affirms the Site Plan (as amended to include Lot 56 as discussed above) pursuant to §1731.4 of the Public Authorities Law. In accordance with §1732 of the Public Authorities Law, the SCA is submitting the enclosed Site Plan to the Mayor and the Council for consideration. Enclosed also are copies of the Environmental Assessment and Negative Declaration that have been prepared for this project.

The SCA looks forward to your favorable consideration of the proposed Site Plan. If you have any questions regarding this Site Plan or would like further information, please contact me at (718) 472-8001 at your convenience.

Thank you for your attention to this matter.

Sincerely,

A handwritten signature in cursive script that reads "Lorraine Grillo".

Lorraine Grillo
Acting President & CEO

Encl.

- c. Hon. Michael R. Bloomberg (w/o attachments)
Hon. Leroy G. Comrie, Land Use Committee
Hon. Bradford Lander, Subcommittee on Landmarks,
Public Siting and Maritime Uses
Hon. Julissa Ferreras, District Councilmember
Kathleen Grimm, Deputy Chancellor



Lorraine Grillo
Acting President & CEO

lgrillo@nycsca.org

June 11, 2010

The Honorable Michael R. Bloomberg
Mayor
City Hall
New York, New York, 10007

Dear Mayor Bloomberg:

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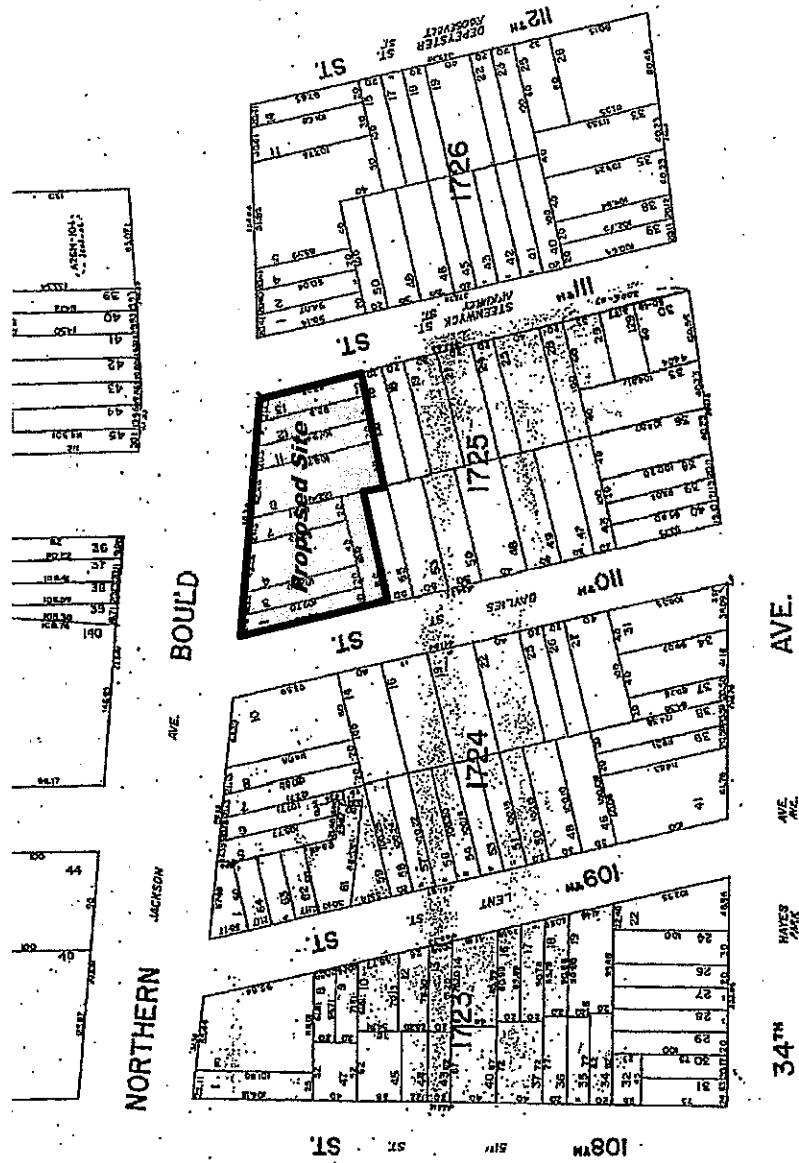
Lorraine Grillo
Acting President & CEO

Encl.

- c. Hon. Christine C. Quinn (w/o attachments)
Hon. Dennis M. Walcott
Kathleen Grimm, Deputy Chancellor



SITE PLAN FOR AN APPROXIMATELY 380 SEAT ELEMENTARY SCHOOL, QUEENS
Queens Block 1725 - Lots 1, 3, 4, 7, 8, 11, 12, 13 and 56
Community School District No. 24



NOTICE OF FILING

NEW YORK CITY SCHOOL CONSTRUCTION AUTHORITY

Pursuant to §1731 of the New York City School Construction Authority Act, notice has been filed for the proposed site selection of Block 1725, Lots 1, 3, 4, 7, 8, 11, 12 and 13, and any other property in the immediate vicinity which may be necessary for the proposed project, located in the Borough of Queens, for the construction of a new, approximately 380-seat primary school facility in Community School District No. 24.

The proposed site contains a total of approximately 20,000 square feet of lot area (0.46 acres) and is located at 110-02 to 110-20 Northern Boulevard, between 110th and 111th Streets. The site is privately owned and is currently being used as an ambulance parking lot. Site plans and a summary thereof for the proposed action are available at:

New York City School Construction Authority
30-30 Thomson Avenue
Long Island City, New York 11101

Attention: Ross J. Holden

Comments on the proposed actions are to be sent to the New York City School Construction Authority at the above address and will be accepted until March 5, 2010.

For publication in the New York Post (5 Borough Edition) and the City Record on Tuesday, January 19, 2010.

ALTERNATE SITES ANALYSES

NEW, APPROXIMATELY 380-SEAT ELEMENTARY SCHOOL 110-02 TO 110-20 NORTHERN BOULEVARD BLOCK 1725, LOTS 1, 3, 4, 7, 8, 11, 12, 13

The following locations were also considered as potential sites for a school in District 24.

- 1. 111-02 Astoria Boulevard (Block 1705, Lots 1, 5, 10, 61)** This approximately 33,000 square foot assemblage is on the corner of Astoria Boulevard 111th Street. It is currently used as a warehouse and demolition equipment business. The Department of Education conducted a preliminary review and determined that the site would not be suitable for a school due to the property's proximity to a heavily used intersection as well as the site's industrial context.
- 2. 47-01 108th Street (Block 2003, Lot 1)** This site, in a R-6B district, consists of approximately 20,000 square feet of lot area improved with an approximately 5,000 square foot garage. The site was dropped for consideration given the narrowness of the adjoining avenue and its heavy use for both cars and large trucks.
- 3. 79-48 Albion Avenue (Block 1537, Lots 48 and 62)** This property, in an M-1 zoning district, was offered for sale. A preliminary review determined that the site was irregular. It was determined that given its size and shape, this property was not suitable for a school. The site was dropped from further consideration.
- 4. 49-20 108th Street (Block 1993, Lot 65)** This site, in a R-6B district, is consists of approximately 15,000 square feet of lot area, improved with an approximately 7,900 square foot warehouse. An evaluation of the site was conducted and concluded that the site was not sufficient in size to accommodate a school. Therefore, the site was dropped from consideration.
- 5. 97-36 43rd Avenue (Block 1628, Lot 21)** This site, which lies partially in, both R-5 and M-1 zoning districts, is approximately 40,000 square feet improved with 27,000 square foot warehouse. Various studies were conducted and determined that the site would be suitable for a 475-seat Primary School. The public review process for this site commenced in November 2008.

The City of New York



COMMUNITY BOARD No. 3, Q.

82-11 37th Avenue, Suite 606
Jackson Heights, New York 11372
Telephone: (718) 458-2707
Fax: (718) 458-3316
www.CB3QN.NYC.GOV
COMMUNITYBOARD3@NYC.RR.COM

*OK send to
3 July - file under
school #
[Signature]*

GRACE LAWRENCE, Chairperson
GIOVANNA A. REID, District Manager

HELEN MARSHALL, Borough President
BARRY GRODENCHIK, Deputy Borough President and
Community Board Director

Marta Lebraton
First Vice-Chairperson
Lisa Mesulam
Second Vice-Chairperson
Darryl Hoss
Treasurer
Stephen Kulhanek
Secretary
Vasantraj Gandhi
Past Chair

Mr. Ross Holden
New York School Construction Authority
30-30 Thomson Avenue
Long Island City, New York 11101

March 5, 2010

Re: A proposal by SCA for site selection of Block 1725 Lots 1,3,4,7,8,11,12
and 13 for the construction of a new, approximately 380-seat primary
school facility, pre-K to third grade, located at 110-02 to 110-20 Northern
Boulevard, District 24

Dear Mr. Holden:

Community Board #3, Q., at its monthly meeting held on February 18, 2010,
reviewed and voted to approve New York City School Construction Authority's
proposal for the selection of above referenced block and lots to build a 380-seat
primary school facility.

The following issues were considered by the Community Board:

District 24 is probably the most overcrowded area in New York.

There is a severe need for additional school seats; the utilization rate District 24 is
currently 131%.

The construction of the new facility will help to relieve overcrowding of our area
schools.

Our children need and deserve a first class education and school environment
that is conducive for learning.

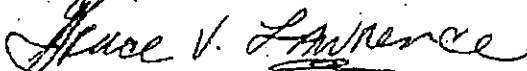
Community Board 3 therefore recommends approval with the following provisions:

- The new facility will be utilized to accommodate only students that are zoned for the school. Neighborhood children will be able to walk to school, eliminating the need for bussing with the exception of students with special needs.
- Upon the approval of SCA's proposal, they will come back to the Community Board for input on the design and overall project as they did with the construction of P.S. 212, 222 and I. S. 230.
- Share the results of the traffic and environmental impact studies with Community Board 3 in order to develop a plan to minimize the impact on the community and to ensure the safety of the students.

In conclusion, Community Board 3's top priority is the education of our children. We recognize the fact that all of the schools located in District 24 and 30 are severely crowded. Therefore, with a vote of 30 in favor and 1 opposed, the motion to construct a 380 seat new school on Block 1725 and Lots 1,3,4,7,8,11,12 and 13 at 110-02 to 110-20 Northern Boulevard, along with the aforementioned provisions was passed.

We thank you for the opportunity to comment on the proposal.

Sincerely,



Grace V. Lawrence
Chairperson, CB3



CITY PLANNING COMMISSION
CITY OF NEW YORK
OFFICE OF THE CHAIR

March 1, 2009

Sharon L. Greenberger
President and CEO
New York City School Construction Authority
30-30 Thomson Avenue
Long Island City, NY 11101-3045

Dear Ms. Greenberger,

This is in response to your letter of January 19, 2010 in which notice was given to the City Planning Commission of the proposed site selection of Block 1725, Lots 1, 3, 4, 7, 8, 11, 12, and 13 in the borough of Queens (Community District 3) for the construction of a 380-seat Primary School facility for Community School District 24.

In view of the need for additional primary school capacity in this school district, the City Planning Commission recommends in favor of the proposed site for a new school facility for CSD 24.

Very sincerely,

Amanda M. Burden

C: Kathleen Grimm
Ross Holden
Betty Mackintosh
John Young

Amanda M. Burden, FAICP, Chair
22 Reade Street, New York, NY 10007-1216
(212) 720-3200 FAX (212) 720-3219
nyc.gov/planning





January 19, 2010



Kathleen Grimm
Deputy Chancellor
New York City Department of Education
52 Chambers Street
New York, New York 10007

**Re: New, Approximately 380-Seat Primary School Facility, Queens
Community School District No. 24**

Dear Kathleen:

Pursuant to §1731 of the New York City School Construction Authority Act, notice is hereby given of the proposed acquisition of Block 1725, Lots 1, 3, 4, 7, 8, 11, 12 and 13, located in the Borough of Queens, for the construction of a new, approximately 380-seat primary school facility in Community School District No. 24.

By statute, the SCA is required to complete the site selection process before acquiring real property or starting construction of new schools. This process begins with formal notifications to the Department of Education, City Planning Commission, and the affected Community Board. The notification initiates a thirty (30) day period within which the Community Board is required to hold a public hearing, after which it has an additional fifteen (15) days to submit written comments. Following completion of this 45-day period, the SCA can submit the proposed site for approval by the City Council and Mayor. Only after the City Council and Mayor approve the site can the SCA acquire the site.

Attached are copies of the Notice of Filing, the Site Plan, and the Alternate Sites Analyses for the proposed action. The SCA will accept public comments on this proposed action until March 5, 2010. All comments will be taken into consideration in the SCA's final decision regarding this matter. If you require any additional information, please do not hesitate to contact Ross at (718) 472-8220.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Sharon L. Greenberger'.

Sharon L. Greenberger
President and CEO

Attachments



January 19, 2010



The Honorable Helen Marshall
President, Borough of Queens
120-55 Queens Boulevard
Kew Gardens, New York 11424

**Re: New, Approximately 380-Seat Primary School Facility, Queens
Community School District No. 24**

Dear Borough President Marshall:

Pursuant to §1731 of the New York City School Construction Authority Act, notice is hereby given of the proposed site selection of Block 1725, Lots 1, 3, 4, 7, 8, 11, 12 and 13, and any other property in the immediate vicinity which may be necessary for the proposed project, located in the Borough of Queens, for the construction of a new, approximately 380-seat primary school facility in Community School District No. 24. The site is located on the south side of Northern Boulevard between 110th and 111th Streets.

This notification was sent to Queens Community Board No. 3 and the City Planning Commission. The Notice of Filing for this site selection will be published in the New York Post and City Record on January 19, 2010, and the SCA will continue to accept public comments until March 5, 2010.

I have also attached the Site Plan and Alternate Sites Analyses for your review. If you require any additional information, please do not hesitate to contact Ross J. Holden, Vice President and General Counsel at (718) 472-8220.

Sincerely,

A handwritten signature in black ink, appearing to read 'Sharon L. Greenberger', written over a horizontal line.

Sharon L. Greenberger
President and CEO

Attachments

c: Kathleen Grimm, Deputy Chancellor



January 19, 2010



The Honorable Hiram Monserrate
New York State Senate, 13th District
District Office
32-37 Junction Boulevard
East Elmhurst, New York 11369

**Re: New, Approximately 380-Seat Primary School Facility, Queens
Community School District No. 24**

Dear State Senator Monserrate:

Pursuant to §1731 of the New York City School Construction Authority Act, notice is hereby given of the proposed site selection of Block 1725, Lots 1, 3, 4, 7, 8, 11, 12 and 13, and any other property in the immediate vicinity which may be necessary for the proposed project, located in the Borough of Queens, for the construction of a new, approximately 380-seat primary school facility in Community School District No. 24. The site is located on the south side of Northern Boulevard between 110th and 111th Streets.

This notification was sent to Queens Community Board No. 3 and the City Planning Commission. The Notice of Filing for this site selection will be published in the New York Post and City Record on January 19, 2010, and the SCA will continue to accept public comments until March 5, 2010.

I have also attached the Site Plan and Alternate Sites Analyses for your review. If you require any additional information, please do not hesitate to contact Ross J. Holden, Vice President and General Counsel at (718) 472-8220.

Sincerely,

A handwritten signature in black ink, appearing to read 'Sharon L. Greenberger', written over a horizontal line.

Sharon L. Greenberger
President and CEO

Attachments

c: Kathleen Grimm, Deputy Chancellor



January 19, 2010



The Honorable Christine C. Quinn
Speaker of the City Council
City Hall
New York, New York 10007

**Re: New, Approximately 380-Seat Primary School Facility, Queens
Community School District No. 24**

Dear Speaker Quinn:

Pursuant to §1731 of the New York City School Construction Authority Act, notice is hereby given of the proposed site selection of Block 1725, Lots 1, 3, 4, 7, 8, 11, 12 and 13, and any other property in the immediate vicinity which may be necessary for the proposed project, located in the Borough of Queens, for the construction of a new, approximately 380-seat primary school facility in Community School District No. 24. The site is located on the south side of Northern Boulevard between 110th and 111th Streets.

This notification was sent to Queens Community Board No. 3 and the City Planning Commission. The Notice of Filing for this site selection will be published in the New York Post and City Record on January 19, 2010, and the SCA will continue to accept public comments until March 5, 2010.

I have also attached the Site Plan and Alternate Sites Analyses for your review. If you require any additional information, please do not hesitate to contact Ross J. Holden, Vice President and General Counsel at (718) 472-8220.

Sincerely,

A handwritten signature in black ink, appearing to read "Sharon L. Greenberger".

Sharon L. Greenberger
President and CEO

Attachments

c: Kathleen Grimm, Deputy Chancellor
Hon. Melinda Katz, Land Use Committee
Hon. Jessica Lappin, Subcommittee on Landmarks,
Public Siting & Maritime Uses
Hon. Julissa Ferreras, District Councilmember
Gail Benjamin, Director, Land Use Division
Alonzo Carr, Land Use Division

30-30 Thomson Avenue
Long Island City, NY 11101

718 472 8000 T
718 472 8840 F



January 19, 2010



The Honorable Jeffrion Aubry
New York State Assembly, 35th District
District Office
98-09 Northern Boulevard
Corona, New York 11368

**Re: New, Approximately 380-Seat Primary School Facility, Queens
Community School District No. 24**

Dear Assemblyman Aubry:

Pursuant to §1731 of the New York City School Construction Authority Act, notice is hereby given of the proposed site selection of Block 1725, Lots 1, 3, 4, 7, 8, 11, 12 and 13, and any other property in the immediate vicinity which may be necessary for the proposed project, located in the Borough of Queens, for the construction of a new, approximately 380-seat primary school facility in Community School District No. 24. The site is located on the south side of Northern Boulevard between 110th and 111th Streets.

This notification was sent to Queens Community Board No. 3 and the City Planning Commission. The Notice of Filing for this site selection will be published in the New York Post and City Record on January 19, 2010, and the SCA will continue to accept public comments until March 5, 2010.

I have also attached the Site Plan and Alternate Sites Analyses for your review. If you require any additional information, please do not hesitate to contact Ross J. Holden, Vice President and General Counsel at (718) 472-8220.

Sincerely,

A handwritten signature in black ink, appearing to read 'Sharon L. Greenberger', is written over a light blue horizontal line.

Sharon L. Greenberger
President and CEO

Attachments

c: Kathleen Grimm, Deputy Chancellor



January 19, 2010



Mr. Nick Comaianni
President
Community Education Council No. 24
68-10 Central Avenue
Glendale, New York 11385

**Re: New, Approximately 380-Seat Primary School Facility, Queens
Community School District No. 24**

Déar Mr. Comaianni:

Pursuant to §1731 of the New York City School Construction Authority Act, notice is hereby given of the proposed site selection of Block 1725, Lots 1, 3, 4, 7, 8, 11, 12 and 13, and any other property in the immediate vicinity which may be necessary for the proposed project, located in the Borough of Queens, for the construction of a new, approximately 380-seat primary school facility in Community School District No. 24. The site is located on the south side of Northern Boulevard between 110th and 111th Streets.

This notification was sent to Queens Community Board No. 3 and the City Planning Commission. We have requested that Queens Community Board No. 3 hold a public hearing on the proposed site selection within thirty (30) days of this notice, and the SCA will continue to accept public comments until March 5, 2010.

I have also attached the Site Plan and Alternate Sites Analyses for your review. If you require any additional information, please do not hesitate to contact Ross J. Holden, Vice President and General Counsel at (718) 472-8220.

Sincerely,

A handwritten signature in black ink, appearing to read 'Sharon L. Greenberger', is written over a white background.

Sharon L. Greenberger
President and CEO

Attachments

c: Kathleen Grimm, Deputy Chancellor



January 19, 2010



The Honorable Hiram Monserrate
New York State Senate, 13th District
District Office
32-37 Junction Boulevard
East Elmhurst, New York 11369

**Re: New, Approximately 380-Seat Primary School Facility, Queens
Community School District No. 24**

Dear State Senator Monserrate:

Pursuant to §1731 of the New York City School Construction Authority Act, notice is hereby given of the proposed site selection of Block 1725, Lots 1, 3, 4, 7, 8, 11, 12 and 13, and any other property in the immediate vicinity which may be necessary for the proposed project, located in the Borough of Queens, for the construction of a new, approximately 380-seat primary school facility in Community School District No. 24. The site is located on the south side of Northern Boulevard between 110th and 111th Streets.

This notification was sent to Queens Community Board No. 3 and the City Planning Commission. The Notice of Filing for this site selection will be published in the New York Post and City Record on January 19, 2010, and the SCA will continue to accept public comments until March 5, 2010.

I have also attached the Site Plan and Alternate Sites Analyses for your review. If you require any additional information, please do not hesitate to contact Ross J. Holden, Vice President and General Counsel at (718) 472-8220.

Sincerely,

A handwritten signature in black ink, appearing to read "Sharon L. Greenberger".

Sharon L. Greenberger
President and CEO

Attachments

c: Kathleen Grimm, Deputy Chancellor



January 19, 2010



Amanda M. Burden, FAICP
Chairperson
City Planning Commission
22 Reade Street
New York, New York 10007

**Re: New, Approximately 380-Seat Primary School Facility, Queens
Community School District No. 24**

Dear Ms. Burden:

Pursuant to §1731 of the New York City School Construction Authority Act, notice is hereby given of the proposed site selection of Block 1725, Lots 1, 3, 4, 7, 8, 11, 12 and 13, and any other property in the immediate vicinity which may be necessary for the proposed project, located in the Borough of Queens, for the construction of a new, approximately 380-seat primary school facility in Community School District No. 24. The site is located on the south side of Northern Boulevard between 110th and 111th Streets.

Attached please find copies of the Notice of Filing, Site Plan, and Alternate Sites Analyses for the proposed action. The Authority will accept public comments on this proposed action until March 5, 2010. All comments will be taken into consideration in the Authority's final decision regarding this matter.

If you require any additional information, please do not hesitate to contact Ross J. Holden, Vice President and General Counsel, at (718) 472-8220.

Sincerely,

A handwritten signature in black ink, appearing to read 'Sharon L. Greenberger'.

Sharon L. Greenberger
President and CEO

c: Kathleen Grimm, Deputy Chancellor
Sarah Whitham, NYC Department of City Planning

30-30 Thomson Avenue
Long Island City, NY 11101

718 472 8000 T
718 472 8840 F



January 19, 2010



Ms. Grace Lawrence
Chairperson
Queens Community Board No. 3
82-11 37th Avenue, Suite 606
Jackson Heights, New York 11372

**Re: New, Approximately 380-Seat Primary School Facility, Queens
Community School District No. 24**

Dear Ms. Lawrence:

Pursuant to §1731 of the New York City School Construction Authority Act, notice is hereby given of the proposed site selection of Block 1725, Lots 1, 3, 4, 7, 8, 11, 12 and 13, and any other property in the immediate vicinity which may be necessary for the proposed project, located in the Borough of Queens, for the construction of a new, approximately 380-seat primary school facility in Community School District No. 24. The site is located on the south side of Northern Boulevard between 110th and 111th Streets.

Section 1731.2 states that within thirty (30) days of this notice, a public hearing with sufficient public notice shall be held by each affected community board on any or all aspects of the Site Plan. You may request the attendance of representatives of the Authority or Department of Education at this hearing.

In addition, §1731.3 states that within forty-five (45) days of this notice, each affected community board shall prepare and submit to the Authority written comments on the Site Plan. Attached please find copies of the Notice of Filing, Site Plan, and Alternate Sites Analyses for the proposed action. The Authority will accept public comments on this proposed action until March 5, 2010. All comments will be taken into consideration in the Authority's final decision regarding this matter.

If you require any additional information, please do not hesitate to contact Ross J. Holden, Vice President and General Counsel, at (718) 472-8220.

Sincerely,

A handwritten signature in black ink, appearing to read 'Sharon L. Greenberger', is written over a horizontal line.

Sharon L. Greenberger
President and CEO

Attachments

c: Kathleen Grimm, Deputy Chancellor
Giovanna A. Reid, District Manager, Queens Community District No. 3

30-30 Thomson Avenue
Long Island City, NY 11101

718 472 8000 T
718 472 8840 F

P.S. 287, Queens

Environmental Assessment Form and Supplemental Environmental Studies

Prepared for:
New York City School Construction Authority

Prepared by:
AKRF, Inc.

June 2010

State Environmental Quality Review

FULL ENVIRONMENTAL ASSESSMENT FORM

Purpose: The full EAF is designed to help applicants and agencies determine, in an orderly manner, whether a project or action may be significant. The question of whether an action may be significant is not always easy to answer. Frequently, there are aspects of a project that are subjective or unmeasurable. It is also understood that those who determine significance may have little or no formal knowledge of the environment or may not be technically expert in environmental analysis. In addition, many who have knowledge in one particular area may not be aware of the broader concerns affecting the question of significance.

The full EAF is intended to provide a method whereby applicants and agencies can be assured that the determination process has been orderly, comprehensive in nature, yet flexible enough to allow introduction of information to fit a project or action.

Full EAF Components: The full EAF is comprised of three parts:

- Part 1:** Provides objective data and information about a given project and its site. By identifying basic project data, it assists a reviewer in the analysis that takes place in Parts 2 and 3.
- Part 2:** Focuses on identifying the range of possible impacts that may occur from a project or action. It provides guidance as to whether an impact is likely to be considered small to moderate or whether it is a potentially-large impact. The form also identifies whether an impact can be mitigated or reduced.
- Part 3:** If any impact in Part 2 is identified as potentially-large, then Part 3 is used to evaluate whether or not the impact is actually important.

DETERMINATION OF SIGNIFICANCE — Type 1 and Unlisted Actions

Identify the Portions of EAF completed for this project: Part 1 Part 2 Part 3

Upon review of the information recorded on this EAF (Parts 1 and 2 and 3 if appropriate), and any other supporting information, and considering both the magnitude and importance of each impact, it is reasonably determined by the lead agency that:

- A. The project will not result in any large and important impact(s) and, therefore, is one which will not have a significant impact on the environment, therefore a negative declaration will be prepared.
- B. Although the project could have a significant effect on the environment, there will not be a significant effect for this Unlisted Action because the mitigation measures described in PART 3 have been required, therefore a **CONDITIONED** negative declaration will be prepared.*
- C. The project may result in one or more large and important impacts that may have a significant impact on the environment, therefore a positive declaration will be prepared.

* A Conditioned Negative Declaration is only valid for Unlisted Actions.

P.S. 287, Queens

Name of Action

New York City School Construction Authority

Name of Lead Agency

Ross J. Holden

Vice President and General Counsel

Print or Type Name of Responsible Officer in Lead Agency

Title of Responsible Officer

Signature of Responsible Officer in Lead Agency

Signature of Preparer (if different from responsible officer)

JUNE 7, 2010

Date

PART I — PROJECT INFORMATION

Prepared by Project Sponsor

NOTICE: This document is designed to assist in determining whether the action proposed may have a significant effect on the environment. Please complete the entire form, Parts A through E. Answers to these questions will be considered as part of the application for approval and may be subject to further verification and public review. Provide any additional information you believe will be needed to complete Parts 2 and 3.

It is expected that completion of the full EAF will be dependent on information currently available and will not involve new studies, research or investigation. If information requiring such additional work is unavailable, so indicate and specify each instance.

NAME OF ACTION P.S. 287, Queens		
LOCATION OF ACTION (INCLUDE STREET ADDRESS, MUNICIPALITY AND COUNTY) 110-02 Northern Boulevard, Queens, NY (Block 1725, Lots 1, 3, 4, 7, 8, 11, 12, 13, and 56)		
NAME OF APPLICANT/SPONSOR New York City School Construction Authority		BUSINESS TELEPHONE (718) 472-8273
ADDRESS 30-30 Thomson Avenue		
CITY/PO Long Island City	STATE NY	ZIP CODE 11101
NAME OF OWNER (IF DIFFERENT) Corona Venture Group, LLC		BUSINESS TELEPHONE ()
ADDRESS 134-03 35th Avenue		
CITY/PO Flushing	STATE NY	ZIP CODE 11354
DESCRIPTION OF ACTION The applicant seeks to construct an approximately 379-seat primary school for students in pre-kindergarten through fifth grades at 110-02 Northern Boulevard on Block 1725, Lots 1, 3, 4, 7, 8, 11, 12, 13, and 56 in the Elmhurst/Corona section of Queens.		

Please Complete Each Question—Indicate N.A. if not applicable

A. Site Description

Physical setting of overall project, both developed and undeveloped areas.

1. Present Land Use: Urban Industrial Commercial Residential (suburban) Rural (non-farm)
 Forest Agriculture Other

2. Total acreage of project area: 0.51 acres.

APPROXIMATE ACREAGE	PRESENTLY	AFTER COMPLETION
Meadow or Brushland (Non-agricultural)	_____ acres	_____ acres
Forested	_____ acres	_____ acres
Agricultural (Includes orchards, cropland, pasture, etc.)	_____ acres	_____ acres
Wetland (Freshwater or tidal as per Articles 24, 25 of ECL)	_____ acres	_____ acres
Water Surface Area	_____ acres	_____ acres
Unvegetated (Rock, earth or fill)	_____ acres	_____ acres
Roads, buildings and other paved surfaces	<u>0.51</u> acres	<u>0.51</u> acres
Other (Indicate type) _____	_____ acres	_____ acres

3. What is predominant soil type(s) on the project site? urban fill with fine sand and silt below

- a. Soil drainage: Well drained 100 % of site Moderately well drained _____ % of site.
 Poorly drained _____ % of site

- b. If any agricultural land is involved, how many acres of soil are classified within soil group 1 through 4 of the NYS Land Classification System? _____ Acres (see 1NYCRR 370)

4. Are there bedrock outcroppings on project site? Yes No
 What is the depth to bedrock? (in feet) Anticipated at 150 feet below surface

5. Approximate percentage of proposed project site with slopes: 0-10% 100 % 10-15% _____ %
 15% or greater _____ %

6. Is project substantially contiguous to, or contain a building, site, or district, listed on the State or National Registers of Historic Places? Yes No

7. Is project substantially contiguous to a site listed on the Register of National Natural Landmarks? Yes No

8. What is the depth of the water table? Between 48 and 54 ft (in feet)
9. Is site located over a primary, principal, or sole source aquifer? Yes No
10. Do hunting, fishing or shell fishing opportunities presently exist in the project area? Yes No
11. Does project site contain any species of plant or animal life that is identified as threatened or endangered? Yes No
According to: _____
Identify each species: _____
12. Are there any unique or unusual land forms on the project site? (i.e., cliffs, dunes or other geological formations?) Yes No
Describe: _____
13. Is the project site presently used by the community or neighborhood as an open space or recreation area? Yes No
If yes, explain: _____
14. Does the present site include scenic views known to be important to the community? Yes No
15. Streams within or contiguous to project area? None
a. Name of Stream and name of River to which it is tributary: _____
16. Lakes, ponds, wetland areas within or contiguous to project area: None
a. Name: _____
b. Size (in acres): _____
17. Is the site served by existing public utilities? Yes No
a. If YES, does sufficient capacity exist to allow connection? Yes No
b. If YES, will improvements be necessary to allow connection? Yes No
18. Is the site located in an agricultural district certified pursuant to Agriculture and Markets Law, Article 25-AA, Section 303 and 304? Yes No
19. Is the site located in or substantially contiguous to a Critical Environmental Area designated pursuant to Article 8 of the ECL, and 6 NYCRR 617? Yes No
20. Has the site ever been used for the disposal of solid or hazardous waste? Yes No

B. Project Description

1. Physical dimensions and scale of project (fill in dimensions as appropriate).
- a. Total contiguous acreage owned or controlled by project sponsor 0 acres.
- b. Project acreage to be developed: 0.51 acres initially; 0.51 acres ultimately.
- c. Project acreage to remain undeveloped 0 acres.
- d. Length of project, in miles: N/A (If appropriate)
- e. If the project is an expansion, indicate percent of expansion proposed N/A %
- f. Number of off-street parking spaces existing Ambulance parking only (no public parking); proposed None
- g. Maximum vehicular trips generated per hour 69 (upon completion of project)?
- h. If residential: Number and type of housing units?
- | | One Family | Two Family | Multiple Family | Condominium |
|------------|------------|------------|-----------------|-------------|
| Initially | _____ | _____ | _____ | _____ |
| Ultimately | _____ | _____ | _____ | _____ |
- i. Dimensions (in feet) of largest proposed structure ± 60' height; ± 118' width; ± 215' length.

j. Linear feet of frontage along a public thoroughfare project will occupy is? ± 215' on Northern Blvd.; ± 140' on 110th Street; ± 90' on 111th Street ft.

2. How much natural material (i.e., rock, earth, etc.) will be removed from the site? TBD tons/cubic yards.

3. Will disturbed areas be reclaimed? N/A Yes No

a. If yes, for what intended purpose is the site being reclaimed? _____

b. Will topsoil be stockpiled for reclamation? Yes No

c. Will upper subsoil be stockpiled for reclamation? Yes No

4. How many acres of vegetation (trees, shrubs, ground covers) will be removed from site? 0 acres.

5. Will any mature forest (over 100 years old) or other locally-important vegetation be removed by this project? Yes No

6. If single phase project: Anticipated period of construction Approx. 36 months

7. If multi-phased:

a. Total number of phases anticipated _____ (number)

b. Anticipated date of commencement phase 1 _____ month _____ year, including (demolition)

c. Approximate completion date of final phase _____ month _____ year.

d. Is phase 1 functionally dependent of subsequent phases? Yes No

8. Will blasting occur during construction? Yes No

9. Number of jobs generated: during construction TBD ; after project is complete Approx. 38

10. Number of jobs eliminated by this project 0

11. Will project require relocation of any projects or facilities? Yes No

If yes, explain: _____

12. Is surface liquid waste disposal involved? Yes No

a. If yes, indicate type of waste (sewage, industrial, etc) and amount Sewage: 3,790 gallons per day¹

b. Name of water body into which effluent will be discharged Sewage would be discharged into the City sewage system.

13. Is subsurface liquid waste disposal involved? Type _____ Yes No

14. Will surface area of an existing water body increase or decrease by proposal? Yes No

If yes, explain: _____

15. Is project or any portion of project located in a 100 year flood plain? Yes No

16. Will the project generate solid waste? Yes No

a. If yes, what is the amount per month? 2.3² tons

b. If yes, will an existing solid waste facility be used? Yes No

c. If yes, give name TBD ; location All waste would be collected and sent to a designated disposal facility.

d. Will any wastes not go into a sewage disposal system or into a sanitary landfill? Yes No

e. If yes, explain: Recyclable materials collected at schools would be taken to a recycling facility for processing.

17. Will the project involve the disposal of solid waste? Yes No

a. If yes, what is the anticipated rate of disposal? _____ tons/month

b. If yes, what is the anticipated site life? _____ years

18. Will project use herbicides or pesticides? Yes No

19. Will project routinely produce odors (more than one hour per day)? Yes No

20. Will project produce operating noise exceeding the local ambient noise levels? Yes No

¹ 379 students x 10 gallons per day = 3,790 gpd

² 379 students x 3 pounds per week (ppw) = 1,137 x 4 weeks = 4,548 pounds per month

21. Will project result in an increase in energy use? Yes No
 If yes, indicate type(s): Electric, gas
22. If water supply is from wells, indicate pumping capacity N/A gallons/minute
23. Total anticipated water usage per day 9,036¹ gallons/day
24. Does project involve Local, State, or Federal funding? Yes No
 If yes, explain: Acquisition, design, and construction costs would be provided by the New York City Department of Education's Five-Year Capital Plan for Fiscal Years 2010 to 2014.

25. Approvals Required:

	Yes	No	Type	Submittal Date
City, Town, Village Board	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
City, Town, Village Planning Board	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
City, Town, Village Zoning Board	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
City, County Health Department	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
Other Local Agencies	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
Other Regional Agencies	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
State Agencies	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
Federal Agencies	<input type="checkbox"/>	<input checked="" type="checkbox"/>		

C. Zoning and Planning Information

26. Does proposed action involve a planning or zoning decision? Yes No
 If Yes, indicate decision required:
 Zoning amendment Zoning variance New/revision of master plan Subdivision
 Site plan Special use permit Resource management plan Other
 Project could potentially require a zoning override from the Deputy Mayor for Education and Community Development

27. What is the zoning classification(s) of the site? Residential R6A/C2-4 and R5
28. What is the maximum potential development of the site if developed as permitted by the present zoning?
 (Portion of site within R6A: Approx. 20,225 sf x 3.0 FAR = 60,675 sf) + (Portion of site within R5: Approx. 2,255 sf x 2.0 FAR = 4,510 sf) = 65,185 sf
29. What is the proposed zoning of the site? The proposed project does not include a change in the zoning of the site.
30. What is the maximum potential development of the site if developed as permitted by the proposed zoning?
N/A
31. Is the proposed action consistent with the recommended uses in adopted local land use plans? Yes No
32. What are the predominant land use(s) and zoning classifications within a ¼-mile radius of proposed action?
 Land Use: Residential, institutional, commercial, manufacturing, open space, and transportation infrastructure
 Zoning: R3-2, R4, R5, R5A, R6, R6A, R6B; C1-4 and C2-4
33. Is the proposed action compatible with adjoining/surrounding land uses with a ¼ mile? Yes No
34. If the proposed action is the subdivision of land, how many lots are proposed? N/A

- a. What is the minimum lot size proposed? _____
35. Will the proposed action require authorization(s) for the formation of sewer or water districts? Yes No
36. Will the proposed action create a demand for any community provided services (recreation, education, police, fire protection)? Yes No
 a. If yes, is existing capacity sufficient to handle projected demand? Yes No
37. Will the proposed action result in the generation of traffic significantly above present levels? Yes No
 a. If yes, is the existing road network adequate to handle the additional traffic? Yes No

¹ 379 students x 10 gpd = 3,790 gpd + (0.17 x 53,153 sf) = 9,036 gpd


D. Informational Details

Attach any additional information as may be needed to clarify your project. If there are or may be an adverse impacts associated with your proposal, please discuss such impacts and the measures which you proposed to mitigate or avoid them.

E. Verification

I certify that the information provided above is true to the best of my knowledge.

Applicant/Sponsor Name Lisa M. Lau, AICP Date June 7, 2010

Signature  Title Vice President

If the action is in the Coastal Area, and you are a state agency, complete the Coastal Assessment Form before proceeding with this assessment.

Part 2 - PROJECT IMPACTS AND THEIR MAGNITUDE
 Responsibility of Lead Agency

General Information (Read Carefully)

In completing the form the reviewer should be guided by the question: Have my responses and determinations been reasonable? The reviewer is not expected to be an expert environmental analyst.

The **Examples** provided are to assist the reviewer by showing types of impacts and wherever possible the threshold of magnitude that would trigger a response in column 2. The examples are generally applicable throughout the State and for most situations. But, for any specific project or site other examples and/or lower thresholds may be appropriate for a Potential Large Impact response, thus requiring evaluation in Part 3.

The impacts of each project, on each site, in each locality, will vary. Therefore, the examples are illustrative and have been offered as guidance. They do not constitute an exhaustive list of impacts and thresholds to answer each question.

The number of examples per question does not indicate the importance of each question.

In identifying impacts, consider long term, short term and cumulative effects.

Instructions (Read Carefully)

- Answer each of the 20 questions in PART 2. Answer **Yes** if there will be any impact.
- Maybe** answers should be considered as **Yes** answers.
- If answering **Yes** to a question, then check the appropriate box (column 1 or 2) to indicate the potential size of the impact. If impact threshold equals or exceeds any example provided, check column 2. If impact will occur but threshold is lower than example, check column 1.
- Identifying that an Impact will be potentially large (column 2) does not mean that it is also necessarily **significant**. Any large impact must be evaluated in PART 3 to determine significance. Identifying an impact in column 2 simply asks that it be looked at further.
- If a reviewer has doubt about size of the impact then consider the impact as potentially large and proceed to PART 3.
- If a potentially large impact checked in column 2 can be mitigated by change(s) in the project to a small to moderate impact, also check the **Yes** box in column 3. A **No** response indicates that such a reduction is not possible. This must be explained in PART 3.

IMPACT ON LAND		1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact be Mitigated by Project Change
1. Will the Proposed Action result in a physical change to the project site? <input type="checkbox"/> NO <input checked="" type="checkbox"/> YES				
Examples that would apply to column 2 Any construction on slopes of 15% or greater, (15 foot rise per 100 foot of length), or where the general slopes in the project area exceed 10%.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> YES <input type="checkbox"/> NO
Construction on land where the depth to the water table is less than 3 feet.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> YES <input type="checkbox"/> NO
Construction of paved parking area for 1,000 or more vehicles.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> YES <input type="checkbox"/> NO
Construction on land where bedrock is exposed or generally within 3 feet of existing ground surface.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> YES <input type="checkbox"/> NO
Construction that will continue for more than 1 year or involve more than one phase or stage.		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> YES <input type="checkbox"/> NO
Excavation for mining purposes that would remove more than 1,000 tons of natural material (i.e., rock or soil) per year.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> YES <input type="checkbox"/> NO
Construction or expansion of a sanitary landfill.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> YES <input type="checkbox"/> NO
Construction in a designated floodway.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> YES <input type="checkbox"/> NO
Other impacts		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> YES <input type="checkbox"/> NO
2. Will there be an effect to any unique or unusual land forms found on the site? (i.e., cliffs, dunes, geological) <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES				
Other impacts		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> YES <input type="checkbox"/> NO

IMPACT ON WATER

3. Will Proposed Action affect any water body designated? (Under Articles 15, 24, 25 of the Environmental Conservation Law, ECL) <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact be Mitigated by Project Change
Examples that would apply to column 2 Developable area of site contains a protected water body. Dredging more than 100 cubic yards of material from channel of a protected stream. Extension of utility distribution facilities through a protected water body. Construction in a designated freshwater or tidal wetland. Other impacts _____	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO
4. Will Proposed Action affect any non-protected existing or new body of water? <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES Examples that would apply to column 2 A 10% increase or decrease in the surface area of any body of water or more than a 10-acre increase or decrease. Construction of a body of water that exceeds 10 acres of surface area. Other impacts _____	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO
5. Will Proposed Action affect surface or ground water quality or quantity? <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES Examples that would apply to column 2 Proposed Action will require a discharge permit. Proposed Action requires use of a source of water that does not have approval to serve proposed (project) action. Proposed Action requires water supply from wells with greater than 45 gallons per minute pumping capacity. Construction or operation causing any contamination of a water supply system. Proposed Action will adversely affect groundwater. Liquid effluent will be conveyed off the site to facilities which presently do not exist or have inadequate capacity. Proposed Action would use water in excess of 20,000 gallons per day. Proposed Action will likely cause siltation or other discharge into an existing body of water to the extent that there will be an obvious visual contrast to natural conditions. Proposed Action will require the storage of petroleum or chemical products greater than 1,100 gallons. Proposed Action will allow residential uses in areas without water and/or sewer services. Proposed Action locates commercial and/or industrial uses which may require new or expansion of existing waste treatment and/or storage facilities. Other impacts _____	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO

6. Will Proposed Action alter drainage flow or patterns, or surface water runoff? <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact be Mitigated by Project Change
Examples that would apply to column 2 Proposed Action would change flood water flows. Proposed Action may cause substantial erosion. Proposed Action is incompatible with existing drainage patterns. Proposed Action will allow development in a designated floodway. Other impacts _____	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO
IMPACT ON AIR			
7. Will Proposed Action affect air quality? <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES Examples that would apply to column 2 Proposed Action will induce 1,000 or more vehicle trips in any given hour. Proposed Action will result in the incineration of more than 1 ton of refuse per hour. Emission rate of total contaminants will exceed 5 lbs. Per hour or a heat source producing more than 10 million BTU's per hour. Proposed Action will allow an increase in the amount of land committed to industrial use. Proposed Action will allow an increase in the density of industrial development within existing industrial areas. Other impacts _____	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO
IMPACT ON PLANTS AND ANIMALS			
8. Will Proposed Action affect threatened or endangered species? <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES Examples that would apply to column 2 Reduction of one or more species listed on the New York or Federal list, using the site, over or near the site, or found on the site. Removal or any portion of a critical or significant wildlife habitat. Application of pesticide or herbicide more than twice a year, other than for agricultural purposes. Other impacts _____	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO
9. Will Proposed Action substantially affect non-threatened or non-endangered species? <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES Examples that would apply to column 2 Proposed Action would substantially interfere with any resident or migratory fish, shellfish, or wildlife species. Proposed Action requires the removal or more than 10 acres of mature forest (over 100 years of age) or other locally important vegetation. Other impacts _____	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO
IMPACT ON AGRICULTURAL LAND RESOURCES			
10. Will Proposed Action affect agricultural land resources? <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES Examples that would apply to column 2 The Proposed Action would sever, cross or limit access to agricultural land (includes cropland, hayfields, pasture, vineyard, orchard, etc.) Construction activity would excavate or compact the soil profile of agricultural land. The Proposed Action would irreversibly convert more than 10 acres of agricultural land or, if located in an Agricultural District, more than 2.5 acres of agricultural land. The Proposed Action would disrupt or prevent installation of agricultural land management systems (e.g. subsurface drain lines, outlet ditches, strip cropping) or create a need for such measures (e.g. cause a farm field to drain poorly due to increased runoff). Other impacts _____	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO

IMPACT ON AESTHETIC RESOURCES

11. Will Proposed Action affect aesthetic resources? (If necessary, use the Visual EAR Addendum Section 617.20, Appendix B.) NO YES

Examples that would apply to column 2

- Proposed land uses, or project components obviously different from or in sharp contrast to current surrounding land use patterns, whether man-made or natural.
- Proposed land uses, project components visible to users of aesthetic resources which will eliminate or significantly reduce their enjoyment of the aesthetic qualities of that resource.
- Project components that will result in the elimination or significant screening of scenic views known to be important to the area.

Other impacts _____

IMPACT ON HISTORIC AND ARCHEOLOGICAL RESOURCES

12. Will Proposed Action impact any site or structure of historic, prehistoric or paleontological importance? NO YES
See Chapter 3, "Historic Resources."

Examples that would apply to column 2

- Proposed Action occurring wholly or partially within or substantially contiguous to any facility or site listed on the State or National Register of Historic places.
- Any impact to an archeological site or fossil bed located within the project site.
- Proposed Action will occur in an area designated as sensitive for archeological sites on the NYS Site Inventory.

Other impacts _____

IMPACT ON OPEN SPACE AND RECREATION

13. Will Proposed Action affect the quantity or quality of existing or future open spaces or recreational opportunities? NO YES

Examples that would apply to column 2

- The permanent foreclosure of a future recreational opportunity.
- A major reduction of an open space important to the community.

Other impacts _____

1
Small to
Moderate
Impact

2
Potential
Large
Impact

3
Can Impact be
Mitigated by Project
Change

-
-
-
-

-
-
-
-

- YES NO
- YES NO
- YES NO
- YES NO

-
-
-
-

-
-
-
-

- YES NO
- YES NO
- YES NO
- YES NO

-
-
-

-
-
-

- YES NO
- YES NO
- YES NO

IMPACT ON CRITICAL ENVIRONMENTAL AREAS

14. Will Proposed Action impact the exceptional or unique characteristics of a critical environmental area (CEA) established pursuant to subdivision 6NYCRR 617.14(g)? NO YES

List the environmental characteristics that caused the designation of the CEA

Examples that would apply to column 2

Proposed Action to locate within the CEA?

Proposed Action will result in a reduction in the quantity of the resource?

Proposed Action will result in a reduction in the quality of the resource?

Proposed Action will impact the use, function or enjoyment of the resource?

Other impacts

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> YES	<input type="checkbox"/> NO
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> YES	<input type="checkbox"/> NO
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> YES	<input type="checkbox"/> NO
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> YES	<input type="checkbox"/> NO
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> YES	<input type="checkbox"/> NO

IMPACT ON TRANSPORTATION

15. Will there be an effect to existing transportation systems? NO YES
See Chapter 5, "Traffic and Parking."

Examples that would apply to column 2

Alteration of present patterns of movement of people and/or goods.

Proposed Action would result in major traffic problems.

Other impacts

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> YES	<input type="checkbox"/> NO
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> YES	<input type="checkbox"/> NO
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> YES	<input type="checkbox"/> NO

IMPACT ON ENERGY

16. Will Proposed Action affect the community's sources of fuel or energy supply? NO YES

Examples that would apply to column 2

Proposed Action will cause a greater than 5% increase in the use of any form of energy in the municipality.

Proposed Action will require the creation or extension of an energy transmission or supply system to serve more than 50 single or two family residences or to serve a major commercial or industrial use.

Other impacts

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> YES	<input type="checkbox"/> NO
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> YES	<input type="checkbox"/> NO
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> YES	<input type="checkbox"/> NO

NOISE AND ODOR IMPACT

17. Will there be objectionable odors, noise, or vibration as a result of the Proposed Action? NO YES
See Chapter 8, "Noise."

Examples that would apply to column 2

Blasting within 1,500 feet of a hospital, school or other sensitive facility.

Odors will occur routinely (more than one hour per day).

Proposed Action will produce operating noise exceeding the local ambient noise levels for noise outside of structures.

Proposed Action will remove natural barriers that would act as a noise screen.

Other impacts

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> YES	<input type="checkbox"/> NO
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> YES	<input type="checkbox"/> NO
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> YES	<input type="checkbox"/> NO
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> YES	<input type="checkbox"/> NO
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> YES	<input type="checkbox"/> NO

IMPACT ON PUBLIC HEALTH

18. Will Proposed Action affect public health and safety? NO YES

Examples that would apply to column 2

Proposed Action may cause a risk of explosion or release of hazardous substances (i.e. oil, pesticides, chemicals, radiation, etc.) in the event of accident or upset conditions, or there may be a chronic low level discharge or emission.

Proposed Action may result in the burial of "hazardous wastes" in any form (i.e. toxic, poisonous, highly reactive, radioactive, irritating, infectious, etc.)

Storage facilities for one million or more gallons of liquefied natural gas or other flammable liquids.

Proposed Action may result in the excavation or other disturbance within 2,000 feet of a site used for the disposal of solid or hazardous waste.

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> YES <input type="checkbox"/> NO
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> YES <input type="checkbox"/> NO
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> YES <input type="checkbox"/> NO
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> YES <input type="checkbox"/> NO

Other impacts

IMPACT ON GROWTH AND CHARACTER OF COMMUNITY OR NEIGHBORHOOD

19. Will Proposed Action affect the character of the existing community? NO YES

Examples that would apply to column 2

The permanent population of the city, town or village in which the project is located is likely to grow by more than 5%.

The municipal budget for capital expenditures or operating services will increase by more than 5% per year as a result of this project.

Proposed Action will conflict with officially adopted plans or goals.

Proposed Action will cause a change in the density of land use.

Proposed Action will replace or eliminate existing facilities, structures or areas of historic importance to the community.

Development will create a demand for additional community services (e.g. schools, police and fire, etc.)

Proposed Action will set an important precedent for future projects.

Proposed Action will create or eliminate employment.

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> YES <input type="checkbox"/> NO
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> YES <input type="checkbox"/> NO
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> YES <input type="checkbox"/> NO
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> YES <input type="checkbox"/> NO
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> YES <input type="checkbox"/> NO
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> YES <input type="checkbox"/> NO
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> YES <input type="checkbox"/> NO
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> YES <input type="checkbox"/> NO

Other impacts

20 Is there, or is there likely to be, public controversy related to potential adverse environmental impacts?

NO YES

If Any Action in Part 2 is identified as a Potential Large Impact or If you Cannot Determine the Magnitude of Impact, Proceed to Part 3

A. INTRODUCTION

The New York City School Construction Authority (SCA) proposes the site selection, acquisition, acceptance of construction funding, and construction of a new Primary School (P.S.) facility with the capacity of approximately 379 seats in the Elmhurst/Corona section of Queens. The proposed facility would serve Community School District (CSD) 24 and would accommodate children in pre-kindergarten through grade five. The project site is an approximately 22,480-square-foot (sf) lot located at 110-02 Northern Boulevard, between 110th and 111th Streets (Block 1725, Lots 1, 3, 4, 7, 8, 11, 12, 13, and 56). The project site currently contains paved parking for ambulances, two small modular structures that are accessory to the ambulance parking use, and a two-story house. It is expected that the existing ambulance parking use would relocate to another site in the surrounding area in the future with the proposed project.

Although design plans for the new building have not been finalized, it is expected that the proposed school building would contain approximately 53,150 gross square feet (gsf) and would be four stories (approximately 60 feet) in height. An outdoor playground area would be located above the second story on the eastern portion of the building. In addition, an at-grade early childhood playground could be located on the southwest portion of the project site.

The proposed project is located within R6A/C2-4 and R5 zoning districts, in which schools are permitted as-of-right as per Section 22-00 of the Zoning Resolution. Should the final design of the project result in zoning bulk non-compliance, the SCA would seek a zoning override from the Deputy Mayor for Education and Community Development. Funding for design and construction of this project would be provided in the New York City Department of Education's Capital Plan for Fiscal Years 2010 to 2014.

For the purpose of this environmental assessment, it is assumed that construction of the proposed project would begin in 2011 and the student occupancy would begin in September 2014. Accordingly, 2014 has been selected as the Build year for which the environmental assessment areas have been analyzed.

B. PROBABLE IMPACTS OF THE PROPOSED PROJECT

LAND USE

PROJECT SITE

With the proposed project, the existing ambulance parking and temporary structures on the project site would be removed. The proposed, four-story school building would occupy the majority of the project site; the rooftop playground area would be located above the second story

of the eastern portion of the building. The proposed project would be compatible with surrounding building heights and uses.

STUDY AREA

The proposed school facility would be compatible with the surrounding uses, which are primarily residential. At four stories in height, the proposed facility would be slightly taller but generally consistent with structures in the study area. The proposed project would improve land use conditions in the study area and enliven the project block by providing a new educational facility on a site that currently contains parking uses and temporary structures. Therefore, the development of the proposed facility is not expected to result in any significant adverse impacts to land use.

ZONING

The proposed facility would conform to the use requirements of both the R6A/C2-4 and R5 zoning districts, which permit community facility uses, including schools, as-of-right. Should the final design of the proposed building result in any zoning bulk non-compliance, the SCA would seek approval of a zoning override from the Deputy Mayor for Education and Community Development to permit the project to proceed. If the zoning override is granted, it would apply only to the project site and would have no impact on neighboring zoning or property. Therefore, the proposed project would have no significant adverse impacts to local zoning.

COMMUNITY CHARACTER

The proposed project would replace current uses on the site with a new primary school facility that would be similar in scale to existing buildings and compatible with surrounding land uses. The proposed project would benefit the area by bringing new community facility uses to the neighborhood. The increase in traffic volumes expected to result from the proposed school would not result in any significant adverse community character impacts.

COMMUNITY FACILITIES

The Police and Fire Departments would adjust their services as they deem necessary, and no significant adverse impacts to police or fire services are expected to result from the proposed project.

HISTORIC RESOURCES

ARCHAEOLOGICAL RESOURCES

A portion of the project site has been determined to have moderate sensitivity for precontact archaeological resources. Therefore, further investigation in the form of Phase 1B testing would be conducted by the SCA before construction of the project for Lots 3 (portion), 4 (portion), 7, 8, 11, and 12. The New York State Office of Parks, Recreation, and Historic Preservation (OPRHP) concurred with the recommendation for Phase 1B testing of the project site's archaeologically sensitive areas. The review of the supplemental materials describing Lot 56 is pending. Upon the completion of the Phase 1B field investigation, the information from the disturbance memo will be combined with the results of the field testing and presented to OPRHP as a complete Phase 1 Archaeological Investigation for review and comment. The Phase 1

Archaeological Investigation Report will include the documentary research for Lot 56 that is summarized above.

ARCHITECTURAL RESOURCES

Project Site

The proposed project would develop the project site with a new primary school up to four stories (approximately 60 feet) in height with a playground located above the building's second floor. The new school would be set back from Northern Boulevard behind landscaping and would have a wing extending south along 111th Street. It is anticipated that the new school would be faced in masonry. The school's primary entrance would be from Northern Boulevard west of 111th Street. Since there are no known or potential architectural resources on the project site, the proposed project would have no adverse impacts on architectural resources on the project site.

STUDY AREA

The project site is located approximately 135 feet from the one architectural resource in the study area, the apartment building at 111-17 Northern Boulevard, diagonally northeast of the project site. Because this building is more than 90 feet from the project site, no adverse construction-related impacts on this resource are expected as a result of the proposed project. Overall, the proposed project is not expected to adversely affect architectural resources.

VISUAL AND AESTHETIC CONDITIONS

PROJECT SITE

As currently contemplated, the new school building would be a free-standing structure that would occupy most of the project site. It would be set back from Northern Boulevard behind landscaping and would have a wing extending south along 111th Street. It is anticipated that the new school would be faced in masonry and the school's primary entrance would be from Northern Boulevard west of 111th Street. The new school building would positively affect the character of the adjacent streetscape by replacing a surface parking lot and modular structures with a new school building. The school would introduce new pedestrian activity to the project site. The proposed project would also include new landscaping elements that would further contribute to an enhanced appearance of the project site. As there are no notable view corridors or important visual elements on or visible from the project site, the proposed project would have no adverse impacts on such resources.

STUDY AREA

The proposed school building would be constructed on an existing block and would not alter any natural features, street patterns, or block shapes in the study area. Therefore, there would be no impacts to these study area components as a result of the proposed project. The proposed project would not affect the Malcolm X Garden, which is located at the southwest corner of Northern Boulevard and 112th Street, as the project site, due to distance and intervening buildings, does not have a physical or visual relationship with the community garden. The new school would add an active use to the study area that would enliven the streetscape. In addition, the proposed school would be consistent with the existing mix of uses in the study area.

The proposed building would be taller than most existing study area buildings. However, it would be similar in height and form to several residential buildings in this area, including three residential buildings with ground-floor retail on Northern Boulevard near the project site. Further, several houses in the study area are three stories in height and are set above a raised base. The school would also rise without setbacks and be faced in masonry, like many existing buildings. The school would be similar in shape and form to some of the commercial and industrial buildings in the study area. The footprint of the proposed school would be larger than the free-standing houses in the study area, but would be comparable to the larger apartment buildings and the industrial/manufacturing and commercial buildings in the study area. The new school building would also be compatible, in terms of its footprint and form, with the two residential buildings under construction in the study area. Therefore, the new school would not adversely affect building uses, shapes, or forms in the study area.

The proposed school building would be visible from the immediately surrounding streets. The proposed building would be built on an existing block, and thus would not affect views east or west on the Northern Boulevard view corridor. As there are no notable view corridors in the study area, the proposed building would not adversely affect any such view corridors.

Overall, the proposed project would not adversely affect visual character or important visual elements on the project site or in the surrounding study area.

TRANSPORTATION

TRAFFIC

According to the criteria presented in the 2010 *CEQR Technical Manual*, impacts for both signalized and unsignalized intersections are considered significant and require examination of improvements if they result in an increase of 5 or more seconds of delay in a lane group operating at LOS D in the No Build condition where Build delay exceeds mid-LOS D. For No Build LOS E, a 4-second increase in delay is considered significant. For No Build LOS F, a 3-second increase in delay is considered significant. Impacts are also considered significant if levels of service decrease from acceptable LOS A, B, or C in the No Build condition to beyond mid-LOS D in the future Build condition. In the event of such impacts, potential improvement measures will be examined.

In addition, the 2010 *CEQR Technical Manual* states that for the minor approach to trigger significant impacts at an unsignalized intersection, 90 passenger car equivalents (PCEs) must be identified in the future build condition in any peak hour.

For the streets around the site, future intersection volumes would generally represent a moderate increase over the existing traffic volumes. The street capacities at the majority of the study area intersections would be sufficient to accommodate these increases. However, based on the 2010 CEQR standards, the proposed project could require traffic improvements at the following two signalized intersection approaches during the two peak hours analyzed:

- The northbound approach of 110th Street at Northern Boulevard during the PM peak hour; and
- The eastbound approach of Northern Boulevard at 112th Street during the PM peak hour.

No traffic improvement measures would be required at the study area's unsignalized intersections during the two peak hours analyzed.

TRANSIT OPERATIONS

The proposed project would not exceed the 2010 *City Environmental Quality Review (CEQR) Technical Manual* threshold of 200 peak hour transit riders at any given transit facility/route for undertaking a quantified transit analysis, and is therefore not expected to result in significant adverse transit impacts in the study area.

PEDESTRIAN OPERATIONS

Pedestrian trips associated with the proposed project would result in increased volumes at the analysis locations. However, all sidewalks, crosswalks, and corner reservoir analysis locations would continue to operate at acceptable levels (minimum 24 square feet per pedestrian [SFP] for crosswalks and corners, maximum 6 pedestrians per minute per foot [PMF] platoon flows for sidewalks) during both the AM and PM peak 15-minute periods.

Based on the 2010 CEQR criteria, a reduction in pedestrian space to less than or equal to 24.0 SFP (LOS D) in Build conditions is considered a significant impact on corners or crosswalks with No Build pedestrian space of greater than 26.6 SFP. For the corners and crosswalks with pedestrian space between 5.1 and 26.6 SFP under No Build conditions, determination of significant impacts is assessed according to the sliding scale identified in the 2010 *CEQR Technical Manual*. Project-related sidewalk impacts for platoon flows are considered significant and require examination of mitigation if the proposed project would result in a deterioration in the average pedestrian flow rate for sidewalks operating with less than 3.4 PMF under No Build conditions to greater than 6.0 PMF under the Build conditions. For sidewalks with average flow rates between 3.4 and 19.0 PMF under No Build conditions, determination of significant impact is assessed based on a sliding scale that varies with the No Build average pedestrian flow rates. Based on these criteria, the proposed project would not result in any significant adverse pedestrian impacts during the AM and PM peak periods.

PARKING

The proposed school would not provide any on-site parking spaces and would generate a demand of approximately 15 parking spaces by faculty/staff commuting by auto. Since the on-street parking utilization in the study area in the 2014 No Build condition is expected to be 89 percent during the midday peak hour, the parking demand generated by the proposed project would be accommodated by the available on-street parking spaces within the ¼-mile radius of the project site. This would result in an overall on-street parking utilization rate of approximately 90 percent in the 2014 Build condition.

Since the on-street parking in the study area would operate with available capacity in the 2014 Build condition, the proposed project would not result in significant adverse impact to the supply and demand of on-street parking in the study area.

PEDESTRIAN SAFETY

Accident data for the study area intersections were compiled from New York State Department of Transportation (NYSDOT) records for the period between September 1, 2006 and August 31, 2009. The data obtained quantify the total number of reportable accidents (involving fatality, injury, or more than \$1,000 in property damage) during the study period, as well as a yearly breakdown of pedestrian- and bicycle-related accidents at each location. According to the 2010 *CEQR Technical Manual*, a high accident location is one where there were 48 or more total reportable and non-reportable accidents or five or more pedestrian/bicyclist injury accidents in any consecutive twelve months of the most recent three-year period for which data are available.

During this period, a total of 83 reportable accidents, no fatalities, 79 injuries, and 11 pedestrian-related accidents occurred at study area intersections. A review of the accident data identified no intersections as high accident locations in the 2006 to 2009 period, based on the 2010 *CEQR* standards.

PROJECT IMPROVEMENTS

Two of the study area signalized intersections could require traffic improvement measures as a result of project-generated traffic. To improve traffic operating conditions at these intersections, the following signal timing adjustments would be required:

- At Northern Boulevard and 110th Street during the PM peak hour, shift one second of green time from the eastbound/westbound phase to the northbound/southbound phase; and
- At Northern Boulevard and 112th Street during the PM peak hour, shift one second of green time from the northbound/southbound phase to the eastbound/westbound phase.

With these measures in place, the approaches/lane groups at the intersections of Northern Boulevard and 112th Street would operate without impacts.

These improvement measures are subject to review and approval by the New York City Department of Transportation (NYCDOT).

AIR QUALITY

To assess air quality impacts associated with emissions from the heat and hot water systems for the proposed school, a screening analysis was performed using the methodology described in the *CEQR Technical Manual*. Based on the type of fuel used, the maximum development size, type of development, and the stack height, this procedure evaluates whether or not a detailed analysis using dispersion modeling is necessary.

The total floor area of the proposed school (approximately 53,150 gross square feet) and use of natural gas was assumed in the screening analysis. The closest building of a greater height is approximately 315 feet away from the project site. Based on this information, it was determined that the proposed school would be below the maximum permitted size shown in Figure 17-7 of the *CEQR Technical Manual*. Therefore, the proposed school would not have a significant adverse impact on air quality.

NOISE

The noise analysis addressed the potential for the proposed project to significantly increase ambient noise levels due to noise generated by the proposed school's elevated playground, as well as the level of building attenuation necessary to ensure that the proposed project's interior noise levels satisfy applicable *CEQR* interior noise criteria.

Noise-sensitive receptor locations were determined to be the residential buildings located at 33-12 111th Street, 33-17 110th Street, 33-19 110th Street, 111-02 Northern Boulevard, and 33-13 111th Street. The façades of these buildings that directly face the proposed elevated playground would have the greatest potential to be impacted and were therefore analyzed.

The analysis showed that for locations at 33-12 111th Street, which have a direct line-of-sight to the proposed playground and are at approximately the same elevation as the proposed playground, exterior noise levels would increase by 4 A-weighted decibels (dBA) or less during

the hours when the proposed playground is producing the maximum noise levels. Noise level increases of this magnitude would be perceptible but would not be considered an impact. At other noise-sensitive locations, the increase in noise levels would be comparable to or less than the increases that would occur at 32-12 111th Street, including 33-17 110th Street, 33-19 110th Street, 111-02 Northern Boulevard, and 33-13 111th Street. These increases in noise levels are from sound that would be generated by the proposed elevated playground at the project site and reflections of sound from the surrounding buildings.

The design for the proposed school includes the use of well sealed double-glazed windows for all facades and central air conditioning units (a means of alternate ventilation). The proposed school's facades, including these elements, would need to be designed to provide a composite window/wall attenuation rating greater than or equal to the following attenuation requirements: 30 dBA on facades bordering 110th Street; 35 dBA on facades bordering Northern Boulevard; 25 dBA on facades bordering 111th Street; 25 dBA on facades bordering the interior of the block (not the playground); and 41 dBA on facades bordering the playground (only required if a noise sensitive space, such as a classroom or library, would be facing the elevated playground). By adhering to these design requirements, the proposed school building will thus provide sufficient attenuation to achieve the CEQR interior noise level guideline of 45 dBA L₁₀ for classroom uses, and would avoid producing noise levels that would result in a significant increase in ambient levels.

At locations along both sides of 110th Street—specifically 33-12 110th Street, 33-16 110th Street, 33-17 110th Street, 33-19 110th Street, and 33-21 110th Street—noise level increases would occur with magnitudes exceeding 5 dBA and reaching up to nearly 16 dBA. These noise level increases would be considered significant under SCA criteria. However, as part of the proposed project, the SCA would make double-glazed windows or interior storm windows and air conditioning units (i.e., an alternate means of ventilation) available at any of these locations that do not already have them. These measures would ensure acceptable interior noise levels according to CEQR criteria. As a result, the noise level increases at these locations would not constitute a significant impact.

In addition, the building mechanical system (i.e., heat and hot water systems) would be designed to meet all applicable noise regulations (i.e., Subchapter 5, §24-227 of the New York City Noise Control Code and the New York City Department of Buildings Code) and to avoid producing levels that would result in any significant increase in ambient noise levels.

SOIL AND GROUNDWATER CONDITIONS

A Phase I Environmental Site Assessment (ESA) was prepared on the current parking lot portion of the site (Tax Block 1725, Lots 1, 3, 4, 7, 8, 11, 12 and 13) on behalf of the SCA in August 2009. A separate Phase I ESA for Lot 56 (currently occupied by a residential dwelling) was also prepared in August 2009. The Phase I ESA for Lots 1, 3, 4, 7, 8, 11, 12 and 13 identified several on-site recognized environmental conditions (RECs), including: a potential fuel oil underground storage tank (UST) fill port located on the Northern Boulevard sidewalk immediately north of the site; the historic presence of "N&B Cleaners," a suspect dry cleaner; historic fill material; a 55-gallon drum and storage of cleaning chemicals by the current site tenant; and an underground sewage holding tank. The Phase I ESA for Lot 56 identified on-site RECs associated with a suspect fuel oil storage tank and a floor drain, which may be connected to an on-site dry well. Several off-site RECs that were identified include two active auto repair facilities on adjoining properties; two historic gasoline filling stations on adjoining properties; three other historic auto/bus service facilities; a historic iron works facility; a historic laundry equipment repair

facility; and a hazardous waste generator of tetrachloroethene (PCE) and the metal cadmium. In addition, PCE was detected in groundwater above the corresponding State standard during an environmental investigation in 2002 conducted by a prospective purchaser of the property and is considered a REC. Suspect polychlorinated biphenyl (PCB)-containing light ballast and caulking material, suspect asbestos-containing materials (ACM) and suspect lead-based paint (LBP) on the on-site structures were also identified as environmental concerns. A Phase II Environmental Site Investigation (ESI) was completed on behalf of the SCA in October 2009 to assess the RECs identified in the Phase I ESA.

Based on the findings of the Phase II ESI, certain measures would be implemented during project construction. Prior to the construction of the project, a pre-design investigation would be conducted to search for a suspect UST and to further characterize subsurface conditions in the northwest portion of the project site that was inaccessible during the Phase II ESI. In addition, an inspection of the basement of the residential structure on Lot 56 would be conducted to search for potential bulk storage tanks and subsurface drainage structures, such as dry wells. If encountered, the suspect USTs, dry wells, and any associated contaminated soil would be removed in accordance with all applicable regulations.

As a preventative measure, a soil vapor barrier and a sub-slab depressurization system would be installed below the proposed school building to prevent potential soil vapor intrusion into the building. Any suspect ACM, LBP, and PCB-containing materials affected by the preparation of the site for use as a public school would be identified prior to construction and properly managed during construction activities. All soil excavated during building construction would be properly managed in accordance with all applicable local, State and Federal regulations. For areas of the site where exposed soils may exist after building construction (i.e., landscaped areas), a 24-inch thick layer of environmentally clean fill would be placed over the soils. In addition, to minimize the potential for exposure by construction workers and the surrounding public, standard industry practices, including appropriate health and safety measures, would be utilized.

With these measures in place, no significant adverse impacts due to the presence of hazardous materials would be expected to occur either during or following construction at the site. *

A. INTRODUCTION

The New York City School Construction Authority (SCA) proposes the site selection, acquisition, acceptance of construction funding, and construction of a new Primary School (P.S.) facility with the capacity of approximately 379 seats in the Elmhurst/Corona section of Queens (see Figure 1-1). The proposed facility would serve Community School District (CSD) 24 and would accommodate children in pre-kindergarten through grade five. The project site is an approximately 22,480-square-foot (sf) lot located at 110-02 Northern Boulevard, between 110th and 111th Streets (Block 1725, Lots 1, 3, 4, 7, 8, 11, 12, 13, and 56) (See Figure 1-2.) The project site currently contains paved parking for ambulances, two small modular structures that are accessory to the ambulance parking use, and a two-story house. It is expected that the existing ambulance parking use would relocate to another site in the surrounding area in the future with the proposed project.

Although design plans for the new building have not been finalized, it is expected that the proposed school building would contain approximately 53,150 gross square feet (gsf) and would be four stories (approximately 60 feet) in height. An outdoor playground area would be located above the second story on the eastern portion of the building. In addition, an at-grade early childhood playground could be located on the southwest portion of the project site.

The proposed project is located within R6A/C2-4 and R5 zoning districts, in which schools are permitted as-of-right as per Section 22-00 of the Zoning Resolution. Should the final design of the project result in zoning bulk non-compliance, the SCA would seek a zoning override from the Deputy Mayor for Education and Community Development. Funding for design and construction of this project would be provided in the New York City Department of Education's Capital Plan for Fiscal Years 2010 to 2014.

For the purpose of this environmental review, it is assumed that construction of the proposed project would begin in 2011 and the student occupancy would begin in September 2014. Accordingly, 2014 has been selected as the Build year for which the environmental assessment areas have been analyzed. It is assumed that if the proposed project does not proceed, the project site would remain in its current state by 2014 ("No Action" scenario).

B. PURPOSE AND NEED

Construction of the new school facility has been proposed to provide additional public primary school capacity in CSD 24. According to the latest DOE school utilization profile for 2008 to 2009, primary schools in CSD 24 are operating at 98 percent capacity, with a district-wide capacity of 21,027 and a district-wide enrollment of 20,541. The two primary schools nearest to the project site are P.S. 143, located approximately one half mile from the project site at 34-74 113th Street, and P.S. 92, which is in CSD 30 and is located approximately 0.7 miles from the project site at 99-01 34th Avenue. P.S 143 is operating at 104 percent capacity, with 912 seats;

its Minischool, with 211 seats, is operating at 100 percent capacity; and its temporary building, with 132 seats, is operating at 92 percent capacity.

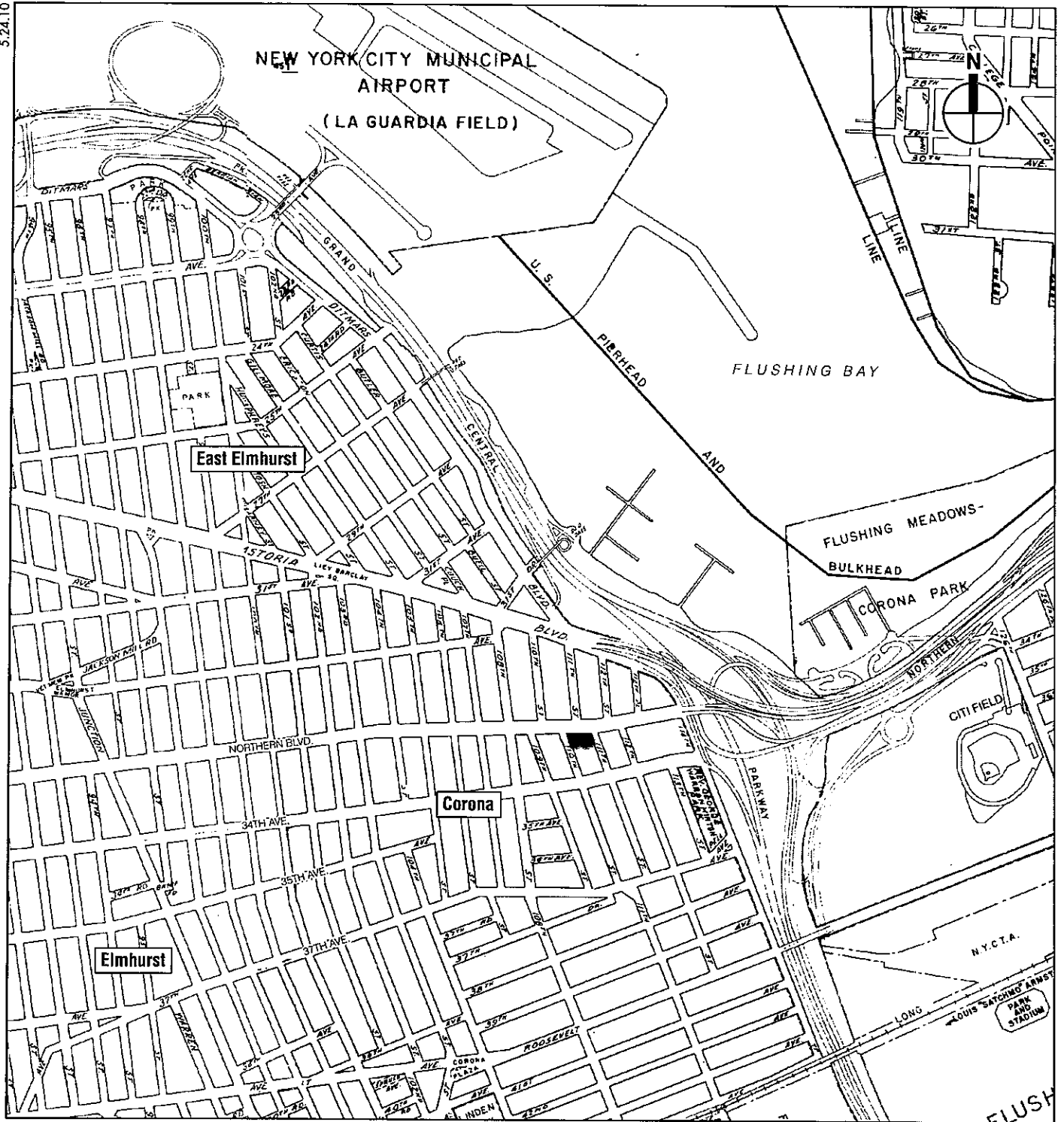
C. PROJECT SITE AND PROPOSED SCHOOL

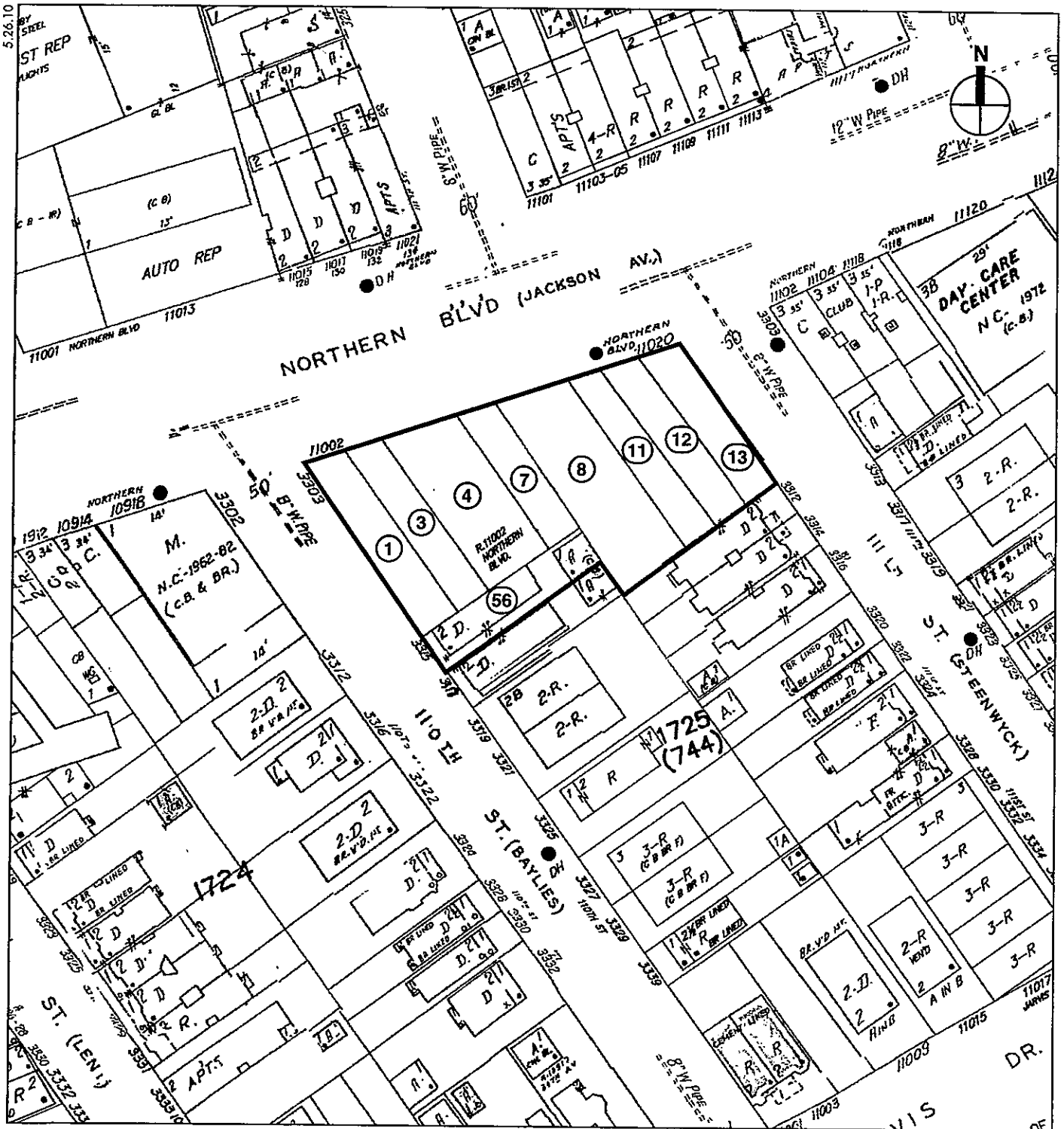
The approximately 22,480-sf project site is located in the Elmhurst/Corona section of Queens. The site, consisting of Block 1725, Lots 1, 3, 4, 7, 8, 11, 12, 13, and 56, is located along Northern Boulevard between 110th and 111th Streets. The project site currently contains paved surface parking for ambulances and temporary structures that are accessory to the ambulance parking use.

The project site is located in a predominantly residential area, though Northern Boulevard is a heavily trafficked commercial corridor that includes some industrial uses. Low-rise residential uses abut the site to the south.

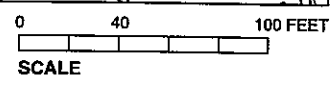
With the proposed project, the existing surface parking and temporary structures on the project site would be removed. As mentioned above, design plans for the proposed project are not yet finalized; however, it is expected that the proposed school building would contain approximately 53,150 gsf and would be four stories (approximately 60 feet) in height. The main entrance to the school would be located on Northern Boulevard. An outdoor playground area would be located above the second story on the eastern portion of the building. In addition, an at-grade early childhood playground could be located on the southwest portion of the project site.

The new school facility would contain approximately 379 seats for students in pre-kindergarten through fifth grade, and would contain classrooms, administrative spaces, a gymnasium, library, cafeteria and kitchen facilities. The new school would employ approximately 38 teachers, administrators, and support staff. The school would operate during normal school hours, likely between 8:00 AM to 3:30 PM between September and June. *





- Project Site
- ① Lot Number



A. INTRODUCTION

This analysis of land use, zoning, and community character considers the existing conditions of the project area, anticipates and evaluates those changes in land use and zoning that are expected to occur independently of the proposed project by 2014, the project's Build year, and identifies and addresses any potential impacts to land use, zoning, and community character associated with the proposed project.

To determine existing conditions and assess the potential for impacts, the land use study area has been defined as the area roughly bounded by 112th Street to the east, 108th Street to the west, 34th Avenue to the south, and Astoria Boulevard to the north (see Figure 2-1). This is the area in which the project has the potential to affect land use or land use trends. Various sources have been utilized to prepare a comprehensive analysis of land use, zoning, and community character, including field surveys, evaluation of land use and zoning maps, and consultation of other sources, such as municipal documents and regulations.

As described below, this analysis concludes that the proposed project would be compatible with and supportive of existing land uses and ongoing land use trends in the study area, and would not result in any significant adverse impacts to land use, zoning, or community character.

B. EXISTING CONDITIONS

Existing land use patterns and trends are described below for the project site and the study area. This is followed by a discussion of zoning and community character for both areas.

LAND USE*PROJECT SITE*

The project site is situated on Northern Boulevard, bounded by 110th Street to the east and 111th Street to the west. The project site consists of Block 1725, Lots 1, 3, 4, 7, 8, 11, 12, 13, and 56 and contains a total of approximately 22,480 square feet (sf). The project site currently contains paved parking for ambulances and temporary structures that are accessory to the ambulance parking use.

STUDY AREA

The land use study area is predominantly residential, with some commercial, manufacturing, and institutional uses located throughout the area (see Figure 2-1).

Residential uses in the area primarily consist of single-family, detached homes, as well as multi-family homes and small- to medium-sized apartment buildings. However, there is also a large,

seven-story residential apartment complex with multiple buildings located in the eastern portion of the study area.

Northern Boulevard runs east-west through the study area, and is a major thoroughfare containing numerous commercial and industrial uses. Commercial uses in the study area are concentrated along Northern Boulevard, and include small food stores, beauty salons, restaurants, and other neighborhood retail uses. There are also a number of auto-related industrial uses along Northern Boulevard, and auto-related and other types of industrial uses in the northern portion of the study area. There is a beverage distribution warehouse located directly across 110th Street from the project site.

The building at 111-12 Northern Boulevard to the east of the project site houses institutional uses, including the Malcolm X Day Care Center and the Corona-East Elmhurst branch of the NAACP. Shiva Mandir, a religious institution, is located at 32-56 110th Street.

There is a small community garden, the Malcolm X Garden, on the southwest corner of 112th Street and Northern Boulevard.

ZONING AND PUBLIC POLICY

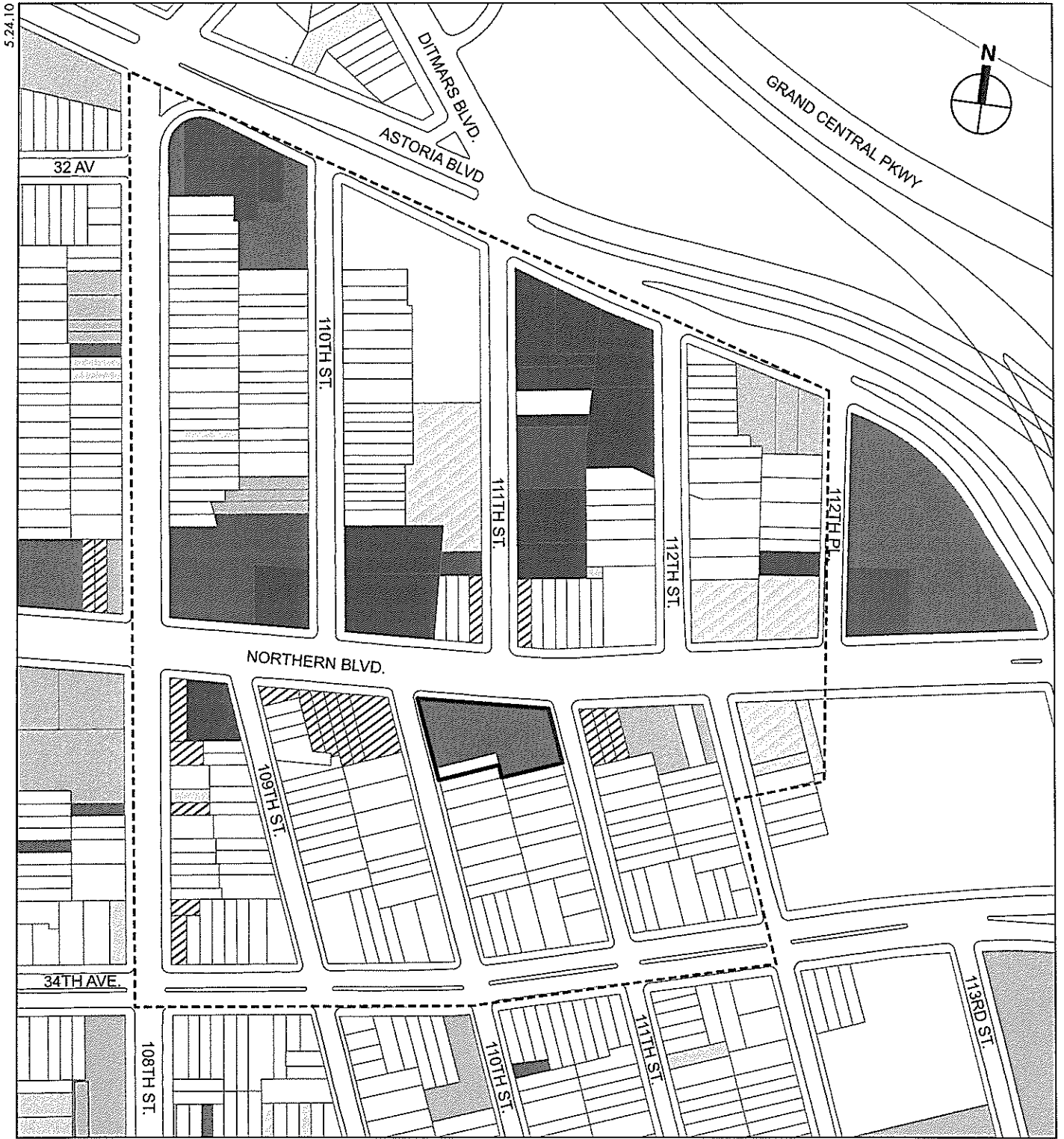
PROJECT SITE













The project site straddles R6A/C2-4 and R5 zoning districts (see Figure 2-2). R6A residential zoning districts carry mandatory quality housing bulk regulations, which result in high lot coverage, six-or seven- story apartment buildings set on or near the street line. The maximum residential floor area ratio (FAR) is 3.0 for both residential and community facility uses. R6A districts allow community facilities, including schools, to be built as-of-right. R5 residential zoning districts often provide a transition between lower- and higher-density neighborhoods and have a maximum residential FAR of 1.25, which typically results in three-story attached houses and small apartment buildings. The maximum FAR for community facilities in R5 districts is 2.0 and schools can be built as-of-right.

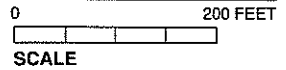
C2-4 commercial district overlays are mapped along streets that serve the local retail needs of the surrounding residential area. The maximum commercial FAR in C2-4 districts within R6A residential districts is 2.0.

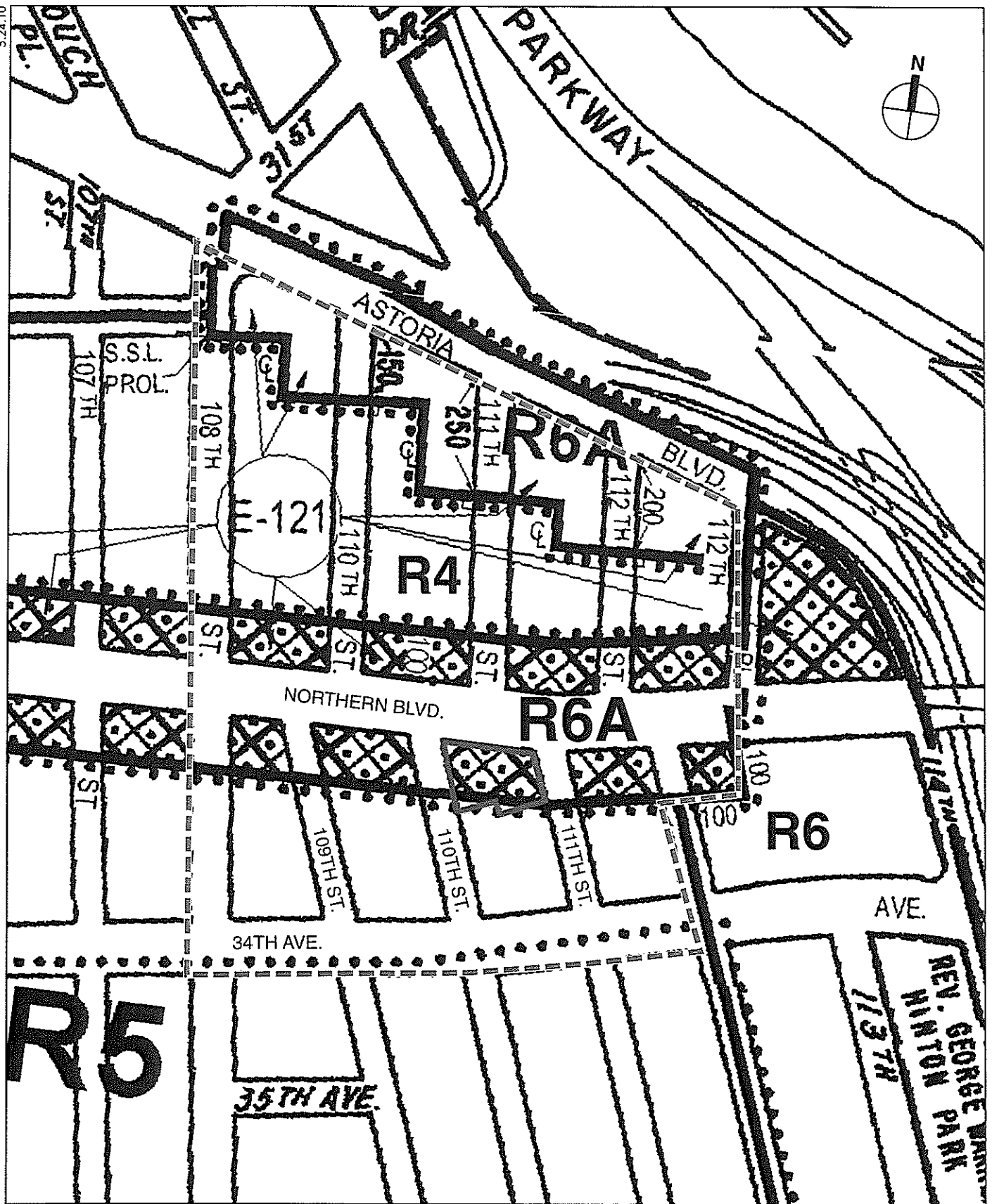
In 2003, the portion of the project site that is currently zoned R6A/C2-4 was rezoned from R5/C1-2 to R6. This change was part of the larger North Corona Rezoning, undertaken by the New York City Department of City Planning (DCP). The rezoning encompassed approximately 120 blocks in North Corona and included the area generally bounded by 32nd Avenue and Astoria Boulevard to the north, 114th Street to the east, Roosevelt Avenue to the south, and a stepped line beginning at 89th Street and Roosevelt Avenue and ending at 93rd Street and 32nd Avenue to the west. The goal of the North Corona rezoning was to reinforce the neighborhood's low-density character by limiting building heights on interior residential blocks, while providing opportunities for higher-density, mid-rise housing on wide streets served by public transit and for mixed-use commercial and residential development on major shopping corridors.



In 2009, a number of the areas rezoned in 2003 were again rezoned; the R6A portion of the project site was rezoned from R6 to R6A/C2-4. The purpose of this rezoning was to provide opportunities for medium-density developments, while limiting future buildings along the Boulevards to a maximum base height of 60 feet and a maximum building height of 70 feet. It





- | | |
|---|--|
|  Project Site |  Transportation and Utility |
|  Study Area Boundary |  Public Facilities and Institutions |
|  Residential |  Open Space and Outdoor Recreation |
|  Residential with Commercial Below |  Parking Facilities |
|  Commercial and Office Buildings |  Vacant Land |
|  Industrial and Manufacturing |  Under Construction |





 Project Site
 Study Area Boundary
 (400-Foot Perimeter)

 Zoning District Boundary
 C2-4 Overlay

0 400 FEET
SCALE

also sought to ensure that the scale of community facility uses would be consistent with the scale of residential uses.

STUDY AREA

The northern portion of the study area lies predominantly within an R6A residential district, described above, and an R4 residential district. R6A districts are generally mapped along Northern Boulevard and Astoria Boulevard, the major thoroughfares in the study area, and the R6A/C2-4 district extends along both sides of Northern Boulevard in the study area. The maximum residential FAR in R4 districts is 0.75, with an attic allowance of up to 20 percent. The maximum community facility FAR in R4 districts is 2.0. There is also a C2-4 commercial overlay, described above, in the northern portion of the study area.

The southern portion of the study area lies predominantly within an R5 district, described above. The eastern and western portions of the study area are largely zoned R6A/C2-4 and R5. The study area is also within the North Corona Rezoning area described above.

COMMUNITY CHARACTER

Community character is defined as an amalgam of a number of traits, including land use, urban design and visual resources, traffic, and noise. These elements are considered together to create a sense of the neighborhood in which a project is proposed, so that a project's compatibility with its community setting can be presented and assessed.

The community character of the Elmhurst/Corona section of Queens is generally that of a medium-density residential area. Northern Boulevard is a busy, two-way street that runs east-west through Queens. Astoria Boulevard, in the northern portion of the study area, is also a busy, two-way street that runs east-west and terminates in the Whitestone Expressway, which continues north to the Bronx-Whitestone Bridge. The primary commercial corridors in the area are Northern Boulevard and Roosevelt Avenue (to the south of the project site). Pedestrian traffic is relatively light.

The area is well-served by public transit. The Q66 bus runs east-west along Northern Boulevard, and the Q48 runs north-south along 108th Street. The 111th Street station on the 7 train is located approximately 0.6 miles south of the project site, on Roosevelt Avenue.

COMMUNITY FACILITIES

A new school facility would provide additional community resources for area residents. The project is not expected to place additional demands on hospitals and other health care facilities, libraries, or public school or day care facilities. This section focuses, therefore, on police and fire protection services.

The project is served by the 115th Police Precinct. The precinct house is located at 92-15 Northern Boulevard, approximately one mile west of the project site. The project site is served by Engine 307, Hook and Ladder Company 154, located at 81-17 Northern Boulevard, approximately one and a half miles from the project site.

C. THE FUTURE WITHOUT THE PROPOSED PROJECT

LAND USE

In the future without the project, the project site is expected to remain unchanged by the 2014 Build year and the existing uses on the site are expected to remain there.

There are several development projects within the study area expected to be complete by the 2014 Build year. North of the project site, at 32-24 111th Street, a manufacturing building is currently undergoing renovations to raise the roof. On the north side of Northern Boulevard between 112th Street and 112th Place, a 156,000-sf, 7-story building with 70 residential units, 19 hotel rooms, accessory parking spaces, and community facility space is currently under construction. Across from this development, on the southeast corner of 112th Street and Northern Boulevard, the Sage House—a 52,800-sf, 6-story building with 33 residential units, ground floor retail, and accessory parking—is also currently under construction.

ZONING AND PUBLIC POLICY

There are no zoning or public policy changes expected to occur on the project site or in the study area by the 2014 Build year.

COMMUNITY CHARACTER

In the future without the proposed project, it is anticipated that the character of the area will remain as it is today, though some new, medium-density development may occur as a result of the recently approved rezonings. Any infill housing or commercial development that might occur in the study area is not expected to be substantially different from what currently exists, nor will it introduce a significant new course of traffic or noise. Therefore, no change to the existing community character is expected.

COMMUNITY FACILITIES

The Police Department has no plans for any changes that will affect law enforcement services in this portion of the 115th Precinct. Similarly, there are no other projects or changes in fire protection services or equipment expected by the 2014 Build year.

D. PROBABLE IMPACTS OF THE PROPOSED PROJECT

LAND USE

PROJECT SITE

With the proposed project, the existing ambulance parking and temporary structures on the project site would be removed. The proposed project would result in the construction of an approximately 53,150 gross-square-foot primary school building with an elevated outdoor playground area on the project site and could also include an at-grade early childhood playground.

The proposed school building, which would be four stories and approximately 60 feet in height, would occupy the majority of the project site. The elevated playground area would be located

above the second story of the eastern portion of the building. The at-grade early childhood playground would be located in the southwest portion of the site.

STUDY AREA

The proposed school facility would be compatible with the surrounding uses, which are primarily residential. At four stories in height, the proposed facility would be slightly taller but generally consistent with structures in the study area, including the two- to three-story residential buildings prevalent throughout the study area. It would be similar in height and form to several residential buildings in this area, including three residential buildings with ground floor retail immediately east of the project site at 111-02 to 111-18 Northern Boulevard, the apartment building at 111-17 Northern Boulevard to the northeast, and 110-21 and 111-01 Northern Boulevard north of the project site. The proposed project would improve land use conditions in the study area and enliven the project block by providing a new educational facility on a site that currently contains parking uses and temporary structures. Therefore, the development of the proposed facility is not expected to affect adjacent land uses.

ZONING

The proposed facility would conform to the use requirements of both the R6A/C2-4 and R5 zoning districts, which permit community facility uses, including schools, as-of-right. Should the final design of the proposed building result in any zoning bulk non-compliance, the SCA would seek approval of a zoning override from the Deputy Mayor for Education and Community Development to permit the project to proceed. If the zoning override is granted, it would apply only to the project site and would have no impact on neighboring zoning or property. Therefore, the proposed project would have no significant adverse impacts to local zoning.

COMMUNITY CHARACTER

The proposed project would replace current uses on the site with a new primary school facility that would be similar in scale to existing buildings and compatible with surrounding land uses. The proposed project would benefit the area by bringing new community facility uses to the neighborhood. The increase in traffic volumes expected to result from the proposed school would not result in any significant adverse community character impacts.

COMMUNITY FACILITIES

The Police and Fire Departments would adjust their services as they deem necessary, and no significant adverse impacts to police or fire services are expected to result from the proposed project. *

A. INTRODUCTION

This chapter assesses the potential of the proposed project to affect historic resources. The project site (Block 1725, Lots 1, 3, 4, 7, 8, 11, 12, 13, and 56) occupies the south side of Northern Boulevard between 110th and 111th Streets and is located in the Elmhurst/Corona section of Queens (see Figure 3-1). The site currently contains a paved surface parking lot, two small modular structures, and a two-story house.

Historic resources include both archaeological and architectural resources. The study area for archaeological resources is the project site, which is the area that could be disturbed by the project's construction. Study areas for architectural resources are determined based on the area of potential effect for construction-period impacts, such as ground-borne vibrations, and the area of potential effect for visual or contextual effects, which is usually a larger area. The architectural resources study area for this project is defined as being within an approximately 400-foot radius of the project site (see Figure 3-1).

For this analysis, known architectural resources include properties listed on the State and National Registers of Historic Places (S/NR) and properties determined eligible for S/NR listing, National Historic Landmarks (NHLs), New York City Landmarks (NYCLs) and Historic Districts (NYCHDs), and properties determined eligible for landmark status. Potential architectural resources are properties that may meet the criteria of eligibility for S/NR listing and/or NYCL designation.

B. EXISTING CONDITIONS**ARCHAEOLOGICAL RESOURCES**

AKRF prepared a disturbance memorandum for the project site in November 2009. The disturbance memorandum, the results of which are summarized below, concluded that Lots 3 (portion), 4 (portion), 7, 8, 11, and 12 on Block 1725 have moderate sensitivity for precontact archaeological resources. Lots 1 and 13 on Block 1725 were determined to have low sensitivity for precontact archaeological resources, and the entire project site was found to have a low sensitivity for historic period archaeological resources. The memorandum was submitted on December 17, 2009 to the New York State Office of Parks, Recreation, and Historic Preservation (OPRHP) for review and comment. In a letter dated December 23, 2009, OPRHP concurred with the recommendations for Phase 1B testing of the project site's archaeologically sensitive areas, identified and described below. (See Appendix A.)

Lot 56 was added to the project site after the completion of the disturbance memo and was not included in the initial analysis. Documentary research was undertaken for this lot, and is summarized below. The research indicated that Lot 56 is not sensitive for either precontact or historic period archaeological resources. A supplemental letter describing the history and

sensitivity determination of Lot 56 was submitted to OPRHP for review and comment in June 2010. That review is still pending. The information gathered during the supplemental research will be included within the final Phase 1 Archaeological Assessment that will be prepared after the completion of Phase 1B testing.

BACKGROUND HISTORY

The precontact period refers to the time when Queens was inhabited by Native Americans, prior to the settlement of New York by European colonists. In general, Native American archaeological sites are characterized by close proximity to coastal areas, with access to marine resources, fresh water sources, and areas of high elevation. In the precontact period, the project site provided relatively level terrain and was located near marshes, Flushing Creek, and Flushing Bay. Five precontact archaeological sites have been identified within a one-mile radius of the project site, including an unnamed Native American camp site located north of the project site near the shore of Flushing Bay. Other sites that have been reported in the area include another camp site in the vicinity of Citi Field Stadium, approximately 0.66 miles east of the project site, and camp and habitation sites along the shores of Flushing Bay and Flushing Creek also to the east of the project site. Twentieth century maps of Native American activity in Queens indicate that a Native American trail ran to the north of the project site along the approximate line of modern Astoria Boulevard.






Europeans began to establish settlements in the Flushing area of Queens in the mid-17th century. The area was characterized by large tracts of marsh and farmland for the next two centuries. In the first decade of the 19th century, a bridge was constructed over Flushing Creek and a road and causeway were constructed across the salt marsh. Another early road was located along the line of modern 109th Street, one block west of the project site. At that time, the project site was undeveloped and the nearest structure was located approximately 550 feet to the northeast, along a road that ran along the line of modern Astoria Boulevard.

The project site and vicinity remained largely undeveloped well into the 19th century. An 1866 coastal survey depicts the vicinity of the project site as laid out into tracts of farmland, while to the north structures were located along the southern side of Astoria Boulevard. Northern Boulevard is depicted for the first time in Beers' 1873 atlas of Long Island, which identifies the road as "Jackson Avenue." By 1902, the area including the project site was divided into blocks and lots and roads were constructed (or were at least planned). At that time, the project site was bisected by a road called Stevensen Place. Portions of two blocks were situated within the project site, and the 1902 map indicates that the Realty Trust Company owned Block 129 and J. Mulligan¹ owned Block 128.

The first map to depict any development within the project site, the Ullitz atlas of 1903, outlines the path of the former Stevensen Place in dashed lines, possibly indicating that the street was never fully constructed. It also reflects the construction of modern 110th (then known as Bayles) and 111th (then known as McKinley) Streets. The map depicts a small, one-story wood frame structure on the project site near the southeastern corner of Northern Boulevard and 110th Street. This structure is more clearly depicted on the 1915 Sanborn map, which identifies it as a one-story office that was located across portions of modern Lots 3 and 4, portions of which were

¹ The text on the 1902 Sanborn map is obscured but it appears that the name reads "Mulligan."



-  Project Site Boundary
-  Study Area Boundary (400-Foot Perimeter)
-  Photograph View Direction and Reference Number
-  Lot Number
-  Known Architectural Resource

0 200 FEET
SCALE

Project Location Map and Architectural Resources Study Area
Figure 3-1

historically included within one lot identified as Lot 4 (lot numbers and boundaries were not consistent through the 20th century).

By 1924, the one-story office building had been torn down and two new structures were constructed on the project site on Lots 1 and 13. Lot 1 (110-02 Northern Boulevard) was developed with a brick 2-story structure identified on the Sanborn map as a store, with a one-story brick auto-house or private garage that stood in the rear yard. A two-story wood frame structure with a one-story rear addition and an open rear yard was located on Lot 13 (110-20 Northern Boulevard). No changes to these structures appear on Sanborn maps through 1988. However, by 1989, the buildings on Lot 1 were demolished and Lots 1 through 12 were part of a used auto sales lot. By 1991, Lot 13 was also razed and incorporated into the used car lot. This portion of the project site has since been occupied by paved surface parking.

Records published on the New York City Departments of Buildings (NYCDOB) website show that a new building was constructed on Lot 56 in 1927. The structure is first depicted on the 1931 Sanborn map as a 2-story dwelling with a 1-story auto house at the rear of the lot. While the Sanborn map does not indicate that the structure has a basement, basement windows and a basement access hatch are both visible at the rear of the building. Both the dwelling and the garage still stand on the property, and Sanborn maps do not indicate that there has been any additional development on this lot. The rear yard between the dwelling and the garage is paved.

POTENTIAL ARCHAEOLOGICAL SENSITIVITY OF THE PROJECT SITE

Precontact Sensitivity

According to the disturbance memorandum prepared by AKRF in November 2009, little disturbance has been documented within the project site excluding Lots 1 and 13, both of which were developed with structures with basements in the early 20th century. Precontact archaeological sites are generally found at shallow depths, usually within five feet of the original ground surface. Although a paved parking lot presently occupies the site, the original ground surface may have been protected by a one- to two-foot layer of fill that is present throughout the site. Therefore, Lots 3, 4, 7, 8, 11, and 12 are determined to have moderate sensitivity for precontact archaeological resources (see Figure 3-2). Because Lots 1 and 13 were developed in the 20th century period, it is more likely that these lots have been disturbed as a result of the excavation of basements and the installation of utilities or, possibly, septic tanks; therefore these lots are determined to have low sensitivity for precontact archaeological resources. The area immediately surrounding a known septic tank within Lots 3 and 4 is similarly excluded from the area of moderate sensitivity.

Similar to Lots 1 and 13, Lot 56 was developed with a 2-story (with basement) dwelling in the early 20th century. A Phase 1 Environmental Site Assessment of Lot 56 prepared by AKRF in August 2009 noted the presence of a possible dry well and former fuel storage tank on the site. The excavation of the structure's basement would have resulted in significant disturbance to precontact resources across the majority of the site. In addition, grading, paving, and utility installation would have resulted in additional disturbance. Therefore, Lot 56 is determined to have low sensitivity for precontact archaeological resources.

Historic Period Sensitivity

Historic maps show that the project site was composed of farmland until the early 20th century. Lots 3 and 4 were developed with a one-story office building circa 1903. This building was

demolished between 1915 and 1924, during which time the structures on Lots 1 and 13 were constructed. The dwelling and garage on Lot 56 were constructed circa 1927. Sewer lines were installed in the adjacent streets between 1923 and 1929, and water lines were present by 1903. Because these buildings were constructed in the early 20th century, when running water would have been available, and because the structures on Lots 1 and 13 do not appear to have been used for domestic purposes initially, it is considered unlikely that domestic shaft features would be present on these lots. There is also little likelihood that surficial trash deposits, or middens, would be located on the site. Therefore, the project site is determined to have low sensitivity for historic period archaeological resources.

ARCHITECTURAL RESOURCES

PROJECT SITE

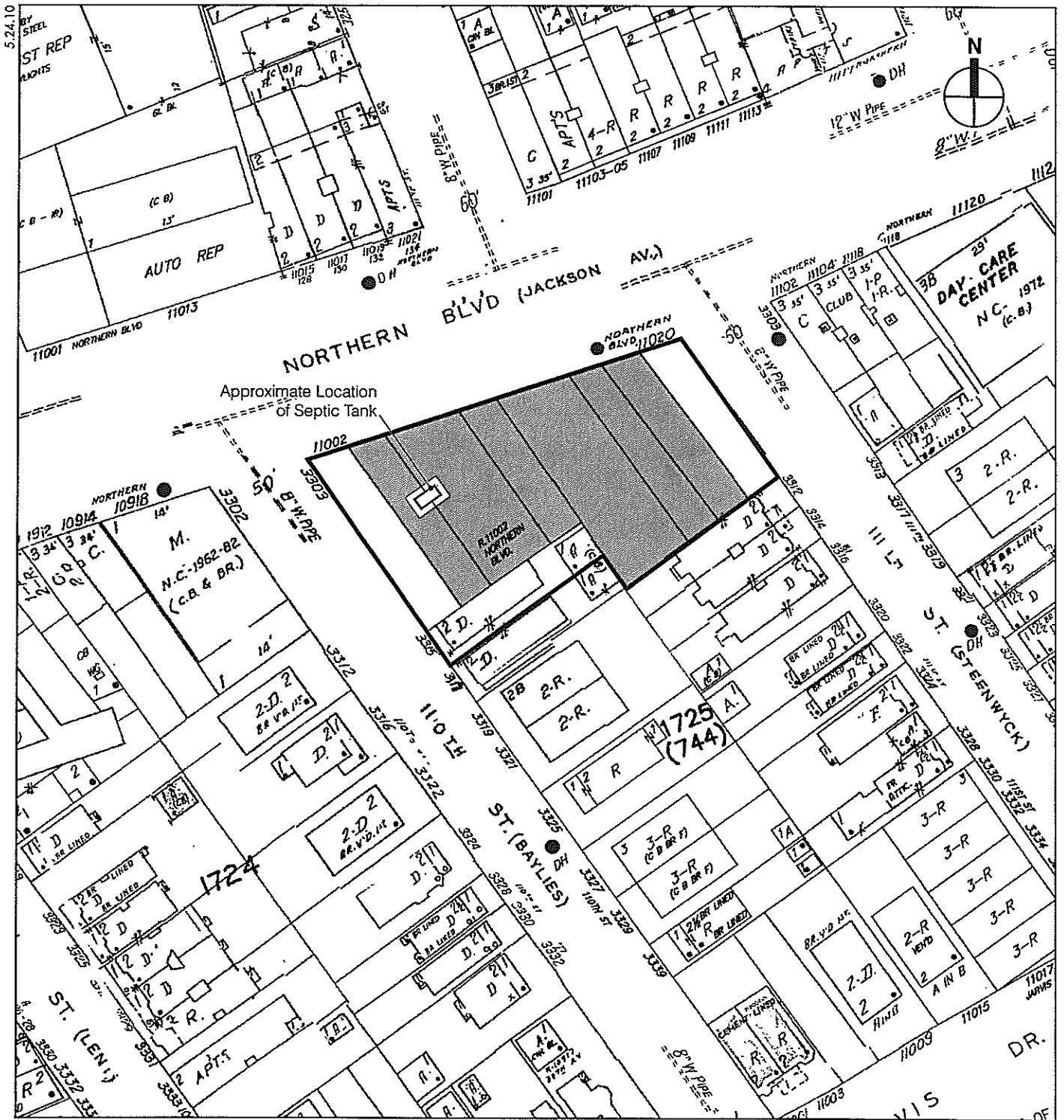
There are no known architectural resources on the project site. The project site is currently occupied by a paved surface parking lot, two small parking accessory structures, and a two-story house. The accessory structures are utilitarian, one-story, rectangular modular structures with flat roofs. The larger of the two structures sits on cinder blocks. The structures are not considered to be potential architectural resources. This portion of the project site is surrounded by an approximately 10-foot-tall chain link fence. Driveway entrances to the property are located on Northern Boulevard and 110th Street (see View 1 of Figure 3-3). The project site also contains a free-standing, two-story brown brick house that has been altered with new windows and red metal awnings (see View 2 of Figure 3-3). This building does not appear to meet criteria for S/NR listing or NYCL designation.

STUDY AREA

There is one known architectural resource in the 400-foot study area. The four-story brown brick apartment building at 111-17 Northern Boulevard (S/NR-eligible) was built after 1915 but before 1931, according to historic Sanborn maps.¹ The building occupies the northwest corner of Northern Boulevard and 112th Street and is located approximately 135 feet northeast of the project site. It has a central entrance on its Northern Boulevard façade and Romanesque Revival-style influences, including a crenellated brick parapet and decorative arched brick corbelling below the parapet (see View 3 of Figure 3-4).

There are no other known or potential architectural resources in the study area. The buildings in the project's study area include a mix of older two- and three-story attached and detached houses, some of which are faced in brick, including many that have been altered with vinyl siding, porch enclosures, and new windows. There are also both older and newer three-story, brick-faced apartment buildings, one- and two-story commercial buildings and warehouses, and one six-story residential building that is under construction. The buildings in the study area, apart from the known architectural resource described above, do not appear to meet the criteria for S/NR listing or NYCL designation.

¹ The New York State Office of Parks, Recreation, and Historic Preservation's SPHINX database indicates that this building dates from circa 1940; however, the building is depicted on a 1931 Sanborn map, indicating the building was constructed before 1940.



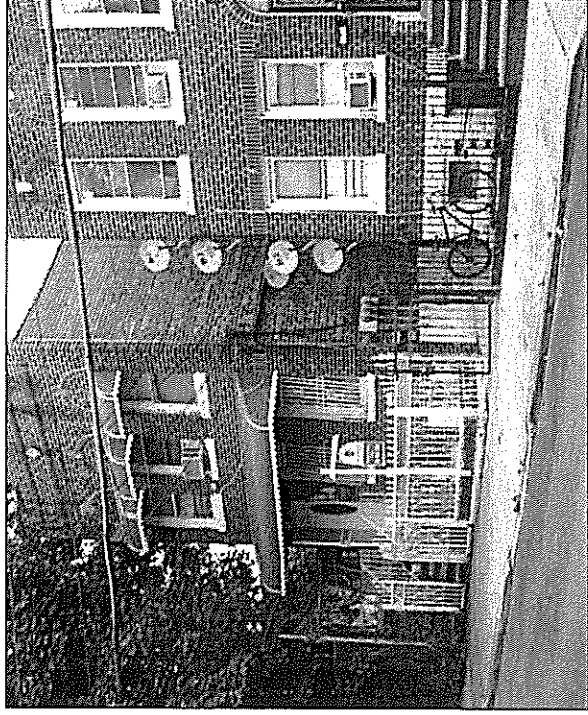
- Project Site
- Areas of Precontact Archaeological Sensitivity



Areas of Potential Archaeological Sensitivity
Figure 3-2



View southwest to the project site from Northern Boulevard 1



SOURCE: School Construction Authority

33-15 110th Street 2

Project Site Views Figure 3-3



111-17 Northern Boulevard 3

Known Architectural Resource
in the Study Area
Figure 3-4

C. THE FUTURE WITHOUT THE PROPOSED PROJECT

Architectural resources that are listed on the National Register or that have been found eligible for such listing are given a measure of protection from the effects of federally-sponsored or -assisted projects under Section 106 of the National Historic Preservation Act. Although preservation is not mandated, federal agencies must attempt to avoid adverse impacts on such resources through a notice, review, and construction process. Properties listed on the State Register are similarly protected against impacts resulting from state-sponsored or state-assisted projects under the State Historic Preservation Act. Private property owners using private funds can, however, alter or demolish their properties without such a review process.

PROJECT SITE

In the future without the proposed project, it is assumed that the project site will remain in its current condition with a paved surface parking lot, modular structures, and a two-story house and will not be developed by the 2014 analysis year.

STUDY AREA

Absent the proposed project, it is possible that the apartment building at 111-17 Northern Boulevard could be listed on the S/NR.

Three development projects in the study area are expected to be complete by the 2014 Build year. A manufacturing building north of the project site at 32-24 111th Street is being altered with an increased roof height. Northeast of the project site, a seven-story building is under construction on the north side of Northern Boulevard between 112th Street and 112th Place. This building will include residential, hotel, accessory parking, and community facility uses. To the south of this development at the southeast corner of Northern Boulevard and 112th Street is the construction site of a six-story building—the Sage House—that will contain residential ground-floor retail, and accessory parking uses.

The two developments along Northern Boulevard, described above, would change the context of the study area's one architectural resource, the apartment building at 111-17 Northern Boulevard as these two developments are located across 112th Street and Northern Boulevard, respectively, from this building. However, these new developments would be of a similar height to the architectural resource.

D. PROBABLE IMPACTS OF THE PROPOSED PROJECT

ARCHAEOLOGICAL RESOURCES

As described above, a portion of the project site has been determined to have moderate sensitivity for precontact archaeological resources. Therefore, further investigation in the form of Phase 1B testing would be conducted by the SCA before construction of the project for Lots 3 (portion), 4 (portion), 7, 8, 11, and 12. The archaeologically sensitive areas of the project site are indicated on Figure 3-2. As stated above, OPRHP concurred with the recommendation for Phase 1B testing of the project site's archaeologically sensitive areas. The review of the supplemental materials describing Lot 56 is pending. Upon the completion of the Phase 1B field investigation, the information from the disturbance memo will be combined with the results of the field testing and presented to OPRHP as a complete Phase 1 Archaeological Investigation for review and

comment. The Phase 1 Archaeological Investigation Report will include the documentary research for Lot 56 that is summarized above.

ARCHITECTURAL RESOURCES

In general, potential impacts on architectural resources can include both direct physical impacts and indirect impacts. Direct impacts include demolition of a resource and alterations to a resource that cause it to become a different visual entity. A resource could also be damaged from vibration (i.e., from construction blasting or pile driving) and additional damage from adjacent construction that could occur from falling objects, subsidence, collapse, or damage from construction machinery. Adjacent construction is defined as any construction activity that would occur within 90 feet of an architectural resource, as defined in the *New York City Department of Buildings (DOB) Technical Policy and Procedure Notice (TPPN) #10/88*.¹ Indirect impacts such as contextual impacts may include isolation of a historic resource from its setting or visual relationships with the streetscape, changes to a resource's visual prominence, elimination or screening of publicly accessible views of a historic resource, introduction of significant new shadows or significant lengthening of the duration of existing shadows on sun-sensitive historic resources, and introduction of incompatible visual, audible, or atmospheric elements to a resource's setting.

PROJECT SITE

The proposed project would develop the project site with a new primary school up to four stories (approximately 60 feet) in height with a playground located above the building's second floor. In addition, an at-grade playground could be located on the southwest portion of the site. The new school would be set back from Northern Boulevard behind landscaping and would have a wing extending south along 111th Street. It is anticipated that the new school would be faced in masonry. The school's primary entrance would be from Northern Boulevard west of 111th Street. Since there are no known or potential architectural resources on the project site, the proposed project would have no adverse impacts on architectural resources on the project site.

STUDY AREA

The project site is located approximately 135 feet from the one architectural resource in the study area, the apartment building at 111-17 Northern Boulevard, diagonally northeast of the project site. Because this building is more than 90 feet from the project site, no adverse construction-related impacts on this resource are expected as a result of the proposed project.

The proposed project also is not expected to result in any adverse visual or contextual impacts on 111-17 Northern Boulevard. The proposed school building would replace a surface parking lot, small modular structures, and a two-story house. It would be of a similar height as other study area buildings, including the noted architectural resource. The new school would be faced in masonry like many nearby buildings, including this architectural resource. The new school would be built on an existing block, across Northern Boulevard from the apartment building;

¹ TPPN #10/88 was issued by DOB on June 6, 1988, to supplement Building Code regulations with regard to historic structures. TPPN #10/88 outlines procedures for the avoidance of damage to historic structures resulting from adjacent construction, defined as construction within a lateral distance of 90 feet from the historic resource.

therefore, the proposed project would not isolate this architectural resource from its setting or alter its visual prominence on Northern Boulevard. The proposed project would also not obstruct views to the apartment building. Therefore, the proposed project would not result in any adverse visual or contextual impacts on the architectural resource at 111-17 Northern Boulevard.

Overall, the proposed project is not expected to adversely affect architectural resources. *

A. INTRODUCTION

This attachment considers the potential of the proposed project to affect visual and aesthetic conditions on the project site and in the surrounding area. The project site occupies the south side of Northern Boulevard between 110th and 111th Streets (Block 1725, Lots 1, 3, 4, 7, 8, 11, 12, 13, and 56) in the Elmhurst/Corona section of Queens.

The following analysis was initially prepared in accordance with the 2001 *New York City Environmental Quality Review (CEQR) Technical Manual*. However, according to the recently published 2010 *CEQR Technical Manual*, an urban design and visual resources analysis is not required for a project that would be constructed within existing zoning envelopes, and would not result in physical changes beyond the bulk and form permitted “as-of-right.” The proposed project meets this threshold, and therefore an urban design and visual resources analysis is no longer warranted under CEQR.

However, an analysis of the potential effects of the proposed project on visual and aesthetic conditions must be prepared in accordance with the State Environmental Quality Review Act (SEQRA). The following analysis therefore considers the visual environment, including its visual character and important views, in the visual resources study area. This analysis describes the existing visual and aesthetic setting of the project site and surrounding area and assesses the proposed project’s effects on that setting. The visual character of an area consists of the natural and built features that contribute to the physical appearance of the area (for example, dominant building types and sizes, building shapes and arrangement on blocks, street pattern, and notable streetscape elements). It also considers noteworthy views and important visual elements, such as historic resources or important natural features that give the area its distinctive character. A key to the photographs in this chapter is provided in Figure 4-1.

The assessment of visual and aesthetic conditions for the proposed project considers a visual resources study area that includes the project site and views from the surrounding area, defined as the area within 400 feet of the project site. This study area, which is shown in Figure 4-1, includes the vantage points from which the project site is visible and would be visible upon the completion of the proposed project. The study area has been defined as the area roughly bounded by the mid-blocks between Northern and Astoria Boulevards to the north, 34th Avenue to the south, 108th Street to the west, and 112th Place to the east. The following analysis addresses the existing conditions and the future without and with the proposed action for the project’s Build year.

As described below, the proposed project would replace a paved surface parking lot, two temporary modular structures, and a two-story house with a new primary school building and landscaping. The New York City School Construction Authority (SCA) has not yet finalized project plans for the proposed school; however, as currently contemplated, the new school building would be up to four stories (approximately 60 feet) in height with a playground located above the

building's second floor in the eastern portion of the building. In addition, an at-grade early childhood playground could be located on the southwest portion of the project site. The new school would be similar in bulk to residential apartment and commercial buildings in the study area but would be taller than many existing houses in the study area. The proposed project would not alter the street pattern, block shapes, or natural features of the study area, nor would it introduce an incompatible use. Although some views in the study area would be altered by the addition of a new building on the project site, as described below, these views are not considered important view corridors and do not contain visual resources. Therefore, changes to these views would not result in any significant adverse impacts to visual resources. Overall, the proposed project would not result in any significant adverse impacts to visual character or important visual elements on the project site or in the study area.

B. EXISTING CONDITIONS

PROJECT SITE

VISUAL CHARACTER

The project site is located on the south side of Northern Boulevard between 110th and 111th Streets. It contains a paved surface parking lot, two small modular structures, and a two-story house (see Figures 4-2 and 4-3). The parking lot is occupied by parked emergency vehicles. The two modular structures are one-story in height, have flat roofs, and are faced in gray siding. The smaller structure is rectangular and located at the middle rear portion of the project site; the larger structure is L-shaped and is located near the corner of Northern Boulevard and 110th Street. This portion of the project site is surrounded by a tall chain link fence that is in disrepair, with overgrown weeds and debris along its base. Vehicular entrances to the site are located mid-block on Northern Boulevard and on 110th Street, with curb cuts and gates. The project site also contains an older free-standing, two-story brown brick house with metal security bars on its first floor windows and red metal awnings at the first and second floor windows. The house is set back from the sidewalk by a small, fence-enclosed yard.

VISUAL RESOURCES

There are no visual resources on the project site, and no visual resources can be seen from the project site.

STUDY AREA

The discussion below focuses first on the area's visual character—its basic layout and structures—and then describes its noteworthy views and important visual elements.

VISUAL CHARACTER

Natural Features, Street Patterns, and Block Shapes

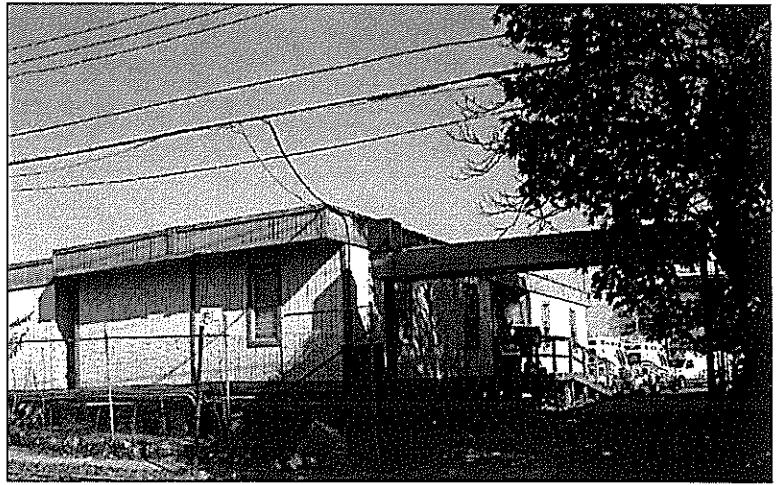
The topography of the study area is generally flat, though there is a slight decline on the north-south streets moving north and south from Northern Boulevard. There is one small community garden, the Malcolm X Garden, at the southwest corner of Northern Boulevard and 112th Street. It includes landscaping, trees, and seating. Other natural features in the study area are limited to



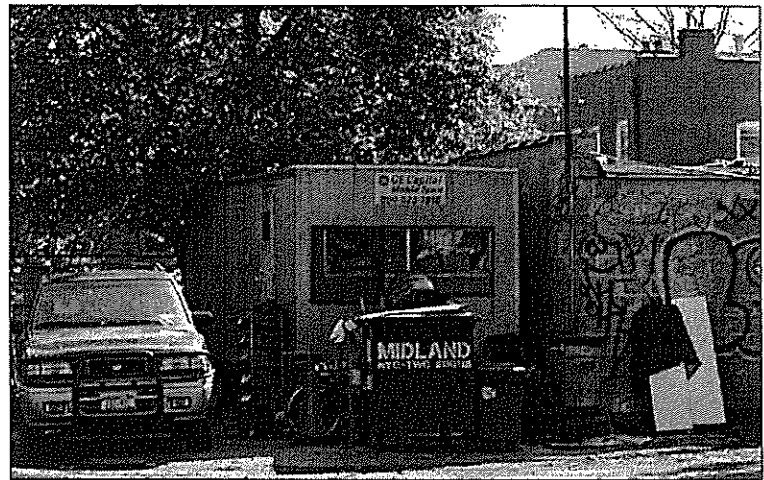
Visual and Aesthetic Conditions
 Project Location Map and Study Area
 Figure 4-1



View southeast to the project site from Northern Boulevard 1



Modular structure on the western portion of the project site 2



Modular structure on the middle rear portion of the project site 3



33-15 110th Street 4

Visual and Aesthetic Conditions
Project Site Views
Figure 4-3

small grassy yards with trees and shrubs on some residential properties, and grassy areas between the sidewalk and streets. Most streets also have street trees.

The streets in the study area generally follow a grid pattern, with narrow north-south streets, and wider east-west streets. However, the streets south of Northern Boulevard are slightly skewed at a northwest-southeast angle (see Figure 4-1). The two primary thoroughfares in the study area are Northern Boulevard and 34th Avenue. Both roads are approximately 100 feet wide, carry multiple lanes of two-way traffic, and have curbside parking. Northern Boulevard is immediately north of the project site, and 34th Avenue is at the southern boundary of the study area. 34th Avenue also has bicycle lanes and paved traffic islands with trees that reduce the perceived width of the street. The north-south streets in the study area are narrower side streets that are much less trafficked than Northern Boulevard and 34th Avenue. The side streets south of Northern Boulevard are 50 feet wide, while the streets north of Northern Boulevard are 60 feet in width.

Most blocks in the study area have irregular shapes and sizes due to the slight curves of Northern Boulevard and 34th Avenue, and Astoria Boulevard outside the study area to the north. Blocks are rectangular, with their long ends along the side streets and their skewed, short ends along Northern Boulevard and 34th Avenue. Smaller blocks are located south and east of the project site.

Streetscape

Streetscape elements in the study area include street lamps, most of which are standard cobra head lampposts; fire hydrants; mail boxes; bus stops (both signage and shelters) on Northern Boulevard and 108th Street; street trees; and telephone poles with overhead lines. The houses in the study area are generally set back from the street behind a grassy lawn and a concrete pad with curb cuts for driveways. Some driveways extend to the street, while others are separated from the street by narrow grassy areas, and most have metal gates along the property line. Some of these properties have a low retaining wall along the sidewalk; other houses have decorative brick walls or metal fences along the sidewalk at the property line.

Building Uses, Shapes, and Forms

Buildings in the study area include houses, small apartment buildings, industrial/manufacturing, commercial, and institutional uses. Most buildings in the study area are two- to three-story houses, including free-standing, semi-detached and attached houses, which are generally located on the side streets and 34th Avenue. Houses in the study area include older and newer buildings that have a variety of shapes and footprint sizes. Most older buildings are free-standing and attached houses, small apartment buildings, or residential buildings with ground floor commercial uses. These buildings generally have small rectangular or square footprints, while apartment buildings have larger footprints. Most of the residential buildings are faced in brick or vinyl siding, are rectangular in shape, and have gambrel or gable roofs. Many houses also have front stoops and front porches, some of which are enclosed (see Views 5 through 8 of Figure 4-4). Apartment buildings in the study area are generally faced in brick, have three to six stories, and are located on corner lots (see Views 9 and 10 of Figure 4-5). There are two larger apartment buildings in the study area—an older four-story, brown brick-faced apartment building located northeast of the project site at the northwest corner of Northern Boulevard and 112th Street (see View 9 of Figure 4-5), and, as described below, a six-story residential building under construction (with completion expected in 2010) at the southeast corner of Northern Boulevard and 112th Street.

Industrial/manufacturing and commercial buildings in the study area are located along Northern Boulevard and 111th Street, north and west of the project site (see Views 11 and 12 of Figure 4-6

and Views 13 and 14 of Figure 4-7). These buildings are typically one to two stories tall, faced in brick or stucco, and have large footprints compared to the smaller footprints of the residential buildings located northeast and south of the project site. The commercial and warehouse buildings are also block-like in form. The buildings include a lumberyard enclosed by a tall metal fence, one-story automobile-related facilities with small footprints, set back from the sidewalk by surface parking lots, a large rectangular stucco-faced commercial building, and an iron works (see Figures 4-4 through 4-7). Two institutional buildings are located in the study area. Northwest of the project site is the Shiva Mandir, a Hindu temple, at 32-56 110th Street. This one-story building is painted white, has a pitched roof, a red awning above its entrance, and is enclosed by a tall black metal fence. The three-story brown brick building at 111-20 Northern Boulevard houses the Malcolm X Day Care Center and the Corona-East Elmhurst branch of the National Association for the Advancement of Colored People (NAACP). The day care center is a three-story building with a square footprint. It is set back from the sidewalk, is faced in red brick, and has a rooftop playground surrounded by a chain link fence visible from the sidewalk. Other uses in the study area include ground floor retail in residential buildings on Northern Boulevard.

VISUAL RESOURCES

There are no notable view corridors or important visual elements in the study area. Views east and west on Northern Boulevard extend for long distances. Views east include buildings in Flushing, while views west include the Empire State Building in Manhattan (see Views 15 and 16 of Figure 4-8). However, because the distance to these buildings significantly reduces their prominence in the view corridor, these views are not considered notable. Views on other study area streets are generally limited to adjacent buildings and trees. Some views south on the streets south of Northern Boulevard include Amtrak's elevated viaduct above Roosevelt Avenue. This structure is not considered a visual resource.

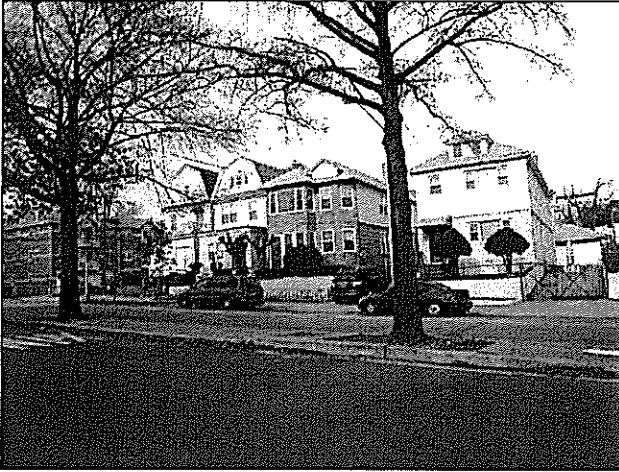
C. THE FUTURE WITHOUT THE PROPOSED PROJECT

PROJECT SITE

In the future without the proposed project, the project site is expected to remain unchanged by the 2014 Build year. Therefore, the visual character of the project site would not be altered.

OTHER FUTURE PROJECTS

Three development projects in the study area are expected to be complete by the 2014 Build year. North of the project site at 32-24 111th Street is a manufacturing building that is being altered with an increased roof height. A seven-story building is under construction northeast of the project site at the southwest corner of Northern Boulevard and 112th Street that will include residential, hotel, accessory parking, and community facility uses. To the south of this development, at the southeast corner of Northern Boulevard and 112th Street, is the site of a proposed six-story building—the Sage House—that will contain residential, ground-floor retail, and accessory parking uses. The alterations to the manufacturing building will not adversely affect the study area. The two new residential buildings will contribute to the residential character of the study area and will enliven the adjacent sidewalks with pedestrian activity. These changes to the study area would not adversely affect its visual character.



North side of 34th Avenue between 111th and 112th Streets 5



East side of 110th Street between Northern and Astoria Boulevards 6



East side of 110th Street between 34th Avenue and Northern Boulevard 7



West side of 109th Street between 34th Avenue and Northern Boulevard 8

Visual and Aesthetic Conditions
Study Area Views
Figure 4-4

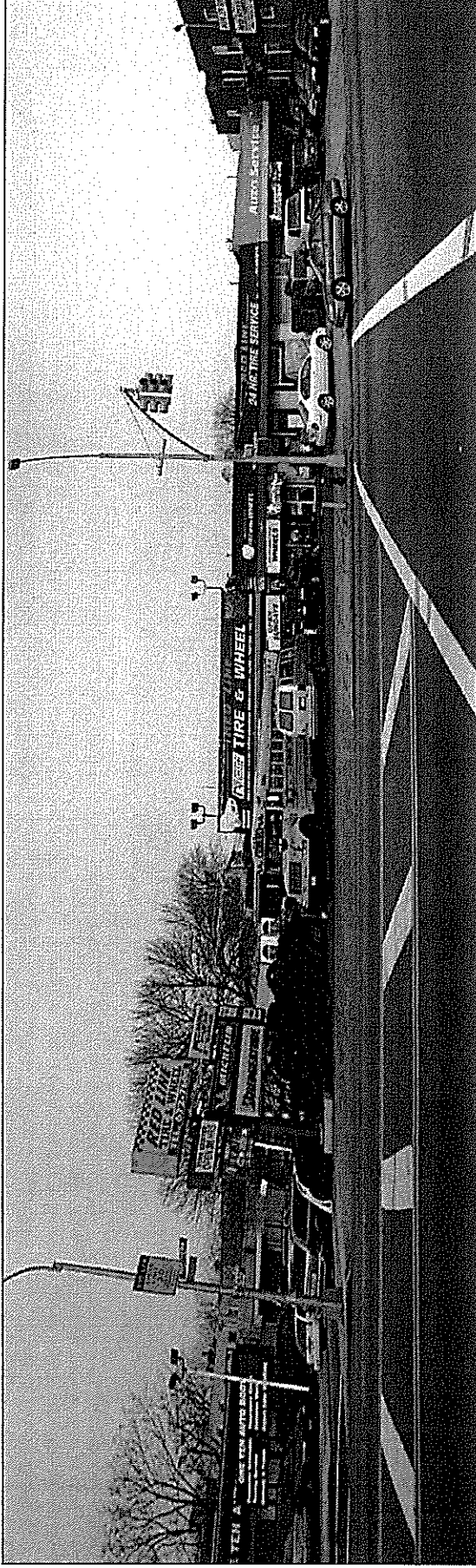


111-17 Northern Boulevard apartment building 9

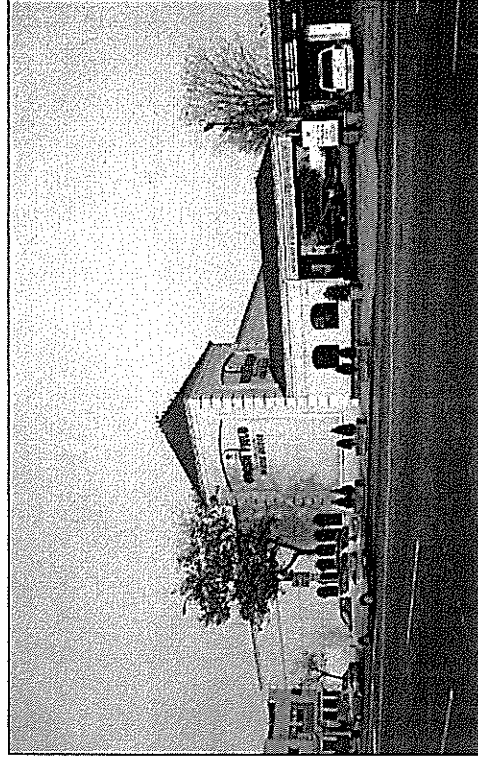


33-30 112th Street apartment building 10

Visual and Aesthetic Conditions
Study Area Views
Figure 4-5



110-01 – 110-13 Northern Boulevard 11



108-01 Northern Boulevard 12

Visual and Aesthetic Conditions
Study Area Views
Figure 4-6



View northwest from 111th Street to north side of Northern Boulevard 13



View southeast from 109th Street to south side of Northern Boulevard 14

Visual and Aesthetic Conditions
Study Area Views
Figure 4-7



View east on Northern Boulevard from 111th Street 15



View west on Northern Boulevard from 110th Street 16

Visual and Aesthetic Conditions
Study Area Views
Figure 4-8

D. PROBABLE IMPACTS OF THE PROPOSED PROJECT

PROJECT SITE

VISUAL CHARACTER

As described above, the plans for the proposed project are not yet finalized; however, as currently contemplated, the proposed project would remove the surface parking lot, two modular structures, and two-story house from the project site. The project site would be redeveloped with a new, approximately 53,150-gross-square-foot (gsf) school building that would be up to four stories (approximately 60 feet) in height with a playground located above the second floor in the eastern portion of the building. In addition, an at-grade early childhood playground could be located on the southwest portion of the project site. The new school building would be a free-standing structure that would occupy most of the project site. It would be set back from Northern Boulevard behind landscaping and would have a wing extending south along 111th Street. It is anticipated that the new school would be faced in masonry and the school's primary entrance would be from Northern Boulevard west of 111th Street.

The new school building would positively affect the character of the adjacent streetscape by replacing a surface parking lot and modular structures with a new school building. The school would introduce new pedestrian activity to the project site. The proposed project would also include new landscaping elements that would further contribute to an enhanced appearance of the project site.

VISUAL RESOURCES

As there are no notable view corridors or important visual elements on or visible from the project site, the proposed project would have no adverse impacts on such resources.

STUDY AREA

VISUAL CHARACTER

Natural Features, Street Patterns, and Block Shapes

The proposed school building would be constructed on an existing block and would not alter any natural features, street patterns, or block shapes in the study area. Therefore, there would be no impacts to these study area components as a result of the proposed project. The proposed project would not affect the Malcolm X Garden as the project site, due to distance and intervening buildings, does not have a physical or visual relationship with the community garden.

Streetscape

As described above, the proposed building would be set back from the lot lines on Northern Boulevard and at the corner of Northern Boulevard and 111th Street behind landscaping, similar to existing buildings throughout the study area. The new school would add an active use to the study area that would enliven the streetscape.

Building Uses, Shapes, and Forms

The proposed school would be consistent with the existing mix of uses in the study area, including the Malcolm X Day Care Center and the Corona-East Elmhurst branch of the NAACP

east of the project site, the Shiva Mandir northwest of the project site, and residential buildings throughout the study area.

As currently contemplated, the proposed building would be taller than most existing study area buildings. However, it would be similar in height and form to several residential buildings in this area, including three residential buildings with ground floor retail immediately east of the project site at 111-02 to 111-18 Northern Boulevard, the apartment building at 111-17 Northern Boulevard to the northeast, and 110-21 and 111-01 Northern Boulevard north of the project site. Further, several houses in the study area are three stories in height and are set above a raised base. The school would also rise without setbacks and be faced in brick, like many existing buildings. The school would be similar in shape and form to some of the commercial and industrial buildings in the study area. The footprint of the proposed school would be larger than the free-standing houses in the study area, but would be comparable to the larger apartment buildings and the industrial/manufacturing and commercial buildings in the study area. The new school building would also be compatible, in terms of its footprint and form, with the two residential buildings under construction in the study area. Therefore, the new school would not adversely affect building uses, shapes, or forms in the study area.

VISUAL RESOURCES

The proposed school building would be visible from the immediately surrounding streets. The proposed building would be built on an existing block, and thus would not affect views east or west on Northern Boulevard. As there are no notable view corridors in the study area, the proposed building would not adversely affect any such view corridors.

Overall, the proposed project would not adversely affect visual character or important visual elements on the project site or in the surrounding study area. *

A. INTRODUCTION

The proposed school would generate new trips from students and staff traveling to and from the project site. This section examines the potential for impacts of the proposed school project on transportation—traffic, parking, transit and pedestrian—conditions in the Corona section of Queens. The proposed school, expected to be operational in 2014, would serve approximately 379 students and would be staffed by approximately 38 teachers and administrative personnel.

Based on travel demand estimates presented in detail later in this chapter, the proposed project would exceed the *2010 City Environmental Quality Review (CEQR) Technical Manual* thresholds for undertaking quantified traffic and pedestrian analyses. However, since the proposed project would not exceed the CEQR threshold of 200 peak hour transit riders at any given transit facility for undertaking a quantified transit analysis, it is not expected to result in significant adverse transit impacts in the study area. This chapter provides a qualitative assessment of transit conditions in the study area.

B. METHODOLOGY

TRAFFIC OPERATIONS

The operation of all of the signalized intersections and unsignalized intersections in the study area was assessed using methodologies presented in the *2000 Highway Capacity Manual (HCM)*. A description of the principles of each of these methodologies is provided below.

SIGNALIZED INTERSECTIONS

The level-of-service (LOS) for a signalized intersection is based on the average stopped delay per vehicle for the various lane groups (grouping of movements in one or more travel lanes). The levels of service are defined below:

LOS Criteria for Signalized Intersections

Level-of-Service (LOS)	Delay
A	≤ 10.0 seconds
B	> 10.0 and ≤ 20.0 seconds
C	> 20.0 and ≤ 35.0 seconds
D	> 35.0 and ≤ 55.0 seconds
E	> 55.0 and ≤ 80.0 seconds
F	> 80.0 seconds
Source: Transportation Research Board. <i>Highway Capacity Manual, 2000.</i>	

Although the HCM methodology calculates a volume-to-capacity (v/c) ratio, there is no strict relationship between v/c ratios and LOS as defined in the HCM. A high v/c ratio indicates substantial traffic passing through an intersection, but a high v/c ratio combined with low average delay actually represents the most efficient condition in terms of traffic engineering standards, where an approach or the whole intersection processes traffic close to its theoretical maximum with minimal delay. However, very high v/c ratios—especially those approaching or greater than 1.0—are often correlated with a deteriorated LOS. Other important variables affecting delay include cycle length, progression, and green time. LOS A and B indicate good operating conditions with minimal delay. At LOS C, the number of vehicles stopping is higher, but congestion is still fairly light. LOS D describes a condition where congestion levels are more noticeable and individual cycle failures (a condition where motorists may have to wait for more than one green phase to clear the intersection) can occur. Conditions at LOS E and F reflect poor service levels, and cycle failures are frequent. The HCM methodology provides for a summary of the total intersection operating conditions by identifying the two critical movements (the worst case from each roadway) and calculating a summary of critical v/c ratio, delay, and LOS data.

UNSIGNALIZED INTERSECTIONS

For unsignalized intersections, the total delay is defined as the total elapsed time from which a vehicle stops at the end of the queue until the vehicle departs from the stop line. This includes the time required for the vehicle to travel from the last-in-queue to the first-in-queue position. The average total delay for any particular minor movement is a function of the service rate or capacity of the approach and the degree of saturation. The LOS criteria for unsignalized intersections are summarized below:

**LOS Criteria for
Unsignalized Intersections**

LOS	Average Delay
A	≤ 10.0 seconds
B	> 10.0 and ≤ 15.0 seconds
C	> 15.0 and ≤ 25.0 seconds
D	> 25.0 and ≤ 35.0 seconds
E	> 35.0 and ≤ 50.0 seconds
F	> 50.0 seconds
Source:	Transportation Research Board. <i>Highway Capacity Manual, 2000.</i>

The LOS thresholds for unsignalized intersections are different from those for signalized intersections. The primary reason is that drivers expect different levels of performance from different types of transportation facilities. The expectation is that a signalized intersection is designed to carry higher traffic volumes than an unsignalized intersection. In addition, certain driver behavioral considerations combine to make delays at signalized intersections less onerous than at unsignalized intersections. For example, drivers at signalized intersections are able to relax during the red interval, whereas drivers on minor approaches to unsignalized intersections must remain attentive to identifying acceptable gaps and vehicle conflicts. Also, there is often much more variability in the amount of delay experienced by individual drivers at unsignalized

intersections. For these reasons, the total overall scale of delay thresholds for unsignalized intersections is lower than that of signalized intersections.

PEDESTRIAN OPERATIONS

The adequacy of the study area’s sidewalks, crosswalks, and corner reservoir capacities in relation to the demand imposed on them was assessed using the methodologies presented in the 2000 *Highway Capacity Manual* (HCM 2000). Sidewalks were analyzed in terms of pedestrian flow. The calculation of the average pedestrians per minute per foot (PMF) of effective walkway width is the basis for *Level of Service* (LOS) analysis.

Crosswalks and street corners are not easily measured in terms of free pedestrian flow, as they are influenced by the effects of traffic signals. Street corners must be able to provide sufficient space for a mix of standing pedestrians (queued to cross a street) and circulating pedestrians (crossing the street or moving around the corner). The HCM methodologies apply a measure of time and space availability based on the area of the corner, the timing of the intersection signal, and the estimated space used by circulating pedestrians.

The total “time-space” available for these activities is the net area of the corner (in square feet) multiplied by the cycle length, which is expressed in square feet per minute. The analysis then determines the total circulation time for all pedestrian movements at the corner (expressed as pedestrians per minute). The ratio of net time-space divided by pedestrian circulation time provides the LOS measurement of square feet per pedestrian (SFP).

Crosswalk LOS is also a function of time and space. Similar to the street corner analysis, crosswalk conditions are first expressed as a measurement of the available area (the crosswalk width multiplied by the width of the street) and the permitted crossing time. This measure is expressed in square feet per minute. The average time required for a pedestrian to cross the street is calculated based on the width of the street and an assumed walking speed. The ratio of time-space available in the crosswalk to the average crossing time is the LOS measurement of available square feet per pedestrian. The LOS analysis also accounts for vehicular turning movements that traverse the crosswalk.

The LOS standards for sidewalks, corner reservoirs, and crosswalks are summarized below:

Level of Service Criteria for Pedestrian Elements

LOS	Sidewalks – Non Platoon Flow	Sidewalks – Platoon Flow	Corner Reservoirs and Crosswalks
A	5 PMF or less	0.5 PMF or less	60 SFP or More
B	5 to 7 PMF	0.5 to 3 PMF	40 to 60 SFP
C	7 to 10 PMF	3 to 6 PMF	24 to 40 SFP
D	10 to 15 PMF	6 to 11 PMF	15 to 24 SFP
E	15 to 23 PMF	11 to 18 PMF	8 to 15 SFP
F	More than 23 PMF	More than 18 PMF	Less than 8 SFP

Notes: PMF = pedestrians per minute per foot. SFP = square feet per pedestrian.
Source: New York City Mayor’s Office of Environmental Coordination, CEQR Technical Manual (May 2010).

The 2010 *CEQR Technical Manual* specifies that a mid-LOS D condition or better is considered reasonable for sidewalks, corner reservoirs, and crosswalks within the Central Business District (CBD) areas, which include Midtown and Lower Manhattan, Downtown Brooklyn, Long Island

City, Downtown Flushing and Downtown Jamaica, and other areas having CBD type characteristics, while acceptable LOS elsewhere in the city (non-CBD areas) is LOS C or better for the aforementioned pedestrian elements.

Since, the project site is located in a non-CBD area, LOS C condition requires a minimum of 24 SFP for corner reservoirs and crosswalks, while for sidewalks, LOS C condition requires a maximum of 6 PMF for platoon flow.

The determination of whether project-related sidewalk impacts are considered significant and require examination of mitigation depends on the type of sidewalk pedestrian flow (non-platoon or platoon) and the study area type (CBD or non-CBD). For each pedestrian flow type in each study area type, determination of significant sidewalk impacts is based on a sliding scale that varies with the No Build average pedestrian flow rates.

For non-platoon flows in non-CBD's, the criteria¹ include:

- An increase in the pedestrian flow rate to greater than 10.0 PMF (LOS D) in Build conditions is considered a significant impact on sidewalks with No Build pedestrian flow rates of less than 7.4 PMF.
- Build pedestrian flow rate increments equal to or greater than 2.6 PMF are considered significant impacts on sidewalks with No Build pedestrian flow rates between 7.4 and 7.8 PMF.
- The sliding scale subsequently groups sidewalks with No Build pedestrian flow rates between 7.9 and 23.0 PMF in ranges of 0.7 PMF (the first group being 7.9 to 8.6 PMF), with corresponding determinations of significant impacts based on a range of Build increment PMF values diminishing by 0.1 PMF for each group down the scale (beginning with equal to or greater than 2.5 PMF). Above No Build flow rates of 23.0 PMF, sidewalks are considered to be significantly impacted by Build flow rate increments of equal to or greater than 0.6 PMF.

For platooned flows in non-CBD's, the criteria² include:

- An increase in the pedestrian flow rate to greater than 6.0 PMF (LOS D) in Build conditions is considered a significant impact on sidewalks with No Build pedestrian flow rates of less than 3.4 PMF.
- Build pedestrian flow rate increments equal to or greater than 2.6 PMF are considered significant impacts on sidewalks with No Build pedestrian flow rates between 3.4 and 3.8 PMF.
- The sliding scale subsequently groups sidewalks with No Build pedestrian flow rates between 3.9 and 19.0 PMF in ranges of 0.7 PMF (the first group being 3.9 to 4.6 PMF), with corresponding determinations of significant impacts based on a range of Build increment PMF values diminishing by 0.1 PMF for each group down the scale (beginning with equal to or greater than 2.5 PMF). Above No Build flow rates of 19.0 PMF, sidewalks are considered

¹ Since the project site is located in a non-CBD area, the criteria for non-platoon flows in CBD is not provided.

² Since the project site is located in a non-CBD area, the criteria for platooned flows in CBD is not provided.

to be significantly impacted by Build flow rate increments of equal to or greater than 0.6 PMF.

The determination of whether project-related corner and crosswalk impacts are considered significant and require examination of mitigation depends on the study area type (CBD or non-CBD). For each study area type, determination of significant corner or crosswalk impacts is based on a sliding scale that varies with the No Build pedestrian space. In non-CBD's, the criteria¹ include:

- A reduction in pedestrian space to less than or equal to 24.0 SFP (LOS D) in Build conditions is considered a significant impact on corners or crosswalks with No Build pedestrian space of greater than 26.6 SFP.
- The sliding scale subsequently groups corners or crosswalks with No Build spaces between 26.6 and 5.1 SFP in ranges of 0.8 SFP (the first group being 26.6 to 25.8 SFP), with corresponding determinations of significant impacts based on a range of Build reductions in SFP values diminishing by 0.1 SFP for each group down the scale (beginning with equal to or greater than 2.6 SFP). Below No Build pedestrian space of 5.1 SFP, corners and crosswalks are considered to be significantly impacted by Build space reductions of equal to or greater than 0.2 SFP.

C. EXISTING CONDITIONS

TRAFFIC OPERATIONS

ROADWAY NETWORK

To assess the potential traffic impacts associated with the development of the project, 10 key intersections were identified that would most likely be affected by the project-generated traffic (see **Figure 5-1**). These include eight signalized and two unsignalized intersections. The signalized intersections are:

- Northern Boulevard and 108th Street;
- Northern Boulevard and 110th Street;
- Northern Boulevard and 111th Street;
- Northern Boulevard and 112th Street;
- 34th Avenue and 108th Street;
- 34th Avenue and 110th Street;
- 34th Avenue and 111th Street; and
- 34th Avenue and 112th Street;

The unsignalized intersections are:

- Northern Boulevard and 110th Street- North leg; and
- Northern Boulevard and 111th Street- North leg;

¹ Since the project site is located in a non-CBD area, the criteria for crosswalk and corner impacts in CBD is not provided.

Major roadways in the study area are discussed as follows:

- Northern Boulevard is a major east-west roadway in north-central Queens, extending from Long Island City in western Queens to Nassau and Suffolk counties in Long Island. Within the study area Northern Boulevard is a two-way roadway which operates with two to three travel lanes, exclusive turn lanes, and provides curbside parking in each direction.
- 34th Avenue is an east-west roadway extending from Long Island City in western Queens into Long Island. Within the study area, 34th Avenue is a two-way roadway which operates with one travel lane, one bike lane, and provides curbside parking in each direction.
- 108th Street is a major north-south roadway extending from Astoria Boulevard in East Elmhurst to Queens Boulevard in Forest Hills. Within the study area, 108th Street is a two-way roadway which operates with one to two travel lanes and provides curbside parking in each direction.
- 110th Street is a one-way northbound local street providing a connection between Astoria Boulevard and 37th Avenue. Within the study area, 110th Street operates with a single travel lane and provides parking on both sides.
- 111th Street is a one-way northbound local street providing a connection between Astoria Boulevard and Corona Avenue. Within the study area, 111th Street operates with a single travel lane and provides parking on both sides.
- 112th Street is a one-way southbound local street providing a connection between Astoria Boulevard and Roosevelt Avenue. Within the study area, 112th Street operates with a single travel lane and provides parking on both sides.

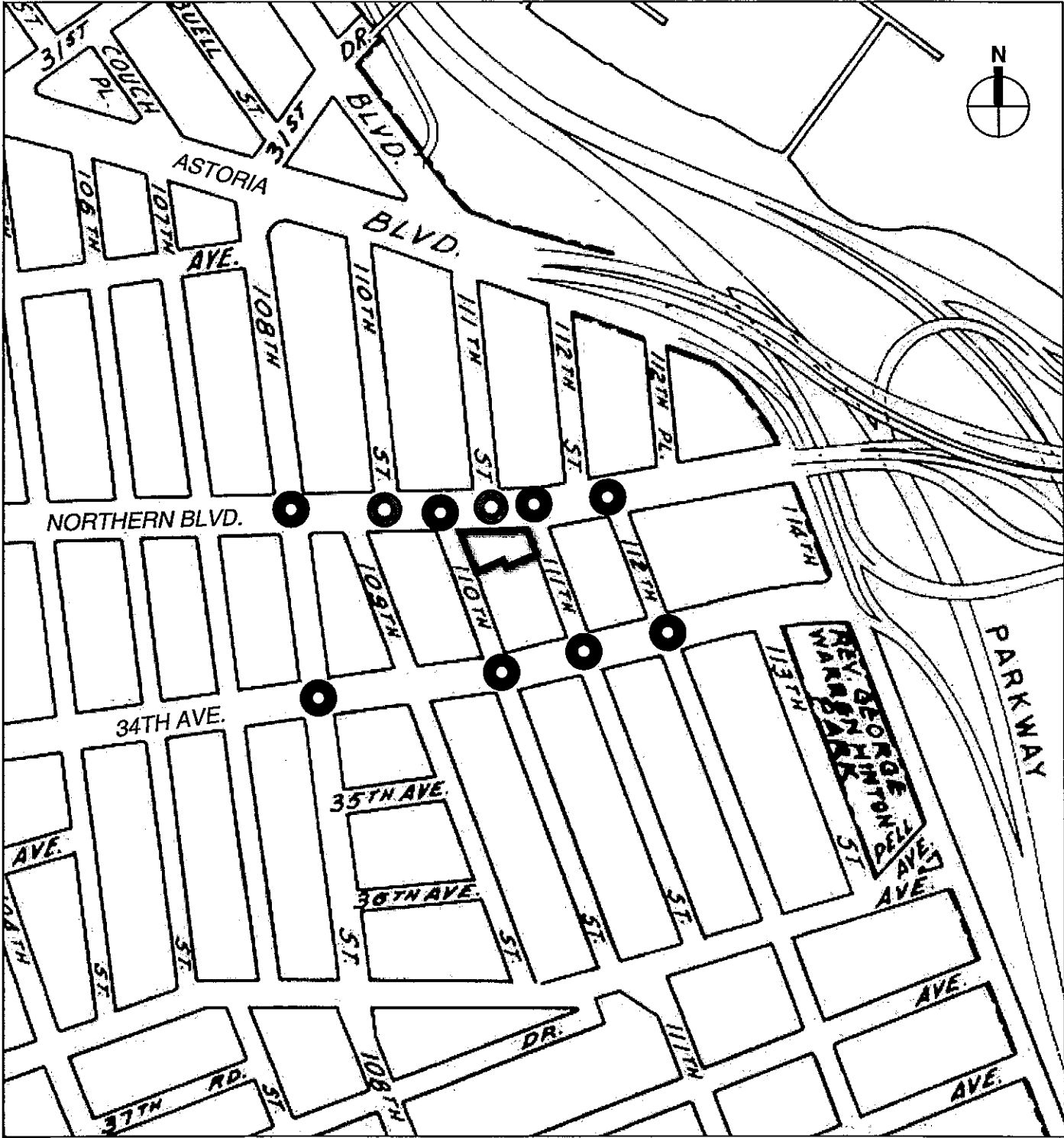
TRAFFIC CONDITIONS




Existing traffic volumes in the study area were established based on field counts conducted during the school-related morning and afternoon peak periods (7:30-9:30 AM and 2-4 PM) in November 2009 at the study area intersections. Field inventories of roadway geometry, traffic controls, bus stops, and parking regulations/activities were also recorded to provide appropriate inputs for the operational analyses. In addition, official signal timings obtained from New York City Department of Transportation (NYCDOT) were used in the analysis for all of the intersections. **Figures 5-2 and 5-3** show the existing traffic volumes for the AM and PM peak hours, which were determined to take place from 7:45 to 8:45 AM and 3:00 to 4:00 PM, respectively.

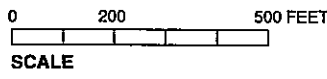
In terms of traffic volumes, Northern Boulevard carries the heaviest traffic volumes in the study area, ranging from 2,820 to 3,310 vehicles per hour (vph) in both directions during the AM and PM peak hours. 34th Avenue has two-way peak hour volumes ranging from 660 to 1,275 vph, while peak hour volumes on Parsons Boulevard range from 665 to 770 vph. Traffic volumes on 108th Street range between 420 and 590 vph in during the two peak hours. Other north-south streets in the study area—including 110th, 111th, and 112th Streets—carry less than 200 vph during the two peak hours.

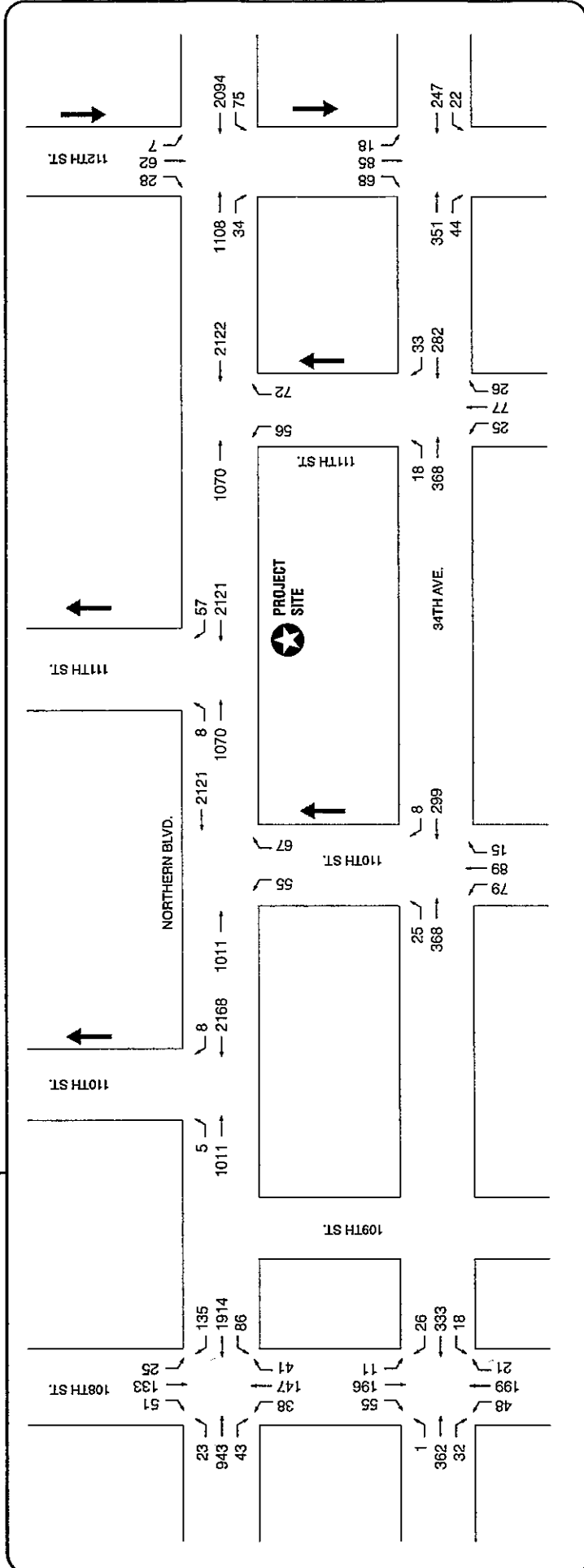
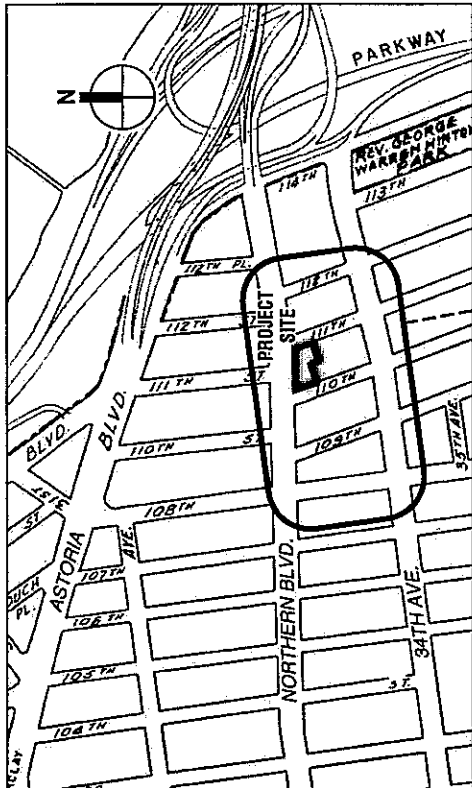
LEVELS OF SERVICE

Tables 5-1 and 5-2 present the service conditions for the study area's signalized and unsignalized intersections. The capacity analysis indicates that most of the study area's signalized intersection approaches operate acceptably—at mid-LOS D (delays less than 45 seconds) or better for the two peak hours—with the following exceptions:



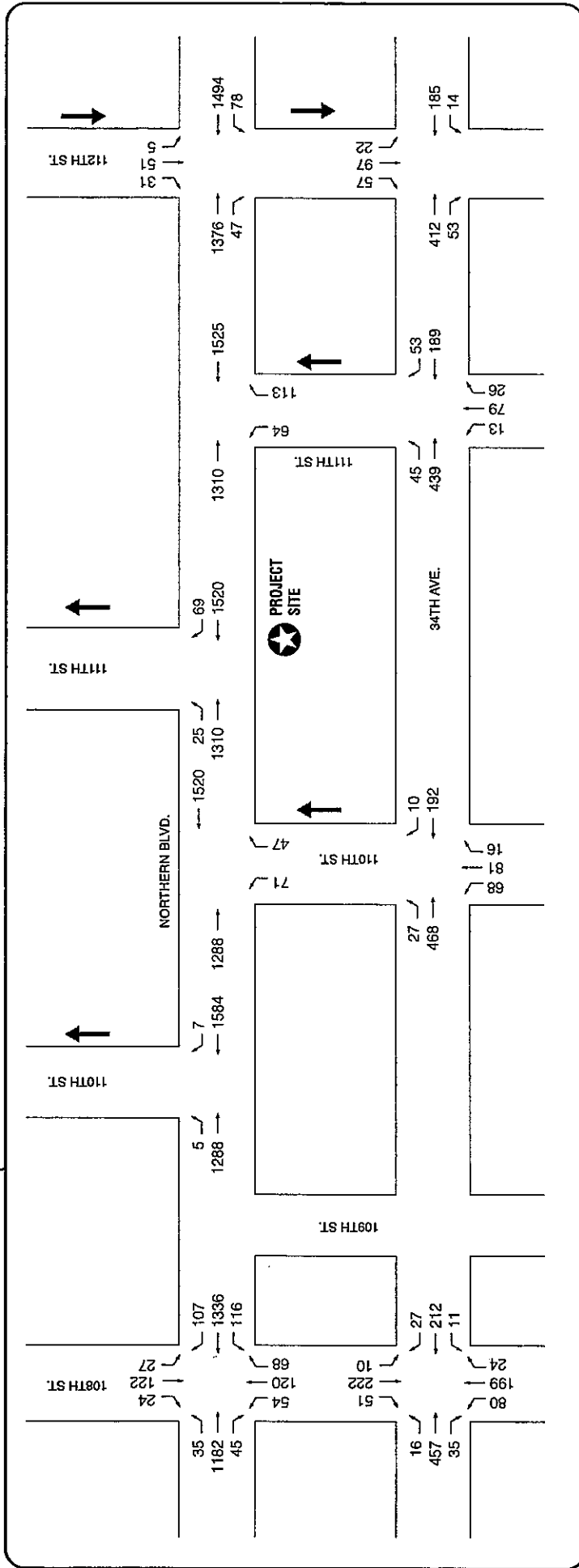
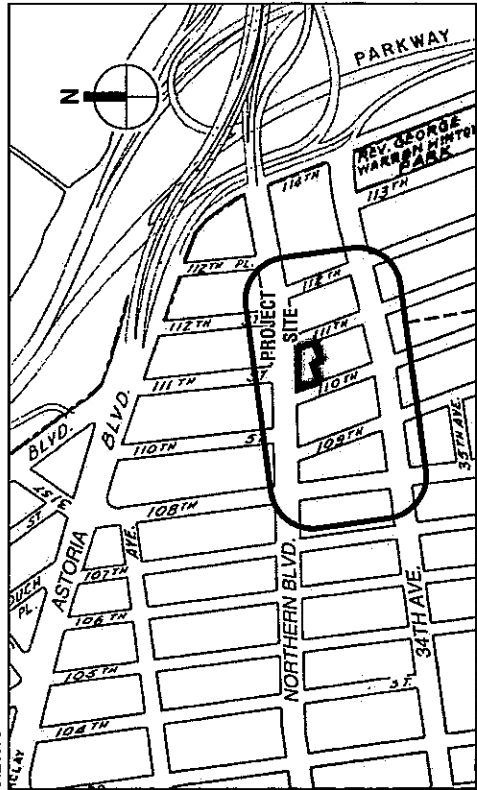
-  Project Site
-  Signalized Intersection
-  Unsignalized Intersection





2009 Existing Traffic Volumes
AM Peak Hour
Figure 5-2

→ One-Way Street Direction



2009 Existing Traffic Volumes
PM Peak Hour
Figure 5-3

**Table 5-1
2009 Existing Conditions LOS Analysis: Signalized Intersections**

Intersection / Approach		AM Peak Hour				PM Peak Hour							
		Lane Group	V/C Ratio	Delay (spv)	LOS	Lane Group	V/C Ratio	Delay (spv)	LOS				
Northern Blvd/108th St	Eastbound	L	0.20	55.7	E	L	0.35	60.6	E				
		TR	0.58	16.7	B	TR	0.83	24.4	C				
	Westbound	L	0.71	83.3	F	L	0.96	126.2	F				
		TR	0.76	20.1	C	T	0.70	19.3	B				
	Northbound	R	0.15	11.5	B	R	0.15	11.5	B				
		LT	0.70	57.1	E	LT	0.79	67.2	E				
	Southbound	R	0.21	41.4	D	R	0.32	43.7	D				
		LT	0.58	50.5	D	LT	0.58	50.6	D				
		R	0.26	42.5	D	R	0.12	39.5	D				
	Intersection				25.0	C	Intersection				30.0	C	
Northern Blvd/110th St	Eastbound	T	0.49	8.2	A	T	0.74	12.7	B				
		T	0.94	23.4	C	T	0.67	10.9	B				
	Northbound	LR	0.46	47.6	D	LR	0.42	46.2	D				
		Intersection				19.5	B	Intersection				13.1	B
Northern Blvd/111th St	Eastbound	T	0.52	8.6	A	T	0.76	13.2	B				
		T	0.99	32.8	C	T	0.72	12.1	B				
	Northbound	LR	0.52	48.9	D	LR	0.70	57.1	E				
		Intersection				25.6	C	Intersection				15.5	B
Northern Blvd/112th St	Eastbound	TR	0.7	20.0	B	TR	0.99	43.2	D				
		L	0.22	18.9	B	L	0.32	41.2	D				
	Westbound	T	0.81	22.8	C	T	0.61	17.2	B				
		LTR	0.18	38.9	D	LTR	0.17	38.9	D				
	Southbound	Intersection				22.2	C	Intersection				31.3	C
		Notes: L: Left Turn; T: Through; R: Right Turn; LOS: Level of Service.											

**Table 5-2
2009 Existing Conditions LOS Analysis: Unsignalized Intersections**

Intersection / Approach		AM Peak Hour				PM Peak Hour			
		Lane Group	V/C Ratio	Delay (spv)	LOS	Lane Group	V/C Ratio	Delay (spv)	LOS
Northern Blvd/110th Street North Leg	Eastbound	L	0.01	14.3	B	L	0.01	13.6	B
Northern Blvd/111th Street North Leg	Eastbound	L	0.02	14.3	B	L	0.07	14.3	B
Notes: L: Left Turn; T: Through; R: Right Turn; LOS: Level of Service.									

- The eastbound and westbound left-turn movements at the intersection of Northern Boulevard and 108th Street, which operate at LOS E and F during the AM and PM peak hours, respectively;
- The northbound shared through and left-turn movement at the intersection of Northern Boulevard and 108th Street, which operates at LOS E during the AM and PM peak hours;
- The southbound shared through and left-turn movement at the intersection of Northern Boulevard and 108th Street, which operates at LOS D (with delays of 50.5 and 50.6 seconds) during the AM and PM peak hours;
- The northbound shared left and right-turn movement at the intersection of Northern Boulevard and 110th Street, which operates at LOS D (with delays of 47.6 and 46.2 seconds) during the AM and PM peak hours;
- The northbound shared left and right-turn movement at the intersection of Northern Boulevard and 111th Street, which operates at LOS D (with a delay of 48.9 seconds) and LOS E during the AM and PM peak hours, respectively; and
- The northbound approach at the intersection of 34th Avenue and 108th Street, which operates at LOS D (with a delay of 45.1 seconds) during the PM peak period.

The study area's unsignalized intersection approaches operate acceptably at mid-LOS D or better during the two peak hours.

TRANSIT OPERATIONS

Mass transit options serving the project site and surrounding area are shown in **Figure 5-4**. The project site is located in an area served by the 111th Street Station (7 Train) and the Q23, Q48, and Q66 bus routes. A description of each of these transit modes that would be affected by trips associated with the proposed project is provided below.

SUBWAY SERVICE

The project site is served by the 111th Street subway station on the No. 7 subway line which is operated by New York City Transit (NYCT). The No. 7 train operates between Times Square-42nd Street in Manhattan and Flushing-Main Street in Queens.





Based on the travel demand estimates, it was determined that approximately five project-generated subway trips during each of the AM and PM peak 15-minute periods will be spread across several station elements at the 111th Street station.

As specified by the *CEQR Technical Manual*, if the proposed project is considered unlikely to create any noticeable constraints on any subway station elements or to produce a significant transit impact, a quantitative analysis is not required. Consequently, the proposed project is not expected to create any operational constraints on transit and the following section provides a qualitative discussion of the subway services in the study area.

BUS SERVICE

Based on the travel demand estimates and the availability of Q23, Q48, and Q66 bus routes near the project site, it was determined that no individual bus route would experience 200 or more project generated transit trips—the CEQR recommended threshold for undertaking quantified bus analysis. Consequently, it is expected that the project would not create a noticeable



-  Project Site
-  Bus Number and Route
-  Subway Route
-  Subway Station

0 200 500 FEET
SCALE

Existing Public Transit Network
Figure 5-4

constraint on bus capacity; therefore, a quantitative bus analysis is not warranted. The following section provides a qualitative discussion of local bus routes serving the study area.

Table 5-3 provides a summary of the NYCT local bus routes, which provide regular service to the study area, and their weekday frequencies of operation. All of these routes use standard buses with a guideline capacity of 54 passengers per bus.

Table 5-3
NYCT Local Bus Routes Serving The Study Area

Bus Route	Start Point	End Point	Routing	Freq. of Bus Service (Headway in Minutes)	
				AM	PM
Q23	Forest Hills	East Elmhurst	108th Street	8	5
Q48	Flushing	La Guardia	Ditmars Blvd/Northern Blvd	4	4
Q66	Flushing	Long Island City	Northern Blvd	12	9

Source: MTA NYCT, Queens Bus Schedules (2009/2010).

PEDESTRIAN OPERATIONS

Existing pedestrian levels are based on field surveys conducted in November, 2009 during the hours of 7:30 to 9:30 AM and 2:00 to 4:00 PM.

PEDESTRIAN STUDY AREA

The pedestrian study area considers the sidewalks, corner reservoirs, and crosswalks that would be most affected by new trips generated by the proposed project. Since transit trips also contain a walking component, the pedestrian network considers the major routes from the subway station and bus stops. Figure 5-5 shows the resultant study area, which includes four signalized intersections closest to the project site, as listed below:

- Northern Boulevard and 110th Street;
- Northern Boulevard and 111th Street;
- 34th Avenue and 110th Street; and
- 34th Avenue and 111th Street.

ANALYSIS RESULTS

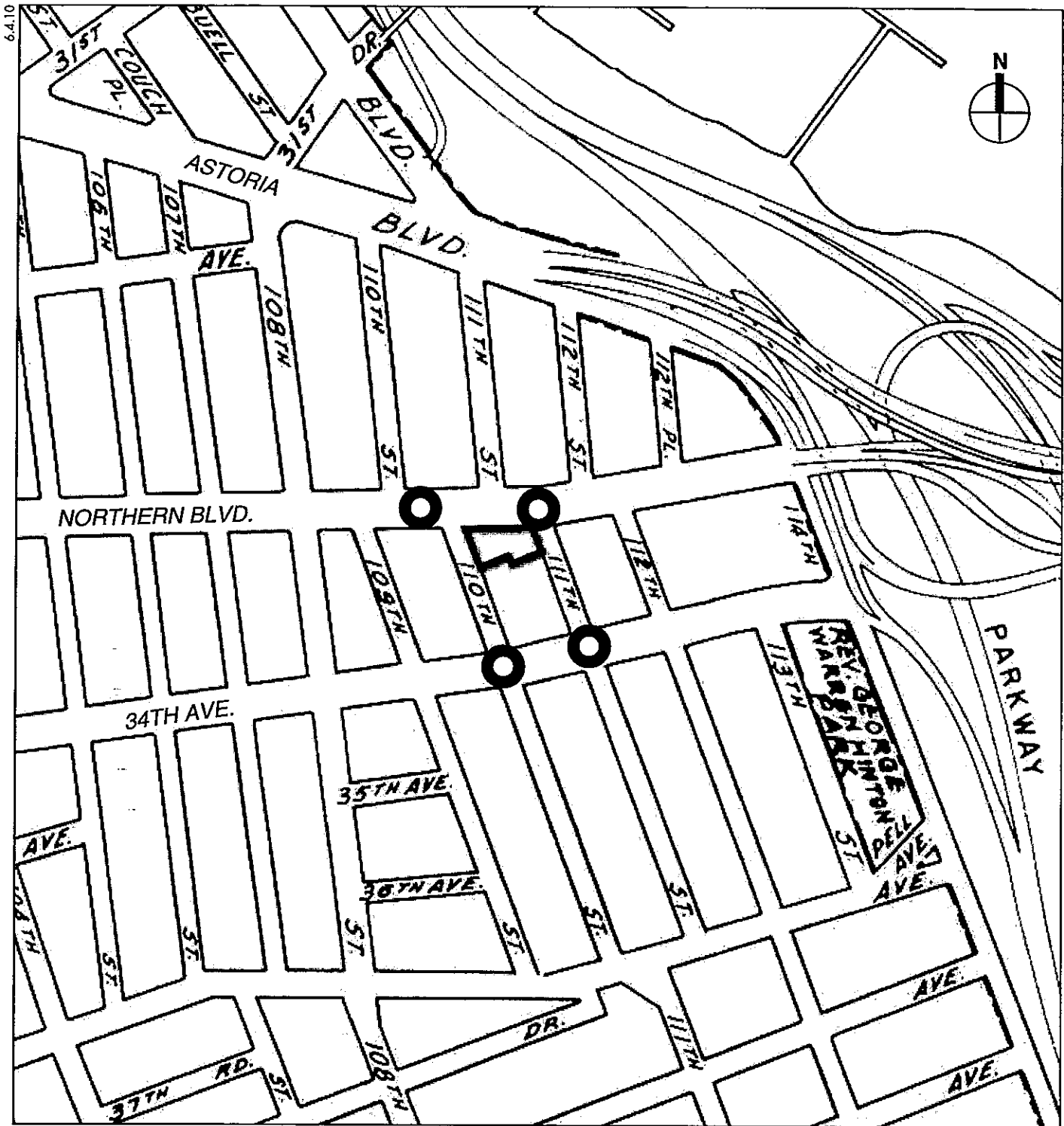
Street Level Pedestrian Operations

As described above, the study area sidewalks, corner reservoirs, and crosswalks were assessed for the AM and PM peak periods. Existing peak 15-minute volumes were developed for four intersections closest to the project site. As shown in Tables 5-4 through 5-6, all analyzed pedestrian elements operate at acceptable levels (minimum 24 SFP for crosswalks and corners, maximum 6 PMF platoon flows for sidewalks) during the AM and PM peak 15-minute periods.

Table 5-4

2009 Existing Conditions: Pedestrian LOS Analysis for Sidewalks

Location	Sidewalk	Effective Width (ft)	15 Minute Two-Way Volume	Platoon Flow	
				PMF	LOS
AM Peak Period					
110th Street between Astoria Blvd and Northern Blvd	East	12.5	17	0.1	A
	West	5.0	16	0.2	A
110th Street between Northern Blvd and 34th Avenue	East	5.0	14	0.2	A
	West	5.0	8	0.1	A
110th Street between 34th Avenue and 37th Avenue	East	5.0	25	0.3	A
	West	5.0	13	0.2	A
111th Street between Astoria Blvd and Northern Blvd	East	9.0	19	0.1	A
	West	5.8	11	0.1	A
111th Street between Northern Blvd and 34th Avenue	East	5.0	25	0.3	A
	West	5.0	13	0.2	A
111th Street between 34th Avenue and 37th Avenue	East	5.0	9	0.1	A
	West	5.0	10	0.1	A
Northern Blvd between 109th Street and 110th Street	North	10.0	21	0.1	A
	South	9.0	54	0.4	A
Northern Blvd between 110th Street and 111th Street	North	9.5	14	0.1	A
	South	8.5	49	0.4	A
Northern Blvd between 111th Street and 112th Street	North	5.3	20	0.3	A
	South	8.8	59	0.4	A
34th Avenue between 109th Street and 110th Street	North	5.0	27	0.4	A
	South	5.5	116	1.4	B
34th Avenue between 110th Street and 111th Street	North	5.0	39	0.5	B
	South	5.0	128	1.7	B
34th Avenue between 111th Street and 112th Street	North	5.0	45	0.6	B
	South	5.0	142	1.9	B
PM Peak Period					
110th Street between Astoria Blvd and Northern Blvd	East	12.5	16	0.1	A
	West	5.0	10	0.1	A
110th Street between Northern Blvd and 34th Avenue	East	5.0	9	0.1	A
	West	5.0	18	0.2	A
110th Street between 34th Avenue and 37th Avenue	East	5.0	9	0.1	A
	West	5.0	13	0.2	A
111th Street between Astoria Blvd and Northern Blvd	East	9.0	9	0.1	A
	West	5.8	16	0.2	A
111th Street between Northern Blvd and 34th Avenue	East	5.0	11	0.1	A
	West	5.0	19	0.3	A
111th Street between 34th Avenue and 37th Avenue	East	5.0	14	0.2	A
	West	5.0	3	0.0	A
Northern Blvd between 109th Street and 110th Street	North	10.0	35	0.2	A
	South	9.0	39	0.3	A
Northern Blvd between 110th Street and 111th Street	North	9.5	30	0.2	A
	South	8.5	24	0.2	A
Northern Blvd between 111th Street and 112th Street	North	5.3	23	0.3	A
	South	8.8	20	0.2	A
34th Avenue between 109th Street and 110th Street	North	5.0	22	0.3	A
	South	5.5	168	2.0	B
34th Avenue between 110th Street and 111th Street	North	5.0	27	0.4	A
	South	5.0	172	2.3	B
34th Avenue between 111th Street and 112th Street	North	5.0	38	0.5	B
	South	5.0	222	3.0	B
Note: PMF = pedestrians per minute per foot					



Pedestrian Analysis Location
Figure 5-5

Table 5-5
2009 Existing Conditions: Pedestrian LOS Analysis for Corner Reservoirs

Locations	Corner	AM Peak Period		PM Peak Period	
		SFP	LOS	SFP	LOS
110th Street and Northern Blvd	Southeast	372.1	A	692.7	A
	Southwest	384.5	A	529.3	A
111th Street and Northern Blvd	Southeast	417.4	A	1192.1	A
	Southwest	523.3	A	979.3	A
110th Street and 34th Avenue	Northeast	106.4	A	180.9	A
	Southeast	99.3	A	81.7	A
	Southwest	107.8	A	82.3	A
	Northwest	171.0	A	249.5	A
111th Street and 34th Avenue	Northeast	129.9	A	188.7	A
	Southeast	83.9	A	56.9	B
	Southwest	306.8	A	231.5	A
	Northwest	369.1	A	634.4	A

Note: SFP = square feet per pedestrian

Table 5-6
2009 Existing Conditions: Pedestrian Crosswalk LOS Analysis

Location	Crosswalk	Street Width (feet)	Crosswalk Width (feet)	Conditions with conflicting vehicles			
				AM		PM	
				SFP	LOS	SFP	LOS
110th Street and Northern Blvd	East	73.0	12.5	332.8	A	442.9	A
	South	29.3	13.5	440.9	A	901.2	A
	West	70.9	13.3	560.7	A	724.1	A
111th Street and Northern Blvd	South	25.0	12.8	409.8	A	1157.9	A
	West	33.3	9.0	257.1	A	488.3	A
110th Street and 34th Avenue	North	29.3	11.5	245.8	A	418.9	A
	East	58.0	13.5	419.6	A	1266.1	A
	South	29.3	13.0	143.0	A	92.1	A
	West	58.3	13.5	422.3	A	405.2	A
111th Street and 34th Avenue	North	24.5	14.8	243.5	A	368.7	A
	East	58.0	16.0	253.6	A	358.6	A
	South	24.3	15.0	121.4	A	74.6	A
	West	59.3	14.8	405.6	A	817.5	A

Note: SFP = square feet per pedestrian

PARKING CONDITIONS

A parking survey was conducted within a ¼-mile radius of the project site in January 2010 to determine the availability of on-and-off-street parking in the study area. Based on the survey, there were no off-street parking facilities located within a ¼-mile radius of the project site. In terms of the on-street parking supply, there were approximately 1,292 legal on-street spaces within a ¼-mile radius of the project site. Out of these, approximately 1,079 spaces were utilized

and 213 spaces were available during the midday period, resulting in an overall on-street parking utilization rate of approximately 84 percent.

D. THE FUTURE WITHOUT THE PROPOSED PROJECT

Future 2014 conditions without the proposed project were estimated by increasing existing traffic and pedestrian levels to reflect expected growth in overall travel through and within the study area. As per the 2010 *CEQR* guidelines, an annual background growth rate of 0.5 percent was assumed for an overall compounded growth of 2.5 percent by 2014.

Besides the general background growth, several development sites identified as part of the North Corona Rezoning as described in Chapter 2, "Land Use, Zoning, and Community Character," were assumed to be completed and operational in the study area by the year 2014. The most notable of these development sites include:

- The development site located along Astoria Boulevard between 108th and 110th Streets consisting of 84 dwelling units, 69,930 square feet (sf) of commercial use, and 153,846 sf of community facility use.
- The development site located at the northeast corner of Northern Boulevard and 110th Street consisting of 31 dwelling units and 15,500 sf of commercial use.
- The development site located at the southeast corner of Astoria Boulevard and 111th Street consisting of 78 dwelling units and 65,242 sf of community facility use.

In addition to the sites identified as part of the North Corona Rezoning, there are two notable development projects expected to be completed in the study area by the year 2014. These include:

- The development project located on the north side of Northern Boulevard between 112th Street and 112th Place consisting of 70 dwelling units, 19 hotel rooms, accessory parking spaces, and community facility use.
- The development project located on the southeast corner of 112th Street and Northern Boulevard consisting of 33 dwelling units, ground floor retail use, and accessory parking.

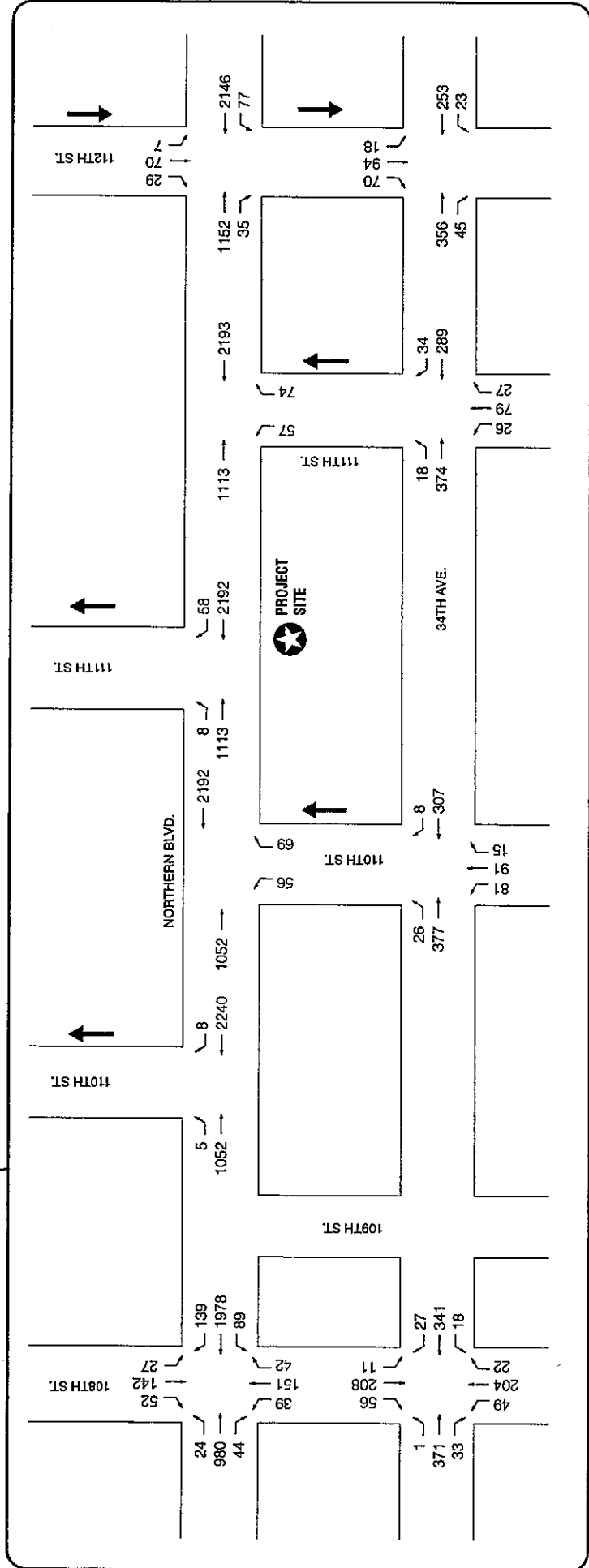
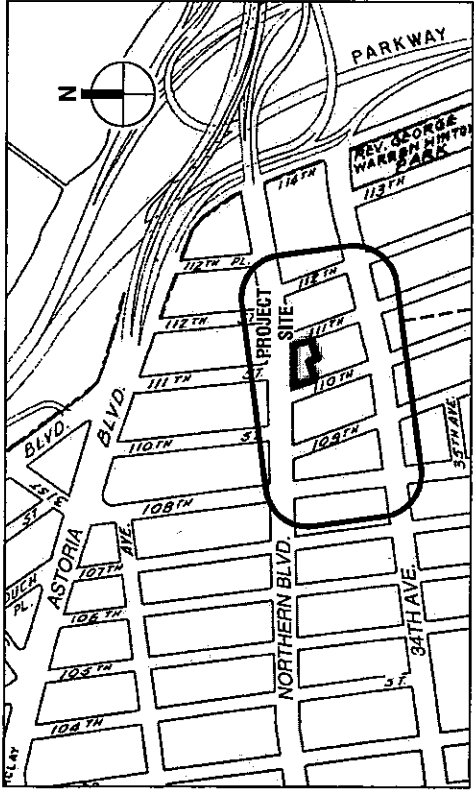
Vehicular trips expected to be generated by the above development projects were incorporated in the 2014 future without the proposed project (No Build) analysis. In addition, The No Build analyses includes pedestrian trips associated with planned projects in the study area that would use the same pedestrian facilities as the future students and staff walking to and from the project site. Vehicular and pedestrian trips generated by these No Build projects were incorporated in the 2014 No Build analysis.

Furthermore, traffic improvement measures identified in the *2003 North Corona Transportation Study* conducted by the New York City Department of City Planning (DCP) were also incorporated into the 2014 No Build analysis for the intersections of 108th Street at Northern Boulevard and 34th Avenue. The traffic improvement measures consisted of "daylighting" the northbound and southbound approaches at these two intersections by eliminating curbside parking.

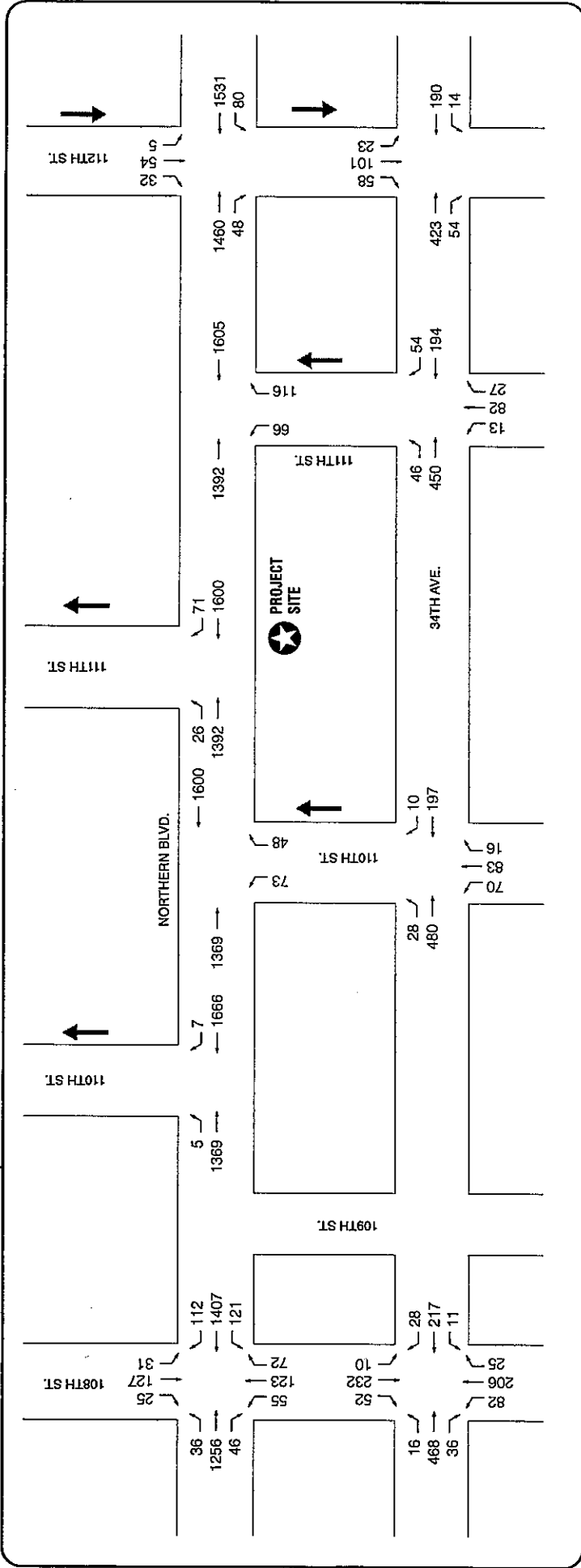
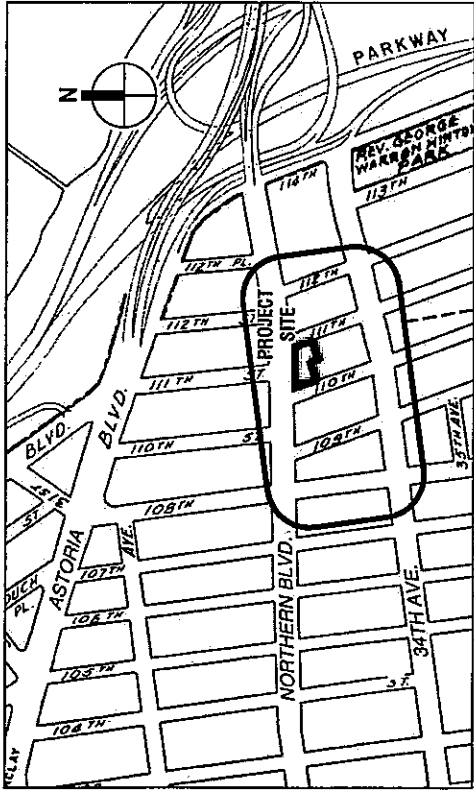
TRAFFIC CONDITIONS

The 2014 No Build traffic volumes are shown in **Figures 5-6** and **5-7** for the AM and PM peak hours, respectively. **Tables 5-7** and **5-8** present a comparison of existing and No Build conditions for signalized and unsignalized intersections, respectively. Based on the analysis

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2014 No Build Traffic Volumes AM Peak Hour
Figure 5-6



➔ One-Way Street Direction

2014 No Build Traffic Volumes
PM Peak Hour
Figure 5-7

results, the majority of the approaches/lane-groups would operate at the same LOS as in the existing conditions with the exception of the eastbound shared through- and right-turn movement at the intersection of Northern Boulevard and 112th Street which would deteriorate from LOS D to LOS E during the PM peak period.

**Table 5-7
2009 Existing and 2014 No Build Conditions LOS Analysis:
Signalized Intersections**

Intersection / Approach	AM Peak Hour								PM Peak Hour								
	2009 Existing				2014 No Build				2009 Existing				2014 No Build				
	Lane Group	V/C Ratio	Delay (spv)	LOS	Lane Group	V/C Ratio	Delay (spv)	LOS	Lane Group	V/C Ratio	Delay (spv)	LOS	Lane Group	V/C Ratio	Delay (spv)	LOS	
Northern Blvd/108th St																	
Eastbound	L	0.20	55.7	E	L	0.20	55.9	E	L	0.35	60.6	E	L	0.36	60.9	E	
	TR	0.58	16.7	B	TR	0.61	17.2	B	TR	0.83	24.4	C	TR	0.90	28.8	C	
Westbound	L	0.71	83.3	F	L	0.73	86.0	F	L	0.96	126.2	F	L	1.00	136.7	F	
	TR	0.76	20.1	C	TR	0.78	21.0	C	T	0.70	19.3	B	T	0.74	20.4	C	
Northbound	LT	0.70	57.1	E	LTR	0.51	45.5	D	LT	0.79	67.2	E	LTR	0.60	48.7	D	
	R	0.21	41.4	D					R	0.32	43.7	D					
Southbound	LT	0.58	50.5	D	LT	0.59	50.6	D	LT	0.58	50.6	D	LT	0.59	50.6	D	
	R	0.26	42.5	D	R	0.27	42.8	D	R	0.12	39.5	D	R	0.13	39.9	D	
Intersection				25.0	C	Intersection				25.1	C	Intersection				30.0	C
Northern Blvd/110th St																	
Eastbound	T	0.49	8.2	A	T	0.51	8.4	A	T	0.74	12.7	B	T	0.79	14.1	B	
Westbound	T	0.94	23.4	C	T	0.97	28.3	C	T	0.67	10.9	B	T	0.71	11.6	B	
Northbound	LR	0.46	47.6	D	LR	0.48	48.0	D	LR	0.42	46.2	D	LR	0.44	46.6	D	
Intersection				19.5	B	Intersection				22.7	C	Intersection				13.1	B
Northern Blvd/111th St																	
Eastbound	T	0.52	8.6	A	T	0.54	8.9	A	T	0.76	13.2	B	T	0.81	14.9	B	
Westbound	T	0.99	32.8	C	T	1.02	41.4	D	T	0.72	12.1	B	T	0.76	13.2	B	
Northbound	LR	0.52	48.9	D	LR	0.53	49.3	D	LR	0.70	57.1	E	LR	0.72	58.4	E	
Intersection				25.6	C	Intersection				31.1	C	Intersection				15.5	B
Northern Blvd/112th St																	
Eastbound	TR	0.7	20.0	B	TR	0.73	20.9	C	TR	0.99	43.2	D	TR	1.06	64.7	E	
Westbound	L	0.22	18.9	B	L	0.23	20.6	C	L	0.32	41.2	D	L	0.33	44.1	D	
	T	0.81	22.8	C	T	0.83	23.6	C	T	0.61	17.2	B	T	0.62	17.4	B	
Southbound	LTR	0.18	38.9	D	LTR	0.20	39.2	D	LTR	0.17	38.9	D	LTR	0.18	38.9	D	
Intersection				22.2	C	Intersection				23.1	C	Intersection				31.3	C
34th Ave/108th St																	
Eastbound	LTR	0.56	14.4	B	LTR	0.57	14.7	B	LTR	0.61	15.5	B	LTR	0.62	15.9	B	
Westbound	LTR	0.50	13.4	B	LTR	0.51	13.6	B	LTR	0.34	11.1	B	LTR	0.35	11.2	B	
Northbound	LTR	0.62	32.7	C	LTR	0.35	25.2	C	LTR	0.81	45.1	D	LTR	0.43	26.5	C	
Southbound	LTR	0.62	32.5	C	LTR	0.36	25.2	C	LTR	0.60	31.5	C	LTR	0.34	24.9	C	
Intersection				21.2	C	Intersection				18.5	B	Intersection				24.7	C
34th Ave/110th St																	
Eastbound	LT	0.57	14.7	B	LT	0.58	15.0	B	LT	0.61	15.5	B	LT	0.62	15.9	B	
Westbound	TR	0.39	11.7	B	TR	0.40	11.8	B	TR	0.25	10.1	B	TR	0.26	10.2	B	
Northbound	LTR	0.47	28.6	C	LTR	0.48	28.9	C	LTR	0.39	27.0	C	LTR	0.40	27.2	C	
Intersection				16.3	B	Intersection				16.6	B	Intersection				16.5	B
34th Ave/111th St																	
Eastbound	LT	0.54	14.1	B	LT	0.55	14.3	B	LT	0.61	15.7	B	LT	0.63	16.1	B	
Westbound	TR	0.41	12.0	B	TR	0.42	12.1	B	TR	0.32	10.9	B	TR	0.33	11.0	B	
Northbound	LTR	0.41	27.6	C	LTR	0.43	28.1	C	LTR	0.36	26.6	C	LTR	0.39	27.3	C	
Intersection				15.5	B	Intersection				15.7	B	Intersection				16.1	B
34th Ave/112th St																	
Eastbound	TR	0.58	14.9	B	TR	0.59	15.1	B	TR	0.58	15.0	B	TR	0.60	15.3	B	
Westbound	LT	0.40	11.8	B	LT	0.41	12.0	B	LT	0.27	10.4	B	LT	0.28	10.4	B	
Southbound	LTR	0.54	31.3	C	LTR	0.57	32.5	C	LTR	0.54	30.9	C	LTR	0.56	31.4	C	
Intersection				17.0	B	Intersection				17.5	B	Intersection				17.4	B

Notes: L: Left Turn; T: Through; R: Right Turn; Level of Service

**Table 5-8
2009 Existing and 2014 No Build Conditions LOS Analysis:
Unsignalized Intersections**

Intersection / Approach	AM Peak Hour								PM Peak Hour							
	2009 Existing				2014 No Build				2009 Existing				2014 No Build			
	Lane Group	V/C Ratio	Delay (spv)	LOS	Lane Group	V/C Ratio	Delay (spv)	LOS	Lane Group	V/C Ratio	Delay (spv)	LOS	Lane Group	V/C Ratio	Delay (spv)	LOS
Northern Blvd/110th Street North Leg Eastbound	L	0.02	14.3	B	L	0.02	16.8	C	L	0.01	13.6	B	L	0.02	14.3	B
Northern Blvd/111th Street North Leg Eastbound	L	0.01	14.3	B	L	0.03	16.8	C	L	0.07	14.3	B	L	0.08	15.1	B

Notes: L: Left Turn; T: Through; R: Right Turn; Level of Service

PEDESTRIAN CONDITIONS

ANALYSIS RESULTS

Street-Level Pedestrian Operations

The No Build peak period volume projections were applied to the pedestrian analysis networks described previously. As shown in **Tables 5-9 through 5-11**, all sidewalks, crosswalks, and corner reservoir analysis locations would continue to operate at acceptable levels (minimum 24 SFP for crosswalks and corners, maximum 6 PMF platoon flows for sidewalks) during both the AM and PM peak 15-minute periods.

**Table 5-9
2014 No Build Condition: Pedestrian LOS Analysis for Sidewalks**

Location	Sidewalk	Effective Width (ft)	15 Minute Two-Way Volume	Platoon Flow	
				PMF	LOS
AM Peak Period					
110th Street between Astoria Blvd and Northern Blvd	East	12.5	18	0.1	A
	West	5.0	16	0.2	A
110th Street between Northern Blvd and 34th Avenue	East	5.0	14	0.2	A
	West	5.0	9	0.1	A
110th Street between 34th Avenue and 37th Avenue	East	5.0	26	0.3	A
	West	5.0	14	0.2	A
111th Street between Astoria Blvd and Northern Blvd	East	9.0	20	0.1	A
	West	5.8	11	0.1	A
111th Street between Northern Blvd and 34th Avenue	East	5.0	25	0.3	A
	West	5.0	14	0.2	A
111th Street between 34th Avenue and 37th Avenue	East	5.0	17	0.2	A
	West	5.0	11	0.1	A
Northern Blvd between 109th Street and 110th Street	North	10.0	57	0.4	A
	South	9.0	81	0.6	B
Northern Blvd between 110th Street and 111th Street	North	9.5	52	0.4	A
	South	8.5	78	0.6	B
Northern Blvd between 111th Street and 112th Street	North	5.3	57	0.7	B
	South	8.8	88	0.7	B
34th Avenue between 109th Street and 110th Street	North	5.0	28	0.4	A
	South	5.5	119	1.4	B
34th Avenue between 110th Street and 111th Street	North	5.0	40	0.5	B
	South	5.0	131	1.7	B
34th Avenue between 111th Street and 112th Street	North	5.0	54	0.7	B
	South	5.0	146	1.9	B

Table 5-9 (cont'd)
2014 No Build Condition: Pedestrian LOS Analysis for Sidewalks

Location	Sidewalk	Effective Width (ft)	15 Minute Two-Way Volume	Platoon Flow	
				PMF	LOS
PM Peak Period					
110th Street between Astoria Blvd and Northern Blvd	East	12.5	16	0.1	A
	West	5.0	10	0.1	A
110th Street between Northern Blvd and 34th Avenue	East	5.0	9	0.1	A
	West	5.0	18	0.2	A
110th Street between 34th Avenue and 37th Avenue	East	5.0	9	0.1	A
	West	5.0	13	0.2	A
111th Street between Astoria Blvd and Northern Blvd	East	9.0	9	0.1	A
	West	5.8	16	0.2	A
111th Street between Northern Blvd and 34th Avenue	East	5.0	11	0.1	A
	West	5.0	19	0.3	A
111th Street between 34th Avenue and 37th Avenue	East	5.0	48	0.6	B
	West	5.0	3	0.0	A
Northern Blvd between 109th Street and 110th Street	North	10.0	173	1.2	B
	South	9.0	174	1.3	B
Northern Blvd between 110th Street and 111th Street	North	9.5	177	1.2	B
	South	8.5	170	1.3	B
Northern Blvd between 111th Street and 112th Street	North	5.3	170	2.1	B
	South	8.8	166	1.3	B
34th Avenue between 109th Street and 110th Street	North	5.0	22	0.3	A
	South	5.5	172	2.1	B
34th Avenue between 110th Street and 111th Street	North	5.0	28	0.4	A
	South	5.0	176	2.3	B
34th Avenue between 111th Street and 112th Street	North	5.0	73	1.0	B
	South	5.0	227	3.0	C

Note: PMF = pedestrians per minute per foot

Table 5-10
2014 No Build Condition: Pedestrian LOS Analysis for Corner Reservoirs

Locations	Corner	AM Peak Period		PM Peak Period	
		SFP	LOS	SFP	LOS
110th Street and Northern Blvd	Southeast	267.4	A	144.7	A
	Southwest	264.1	A	129.5	A
111th Street and Northern Blvd	Southeast	302.6	A	183.9	A
	Southwest	360.6	A	191.7	A
110th Street and 34th Avenue	Northeast	105.2	A	177.3	A
	Southeast	97.4	A	79.7	A
	Southwest	104.0	A	80.6	A
	Northwest	164.5	A	245.5	A
111th Street and 34th Avenue	Northeast	118.1	A	124.6	A
	Southeast	78.2	A	47.2	B
	Southwest	299.2	A	226.3	A
	Northwest	360.8	A	622.9	A

Note: SFP = square feet per pedestrian

Table 5-11
2014 No Build Condition: Pedestrian Crosswalk LOS Analysis

Location	Crosswalk	Street Width (feet)	Crosswalk Width (feet)	Conditions with conflicting vehicles			
				AM		PM	
				SFP	LOS	SFP	LOS
110th Street and Northern Blvd	East	73.0	12.5	332.0	A	442.4	A
	South	29.3	13.5	286.0	A	131.7	A
	West	70.9	13.3	457.9	A	562.7	A
111th Street and Northern Blvd	South	25.0	12.8	253.2	A	114.9	A
	West	33.3	9.0	240.5	A	488.3	A
110th Street and 34th Avenue	North	29.3	11.5	241.4	A	407.3	A
	East	58.0	13.5	419.6	A	1266.1	A
	South	29.3	13.0	139.4	A	89.8	A
	West	58.3	13.5	385.1	A	405.2	A
111th Street and 34th Avenue	North	24.5	14.8	239.4	A	359.8	A
	East	58.0	16.0	207.3	A	160.8	A
	South	24.3	15.0	118.8	A	72.5	A
	West	59.3	14.8	389.2	A	817.5	A

Note: SFP = square feet per pedestrian

PARKING CONDITIONS

The study area’s overall on-street parking utilization is assumed to experience the same growth rate as projected for the traffic conditions in the study area. Accounting for the background growth and the demand generated by the No Build projects, the overall on-street parking utilization rate in the study area in the 2014 No Build condition would increase to 89 percent, with 141 available on-street spaces during the midday period.

E. PROBABLE IMPACTS OF THE PROPOSED PROJECT

PROJECT TRIP GENERATION AND MODAL SPLIT

As discussed in Chapter 1, “Project Description,” the proposed school would serve Community School District (CSD) 24 and would accommodate children in pre-kindergarten through fifth grade. Modal split estimates for the primary school students were determined based on the information presented in environmental studies for other school projects with comparable characteristics and existing travel characteristics in the study area.

PRIMARY SCHOOL

The primary school would serve approximately 379 students. To accurately estimate the number of student trips on a typical day, a 10 percent absentee rate was assumed, yielding a total of 341 students. In addition, it is estimated that approximately 90 percent, or about 307 of the students, would arrive and depart during the morning and afternoon peak hours. The trip generation and modal splits for the proposed elementary school component are presented in **Table 5-12**.

TEACHERS AND ADMINISTRATIVE STAFF

The school facility would be staffed by approximately 38 teachers and administrative staff. The trip generation and modal splits for the teachers and administrative staff are presented in **Table 5-13**.

**Table 5-12
Trip Generation
Primary School Students**

Travel Mode	Students		
	Percent	Person Trips	Vehicle Trips
AM PEAK HOUR			
Automobile (drop-offs/pick-ups)*	10	31	24
Taxi	0	0	—
School Bus/Van*	10	31	2
Public Transit	5	15	—
Walk	75	229	—
PM PEAK HOUR			
Automobile (drop-offs/pick-ups)*	10	31	24
Taxi	0	0	—
School Bus/Van*	10	31	2
Public Transit	5	15	—
Walk	75	229	—
Notes:			
* Both inbound and outbound vehicle trips takes place during the same peak hour			
Student Vehicle Occupancy = 1.3			
School Bus/Van Occupancy = 17			

**Table 5-13
Trip Generation
Teachers and Administrative Staff**

Travel Mode (1)	Staff		
	Percent	Person Trips	Vehicle Trips
AM PEAK HOUR			
Automobile (Drive)	52	18	15
Taxi	4	1	1
Subway	14	5	—
Local Bus	16	5	—
Walk	14	5	—
PM PEAK HOUR			
Automobile (Drive)	52	18	15
Taxi	4	1	1
Subway	14	5	—
Local Bus	16	5	—
Walk	14	5	—
Notes:			
Staff Vehicle Occupancy = 1.18			
(1) Modal splits based on Reverse-Journey-To-Work (RJTW) information from the 2000 U.S. Census Data.			

SITE ACCESS AND STUDENT DROP-OFFS

The main entrance for the proposed school facility would be located on 110th Street between 34th Avenue and Northern Boulevard. Based on the location of the project site and the direction of traffic flow on the streets/roadways in the study area, all of the student drop-offs/pick-ups were assumed to take place on 110th Street.

PROJECT VEHICLE ASSIGNMENT

Project-generated traffic was assigned to the study area network based on the local travel patterns and the most likely approach paths to and from the project site. Project-generated traffic entering the study area was distributed in the following manner: 7 percent from the north via 108th Street and 112th Street; 46 percent from the east via Northern Boulevard and 34th Avenue; 35 percent from the west via Northern Boulevard and 34th Avenue; and 12 percent from the south via 108th Street, 110th Street, and 111th Street.

TRAFFIC OPERATIONS

Figures 5-8 and 5-9 show the total project-generated traffic volumes on the streets surrounding the site in the AM and PM peak hours, respectively. Figures 5-10 and 5-11 show the estimated future with the proposed project (Build) condition volumes for the AM and PM peak hours, respectively. Tables 5-14 and 5-15 present a comparison of the No Build and Build conditions for signalized and unsignalized intersections.

IMPACT CRITERIA

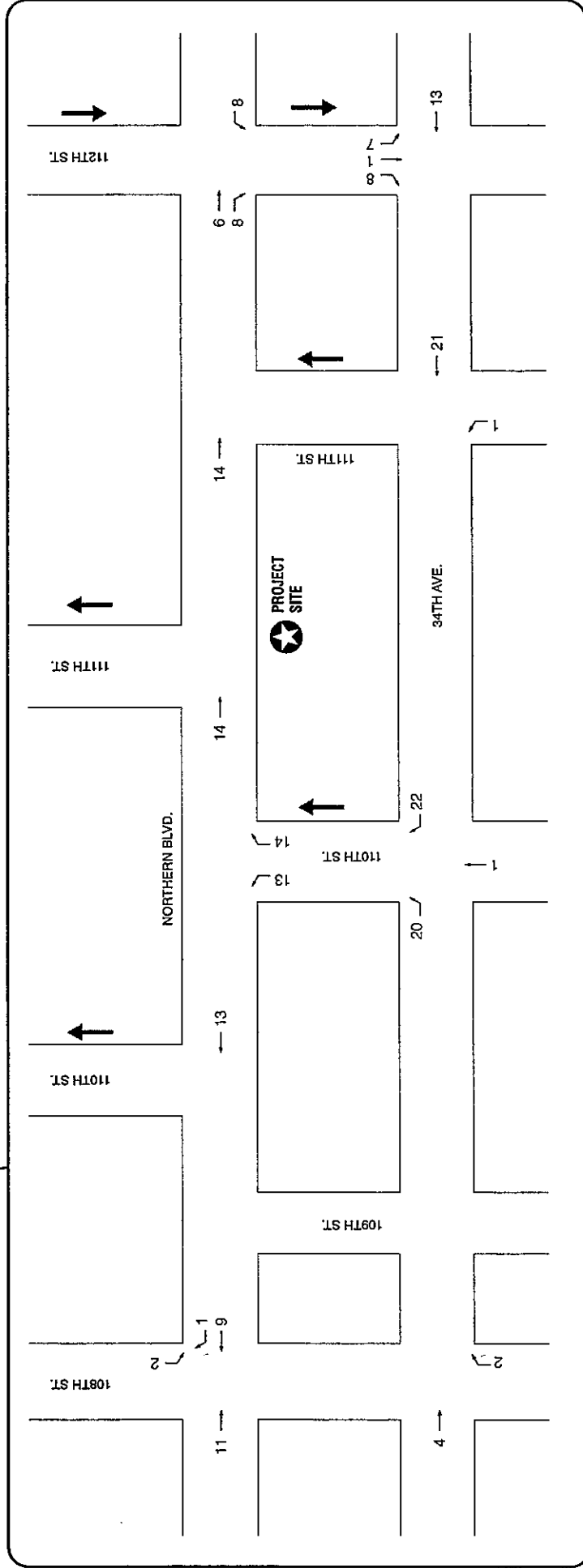
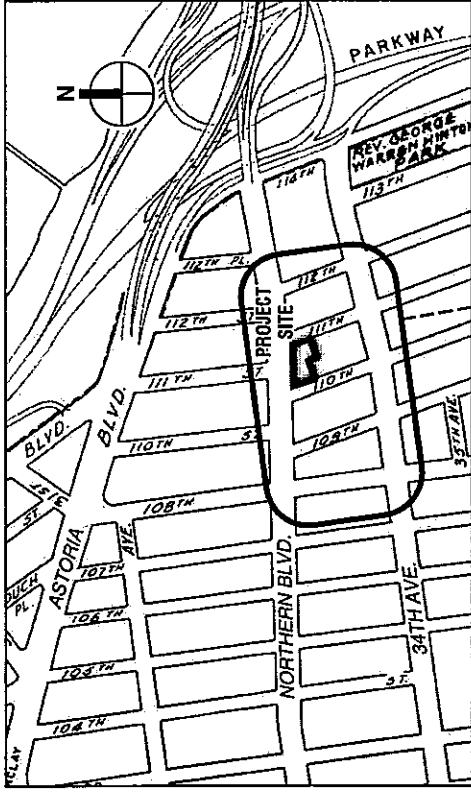
According to the criteria presented in the 2010 *CEQR Technical Manual*, impacts for both signalized and unsignalized intersections are considered significant and require examination of improvements if they result in an increase of 5 or more seconds of delay in a lane group operating at LOS D in the No Build condition where Build delay exceeds mid-LOS D (delay greater than 45.0 seconds/veh). For No Build LOS E, a 4-second increase in delay is considered significant. For No Build LOS F, a 3-second increase in delay is considered significant. Impacts are also considered significant if levels of service decrease from acceptable LOS A, B, or C in the No Build condition to beyond mid-LOS D in the future Build condition. In the event of such impacts, potential improvement measures will be examined.

In addition, the 2010 *CEQR Technical Manual* states that for the minor approach to trigger significant impacts at an unsignalized intersection, 90 passenger car equivalents (PCEs) must be identified in the future build condition in any peak hour.

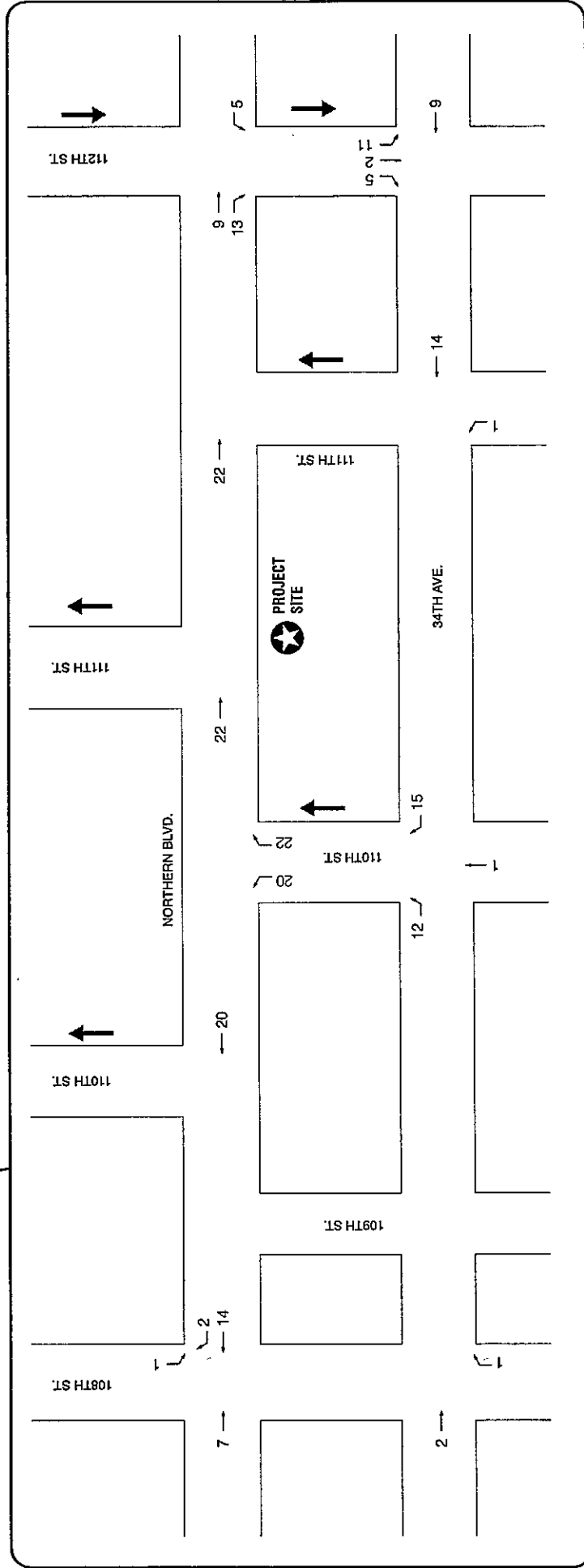
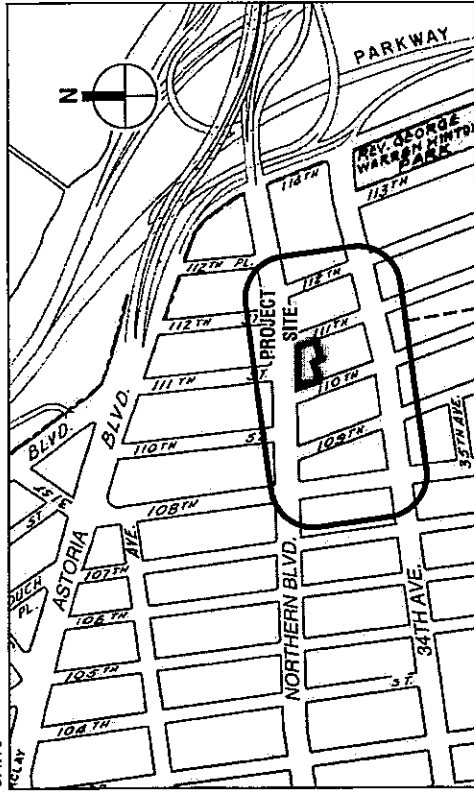
For the streets around the site, future intersection volumes would generally represent a moderate increase over the existing traffic volumes. The street capacities at the majority of the study area intersections would be sufficient to accommodate these increases. However, based on CEQR standards, the proposed project could require traffic improvements at the following two signalized intersection approaches during the two peak hours analyzed:

- The northbound approach of 110th Street at Northern Boulevard during the PM peak hour; and
- The eastbound approach of Northern Boulevard at 112th Street during the PM peak hour.

No traffic improvement measures would be required at the study area's unsignalized intersections during the two peak hours analyzed.

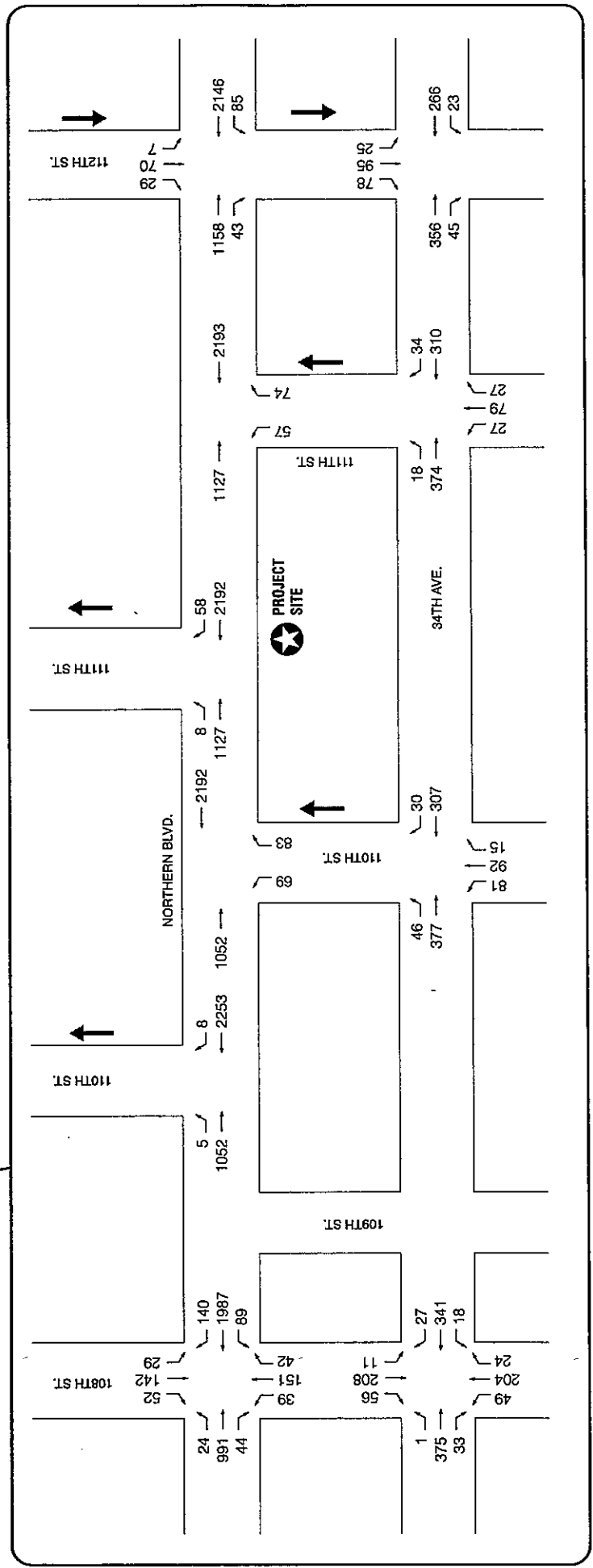
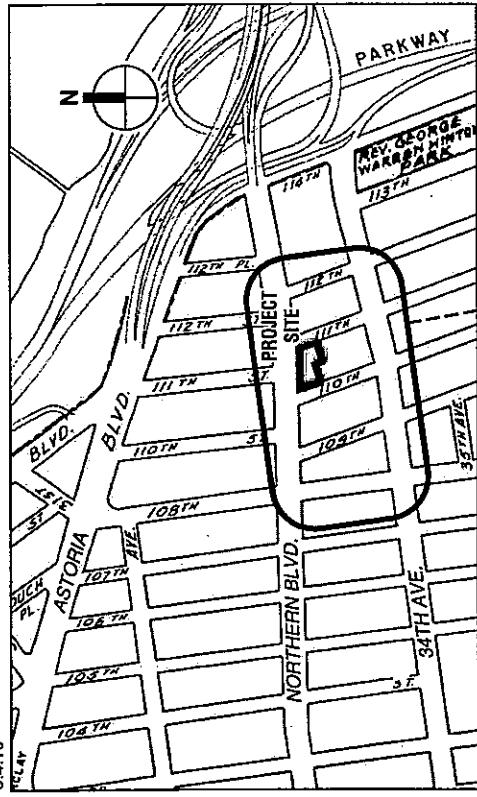


2014 Project Generated Traffic Volumes
AM Peak Hour
Figure 5-8

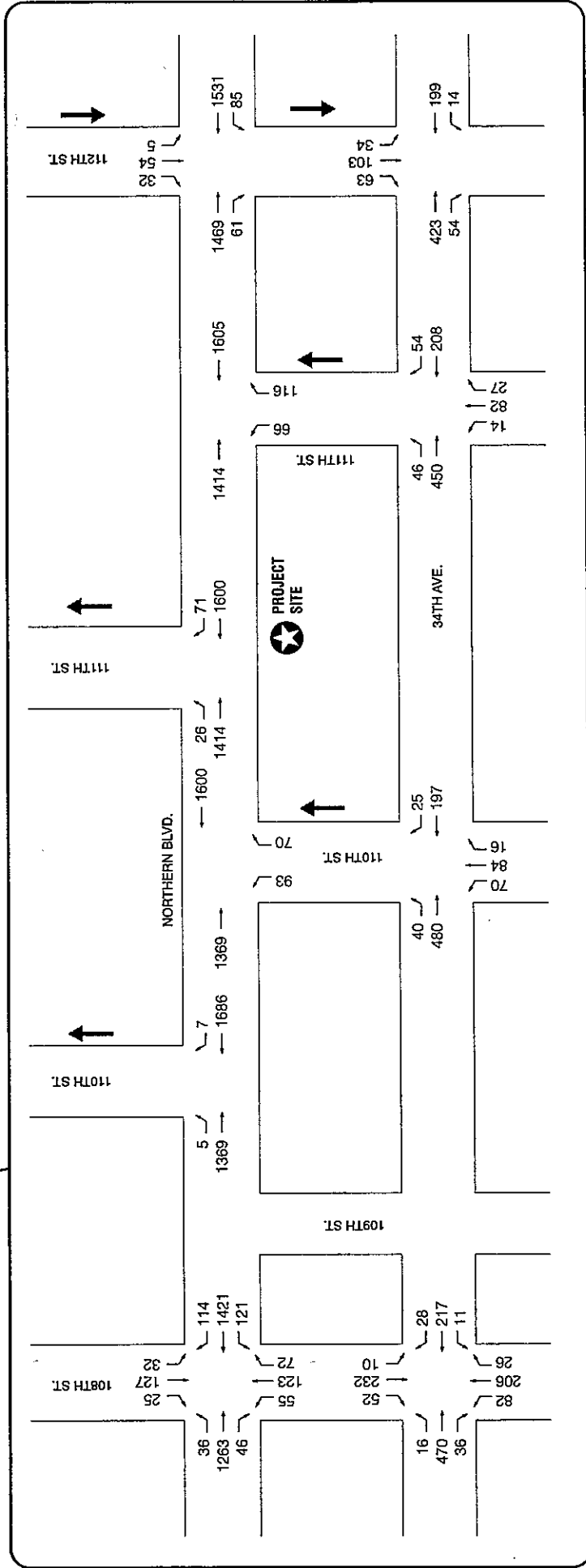
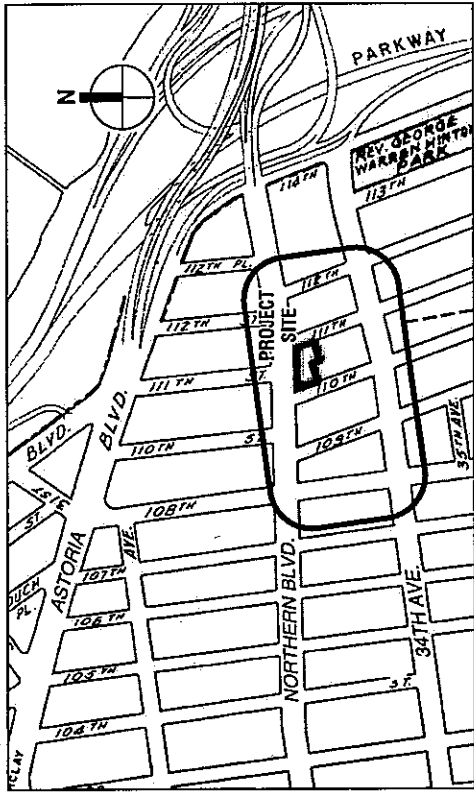


➔ One-Way Street Direction

2014 Project Generated Traffic Volumes
PM Peak Hour
Figure 5-9



 One-Way Street Direction
2014 Build Traffic Volumes
AM Peak Hour
 Figure 5-10



2014 Build Traffic Volumes
PM Peak Hour
Figure 5-11

Table 5-14
2014 No Build and Build Conditions Level of Service Analysis: Signalized Intersections

Intersection / Approach	AM Peak Hour								PM Peak Hour										
	2014 No Build				2014 Build				2014 No Build				2014 Build						
	Lane Group	V/C Ratio	Delay (spv)	LOS	Lane Group	V/C Ratio	Delay (spv)	LOS	Lane Group	V/C Ratio	Delay (spv)	LOS	Lane Group	V/C Ratio	Delay (spv)	LOS			
Northern Blvd/108th St																			
Eastbound	L	0.20	55.9	E	L	0.20	55.9	E	L	0.36	60.9	E	L	0.36	60.9	E			
	TR	0.61	17.2	B	TR	0.61	17.3	B	TR	0.90	28.8	C	TR	0.90	29.3	C			
Westbound	L	0.73	86.0	F	L	0.73	86.0	F	L	1.00	136.7	F	L	1.00	136.7	F			
	TR	0.78	21.0	C	TR	0.79	21.1	C	T	0.74	20.4	C	T	0.75	20.6	C			
Northbound	R	0.20	12.1	B	R	0.20	12.1	B	R	0.20	12.1	B	R	0.20	12.1	B			
	LTR	0.51	45.5	D	LTR	0.51	45.6	D	LTR	0.60	48.7	D	LTR	0.61	48.8	D			
Southbound	LT	0.59	50.6	D	LT	0.61	51.4	D	LT	0.59	50.6	D	LT	0.60	51.2	D			
	R	0.27	42.8	D	R	0.27	42.8	D	R	0.13	39.9	D	R	0.13	39.9	D			
		Intersection	25.1	C			Intersection	25.3	C			Intersection	31.6	C			Intersection	31.9	C
Northern Blvd/110th St																			
Eastbound	T	0.51	8.4	A	T	0.51	8.4	A	T	0.79	14.1	B	T	0.79	14.1	B			
Westbound	T	0.97	28.3	C	T	0.97	28.3	C	T	0.71	11.6	B	T	0.71	11.6	B			
Northbound	LR	0.48	48.0	D	LR	0.59	52.3	D	LR	0.44	46.6	D	LR	0.61	52.7	D+			
		Intersection	22.7	C			Intersection	23.1	C			Intersection	14.2	B			Intersection	14.9	B
Northern Blvd/111th St																			
Eastbound	T	0.54	8.9	A	T	0.55	9.0	A	T	0.81	14.9	B	T	0.82	15.4	B			
Westbound	T	1.02	41.4	D	T	1.02	41.4	D	T	0.76	13.2	B	T	0.76	13.2	B			
Northbound	LR	0.53	49.3	D	LR	0.54	49.7	D	LR	0.72	58.4	E	LR	0.73	59.2	E			
		Intersection	31.1	C			Intersection	31.1	C			Intersection	16.8	B			Intersection	17.1	B
Northern Blvd/112th St																			
Eastbound	TR	0.73	20.9	C	TR	0.74	21.2	C	TR	1.06	64.7	E	TR	1.08	72.3	E+			
Westbound	L	0.23	20.6	C	L	0.26	21.8	C	L	0.33	44.1	D	L	0.35	45.4	D			
Southbound	T	0.83	23.6	C	T	0.83	23.6	C	T	0.62	17.4	B	T	0.62	17.4	B			
	LTR	0.20	39.2	D	LTR	0.20	39.2	D	LTR	0.18	38.9	D	LTR	0.18	38.9	D			
		Intersection	23.1	C			Intersection	23.3	C			Intersection	42.4	D			Intersection	46.4	D
34th Ave/108th St																			
Eastbound	LTR	0.57	14.7	B	LTR	0.58	14.9	B	LTR	0.62	15.9	B	LTR	0.63	16.1	B			
Westbound	LTR	0.51	13.6	B	LTR	0.52	13.7	B	LTR	0.35	11.2	B	LTR	0.35	11.3	B			
Northbound	LTR	0.35	25.2	C	LTR	0.36	25.3	C	LTR	0.43	26.5	C	LTR	0.44	26.5	C			
Southbound	LTR	0.36	25.2	C	LTR	0.36	25.2	C	LTR	0.34	24.9	C	LTR	0.34	24.9	C			
		Intersection	18.5	B			Intersection	18.6	B			Intersection	19.3	B			Intersection	19.4	B
34th Ave/110th St																			
Eastbound	LT	0.58	15.0	B	LT	0.64	16.7	B	LT	0.62	15.9	B	LT	0.65	16.8	B			
Westbound	TR	0.40	11.8	B	TR	0.44	12.3	B	TR	0.26	10.2	B	TR	0.28	10.4	B			
Northbound	LTR	0.48	28.9	C	LTR	0.49	29.4	C	LTR	0.40	27.2	C	LTR	0.42	27.5	C			
		Intersection	16.6	B			Intersection	17.5	B			Intersection	16.7	B			Intersection	17.2	B
34th Ave/111th St																			
Eastbound	LT	0.55	14.3	B	LT	0.55	14.4	B	LT	0.63	16.1	B	LT	0.63	16.2	B			
Westbound	TR	0.42	12.1	B	TR	0.45	12.5	B	TR	0.33	11.0	B	TR	0.36	11.3	B			
Northbound	LTR	0.43	28.1	C	LTR	0.44	28.4	C	LTR	0.39	27.3	C	LTR	0.40	27.5	C			
		Intersection	15.7	B			Intersection	15.9	B			Intersection	16.4	B			Intersection	16.6	B
34th Ave/112th St																			
Eastbound	TR	0.59	15.1	B	TR	0.59	15.1	B	TR	0.60	15.3	B	TR	0.60	15.3	B			
Westbound	LT	0.41	12.0	B	LT	0.43	12.3	B	LT	0.28	10.4	B	LT	0.29	10.6	B			
Southbound	LTR	0.57	32.5	C	LTR	0.63	34.7	C	LTR	0.56	31.4	C	LTR	0.61	33.5	C			
		Intersection	17.5	B			Intersection	18.2	B			Intersection	17.8	B			Intersection	18.6	B
Notes:																			
L: Left Turn; T: Through; R: Right Turn; Level of Service																			
+ Requires traffic improvements																			

Table 5-15
2014 No Build and Build Conditions Level of Service Analysis: Unsignalized Intersections

Intersection / Approach	AM Peak Hour								PM Peak Hour							
	2014 No Build				2014 Build				2014 No Build				2014 Build			
	Lane Group	V/C Ratio	Delay (spv)	LOS	Lane Group	V/C Ratio	Delay (spv)	LOS	Lane Group	V/C Ratio	Delay (spv)	LOS	Lane Group	V/C Ratio	Delay (spv)	LOS
Northern Blvd/110th Street North Leg																
Eastbound	L	0.02	16.8	C	L	0.02	17.2	C	L	0.02	14.3	B	L	0.03	16.8	C
Northern Blvd/111th Street North Leg																
Eastbound	L	0.03	16.8	C	L	0.03	16.8	C	L	0.08	15.1	C	L	0.08	15.1	C
Notes: L: Left Turn; T: Through; R: Right Turn; Level of Service																

PEDESTRIAN OPERATIONS

The future with the proposed project would result in increased pedestrian trips as compared to the No Build condition. This section describes the projected travel patterns of the site-related trips and assesses their potential impacts on nearby transit and pedestrian facilities.

TRIP DISTRIBUTION AND ASSIGNMENT

Primary pedestrian access to the project site would be provided along 110th Street between 34th Avenue and Northern Boulevard. The following assumptions were used to assign auto, transit, and walk-only trips to the project site.

- All of the student drop-offs/pick-ups were assumed to occur on 110th Street between 34th Avenue and Northern Boulevard at the school’s main entrance.
- The assignment of the subway trips is based on the available routes within the study area and transfer opportunities within the New York City subway system. In total, three project-generated subway trips were projected during each of the AM and PM peak 15-minute periods and were assigned to the 111th Street station.
- As with the subway person trips, bus person trips would be distributed to the three bus routes available in the study area. In total, 10 project-generated bus trips were estimated during each of the AM and PM peak 15-minute periods, with the Q23, Q48, and Q66 bus routes expected to absorb the highest share of the total project-generated bus trips. The assignment of bus person trips began with designating specific bus stops at which users would access the nearby bus routes, then tracing these trips through logical walking routes to the project site.
- While all trips would require a walking component that connects the origins and destinations with their respective mode of transportation, a portion of the trips are made only by walking. These trips were estimated to be 232 total walk only project-generated trips during each of the AM and PM peak 15-minute periods. The area’s pedestrian network and nearby populated neighborhoods were accounted for in the assignment of these trips.

ANALYSIS RESULTS

Pedestrian trips associated with the proposed project would result in increased volumes at the analysis locations. The analysis conducted for the Build condition accounts for the distribution of project-generated trips overlaid onto the No Build trips on the network’s sidewalks, corner reservoirs, and crosswalks. **Tables 5-16 to 5-18** present the future Build operating condition for

the analysis elements. All sidewalks, crosswalks, and corner reservoir analysis locations would continue to operate at acceptable levels (minimum 24 SFP for crosswalks and corners, maximum 6 PMF platoon flows for sidewalks) during both the AM and PM peak 15-minute periods.

Table 5-16
2014 Build Condition: Pedestrian LOS Analysis for Sidewalks

Location	Sidewalk	Effective Width (ft)	15 Minute Two-Way Volume	Platoon Flow	
				PMF	LOS
AM Peak Period					
110th Street between Astoria Blvd and Northern Blvd	East	12.5	30	0.2	A
	West	5.0	16	0.2	A
110th Street between Northern Blvd and 34th Avenue	East	5.0	298	4.0	C
	West	5.0	9	0.1	A
110th Street between 34th Avenue and 37th Avenue	East	5.0	49	0.7	B
	West	5.0	14	0.2	A
111th Street between Astoria Blvd and Northern Blvd	East	9.0	32	0.2	A
	West	5.8	11	0.1	A
111th Street between Northern Blvd and 34th Avenue	East	5.0	25	0.3	A
	West	5.0	14	0.2	A
111th Street between 34th Avenue and 37th Avenue	East	5.0	17	0.2	A
	West	5.0	34	0.5	A
Northern Blvd between 109th Street and 110th Street	North	10.0	60	0.4	A
	South	9.0	121	0.9	B
Northern Blvd between 110th Street and 111th Street	North	9.5	55	0.4	A
	South	8.5	104	0.8	B
Northern Blvd between 111th Street and 112th Street	North	5.3	57	0.7	B
	South	8.8	100	0.8	B
34th Avenue between 109th Street and 110th Street	North	5.0	63	0.8	B
	South	5.5	154	1.9	B
34th Avenue between 110th Street and 111th Street	North	5.0	109	1.5	B
	South	5.0	131	1.7	B
34th Avenue between 111th Street and 112th Street	North	5.0	101	1.3	B
	South	5.0	146	1.9	B
PM Peak Period					
110th Street between Astoria Blvd and Northern Blvd	East	12.5	28	0.1	A
	West	5.0	10	0.1	A
110th Street between Northern Blvd and 34th Avenue	East	5.0	293	3.9	C
	West	5.0	18	0.2	A
110th Street between 34th Avenue and 37th Avenue	East	5.0	32	0.4	A
	West	5.0	13	0.2	A
111th Street between Astoria Blvd and Northern Blvd	East	9.0	21	0.2	A
	West	5.8	16	0.2	A
111th Street between Northern Blvd and 34th Avenue	East	5.0	11	0.1	A
	West	5.0	19	0.3	A
111th Street between 34th Avenue and 37th Avenue	East	5.0	48	0.6	B
	West	5.0	26	0.3	A
Northern Blvd between 109th Street and 110th Street	North	10.0	176	1.2	B
	South	9.0	214	1.6	B
Northern Blvd between 110th Street and 111th Street	North	9.5	180	1.3	B
	South	8.5	196	1.5	B
Northern Blvd between 111th Street and 112th Street	North	5.3	170	2.1	B
	South	8.8	178	1.3	B
34th Avenue between 109th Street and 110th Street	North	5.0	57	0.8	B
	South	5.5	207	2.5	B
34th Avenue between 110th Street and 111th Street	North	5.0	97	1.3	B
	South	5.0	176	2.3	B
34th Avenue between 111th Street and 112th Street	North	5.0	120	1.6	B
	South	5.0	227	3.0	C

Note: PMF = pedestrians per minute per foot

Table 5-17

2014 Build Condition: Pedestrian LOS Analysis for Corner Reservoirs

Locations	Corner	AM Peak Period		PM Peak Period	
		SFP	LOS	SFP	LOS
110th Street and Northern Blvd	Southeast	141.0	A	95.9	A
	Southwest	148.2	A	91.9	A
111th Street and Northern Blvd	Southeast	271.4	A	171.9	A
	Southwest	287.8	A	167.2	A
110th Street and 34th Avenue	Northeast	35.3	C	37.6	C
	Southeast	63.1	A	55.6	B
	Southwest	82.1	A	67.9	A
	Northwest	96.5	A	123.1	A
111th Street and 34th Avenue	Northeast	83.3	A	87.4	A
	Southeast	78.2	A	47.2	B
	Southwest	260.4	A	204.5	A
	Northwest	204.3	A	268.4	A

Note: SFP = square feet per pedestrian

Table 5-18

2014 Build Condition: Pedestrian Crosswalk LOS Analysis

Location	Crosswalk	Street Width (feet)	Crosswalk Width (feet)	Conditions with conflicting vehicles			
				AM		PM	
				SFP	LOS	SFP	LOS
110th Street and Northern Blvd	East	73.0	12.5	265.2	A	330.7	A
	South	29.3	13.5	165.1	A	95.8	A
	West	70.9	13.3	199.5	A	219.6	A
111th Street and Northern Blvd	South	25.0	12.8	217.7	A	106.8	A
	West	33.3	9.0	134.8	A	194.1	A
110th Street and 34th Avenue	North	29.3	11.5	128.9	A	173.2	A
	East	58.0	13.5	126.7	A	162.8	A
	South	29.3	13.0	116.3	A	78.3	A
	West	58.3	13.5	252.6	A	260.7	A
111th Street and 34th Avenue	North	24.5	14.8	137.0	A	168.3	A
	East	58.0	16.0	207.3	A	160.8	A
	South	24.3	15.0	118.8	A	72.5	A
	West	59.3	14.8	202.0	A	277.5	A

Note: SFP = square feet per pedestrian

As discussed earlier in Section B, "Methodology," the project site is located in a non-CBD area. Therefore, a reduction in pedestrian space to less than or equal to 24.0 SFP (LOS D) in Build conditions is considered a significant impact on corners or crosswalks with No Build pedestrian space of greater than 26.6 SFP. For the corners and crosswalks with pedestrian space between 5.1 and 26.6 SFP under No Build conditions, determination of significant impacts is assessed according to the above-mentioned sliding scale. Project-related sidewalk impacts for platoon flows are considered significant and require examination of mitigation if the proposed project would result in a deterioration in the average pedestrian flow rate of sidewalks with less than 3.4 PMF under No Build conditions to Build conditions of 6.0 PMF or greater (LOS D or worse). For sidewalks with

average flow rates between 3.4 and 19.0 PMF under No Build conditions, determination of significant impact is assessed based on a sliding scale that varies with the No Build average pedestrian flow rates (see above). Based on these criteria, the proposed project would not result in any significant adverse pedestrian impacts during the AM and PM peak periods.

PARKING CONDITIONS

The proposed school would not provide any on-site parking spaces and would generate a demand of approximately 15 parking spaces by faculty/staff commuting by auto. Since the on-street parking utilization in the study area in the 2014 No Build condition is expected to be 89 percent during the midday peak hour, the parking demand generated by the proposed project would be accommodated by the available on-street parking spaces within the ¼-mile radius of the project site. This would result in an overall on-street parking utilization rate of approximately 90 percent in the 2014 Build condition.

Since the on-street parking in the study area would operate with available capacity in the 2014 Build condition, the proposed project would not result in significant adverse impact to the supply and demand of on-street parking in the study area.

F. PEDESTRIAN SAFETY

Accident data for the study area intersections were compiled from New York State Department of Transportation (NYSDOT) records for the period between September 1, 2006 and August 31, 2009. The data obtained quantify the total number of reportable accidents (involving fatality, injury, or more than \$1,000 in property damage) during the study period, as well as a yearly breakdown of pedestrian- and bicycle-related accidents at each location. According to the 2010 *CEQR Technical Manual*, a high accident location is one where there were 48 or more total reportable and non-reportable accidents or five or more pedestrian/bicyclist injury accidents in any consecutive twelve months of the most recent three-year period for which data are available.

During this period, a total of 83 reportable accidents, no fatalities, 79 injuries, and 11 pedestrian-related accidents occurred at study area intersections. A review of the accident data identified no intersections as high accident locations in the 2006 to 2009 period, based on the 2010 *CEQR* standards. **Table 5-19** depicts total accident characteristics by intersection during the study period, as well as a breakdown of pedestrian and bicycle accidents by year and location.

**Table 5-19
Accident Data**

Intersection		Study Period			Accidents by Year								
North-South Roadway	East-West Roadway	Reportable Accidents	Total Fatalities	Total Injuries	Pedestrian				Bicycle				
					2006	2007	2008	2009	2006	2007	2008	2009	
108th Street	34th Avenue	17	0	16	0	1	1	0	0	0	0	1	0
108th Street	Northern Blvd	20	0	20	0	1	0	0	0	0	0	0	0
109th Street	34th Avenue	2	0	3	0	1	0	0	0	0	0	0	0
109th Street	Northern Blvd	2	0	2	0	1	0	0	0	0	0	0	0
110th Street	34th Avenue	7	0	8	0	0	0	0	0	0	0	0	0
110th Street	Northern Blvd	7	0	10	1	1	0	0	0	0	0	0	0
111th Street	34th Avenue	5	0	1	0	0	0	1	0	0	0	0	0
111th Street	Northern Blvd	7	0	5	0	0	0	0	1	0	0	0	0
112th Street	34th Avenue	6	0	6	0	1	0	0	0	1	0	0	0
112th Street	Northern Blvd	5	0	5	2	0	0	0	0	0	0	0	0
113th Street	34th Avenue	5	0	3	0	0	0	0	0	0	0	0	0

Source: NYSDOT September 1, 2006 to August 31, 2009 accident data

G. PROJECT IMPROVEMENTS

As discussed under “Probable Impacts of the Proposed Project,” two of the study area signalized intersections could require traffic improvement measures as a result of project-generated traffic. To improve traffic operating conditions at these signalized intersections, signal timing adjustments would be required as identified in **Table 5-20**.

**Table 5-20
Recommended Improvements**

Intersection	Improvement Measures	
	AM Peak Hour	PM Peak Hour
Northern Boulevard & 110th Street	No improvement is required	Shift 1 second of green time from the EB/WB phase to the NB/SB phase.
Northern Boulevard & 112th Street	No improvement is required	Shift 1 second of green time from the NB/SB phase to the EB/WB phase.

With these measures in place, the approaches/lane groups at the intersections of Northern Boulevard and 112th Street would operate without impacts. **Table 5-21** compares the LOS conditions for the No Build, Build, and Build with Improvement conditions for these intersections.

**Table 5-21
2014 No Build, Build, and Build with Improvements Level of Service Analyses**

Peak Hour	Intersection	2014 No Build				2014 Build				2014 Improvements			
		Lane Group	V/C Ratio	Delay (spv)	LOS	Lane Group	V/C Ratio	Delay (spv)	LOS	Lane Group	V/C Ratio	Delay (spv)	LOS
AM		No improvement is required											
PM	Northern Boulevard and 110th Street												
	Eastbound	T	0.79	14.1	B	T	0.79	14.1	B	T	0.80	15.0	B
	Westbound	T	0.71	11.6	B	T	0.71	11.6	B	T	0.72	12.3	B
	Northbound	LR	0.44	46.6	D	LR	0.61	52.7	D+	LR	0.58	50.6	D
		Intersection		14.2	B	Intersection		14.9	B	Intersection		15.6	B
	Northern Boulevard and 112th Street												
	Eastbound	TR	1.06	64.7	E	TR	1.08	72.3	E+	TR	1.07	66.2	E
	Westbound	L	0.33	44.1	D	L	0.35	45.4	D	L	0.35	44.6	D
		T	0.62	17.4	B	T	0.62	17.4	B	T	0.61	16.7	B
	Southbound	LTR	0.18	38.9	D	LTR	0.18	38.9	D	LTR	0.19	39.8	D
	Intersection		42.4	D	Intersection		46.4	D	Intersection		43.0	D	
Notes:													
L: Left Turn; T: Through; R: Right Turn; Level of Service													
+ Requires traffic improvements													

The improvement measures identified in **Table 5-20** are subject to review and approval by NYCDOT. *

A. INTRODUCTION

The potential for air quality impacts from the proposed school is examined in this section. Air quality impacts can be either direct or indirect. Direct impacts result from emissions generated by stationary sources at a project site, such as emissions from on-site fuel combustion for heat and hot water systems. Indirect impacts are impacts that are caused by emissions from nearby existing stationary sources (impacts on the proposed project) or by emissions from on-road vehicle trips generated by a project or other changes to future traffic conditions due to the project.

There are no businesses or industrial uses with air emission permits on file with the New York City Department of Environmental Protection or New York State Department of Environmental Conservation within 400 feet of the proposed site. Therefore, an analysis of existing industrial source emissions was not warranted. The proposed school is not expected to significantly alter traffic conditions. The maximum hourly incremental traffic from the proposed school would not exceed the *CEQR Technical Manual* air quality screening threshold of 170 peak hour trips at nearby intersections in the study area. Therefore, a quantified assessment of on-street mobile source emissions is not warranted.

B. PROBABLE IMPACTS OF THE PROPOSED PROJECT**HEAT AND HOT WATER SYSTEM SCREENING ANALYSIS**

To assess air quality impacts associated with emissions from the heat and hot water system for the proposed school, a screening analysis was performed using the methodology described in the *CEQR Technical Manual*. Based on the type of fuel used, the maximum development size, type of development, and the stack height, this procedure evaluates whether or not a detailed analysis using dispersion modeling is necessary.

The total floor area of the proposed school (approximately 53,150 gross square feet) and use of natural gas was assumed in the screening analysis. The closest building of a greater height is approximately 315 feet away from the project site. Based on this information, it was determined that the proposed school would be below the maximum permitted size shown in Figure 17-7 of the *CEQR Technical Manual* Air Quality Appendix. Therefore, the proposed school would not have a significant adverse impact on air quality. *

A. INTRODUCTION

The proposed project would have the potential for significantly increasing ambient noise levels due to increased traffic generated by the proposed school facility, and due to noise generated by the proposed school's rooftop and at-grade playgrounds. Each of these issues are addressed, and in addition an analysis is presented which determines the level of building attenuation necessary to ensure that the proposed project's interior noise levels satisfy applicable CEQR interior noise criteria.

B. ACOUSTICAL FUNDAMENTALS

Quantitative information on the effects of airborne noise on people is well documented. If sufficiently loud, noise may adversely affect people in several ways. For example, noise may interfere with human activities, such as sleep, speech communication, and tasks requiring concentration or coordination. It may also cause annoyance, hearing damage, and other physiological problems. Although it is possible to study these effects on people on an average or statistical basis, it must be remembered that all the stated effects of noise on people vary greatly with the individual. Several noise scales and rating methods are used to quantify the effects of noise on people. These scales and methods consider such factors as loudness, duration, time of occurrence, and changes in noise level with time.

"A"-WEIGHTED SOUND LEVEL (DBA)

Noise is typically measured in units called decibels (dB), which are ten times the logarithm of the ratio of the sound pressure squared to a standard reference pressure squared. Because loudness is important in the assessment of the effects of noise on people, the dependence of loudness on frequency must be taken into account in the noise scale used in environmental assessments. Frequency is the rate at which sound pressures fluctuate in a cycle over a given quantity of time, and is measured in Hertz (Hz), where 1 Hz equals 1 cycle per second. Frequency defines sound in terms of pitch components. One of the simplified scales that accounts for the dependence of perceived loudness on frequency is the use of a weighting network known as A-weighting in the measurement system, to simulate response of the human ear. For most noise assessments the A-weighted sound pressure level in units of dBA is used in view of its widespread recognition and its close correlation with perception. In this analysis, all measured noise levels are reported in dBA or A-weighted decibels. Common noise levels in dBA are shown in Table 7-1.

**Table 7-1
Common Noise Levels**

Sound Source	(dBA)
Military jet, air raid siren	130
Amplified rock music	110
Jet takeoff at 500 meters	100
Freight train at 30 meters	95
Train horn at 30 meters	90
Heavy truck at 15 meters	80-90
Busy city street, loud shout	80
Busy traffic intersection	70-80
Highway traffic at 15 meters, train	70
Predominantly industrial area	60
Light car traffic at 15 meters, city or commercial areas, or residential areas close to industry	50-60
Background noise in an office	50
Suburban areas with medium-density transportation	40-50
Public library	40
Soft whisper at 5 meters	30
Threshold of hearing	0
Note: A 10 dBA increase in level appears to double the loudness, and a 10 dBA decrease halves the apparent loudness. Sources: Cowan, James P. <i>Handbook of Environmental Acoustics</i> , Van Nostrand Reinhold, New York, 1994. Egan, M. David, <i>Architectural Acoustics</i> . McGraw-Hill Book Company, 1988.	

ABILITY TO PERCEIVE CHANGES IN NOISE LEVELS

The average ability of an individual to perceive changes in noise levels is well documented (see Table 7-2). Generally, changes in noise levels less than 3 dBA are barely perceptible to most listeners, whereas 10 dBA changes are normally perceived as doublings (or halvings) of noise levels. These guidelines permit direct estimation of an individual's probable perception of changes in noise levels.

**Table 7-2
Average Ability to Perceive Changes in Noise Levels**

Change (dBA)	Human Perception of Sound
2-3	Barely perceptible
5	Readily noticeable
10	A doubling or halving of the loudness of sound
20	A dramatic change
40	Difference between a faintly audible sound and a very loud sound
Source: Bolt Beranek and Newman, Inc., <i>Fundamentals and Abatement of Highway Traffic Noise</i> , Report No. PB-222-703. Prepared for Federal Highway Administration, June 1973.	

NOISE DESCRIPTORS USED IN IMPACT ASSESSMENT

Because the sound pressure level unit of dBA describes a noise level at just one moment and very few noises are constant, other ways of describing noise over extended periods have been developed. One way of describing fluctuating sound is to describe the fluctuating noise heard over a specific time period as if it had been a steady, unchanging sound. For this condition, a descriptor called the "equivalent sound level," L_{eq} , can be computed. L_{eq} is the constant sound

level that, in a given situation and time period (e.g., 1 hour, denoted by $L_{eq(1)}$, or 24 hours, denoted as $L_{eq(24)}$), conveys the same sound energy as the actual time-varying sound. Statistical sound level descriptors such as L_1 , L_{10} , L_{50} , L_{90} , and L_x , are used to indicate noise levels that are exceeded 1, 10, 50, 90, and x percent of the time, respectively. Discrete event peak levels are given as L_1 levels.

For the purposes of this project, the maximum 1-hour equivalent sound level ($L_{eq(1)}$) has been selected as the noise descriptor to be used in the noise impact evaluation. $L_{eq(1)}$ is the noise descriptor recommended for use in the *City Environmental Quality Review (CEQR) Technical Manual* and is used to provide an indication of highest expected sound levels. The 1-hour L_{10} is the noise descriptor used in the *CEQR Technical Manual* noise exposure guidelines for City environmental impact review classification. Statistical noise levels (particularly L_{10} and L_{eq} levels) were used to characterize the relevant noise sources and their relative importance at each receptor location.

C. NOISE STANDARDS AND CRITERIA

NEW YORK CEQR NOISE STANDARDS

The *CEQR Technical Manual* contains noise exposure guidelines for use in City environmental impact review and required attenuation values to achieve acceptable interior noise levels. These values are shown in Table 7-3 and 7-4. Noise Exposure is classified into four categories: "acceptable," "marginally acceptable," "marginally unacceptable," and "clearly unacceptable." The *CEQR Technical Manual* criteria are based on maintaining an interior noise level for the worst-case hour $L_{10(1)}$ less than or equal to 45 dBA for school uses.

In addition, the *CEQR Technical Manual* uses the following criteria to determine whether a proposed project would result in a significant adverse noise impact. The impact assessments compare the proposed project's Build condition $L_{eq(1)}$ noise levels to those calculated for the No Build condition, for receptors potentially affected by the project.

If the No Build levels are less than 60 dBA $L_{eq(1)}$ and the analysis period is not a nighttime period, the threshold for a significant impact would be an increase of at least 5 dBA $L_{eq(1)}$. For the 5 dBA threshold to be valid, the resultant Build condition noise level would have to be equal to or less than 65 dBA. If the No Build noise level is equal to or greater than 62 dBA $L_{eq(1)}$, or if the analysis period is a nighttime period (defined in the CEQR standards as being between 10 PM and 7 AM), the incremental significant impact threshold would be 3 dBA $L_{eq(1)}$. (If the No Build noise level is 61 dBA $L_{eq(1)}$, the maximum incremental increase would be 4 dBA, since an increase higher than this would result in a noise level higher than the 65 dBA $L_{eq(1)}$ threshold.)

IMPACT DEFINITION

For purposes of impact assessment, this report will utilize a relative noise impact criterion which considers project-related increases in $L_{eq(1)}$ noise levels over future conditions without the project of greater than 5.0 dBA as significant impacts. The 5.0 dBA relative criteria is consistent with increases in noise levels that the public considers noticeable and likely to result in complaints. The $L_{eq(1)}$ descriptor is used in this document to quantify and describe both playground and traffic noise.

**Table 7-3
Noise Exposure Guidelines For Use in City Environmental Impact Review¹**

Receptor Type	Time Period	Acceptable General External Exposure	Airport ³ Exposure	Marginally Acceptable General External Exposure	Airport ³ Exposure	Marginally Unacceptable General External Exposure	Airport ³ Exposure	Clearly Unacceptable General External Exposure	Airport ³ Exposure
Outdoor area requiring serenity and quiet ²		$L_{10} \leq 55$ dBA	----- Ldn ≤ 60 dBA -----	NA	----- 60 < Ldn ≤ 65 dBA -----	NA	(I) 70 \leq Ldn (II) 70 < Ldn ≤ 70 dBA, (II) 70 \leq Ldn	NA	----- Ldn ≤ 75 dBA -----
Hospital, nursing home		$L_{10} \leq 55$ dBA		$55 < L_{10} \leq 65$ dBA		$65 < L_{10} \leq 80$ dBA		$L_{10} > 80$ dBA	
Residence, residential hotel, or motel	7 AM to 10 PM	$L_{10} \leq 65$ dBA		$65 < L_{10} \leq 70$ dBA		$70 < L_{10} \leq 80$ dBA		$L_{10} > 80$ dBA	
	10 PM to 7 AM	$L_{10} \leq 55$ dBA		$55 < L_{10} \leq 70$ dBA		$70 < L_{10} \leq 80$ dBA		$L_{10} > 80$ dBA	
School, museum, library, court, house of worship, transient hotel or motel, public meeting room, auditorium, outpatient public health facility		Same as Residential Day (7 AM-11 PM)		Same as Residential Day (7 AM-11 PM)		Same as Residential Day (7 AM-11 PM)		Same as Residential Day (7 AM-11 PM)	
Commercial or office		Same as Residential Day (7 AM-11 PM)		Same as Residential Day (7 AM-11 PM)		Same as Residential Day (7 AM-11 PM)		Same as Residential Day (7 AM-11 PM)	
Industrial, public areas only ⁴	Note 4	Note 4	Note 4	Note 4	Note 4				

Notes:
 (i) In addition, any new activity shall not increase the ambient noise level by 3 dBA or more.
Table Notes:
¹ Measurements and projections of noise exposures are to be made at appropriate heights above site boundaries as given by American National Standards Institute (ANSI) Standards; all values are for the worst hour in the time period.
² Tracts of land where serenity and quiet are extraordinarily important and serve an important public need, and where the preservation of these qualities is essential for the area to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks, or open spaces dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet. Examples are grounds for ambulatory hospital patients and patients and residents of sanitariums and nursing homes.
³ One may use FAA-approved L_{dn} contours supplied by the Port Authority, or the noise contours may be computed from the federally approved INM Computer Model using flight data supplied by the Port Authority of New York and New Jersey.
⁴ External Noise Exposure standards for industrial areas of sounds produced by industrial operations other than operating motor vehicles or other transportation facilities are spelled out in the New York City Zoning Resolution, Sections 42-20 and 42-21. The referenced standards apply to M1, M2, and M3 manufacturing districts and to adjoining residence districts (performance standards are octave band standards).
 Source: New York City Department of Environmental Protection (adopted policy 1983).

**Table 7-4
Required Attenuation Values to Achieve Acceptable Interior Noise Levels**

	Marginally Unacceptable				Clearly Unacceptable
Noise level with proposed project	$70 < L_{10} \leq 73$	$73 < L_{10} \leq 76$	$76 < L_{10} \leq 78$	$78 < L_{10} \leq 80$	$80 < L_{10}$
Attenuation ^A	(I) 28 dB(A)	(II) 31 dB(A)	(III) 33 dB(A)	(IV) 35 dB(A)	$36 + (L_{10} - 80)^B$ dB(A)

Notes:
^AThe above composite window-wall attenuation values are for residential dwellings. Commercial office spaces and meeting rooms would be 5 dB(A) less in each category. All the above categories require a closed window situation and hence an alternate means of ventilation.
^BRequired attenuation values increase by 1 dB(A) increments for L₁₀ values greater than 80 dBA.
 Sources: New York City Department of Environmental Protection

C. NOISE PREDICTION METHODOLOGY

TRAFFIC NOISE

The proposed project would generate a small number of additional vehicle trips. In order for project-generated traffic to result in a significant increase in ambient noise level (i.e., an increase

in the one-hour equivalent sound level [$L_{eq(t)}$] of 3 dBA or more) there would have to be a doubling of noise passenger car equivalents (Noise PCEs). Based upon trip generation numbers, the proposed project would not result in a significant increase in Noise PCEs and would not result in a doubling of Noise PCEs. Consequently, no detailed traffic noise impact analysis is warranted for the proposed school facility, and there are no locations where project-generated traffic would result in significant adverse noise impacts.

NOISE FROM THE ROOFTOP AND AT-GRADE SCHOOL PLAYGROUNDS

Although the design of the proposed school facility is not yet finalized, the school is expected to include an at-grade early childhood playground and an elevated playground. The elevated playground would be located on the roof of the southeastern portion of the school at a height of approximately 30 feet. The at-grade early childhood playground would be used by kindergarten and pre-K students, and the elevated playground would be used by primary school students (grades one through five). The maximum occupancy for each playground is expected to be approximately 40 children.

The CadnaA model was used to determine sound effects of the proposed playgrounds at the project site. The CadnaA model is a computerized model developed by DataKustik for sound prediction and assessment. The model can be used for the analysis of a wide variety of sound sources, including stationary sources (e.g., construction equipment, industrial equipment, power generation equipment, etc.), transportation sources (e.g., roads, highways, railroad lines, busways, airports, etc.), and other specialized sources (e.g., sporting facilities, etc.) The model takes into account the sound power levels of the sound sources, attenuation with distance, ground contours, reflections from barriers and structures, attenuation due to shielding, etc. The CadnaA model is based on the acoustic propagation standards promulgated in International Standard ISO 9613-2. The CadnaA model is a state-of-the-art tool for acoustical analysis.

The analysis of the proposed playgrounds consisted of the following five step procedure:

- Street-level noise measurements were made at the project site;
- The project site geometry and surrounding building geometry were coded into the CadnaA model;
- Using preliminary drawings of the proposed project and the location of the proposed playground at the project site, the building geometry in the CadnaA model was updated to reflect future conditions with the proposed project;
- Area sources were created in the CadnaA model for each proposed playground. The acoustical parameters of the area sources were defined based on noise measurements that were performed at an existing playground similar to the proposed playgrounds. The sound power level of the each area source created in the CadnaA model was based on measured $L_{eq(t)}$ noise levels (in dBA) from the comparable playground and the number of children assumed to be utilizing the corresponding proposed playground at any given time; and
- Using the area sources to represent the proposed project's playgrounds, the CadnaA model was used to predict noise levels with the proposed project at nearby buildings.

D. EXISTING CONDITIONS

SITE DESCRIPTION

The proposed school facility would be located at 110-02 Northern Boulevard, on the south side of Northern Boulevard between 110th and 111th Streets. This block is primarily residential with some commercial uses nearby on Northern Boulevard. Traffic on Northern Boulevard in conjunction with 110th and 111th Streets is the dominant source of ambient noise. Immediately adjacent to the project site to the south are residential buildings, which front on 110th and 111th Streets, including 33-12 111th Street, 33-15 110th Street, 33-17 110th Street, and 33-19 110th Street. Adjacent to the project site to the east across 111th Street are a residential building (with ground-floor commercial) at 111-02 Northern Boulevard and a residential building at 33-13 111th Street.

SELECTION OF NOISE MONITORING LOCATIONS

Four locations at the project site were selected for noise monitoring. Site 1 was located on 110th Street between Northern Boulevard and 34th Avenue, Site 2 was located on Northern Boulevard between 110th and 111th Streets, Site 3 was located on 111th Street between Northern Boulevard and 34th Avenue, and Site 4 was located at the south property line of the eastern half of the project site, adjacent to 33-12 111th Street. Sites 1, 2, 3, and 4 were used to determine the level of building attenuation necessary to achieve acceptable interior noise levels at the school. Sites 3 and 4 were used to assess potential impacts related to the proposed project's playgrounds. Figure 7-1 shows the locations of the four noise monitoring sites.

NOISE MONITORING

Noise monitoring at the four receptor sites was performed on November 17, 2009. At Sites 1, 2, and 3, 20-minute measurements were made during two time periods that reflect the proposed school facility's AM (7:30 – 9:00 AM) and PM (2:30 – 4:00 PM) peak periods. These measurements were used to determine the proposed project's building attenuation requirements to satisfy CEQR interior noise level criteria; noise due to aircraft flyovers were included in the measurements. In addition, 20-minute measurements were made at Sites 3 and 4 from approximately 7:30 AM to 4:40 PM. These measurements were used to determine the potential for increases in noise levels due to the proposed project's playgrounds, and consequently noise due to aircraft flyovers were omitted from the measurements.

EQUIPMENT USED DURING NOISE MONITORING

Measurements were performed using a Brüel & Kjær Sound Level Meter (SLM) Type 2260 (S/N2384814 and S/N 2375602), a Brüel & Kjær ½-inch microphone Type 4189 (S/N 2385722 and S/N 2378182), and a Brüel & Kjær Sound Level Calibrator Type 4231 (S/N 2412436 and S/N 2412436). The SLMs have a laboratory calibration date of August 7 and 14, 2009 which is valid through August of 2010. The microphone was mounted at a height of five feet above the ground surface on a tripod and at least six feet away from any large sound-reflecting surface to avoid major interference with sound propagation. The SLM was calibrated before and after readings with a Brüel & Kjær Type 4231 sound level calibrator using the appropriate adaptor. Measurement at each location were made on the A-scale (dBA). The data were digitally recorded by the SLM and displayed at the end of the measurement period in units of dBA. Measured quantities included L_{eq} , L_1 , L_{10} , L_{50} , and L_{90} . A windscreen was used during all sound measurements except for calibration. All measurement procedures were based on the guidelines outlined in ANSI Standard S1.13-2005.



— Project Site Boundary
① Noise Receptor

0 200 FEET
 SCALE

Noise Receptor Locations
 Figure 7-1

RESULTS OF BASELINE MEASUREMENTS

The noise monitoring results used for the building attenuation analysis are summarized in Table 7-5. The noise monitoring results used for the playground impact assessment are summarized in Table 7-6. Vehicular traffic was the dominant noise source at Sites 1 through 4.

Table 7-5
Existing Noise Levels at Sites 1 through 4 (in dBA)

Site	Measurement Location	Time	L _{eq}	L ₁	L ₁₀	L ₅₀	L ₉₀
1	110th Street between Northern Boulevard and 34th Avenue	AM	67.9	75.8	70.2	65.5	60.8
		PM	65.1	73.8	68.1	62.8	56.8
2	Northern Boulevard between 110th and 111th Streets	AM	72.8	80.3	75.8	71.3	65.0
		PM	71.9	81.3	74.8	70.2	61.9
3	111th Street between Northern Boulevard and 34th Avenue	AM	67.7	76.4	69.9	65.3	60.8
		PM	64.8	72.5	67.9	62.9	57.7
4	South Property Line of Eastern Half of Project Site	AM	62.7	71.8	65.4	60.7	57.4
		PM	64.8	77.2	66.3	60.7	55.5

Note: Field measurements were performed by AKRF, Inc. on November 17, 2009.

Table 7-6
Lowest Existing Noise Levels at Sites 3 and 4 (in dBA)

Site	Measurement Location	Time	L _{eq}	L ₁	L ₁₀	L ₅₀	L ₉₀
3	111th Street between Northern Boulevard and 34th Avenue	MD	63.3	70.9	66.5	62.0	54.5
4*	South Property Line of Eastern Half of Project Site	MD	60.4	69.0	62.8	59.3	52.6

Notes: Field measurements were performed by AKRF, Inc. on November 17, 2009.

In terms of the New York City CEQR standards, existing noise levels at Sites 3 and 4 are in the “marginally acceptable” category and existing noise levels at Sites 1 and 2 are in the “marginally unacceptable” category.

E. PROBABLE IMPACTS OF THE PROPOSED PROJECT

SCHOOL PLAYGROUND NOISE

Using the methodology previously described, an assessment was made of potential noise impacts at noise sensitive receptor locations adjacent to the project site. Noise sensitive receptor locations were determined to be the residential buildings located at 33-12 111th Street, 33-12 110th Street, 33-16 110th Street, 33-17 110th Street, 33-19 110th Street, 33-21 110th Street, 111-02 Northern Boulevard, and 33-13 111th Street. The façades of these buildings that directly face one of the proposed playgrounds would have the greatest potential to be impacted.

The analysis shows that for locations along 111th Street, which have a direct line-of-sight to the proposed elevated playground and are at approximately the same elevation as the proposed elevated playground, and locations along Northern Boulevard which do not have a direct line of sight to either playground, exterior noise levels would increase by 4 dBA or less during the hours when the proposed playground is producing the maximum noise levels. (It was conservatively assumed that noise levels in the future without the proposed project would be the same as the existing noise levels.) Noise level increases of this magnitude would be perceptible but would not be considered an impact.

At locations along both sides of 110th Street—specifically 33-12 110th Street, 33-16 110th Street, 33-17 110th Street, 33-19 110th Street, and 33-21 110th Street—noise level increases would occur with magnitudes exceeding 5 dBA and reaching up to nearly 16 dBA. These noise level increases would be considered significant under SCA criteria. However, as part of the proposed project, the SCA would make double-glazed windows or interior storm windows and air conditioning units (i.e., an alternate means of ventilation) available at any of these locations that do not already have them. These measures would ensure acceptable interior noise levels according to CEQR criteria. As a result, the noise level increases at these locations would not constitute a significant impact.

SCHOOL INTERIOR NOISE LEVELS

As shown in Table 7-4, the *CEQR Technical Manual* has set noise attenuation quantities for buildings, based on exterior $L_{10(1)}$ noise levels, and in order to maintain interior noise levels of 45 dBA $L_{10(1)}$ or lower for classroom uses. The results of the building attenuation analysis are summarized in Table 7-7.

**Table 7-7
Building Attenuation Requirements**

Proposed School Façade Locations	Associated Noise Monitoring Site	Attenuation Required (in dBA)
Bordering 110th Street	1	25
Bordering Northern Boulevard	2	31
Bordering 111th Street	3	25
Bordering interior of the block (but not either playground)	4	25
Bordering the at-grade playground	N/A*	42**
Bordering the elevated playground	N/A*	41**

Notes: *Based on the CadnaA modeling results.
** Attenuation requirement only applies if a noise sensitive space (such as a classroom or library) would be facing the elevated playground.

The attenuation of a composite structure is a function of the attenuation provided by each of its component parts and how much of the area is made up of each part. Normally, a building façade is comprised of the wall, glazing, and any vents or louvers for air conditioning units in various ratios of area. The design for the proposed school includes the use of well sealed double-glazed windows for all facades and central air conditioning units (a means of alternate ventilation). The proposed school’s facades, including these elements, would need to be designed to provide a composite Outdoor-Indoor Transmission Class (OITC) rating greater than or equal to the attenuation requirements listed in Table 7-7.¹ The OITC classification is defined by the American Society of Testing and Materials (ASTM E1332-90 [Reapproved 2003]) and provides

¹The OITC rating approximates an A-weighted noise reduction for ground and air transportation sources. Since these transportation sources include more low-frequency energy than children utilizing the proposed playgrounds, the OITC rating would not be the applicable metric to which facades of the proposed project (which contain noise sensitive uses) bordering/overlooking the playgrounds should be designed. Noise levels at the proposed project’s façades bordering/overlooking the playgrounds are a combination of transportation and playground noise (which is more concentrated in the mid and high frequencies). Consequently, for design purposes, a one-third octave band calculation should be performed to ensure that the building design attenuates the levels at the proposed project’s facades bordering/overlooking the playgrounds in order to provide acceptable interior noise levels according to CEQR criteria.

a single-number rating that is used for designing a building façade including walls, doors, glazing, and combinations thereof. The OITC rating is designed to evaluate building elements by their ability to reduce the overall loudness of ground and air transportation noise. By adhering to these design requirements, the proposed school building will thus provide sufficient attenuation to achieve the CEQR interior noise level guideline of 45 dBA L₁₀ for classroom uses.

Based upon the L₁₀₍₁₎ values measured at the project site (shown in Tables 7-5 and 7-6) and predicted using the CadnaA model, designing the proposed project based on the measures outlined in this report would provide sufficient attenuation to achieve the CEQR interior noise level requirements.

MECHANICAL SYSTEMS

The building mechanical system (i.e., heating, ventilation, and air conditioning systems) would be designed to meet all applicable noise regulations (i.e., Subchapter 5, §24-227 of the New York City Noise Control Code and the New York City Department of Buildings Code) and to avoid producing levels that would result in any significant increase in ambient noise levels. *

A. INTRODUCTION

This chapter addresses environmental conditions at the project site resulting from previous and existing uses on the site. To determine past and current uses on the site and adjacent area, a Phase I Environmental Site Assessment (ESA) was completed on the current parking lot portion of the site (Tax Block 1725, Lots 1, 3, 4, 7, 8, 11, 12 and 13) by AKRF Engineering, P.C. (AKRF) on behalf of the SCA in August 2009. AKRF also completed a separate Phase I ESA for Lot 56 (currently occupied by a residential dwelling) in August 2009. The main objective of the Phase I ESAs were to identify the presence or likely presence, use, or release of hazardous substances or petroleum products which are defined in American Society of Testing and Materials (ASTM) Standard Practice E 1527-05 as recognized environmental conditions (RECs). In addition, other environmental issues or conditions such as radon, asbestos-containing materials (ACM), lead-based paint (LBP), and polychlorinated biphenyl (PCB) containing equipment were evaluated. The Phase I ESAs included a site inspection, a review of the existing data on geology and hydrology of the area, and a review of historical maps, local agency records, and other documents to assess past and current uses of the site and adjacent areas.

LOTS 1, 3, 4, 7, 8, 11, 12 AND 13

The Phase I ESA identified several on-site RECs including: a potential fuel oil underground storage tank (UST) fill port located on the Northern Boulevard sidewalk immediately north of the site; the historic presence of "N&B Cleaners," a suspect dry cleaner; historic fill material; a 55-gallon drum and storage of cleaning chemicals by the current site tenant; and an underground sewage holding tank. Several off-site RECs identified include two active auto repair facilities on adjoining properties; two historic gasoline filling stations on adjoining properties; three other historic auto/bus service facilities; a historic iron works facility; a historic laundry equipment repair facility; and a hazardous waste generator of tetrachloroethene (PCE) and the metal cadmium. In addition, PCE was detected in groundwater above the corresponding State standard during an environmental investigation in 2002 conducted by a prospective purchaser of the property and is considered a REC. Suspect PCB-containing light ballast and caulking material, suspect ACM and suspect LBP on the on-site structures were also identified as environmental concerns. A Phase II Environmental Site Investigation (ESI) was completed by AKRF on behalf of the SCA in October 2009 to assess the RECs identified in the Phase I ESA.

LOT 56

The Phase I ESA identified on-site RECs associated with a suspect fuel oil storage tank and a floor drain, which may be connected to an on-site dry well. Off-site RECs identified for Lot 56 included all the RECs associated with the parking lot portion of the site (Lots 1, 3, 4, 7, 8, 11, and 13), as described above.

As described in this chapter, certain measures—including proper management of excavated soils and appropriate health and safety measures—would be implemented during project construction. Further, certain design measures would be incorporated into the plans for the proposed building to prevent potential migration of organic vapors. Finally, for areas of the site where exposed soils may exist (i.e., landscaped areas), a 24-inch thick layer of environmentally clean fill would be placed over the soils. With these measures in place, no significant adverse impacts due to the presence of hazardous materials would be expected to occur either during or following construction at the site.

B. EXISTING CONDITIONS

The project site is located at 110-02 Northern Boulevard and 33-15 110th Street in Queens. The site consists of Block 1725, Lots 1, 3, 4, 7, 8, 11, 12, 13, and 56, and encompasses approximately 22,480 square feet. The portion of the site comprising Lots 1, 3, 4, 7, 8, 11, 12 and 13 is an asphalt-paved lot currently used by the North Shore Ambulance and Ambulette Service, Inc. (North Shore) as an ambulance parking lot improved with three temporary modular trailers used as a dispatching office. Lot 56 currently comprises a multi-family dwelling with a basement and a detached garage. Historically, the northeastern and northwestern portions of the parking lot area were developed with stores and residences that were demolished prior to 1991. From approximately 1991 to approximately 2004 the site was utilized as a used car and school bus parking lot; in 2004 the site was occupied by North Shore.

A Phase II ESI was conducted on Lots 1, 3, 4, 7, 8, 11, 12 and 13 to determine if the RECs identified in the Phase I ESA have affected the suitability of the site for construction of a public school facility. The investigation included a geophysical survey, the completion of eight (8) soil borings, five (5) temporary monitoring wells, eight (8) soil vapor probes, and collection and laboratory analysis of soil, groundwater and soil vapor samples from these locations. In addition, one ambient air sample was collected for laboratory analysis.

Based on observations during the Phase II ESI, the site is underlain by historic fill material, consisting of fine sand, with gravel, ash, brick, and glass fragments, which is present to depths of approximately one to 14 feet below grade. Apparent native material, consisting of fine sand and silt, was observed beneath the fill layer extending to the groundwater table. A silt and clay layer was observed near the water table in some locations. Groundwater was encountered at approximately 48 to 54 feet below grade in temporary wells installed during the investigation. The anticipated groundwater flow direction at the site is to the northeast toward Flushing Bay. The geophysical survey confirmed the presence of the on-site sewage holding tank adjacent to the modular trailers in the northwestern portion of the site. The suspect UST associated with the fill port listed in the Phase I ESA was not identified in the areas targeted by the geophysical survey; however, a metallic anomaly that may be associated with buried construction debris was detected within the footprint of a demolished structure formerly present on Lot 13 in the northeastern portion of the project site.

In addition, eleven (11) grab soil samples were analyzed for: combined Target Compound List (TCL) and New York State Department of Environmental Conservation (NYSDEC) Spill Technology and Remediation Series (STARS) list volatile organic compounds (VOCs) plus tentatively identified compounds (TICs) by United States Environmental Protection Agency (EPA) Method 8260, combined TCL and STARS list semivolatile organic compounds (SVOCs) plus TICs by EPA Method 8270; select Target Analyte List (TAL) metals by EPA Method 6000/7000 series; TCL pesticides by EPA Method 8081; TCL PCBs by EPA Method 8082;

hexavalent chromium by EPA Method 7196; and cyanide by EPA Method 9012. Four (4) composite soil samples were analyzed for hazardous waste characterization parameters, including: leachable VOCs, SVOCs, pesticides, herbicides, and metals using the toxicity characteristic leaching procedure (TCLP) by EPA Method 1311; ignitability by EPA Method 1010; corrosivity by EPA Method 9040; and sulfide/cyanide reactivity by EPA Method 7.3. The composite samples were also analyzed for gasoline range and diesel range total petroleum hydrocarbons (TPH) by EPA Method 8015-modified. Three (3) of the grab soil samples, which exhibited total lead concentrations greater than 100 parts per million (ppm), were additionally analyzed for TCLP lead.

The five (5) groundwater samples were analyzed for TCL VOCs by EPA Method 8260, TCL SVOCs by EPA Method 8270, and select TAL metals by EPA Method 6000/7000 series. The eight (8) soil vapor samples and one (1) ambient air sample were analyzed for 27 select VOCs by EPA Method TO-15.

A review of the soil VOC analytical results for the grab soil samples indicates that no VOCs were detected at concentrations above the corresponding NYSDEC Technical and Administrative Guidance Memorandum (TAGM) recommended soil cleanup objectives (RSCOs) or the NYSDEC Part 375 soil cleanup objectives (SCO) for unrestricted use.

A review of the SVOC analytical results for the grab soil samples indicates that soil collected from the fill material in four of the eight soil borings (GB-2, GB-3, GB-6, and GB-8) contained benzo(a)anthracene, benzo(a)pyrene, benzo(b)fluoranthene, chrysene, and/or dibenzo(a,h)anthracene at concentrations that exceed the TAGM RSCOs for gasoline and fuel oil contaminated soil. The benzo(a)pyrene, benzo(b)fluoranthene, and chrysene concentrations in fill material sample from boring GB-6 also exceeded their Unrestricted Use SCOs. The presence of these SVOC concentrations is attributable to the historic fill material and is not indicative of a release or other source area. A review of the TAL Metals analytical results for the grab soil samples indicates that four metals—lead, mercury, copper, and zinc—were detected at concentrations greater than the Unrestricted Use SCOs. These metal concentration area also attributable to the historic fill material.

A review of the soil pesticide results indicates that 4,4-DDE, 4,4-DDT, and/or dieldrin were detected in four of the grab soil samples [GB-1(1-2), GB-7(4-5), GB-8(1-2), and GB-8(11-12)] at concentrations exceeding their respective Unrestricted Use SCOs. These pesticide compounds are commonly found in the environment due to their persistent nature and former widespread use for mosquito control, and their presence at the project site is not indicative of a release or other source area. The PCB mixtures Aroclor-1248 and Aroclor-1260 were detected in three of the grab soil samples analyzed [GB-1(1-2), GB-3(1.5-2.5), and GB-6(2-3)] but at concentrations below their respective Unrestricted Use SCOs.

A review of the composite soil sampling analytical results indicates that all waste characterization parameters were below their respective characteristic hazardous waste limits, and gasoline range TPH were not detected in any of the samples. Diesel range TPH were detected in all four of the composite waste characterization samples collected at concentrations ranging from 5.12 to 6.75 milligram per kilogram (mg/kg). There are no local, New York State or federal regulatory criteria for TPH in soil.

A review of analytical results for VOCs in groundwater indicates *cis*-1,2-dichloroethene, methyl tert-butyl ether (MTBE), PCE, *trans*-1,2-dichloroethene, and trichloroethene (TCE) were detected in one or more of the groundwater samples. PCE exceeded the New York State Class

GA Ambient Water Quality Standard of 5 micrograms per liter ($\mu\text{g/L}$) in the samples from TW-1, TW-2, TW-5, and TW-7 at concentrations of 29 $\mu\text{g/L}$, 17 $\mu\text{g/L}$, 29 $\mu\text{g/L}$, and 11 $\mu\text{g/L}$, respectively. All other detected VOC concentrations were below the corresponding Water Quality Standards. The detected PCE concentrations in groundwater were generally lower than the concentrations detected in groundwater during the 2002 environmental investigation conducted at the site. A representative of the prospective purchaser reported a spill to the NYSDEC due to the presence of PCE in groundwater during the 2002 investigation (Spill Number 02-30044). This spill was closed by the NYSDEC in December 2003 with no further investigation required. None of the analyzed groundwater samples contained SVOCs or metals concentrations above the corresponding NYSDEC Class GA groundwater standards or guidelines.

A review of the soil vapor sample analytical results indicate that 14 of the 27 VOCs analyzed were detected in one or more of the samples. The VOCs 1,2,4-trimethylbenzene, 1,3,5-trimethylbenzene, 1,2-dichloroethene, carbon tetrachloride, ethylbenzene, PCE, toluene, *o*-xylene, *m,p*-xylenes, and dichlorodifluoromethane (Freon 12) were detected in one or more of the samples at concentrations above the anticipated background concentrations. The New York State Department of Health (NYSDOH) has established Air Guideline Values (AGVs) for three of the VOCs analyzed: methylene chloride, PCE, and TCE. Methylene chloride and TCE were not detected in any of the collected soil vapor samples. PCE was detected in one of the eight (8) collected soil vapor samples at a concentration above the corresponding AGV. Soil vapor sample SV-3, located in the north-central portion of the site, exhibited PCE at a concentration of 420 microgram per cubic meter ($\mu\text{g/m}^3$), which exceeds the corresponding AGV of 100 $\mu\text{g/m}^3$. The detected concentration of PCE in the remaining seven (7) samples ranged from 6.8 to 36 $\mu\text{g/m}^3$. All VOC concentrations detected in the ambient air samples were below the anticipated background levels and AGVs.

C. THE FUTURE WITHOUT THE PROPOSED PROJECT

In the future without the proposed project, the project site is expected to remain in its current condition.

D. PROBABLE IMPACTS OF THE PROPOSED PROJECT

The proposed project would not result in impacts from contaminated media and building materials. Prior to the construction of the project, a pre-design investigation would be conducted to search for the suspect UST and to further characterize subsurface conditions in the northwest portion (Lot 1) of the project site that was inaccessible during the Phase II ESI. Additionally, an inspection of the basement of the residential structure on Lot 56 would be conducted to search for potential bulk storage tanks and subsurface drainage structures, such as dry wells. If encountered, the suspect USTs, dry wells, and any associated contaminated soil would be removed in accordance with all applicable regulations.

As a preventative measure, a soil vapor barrier and a sub-slab depressurization system would be installed below the proposed school building to prevent potential soil vapor intrusion into the building. Any suspect ACM, LBP, and PCB-containing materials affected by the preparation of the site for use as a public school would be identified prior to construction and properly managed during construction activities. All soil excavated during building construction would be properly managed in accordance with all applicable local, State and Federal regulations. For areas of the

site where exposed soils may exist after building construction (i.e., landscaped areas), a 24-inch thick layer of environmentally clean fill would be placed over the soils. In addition, to minimize the potential for exposure by construction workers and the surrounding public, standard industry practices, including appropriate health and safety measures, would be utilized. With these measures in place, no significant adverse impacts due to the presence of hazardous materials would be expected to occur either during or following construction at the site. *

APPENDIX A
SHPO CORRESPONDENCE



New York State Office of Parks, Recreation and Historic Preservation

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

518-237-8643

www.nysparks.com

David A. Paterson
Governor

Carol Ash
Commissioner

December 23, 2009

Elizabeth Meade
AKRF Environmental and Planning Consultants
440 Park Avenue South
New York, New York 10016

Re: NYCSCA
Proposed new public primary school
110-02 Northern Blvd
East Elmhurst/QUEENS, Queens County
09PR06623

Dear Ms. Meade:

Thank you for requesting the comments of the Office of Parks, Recreation and Historic Preservation (OPRHP) concerning your project's potential impact/effect upon historic and/or prehistoric cultural resources. Our staff has reviewed the documentation that you provided on your project. Based on that review, OPRHP concurs with the recommendation for Phase 1B archaeological testing of portions of the property. We look forward to reviewing the results of that investigation.

When responding, please be sure to refer to the OPRHP Project Review (PR) number noted above. Please contact me at extension 3291, or by e-mail at douglas.mackey@oprhp.state.ny.us, if you have any questions regarding these comments.

Sincerely

Douglas P. Mackey
Historic Preservation Program Analyst
Archaeology



**STATE ENVIRONMENTAL QUALITY REVIEW
NEGATIVE DECLARATION
NOTICE OF DETERMINATION OF NON-SIGNIFICANCE**



DATE: June 7, 2010
SEQR PROJECT NO.: 10-007
LEAD AGENCY: New York City School Construction Authority
30-30 Thomson Avenue
Long Island City, New York 11101-3045

This notice is issued pursuant to Part 617 of the implementing regulations pertaining to Article 8 (State Environmental Quality Review Act) of the Environmental Conservation Law. Pursuant to §1730.2 of the Public Authorities Law, the New York City School Construction Authority (SCA) is SEQR Lead Agency.

The SCA, as Lead Agency, has determined that the proposed action described below will not have a significant effect on the quality of the environment, and a Draft Environmental Impact Statement (DEIS) will not be prepared.

NAME OF ACTION: P.S. 287, Queens
New, Approximately 379-Seat
Primary School Facility
LOCATION: 110-02 Northern Boulevard, Queens
Tax Block 1725, Tax Lots 1, 3, 4, 7, 8, 11-13, & 56
SEQR STATUS: Unlisted

NEGATIVE DECLARATION

Description of Action:

On behalf of the New York City Department of Education (DOE), the New York City School Construction Authority (SCA) proposes the site selection, acquisition, acceptance of construction funding, and construction of a new primary school facility with a capacity of approximately 379 seats in the Elmhurst/Corona section of Queens. The proposed facility would serve Community School District No. 24 and would accommodate children in pre-kindergarten through grade five. Site acquisition, design and construction of this proposed project would be conducted pursuant to DOE's Five-Year Capital Plan for Fiscal Years 2010-2014.



The project site is an approximately 22,480-square-foot (sf) assemblage of nine (9) privately owned lots located at 110-02 Northern Boulevard, between 110th and 111th Streets (Block 1725, Lots 1, 3, 4, 7, 8, 11, 12, 13, and 56). The site assemblage currently contains paved parking for ambulances and temporary structures that are accessory to the ambulance parking use, and a two-story residence.

The purpose of the proposed project is to provide additional long-term capacity in the area to meet needs identified in DOE's Five-Year Capital Plan. According to the Capital Plan, a total of 4,302 additional seats at the primary and intermediate school levels are required in District No. 24. The new facility is expected to help relieve overcrowded conditions at nearby District No. 24 schools, such as P.S. 143, which is located at 34-74 113th Street, approximately four blocks from the proposed site. P.S. 143's main building operated at 120 percent of its capacity during the 2008-2009 school year, and the school's enrollment was also accommodated within a minibuilding and Transportable Classroom Units that were also overutilized.

Under the proposed project, the SCA would acquire the site, demolish the existing on-site structures, and construct a new primary school facility on the site. The proposed new facility would contain approximately 53,150 gross square feet. The program will include new general education classrooms, specialized instruction rooms, gym/assembly space, library, cafeteria and kitchen and administrative spaces. The site will also include separate playgrounds for both older students and the early childhood (pre-kindergarten) students. Acquisition of the site would occur in 2010, with construction scheduled such that student occupancy of the facility is anticipated to begin in 2014.

Reasons Supporting This Determination:

A comprehensive Environmental Assessment Form (EAF) and Supplemental Environmental Studies were completed and issued on June 7, 2010. Based upon those documents (which are appended hereto), the SCA determined that the proposed project will have no significant adverse impacts on environmental conditions related to the following areas: land use, zoning and community character; community facilities; historic resources; visual and aesthetic conditions; transit operations, pedestrian operations, parking, and pedestrian safety; air quality; noise; and soil and groundwater conditions.

The key findings related to the analyses of the following three environmental impact areas in the Environmental Assessment are discussed in greater detail below.

Archaeological Resources

As part of the environmental assessment, a disturbance memorandum was prepared for eight of the nine lots comprising the project site (i.e., Lots 1, 3, 4, 7, 8, 11, 12, and 13). That analysis determined that, due to the limited extent of



documented historical site disturbance, sections of the project site possess moderate sensitivity for precontact archaeological resources. Therefore, further investigation of the site's potential to contain precontact archaeological resources in the form of Phase 1B archaeological testing was recommended for Lots 3 (portion), 4 (portion), 7, 8, 11, and 12. The New York State Office of Parks, Recreation, and Historic Preservation (OPRHP) concurred with the recommendation for Phase 1B testing of the project site's archaeologically sensitive areas. Following acquisition of the site, the SCA shall conduct the Phase 1B archaeological testing and shall submit the results, together with the information from the disturbance memo, to OPRHP as a complete Phase 1 Archaeological Investigation for review and comment, and shall consult with OPRHP to avoid significant archaeological impacts as a result of the proposed project.

Lot 56 was added to the site assemblage after completion of the disturbance memorandum and was not included in the initial analysis. Documentary research was conducted for that lot which indicated that Lot 56 is not sensitive for either precontact or historic period archaeological resources. A supplemental letter regarding Lot 56 was submitted to OPRHP for review and comment, and the information pertaining to Lot 56 will be included in the complete Phase 1 Archaeological Assessment that will be prepared for the entire site assemblage.

Traffic

For the streets around the site, future intersection volumes would generally represent a moderate increase over the existing traffic volumes. The street capacities at the majority of the study area intersections would generally be sufficient to accommodate these increases. However, based on the 2010 City Environmental Quality Review (CEQR) standards, two of the study area signalized intersections could require traffic improvement measures as a result of project-generated traffic. The traffic analysis also indicated that the necessary improvements would consist of relatively simple, low-cost, and conventional traffic engineering methods, as described below. Such improvements are subject to review and approval by the New York City Department of Transportation (NYCDOT):

Northern Boulevard and 110th Street

An impact due to project-generated traffic is expected to occur at the northbound approach of this intersection in the PM peak hour. Although the Level of Service (LOS) for the approach would operate at LOS D in the future without the project, the project-generated traffic would increase the average delay from 46.6 seconds to 52.7 seconds. An adjustment of 1 (one) second of green time from the eastbound/westbound phase to the northbound/southbound phase would avoid this impact.

Northern Boulevard and 112th Street

An impact due to project-generated traffic is expected to occur at the eastbound approach of this intersection in the PM peak hour. Although the LOS for the



approach would operate at LOS E in the future without the project, the project-generated traffic would increase the average delay from 64.7 seconds to 72.3 seconds. An adjustment of 1 (one) second of green time from the northbound/southbound phase to the eastbound/westbound phase would avoid this impact.

With these measures in place, all the approaches/lane groups at the intersections of Northern Boulevard at 110th and 112th Streets would operate without impacts.

Noise

A noise analysis of the proposed school was performed, which included background noise measurements and modeling of the proposed school playgrounds using CadnaA. The noise analysis showed that noise generated by the proposed at-grade school playground could potentially impact the residences to the west and south of the project site. These residences would be 33-12 110th Street, 33-16 110th Street, 33-17 110th Street, 33-19 110th Street, and 33-21 110th Street. Noise level increases at these locations would exceed 5 dBA and reach up to nearly 16 dBA. These noise level increases would be considered significant under SCA criteria; however, should the at-grade playground be located such that the school building shielded the line of sight to any of these residences, the playground noise at the shielded would be decreased such that SCA impact criteria are not exceeded. In addition, as part of the proposed project, the SCA would make double-glazed windows and/or interior storm windows and air conditioning units (i.e., an alternate means of ventilation) available at any of the five locations specified above that do not already have such measures, where noise level increases greater than 5 dBA were predicted to occur due to the proposed school's at-grade playground. The interior noise levels at the residences would therefore be within CEQR criteria, and no significant impact would result. The upgraded windows and air conditioning would be added only on facades that face the proposed school's at-grade playground.

The New York City *CEQR Technical Manual* has set noise attenuation quantities for buildings, based on exterior $L_{10(1)}$ noise levels, and in order to maintain interior noise levels of 45 dBA $L_{10(1)}$ or lower for classroom uses. The proposed school's facades would be designed to provide a composite window/wall attenuation such that the interior L_{10} levels at any classroom use are less than 45 dBA based on measured traffic noise levels and/or calculated playground noise levels. By adhering to these design requirements, the proposed school building will thus provide sufficient attenuation to achieve the CEQR interior noise level guideline of 45 dBA L_{10} for classroom uses.

Soil and Groundwater Conditions

A Phase I Environmental Site Assessment (ESA) was completed on the current parking lot portion of the site (Tax Block 1725, Lots 1, 3, 4, 7, 8, 11, 12 and 13) in August 2009. A separate Phase I ESA for Lot 56 (currently occupied by a residential dwelling) was also completed in August 2009.



Lots 1, 3, 4, 7, 8, 11, 12 and 13

The Phase I ESA identified several on-site recognized environmental conditions (RECs) associated with the historical use of the site, including: a potential fuel oil underground storage tank (UST) fill port located on the Northern Boulevard sidewalk immediately north of the site; the historic presence of "N&B Cleaners", a suspect dry cleaner; historic fill material; a 55-gallon drum and storage of cleaning chemicals by the current tenant; and an underground sewage holding tank and elevated concentrations of PCE detected in groundwater above the State standard during an on-site environmental investigation in 2002. Off-site RECs identified included two active auto repair facilities on adjoining properties; two historic gasoline filling stations on adjoining properties; three other historic auto/bus service facilities; a historic iron works facility; a historic laundry equipment repair facility; and a hazardous waste generator of tetrachloroethene (PCE) and the metal cadmium. A Phase II Environmental Site Investigation (ESI) was conducted in October 2009 to assess the RECs identified in the Phase I ESA. The presence of substances in concentrations greater than the corresponding State soil cleanup objectives was generally limited to isolated areas of historic fill on-site. No volatile organic compounds (VOCs) were detected at concentrations above the corresponding State soil cleanup objectives for unrestricted use. Selected semi-volatile compounds (SVOCs) were detected slightly above the State soil cleanup objectives for unrestricted use in four (4) of the eleven (11) grab soil samples. Selected metals commonly associated with historic fill materials and selected pesticides commonly found in the environment due to their former widespread use for mosquito control were also detected at concentrations slightly greater than the State soil cleanup objectives for unrestricted use. Groundwater was encountered at depths ranging from approximately 48 to 54 feet below the ground surface with an anticipated groundwater flow direction to the northeast towards Flushing Bay. All analyzed parameters were within the State groundwater quality standards except for the solvent PCE, which was detected in four (4) of the five (5) temporary wells at concentrations slightly above the corresponding State standard. The detected PCE concentrations were generally lower than the concentrations detected in groundwater during the 2002 environmental investigation conducted at the site. PCE was also detected in soil vapor at a concentration above the State air guideline value at one of the eight (8) sampled locations.

Lot 56

The Phase I ESA identified on-site RECs associated with a suspect fuel oil storage tank and a floor drain, which may be connected to an on-site dry well. Off-site RECs identified for Lot 56 included all the RECs associated with the parking lot portion of the site (Lots 1, 3, 4, 7, 8, 11, and 13), as described above.

Prior to the construction of the project, the SCA would undertake a pre-design investigation to search for the suspect fuel oil UST and to further characterize subsurface conditions in northwest corner of the site that was inaccessible during

P.S. 287, Queens (New Building)
SEQR Project No. 10-007
Negative Declaration
June 7, 2010



the Phase II ESI. If encountered, the suspect UST and any contaminated soil would be removed in accordance with all applicable regulations. Additionally, an inspection of the basement of the residential structure on Lot 56 would be conducted to search for potential bulk storage tanks and subsurface drainage structures, such as dry wells. If encountered, the suspect USTs, dry wells, and any associated contaminated soil would be removed in accordance with all applicable regulations. As a preventative measure, the SCA would install a soil vapor barrier and a sub-slab depressurization system below the building to prevent potential soil vapor intrusion into the new school building. Any suspect ACM, LBP, and PCB-containing materials affected by the preparation of the site for use as a public school would be identified prior to construction and properly managed during construction activities. All soil excavated during building construction would be properly managed in accordance with all applicable local, State and Federal regulations. For areas of the site where exposed soils may exist after building construction (i.e., landscaped areas), a twenty-four (24) inch thick layer of environmentally clean fill would be placed over the soils. In addition, to minimize the potential for exposure by construction workers and the surrounding public, standard industry practices, including appropriate health and safety measures, would be utilized. Since all of these measures will be implemented as part of the proposed project, no adverse impacts associated with soil and groundwater conditions would occur to construction workers or school occupants.

The proposed project would have the beneficial impact of providing approximately 379 additional seats of permanent public school capacity at the primary level in Community School District No. 24.

For further information contact:

Contact: Ross J. Holden
Vice President and General Counsel

Address: New York City School Construction Authority
30-30 Thomson Avenue
Long Island City, New York 11101-3045

Telephone: (718) 472-8220



Lorraine Grillo
Acting President & CEO

June 7, 2010
Date



**Department of
Education**

Lorraine Grillo
Acting President & CEO

lgrillo@nycsca.org

June 11, 2010

The Honorable Christine C. Quinn
Speaker of the City Council
City Hall
New York, New York 10007

Dear Speaker Quinn:

The New York City School Construction Authority (SCA) has undertaken its site selection process for the following proposed school:

- New P.S. 51 Replacement Facility, Manhattan
- Block 1073, Lot 1 (portion)
- West 44th Street between Tenth and Eleventh Avenues
- Community School District No. 2
- Manhattan Community Board No. 4

The project site contains a total of approximately 31,266 square feet (0.73 acres) of lot area located on the north side of West 44th Street between Tenth and Eleventh Avenues on the West Side of Manhattan. The site is owned by the City of New York, and is currently occupied by the playground of P.S. 51 and a vacant warehouse. Under the proposed project, the SCA would acquire the site and construct a new, approximately 630-seat replacement facility on the property for the existing P.S. 51.

The Notice of Filing of the Site Plan was published in the New York Post and the City Record on September 11, 2009. Manhattan Community Board No. 4 was notified on September 11, 2009, and was asked to hold a public hearing on the proposed Site Plan. Manhattan Community Board No. 4 held its public hearing on October 7, 2009 and submitted written comments in support of the proposed Site Plan. The City Planning Commission was also notified on September 11, 2009, and it recommended in favor of the proposed Site Plan.



The SCA has considered all comments received on the proposed project and affirms the Site Plan pursuant to §1731.4 of the Public Authorities Law. In accordance with §1732 of the Public Authorities Law, the SCA is submitting the enclosed Site Plan to the Mayor and the Council for consideration. Enclosed also are copies of the Notice of Completion of the Final Environmental Impact Statement that has been prepared for this project.

The SCA looks forward to your favorable consideration of the proposed Site Plan. If you have any questions regarding this Site Plan or would like further information, please contact me at (718) 472-8001 at your convenience.

Thank you for your attention to this matter.

Sincerely,

A handwritten signature in cursive script that reads "Lorraine Grillo".

Lorraine Grillo
Acting President & CEO

Encl.

c: Hon. Michael R. Bloomberg (w/o attachments)
Hon. Leroy G. Comrie, Land Use Committee
Hon. Bradford Lander, Subcommittee on Landmarks,
Public Siting and Maritime Uses
Kathleen Grimm, Deputy Chancellor



**Department of
Education**

Lorraine Grillo
Acting President & CEO

lgrillo@nycsca.org

June 11, 2010

The Honorable Michael R. Bloomberg
Mayor
City Hall
New York, New York 10007

Dear Mayor Bloomberg:

The New York City School Construction Authority (SCA) has undertaken its site selection process for the following proposed school:

- New P.S. 51 Replacement Facility, Manhattan
- Block 1073, Lot 1 (portion)
- West 44th Street between Tenth and Eleventh Avenues
- Community School District No. 2
- Manhattan Community Board No. 4

The project site contains a total of approximately 31,266 square feet (0.73 acres) of lot area located on the north side of West 44th Street between Tenth and Eleventh Avenues on the West Side of Manhattan. The site is owned by the City of New York, and is currently occupied by the playground of P.S. 51 and a vacant warehouse. Under the proposed project, the SCA would acquire the site and construct a new, approximately 630-seat replacement facility on the property for the existing P.S. 51.

The Notice of Filing of the Site Plan was published in the New York Post and the City Record on September 11, 2009. Manhattan Community Board No. 4 was notified on September 11, 2009, and was asked to hold a public hearing on the proposed Site Plan. Manhattan Community Board No. 4 held its public hearing on October 7, 2009 and submitted written comments in support of the proposed Site Plan. The City Planning Commission was also notified on September 11, 2009, and it recommended in favor of the proposed Site Plan.




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Thank you for your attention to this matter.

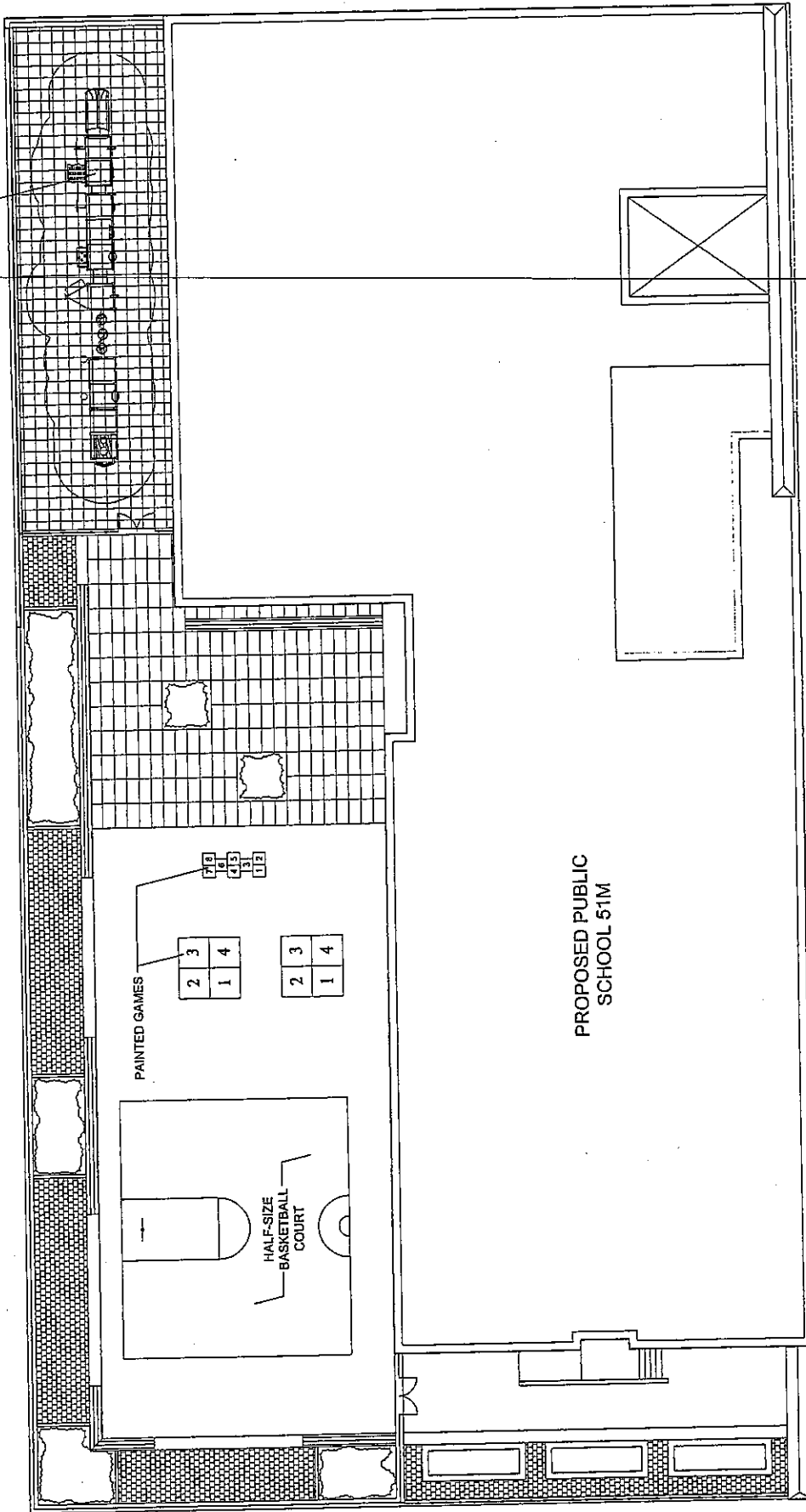
Sincerely,


Lorraine Grillo
Acting President & CEO

Encl.

c: Hon. Christine C. Quinn (w/o attachments)
Hon. Dennis M. Walcott
Kathleen Grimm, Deputy Chancellor

EARLY CHILDHOOD
PLAYGROUND EQUIPMENT



PROPOSED PUBLIC
SCHOOL 51M

WEST 44TH STREET

LANDSCAPE PLAN
TA 1 of 1

PTI/TJM Architecture & Engineering 2233 Pennsylvania Avenue, N.W. Washington, D.C. 20037 Phone: (202) 331-1100 Fax: (202) 331-1101 www.pti-tjm.com	Preliminary Not for Construction NOTE: Drawing may be printed if not used as part of a bid set.	Key Plan 	Date: 06/20/2009 Project No.: 50953 Drawing No.: 50953	Project: P.S. 51M REPLACEMENT SCHOOL Address: 515-535 WEST 44 STREET REPUBLIC, NY 10835 Drawing Title: LANDSCAPE PLAN	Drawing No.: SK001.01 Sheet No.: 1 of 1 Scale: AS SHOWN

SCA
 President & CEO
 Sharon L. Greenberg, M.P.
 Board of Trustees
 Chairman: Joel I. Milk, Dobson

Architecture & Engineering
 E. John Smith, M.S., Vice President
 David M. Albert, P.E., Director of Design, Scale 1
 Stanley E. Baker, P.E., Director of Design, Scale 2
 George S. Brumby, P.E., Director of Technical Services & Support, Scale 3
 Stacy Sporn-Thomas, Director of Operations Support

NOTICE OF FILING

NEW YORK CITY SCHOOL CONSTRUCTION AUTHORITY

Pursuant to §1731 of the New York City School Construction Authority Act, notice has been filed for the proposed site selection of Block 1073, Lot 1 (portion), located in the Borough of the Manhattan, for the development of a new, approximately 630-seat replacement facility for P.S. 51 in Community School District No. 2.

The proposed site is located on the north side of West 44th Street between Tenth and Eleventh avenues on the West Side of Manhattan. The project site is an approximately 31,266 square foot (0.73 acres) portion of an approximately 135,805-square-foot (3.12-acre) parcel of land (Lot 1) that is currently owned by the City of New York. The site is currently occupied by the playground of the existing P.S. 51 building, a parking lot, a single-story vacant building, and the southern portion of a single-story building containing stables. Site plans and a summary thereof for the proposed action are available at:

New York City School Construction Authority
30-30 Thomson Avenue
Long Island City, New York 11101

Attention: Ross J. Holden

Comments on the proposed actions are to be sent to the New York City School Construction Authority at the above address and will be accepted until October 26, 2009.

For publication in the New York Post (5 Borough Edition) and the City Record on Friday, September 11, 2009.

ALTERNATE SITES ANALYSES

NEW, APPROXIMATELY 630-SEAT PRIMARY/INTERMEDIATE REPLACEMENT SCHOOL FACILITY FOR P.S. 51

**521-533 West 44th Street
Block 1073, Lot 1 (portion)**

School District 2, Manhattan

The proposed site is located on the north side of West 44th Street between Tenth and Eleventh Avenues on the West Side of Manhattan. It is an approximately 31,266 square foot (0.73 acre) portion of an approximately 135,805 square foot (3.12 acre) parcel of land which is designated as Tax Lot 1 on Tax Block 1073. The proposed school site is currently occupied by the playground for the existing P.S. 51 school facility, a surface parking lot, vacant one-story building, and a portion of a two-story building currently occupied by horse stables. The remainder of Tax Lot 1 contains the remainder of the occupied stables, additional surface parking, the existing P.S. 51 school building (which was constructed over 100 years ago), and air space over a rail cut.

The City of New York had acquired and assembled Tax Lot 1 in the 1970s for a redevelopment project which planned to include a replacement facility for P.S. 51. In August, 2009, the New York City Department of Housing Preservation and Development filed applications under the City's Uniform Land Use Review Procedure to facilitate Tax Lot 1's redevelopment with residential and street-level retail uses ("West 44th Street and Eleventh Avenue project"), in conjunction with the proposed replacement school facility for P.S. 51.

Because the proposed site is owned by the City of New York, was acquired for a replacement facility for P.S. 51 and remains under the jurisdiction of the New York City Department of Education, alternative sites were not considered.



CITY OF NEW YORK
MANHATTAN COMMUNITY BOARD FOUR

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Concession
cc Kenneth
ROSS
Lorraine
Lee

JOHN WEIS
Chair

ROBERT J. BENFATTO, JR., ESQ.
District Manager

October 23, 2009

Ms. Sharon L. Greenberger
President and CEO
School Construction Authority
30-30 Thompson Avenue
Long Island City, NY 11101

Re: Proposed Site Selection of new replacement Public School 51 pursuant to §1731 of the New York City School Construction Authority Act

Dear Ms. Greenberger:

Manhattan Community Board No. 4, having held a duly noticed public hearing pursuant to §1731 of the New York City School Construction Authority Act (NYCSCAA) on the Notice of Site Selection dated September 11, 2009, adopted the following resolution by roll call vote (35 favor, 0 opposed, 0 abstentions and 0 present but not eligible to vote) at its meeting on October 7, 2009. The resolution recommends approval with conditions.

The September 11, 2009 Notice of Site Selection, issued by the School Construction Authority (SCA), proposes the construction of a new, 630 seat replacement Public School 51 (P.S.51) that will be located on West 44th Street, between Tenth and Eleventh Avenues immediately south of the existing P.S.51, on a portion Block 1073, Lot 1 in Manhattan in School District 2.

PROJECT OVERVIEW

Originally condemned in 1975 for the construction of a new school and housing, the project site has been the subject of a number of unrealized development proposals, until it was most recently identified in the January 2005 Hudson Yards Points of Agreement¹ as a publicly-owned site on which to develop 600 units of permanently affordable housing and to expand P.S.51.

The proposed new P.S.51 facility will be located on a larger residential development site that encompasses almost an entire city block between West 44th and 45th Streets, between Tenth and Eleventh Avenues. The residential development will include 1,210 residential units, of which 675 will be affordable to families of low-, moderate- and middle-incomes.

¹ The Hudson Yards Points of Agreement between the New York City Council and NYC Administration is attached hereto as Exhibit A.

The residential development is the subject of five related Uniform Land Use Review Procedure (ULURP) applications filed by the Department of Housing Preservation and Development (HPD) and certified by the Department of City Planning (DCP) on September 6, 2009. Community Board 4 (CB4) is submitting comments separately on those applications.

The current P.S.51 facility will continue to operate on the site until the new facility is ready for occupancy. After the new facility is built, the existing school will be adapted for reuse as a residential building.

COMMUNITY CONCERNS

Our community is delighted, after many years of unrealized proposals, to see concrete plans for a new school that will relieve overcrowding, provide up-to-date facilities and serve our expanding community.

The existing P.S.51 building was built in 1905 and, while well-maintained, is desperately in need of improvements. As you are aware, the 276 seat facility is operating at 121% capacity and lacks basic amenities considered standard for modern school programming, namely adequate classroom space, an auditorium and a gymnasium. We look forward to working with the School Construction Authority (SCA) and the Department of Education (DOE) on the siting, programming and construction of the new facility as this process moves forward.

While we are pleased that this process is moving forward, we have a number of concerns that need to be addressed, namely:

GENERAL CONCERNS

Site Selection Timetable

The timing of this project is critical to ensure a smooth transition to the new facility, minimize the exposure of students and staff to harmful effects of construction, and to limit the disruption that the construction will inevitably have on the daily activities of the school program. The Board appreciates the SCA's commitment to synchronize the school construction timeline with that of the adjacent residential development. In order to do so, it is essential that:

- SCA/DOE submit the Notice of Site Selection to the City Council and the Mayor pursuant to NYCSCAA §1732 so as to complete the review required by each entity concurrent with the City Council review of the related ULURP actions for the residential component.
- The construction of the school must follow the same timeline as the residential development to minimize disruption to the operations of P.S.51 and ensure a smooth transition to the new site.

Establish a Community Advisory Task Force

The successful development of the new P.S.51 will require close coordination with the SCA, DOE, local elected officials, CB4 members, P.S. 51 PTA members, P.S. 51 Administrators and Gotham (as appropriate). CB4 proposes that an advisory board comprised of all stakeholders be established for regular consultation regarding the planning, programming, selection of a developer and construction issues relating to both the P.S.51 facility and the adjacent residential construction. Together, we can plan and develop an enormous asset for our community that better meets the respective goals of each stakeholder.

CB4 has meaningfully participated in a number of similar advisory boards on State-sponsored projects in our community, most recently serving on the Hudson Yards Community Advisory Committee, Moynihan Station Community Advisory Committee and the Javits Community Advisory Committee. We therefore request that:

- A P.S. 51 Community Advisory Board be established that is representative of SCA, DOE, local elected officials, CB4 members, P.S. 51 PTA members, P.S. 51 Administrators and Gotham (as appropriate) for regular consultation and formal review of issues related to the programming, design, selection of a developer and construction management for the new P.S.51. The Advisory Board will be active in development, design, construction and programming stages.

CONTINUED OPERATION OF EXISTING P.S.51

The historic 1905 P.S.51 facility will be adapted for reuse as a residential dwelling after the construction of the new P.S.51 facility. The disposition of the site to the proposed residential developer is the subject of a related ULURP action pending now before the City Planning Commission. While we have been reassured that the existing P.S.51 facility will continue to operate at the same location until the new school facility is constructed, the community has significant concerns. Those concerns include the continued operation of the existing school after the ownership has been transferred from the City, the health and safety of the students and staff during construction, and the unavoidable disruptions that the construction will have on school programming.

Continued Right to Operate

After the disposition of the existing P.S.51 site, DOE will continue to operate the facility under a lease agreement with the proposed residential developer, 44th Development LLC (an affiliate of the Gotham Organization, hereinafter referred to as "Gotham"). It is therefore critical that:

- the lease negotiated by DOE with Gotham be recorded as an exhibit to the Land Disposition Agreement (LDA) for the site at 520 West 45th Street, and include provisions to ensure the continued operation of the school without disruption, taking into account unforeseeable delays in opening the new facility.

Construction Impacts on the Existing School

P.S.51 will be operating in the middle of a major construction site. Excavation, foundation work, demolition and construction of 1,200 residential units will be taking place on all adjacencies, including construction of a platform and two residential buildings over the railroad cut immediately east, demolition and new construction to the west and the construction of the new P.S.51 to the south. Protecting the health and safety of the children and staff during construction is our first priority.

Asthma rates, particularly among children, are already a concern in our community. NYC Department of Health (DOH) ranked CD4's asthma rates the third highest (out of the ten communities) in Manhattan, only exceeded by Central and East Harlem². Manhattan itself ranked second only to the Bronx out of the five boroughs.

CB4 has serious concerns for the vulnerable school-age population during construction. All possible steps must be taken to minimize disruption, lessen health impacts and ensure regular communication, including:

- Minimize the length of the overall construction timeline by ensuring that the construction of the new P.S.51 facility proceeds concurrently with the residential construction.
- Establish the P.S.51 advisory board as a vehicle for addressing construction concerns, ensuring minimal disruptions during school hours through construction coordination and monitoring and ensuring regular communication about construction.
- Mitigate the exposure to serious health hazards by staff and children during demolition and construction through low cost measures taken in the existing P.S.51 facility. These measures must be incorporated into the existing facility at 520 West 45th Street prior to the start of any construction.
- Minimize noise and dust through the installation of air conditioners throughout to reduce particle dust, as recommended by the P.S.51 Administration in its September 21, 2009 letter.
- Students must have access to a playground while school is in session. An interim outdoor play space within three blocks of P.S.51 must be identified. Access to the existing P.S.51 playground will be unavailable during the construction period, meaning the school would be without both indoor and outdoor play space during this time.

NEW REPLACEMENT P.S.51

School Program

P.S.51's currently operates at 121% capacity with 334 students in a 276 facility. The adjacent residential development alone will add more than 145 new elementary students. A conservative estimate of new elementary students expected as a result of new

² NYC DOH: Comparison of Asthma Rates in NYC by Community, 1997-2004;
<http://www.nyc.gov/html/doh/downloads/pdf/asthma/asthma-hosprates-children.pdf>

development projects under construction within the P.S.51 school zone is that 537 new elementary students will need to be accommodated in the immediate future³. Additional new developments that are currently on hold but will likely be constructed once the economy rebounds, will add 300 more elementary-aged students to P.S.51.⁴

Resolving PS51's current overcrowding and planning for future growth is our first concern. According to the Draft Environmental Impact Study (DEIS) prepared for the adjacent residential development, the proposed school program reserves 277 seats out of the total 354 seat expansion for a new intermediate component at the site. Under this plan, P.S.51 will only be able to accommodate a total of 19 new elementary school students.

The school must be for grades pre-K through 5, not pre-K through 8. [You don't need underlining both here and in the request below.] Resolving P.S. 51's current overcrowding and increasing its capacity to accommodate new elementary school students is our first priority. To expand P.S.51, and then fill the new school seats with a brand new IS student body, is shortsighted and does nothing to address the needs of the rapidly growing community and student body. Redistricting school zones would fail to resolve the overcrowding as an equal number of new developments are on-line throughout all parts of Community District 4. An overall plan must be developed for our community to address the anticipated huge influx of elementary school students.

We therefore request that:

- P.S.51 remains pre-kindergarten through fifth grades, not pre-K through eighth.

School Playground

The existing school yard measures 16,250 square feet (s.f.) and benefits from plentiful amounts of sunlight. The proposed school yard is smaller at 12,658 s.f., will need to accommodate a significantly larger student body, and is projected by the DEIS to be in full or partial shadow during every part of the day, all year long. While the ample indoor play space included in the school design is greatly appreciated, it is not a substitute for outdoor space. There must be adequate sunlit play space included in the design of the school. The Board originally requested that play space be accommodated on the roof; in response, the SCA explained the need to house mechanical equipment. The Board appreciates the expert analysis the SCA has shared with it, but believes that since the school building is in the design stage, space for both mechanical equipment and sufficient play area can be balanced. CB4 therefore requests that:

- the mechanical equipment be located to leave 50% of roof space for play space at the western side of the building to maximize sunlight and compensate for the projected shadows in the proposed school yard.

Public Use of School Facilities

- The school playground must be opened to the public as a public playground, consistent with PlaNYC's top open space initiative. CD4 ranks 58 out of 59

³ A list of new developments planned or in construction in P.S.51's school zone is attached as Exhibit B.

⁴ A list of new developments planned or in construction in P.S.51's school zone is attached as Exhibit B.

among New York City's Community Districts in open space. This Proposed Project presents a unique opportunity to address that shortcoming by designing a school yard that could serve as a school yard and a neighborhood playground when it is not being used as part of the school program.

Indoor school facilities, such as the gymnasium, must be made available to the local community and arts organizations for use during out-of-session hours. CD4 is home to a large number of not-for-profit theater, arts and cultural organizations that have been impacted by escalating rents and severe space needs; the community must best use its available public resources to support cultural activities.

Design

Facade: Overall Design Objectives

The Board and Gotham have had several discussions over the past two years to ensure that the adjacent residential development reflects the existing built context. While the Board is satisfied with the proposed design by Gotham, CB4 first saw the proposed exterior design for P.S.51 last month. We look forward to working with the SCA to develop a design that is better integrated into the neighborhood.

Facade: School Design Objectives

While the school building can be modern in design, it must reflect the architectural rhythm of Clinton's mid-blocks, which are largely dominated by low-rise buildings on narrow lots and brick and stone façades embellished with appropriately scaled, horizontal elements.

The SCA originally presented a rendering of the school façade that featured gray brick and a three-story "P.S. 51" sign. The Board expressed concern that these façade elements were inconsistent with the predominant masonry and scale of the residential neighborhood. The Board is grateful that the current façade proposal has responded to its requests regarding these features. There are still aspects of the school design that must be modified. The design contrasts too dramatically with the character of the surrounding neighborhood or adjacent housing development.

- The white brick color is inconsistent with neighboring buildings;
- The verticality of the eastern section of the building distracts from the horizontal pattern typical of surrounding buildings;
- The uninterrupted bands of horizontal windows on the western side of the building are reminiscent of industrial construction, also uncharacteristic of the residential neighborhood.

In light of the Board's design preferences, it requests that the facade design be redesigned to:

- be brick, in a color that is consistent with adjacent buildings;
- reflect the horizontal rhythm characteristic of surrounding buildings;
- incorporate vertical elements and punched windows to break up the western portion of the façade; and
- be consistent in style with the rest of the Development.

Interior

In the current school design, the cluster of special education classrooms has been located in a portion of the school that isolates these students and teachers from the rest of the classrooms. While it is acknowledged that these classrooms require centrally provided resources, the Board requests that:

- special education classrooms must be located among non-special education classrooms, so as to not segregate these students.

Environmental design considerations

- The school should be designed to a LEED standard and incorporate green design elements, including, but not limited to, the use of recycled materials to construct playground furnishings.

Technology

The Board welcomes the inclusion of many state-of-the-art facilities in the school proposal. It is important that the school be designed to accommodate advancements in technology and educational tools.

Selection of a Developer

Over thirty years ago, the Education Construction Fund (ECF) condemned the project site for residential and school use. Given the ECF's role in the history of the site and the fact that Gotham is building approximately 1,210 residential units and 17,000 sq. ft. of commercial space as part of the project, the Board finds that the construction of the new school under the management of the ECF with Gotham as the builder is the most efficient solution to selecting a developer. The selection of Gotham under the authority of ECF is beneficial in terms of economies of scale, construction coordination and staging. Multiple contracts suffer the consequences of lacking accountability, union differences and scheduling mismanagement. To that end, we recommend that the execution of construction be done through the ECF and that Gotham be selected as the builder if at all possible. The Board looks forward to working with the SCA and ECF to satisfy the necessary criteria for ECF's involvement.

Financial Contribution

- Gotham's financial contribution to the cost of construction must be held in a segregated account held by the City of New York and used only for construction of the new P.S.51.

Historic Preservation of Existing Facility

The existing P.S.51 at 520 West 45th Street is a 1905 Renaissance-style school designed by C.B.J. Snyder and marks the proliferation of school construction following the consolidation of New York City. Its five-story, red-brick façade with stone base features a tripartite design, with a base, shaft, and capital. CB4 has requested that the facility be landmarked. We ask that SCA assist in the formal landmarking process.

NOW, therefore, be it resolved that Manhattan Community Board No. 4 recommends approval of the Notice of Site Selection dated September 11, 2009, for the new, 630 seat, replacement P.S.51, submitted pursuant to the New York City School Construction Authority Act, provided the following conditions are met:

General Concerns

- A P.S. 51 Community Advisory Board is established with representatives of SCA, DOE, local elected officials, CB4 members, P.S. 51 PTA members, P.S. 51 Administrators and Gotham (as appropriate) for regular consultation and formal review of issues related to the programming, design, selection of a developer and construction management for the new P.S.51.
- The construction of the facility follows the same timeline as the residential development to minimize disruption to the operations of P.S.51 and ensure a smooth transition to the new site.

Continued Operation of the Current Facility

- The disposition of the City-owned site on which the current P.S.51 is located is conditioned on the negotiation of a lease that is recorded with the LDA, is on terms acceptable to DOE and allows DOE to continue to operate at the existing location until the new facility is constructed.
- All steps necessary to minimize disruptions, lessen health impacts and ensure regular communication during the school construction period must be taken, including installing low cost preventive measures in the existing P.S.51 facility
- Construction schedules are coordinated to minimize the impact during the school year and school hours; and
- Alternative playground space is identified in the immediate vicinity for use by students currently attending P.S.51 throughout the construction period.

New Replacement P.S.51

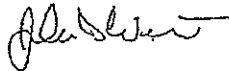
- Funds allocated by Gotham for the construction of P.S.51 are segregated in a separate fund by SCA for use only for P.S.51.
- P.S.51's expansion of 354 new seats is used solely for an elementary education program; no intermediate education program should be included on the site.
- 50% of the new school roof area is made available for additional outdoor play space.
- Special education classrooms are located among non-special education classrooms, so as to not segregate these students.

- The design of the new school façade reflects the architectural rhythm of Clinton's mid-blocks and be consistent in style with the rest of the residential development, as follows:

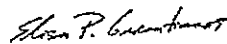
- be brick, in a color that is consistent with adjacent buildings;
 - reflect the horizontal rhythm characteristic of surrounding buildings;
 - incorporate vertical elements and punched windows to break up the western portion of the façade; and
 - be consistent in style with the rest of the Development.
- The school is designed to a LEED standard and incorporate green design elements.
 - The school is designed to accommodate advancements in technology and educational tools.
 - The school yard is open to the public as a public playground, consistent with PlaNYC's top open space initiative.
 - Indoor school facilities such as the gymnasium must be made available to the local community and arts organizations as spaces for use during out-of-session hours.
 - The SCA and ECF work with the Board to satisfy the necessary criteria for ECF's involvement in the construction of the new school with Gotham as the developer.

Thank you for this opportunity to provide comments and to submit recommendations on these important applications. We look forward to continued dialogue.

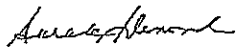
Sincerely,



John Weis, Chair
Manhattan Community Board 4



Elisa Gerontianos, Co-Chair
Clinton/Hell's Kitchen Land Use Committee



Sarah Desmond, Co-Chair
Clinton/Hell's Kitchen Land Use Committee

cc: City Planning Commission
DCP – Edith Hsu-Chen, Erika Sellke
DCP Calendar Office
HPD – Sara Levenson
MBPO – Anthony Borelli, Deborah Morris
NYC Council Speaker Christine Quinn
NYC Council Speaker Quinn's Office – Kate Seeley-Kirk, Melanie Larocca
NYC Council Land Use Division – Danielle DeCerro

NYS Senator Thomas K. Duane

NYS Assemblyman Richard Gottfried

The Gotham Organization (Melissa Pianko) & Attorneys

NYS HFA

P.S.51 Nancy Sing-Bock,

P.S.51 Parent Teacher Association, President - Katherine Consuelo Johnson

NYC DOE Micah Lasher

44th Street & 11th Avenue
Draft Breakdown of Permanently Affordable Units
9/18/2009

Project Summary	Studio	1 Bdrm	2 Bdrm	3 Bdrm	Total
40% AMI	16	9	14	5	44
50% AMI	51	25	36	12	124
135% AMI	86	43	65	22	216
165% AMI	87	43	65	21	216
Total Affordable	240	120	180	60	600
Unit Breakdown %	40%	20%	30%	10%	

Building A (11th Ave)	Studio	1 Bdrm	2 Bdrm	3 Bdrm	Total
40% AMI	6	3	5	2	16
50% AMI	18	9	13	4	44
Total Affordable	24	12	18	6	60

Buildings B & C Combined	Studio	1 Bdrm	2 Bdrm	3 Bdrm	Total
40% AMI	10	6	9	3	28
50% AMI	33	16	23	8	80
135% AMI	86	43	65	22	216
165% AMI	87	43	65	21	216
Total Affordable	216	108	162	54	540
Unit Breakdown %	40%	20%	30%	10%	

Building B (Mid-Block)	Studio	1 Bdrm	2 Bdrm	3 Bdrm	Total
40% AMI	1	3	8	3	15
50% AMI	4	10	22	8	44
135% AMI	10	26	61	22	119
165% AMI	11	26	61	21	119
Total Affordable	26	65	152	54	297

Building C (RR Cut)	Studio	1 Bdrm	2 Bdrm	3 Bdrm	Total
40% AMI	9	3	1	-	13
50% AMI	29	6	1	-	36
135% AMI	76	17	4	0	97
165% AMI	76	17	4	0	97
Total Affordable	190	43	10	0	243

POINTS OF AGREEMENT*

I. FINANCING

a. General

The Administration agrees to the financing plan adjustments made separately by the Budget Director and the Council, described in a separate document.

b. District Improvement Fund/Bonus

i. Uses West of 11th Avenue

The Administration agrees that no funds generated by the District Improvement Bonus will be used to pay for any improvements to the sites housing the New York Sports and Convention Center, the Jacob K. Javits Convention Center, the full-block park located between 33rd and 34th Street, or the community porch on the 33rd Street right-of-way. The Administration agrees to provide further language to emphasize that the District Improvement Fund cannot be used in any way to connect to or benefit the Javits Center or the New York Sports and Convention Center. Limitations to the use of the District Improvement Fund are described in the modified zoning text.

ii. Uses for neighborhood parks

The Administration agrees that the District Improvement Fund may be used to pay for neighborhood parks.

iii. Future of the District Improvement Fund

The Administration agrees that funds generated by the District Improvement Bonus will be used only to pay debt service on debt issued by the Hudson Yards Infrastructure Corporation (HYIC). Any excess in any given year will flow directly to the City's general fund for uses in the district consistent with the zoning resolution. Once the HYIC debt is fully repaid, all payments into the District Improvement Fund will flow directly to the City's general fund for uses in the district consistent with the zoning resolution.

iv. Sequencing of bonuses

The Administration agrees to alter the sequence of the District Improvement Bonus and the Inclusionary Housing Bonus so that the two bonuses are available to developers on a *pari passu* basis, in two tiers. The change is described in detail in the modified zoning text.

* As we have discussed, some of the items set forth in the Points of Agreement will require changes to the zoning resolution which may be made by the Council now, while other items may require additional follow-up action by the Administration, the City Council, the Planning Commission and other parties. Where follow-up action is needed, such follow-up is subject to review and consideration under applicable procedures, including land use and environmental review, and the receipt of applicable consents. We are confident that we can continue to work together to achieve the goals stated in the Points of Agreement.

v. Changes in per square foot payment into District Improvement Fund

The Administration agrees to the process for changes in the payment level into the District Improvement Fund, as detailed in the modified zoning text.

2. GOVERNANCE

a. HYIC

The HYIC board consists of the Deputy Mayor for Operations, the Deputy Mayor for Economic Development & Rebuilding, the Budget Director, the Speaker of the City Council, and the City Comptroller. The HYIC's powers are limited to ensuring the appropriate capture of designated revenue sources and the use of these revenue sources for debt service on authorized debt and other commitments of the HYIC. The HYIC is subject to the requirements of the Open Meetings Law. The Speaker, as member of the HYIC board, will receive appropriate notice of meetings and other actions by HYIC. The HYIC will commit to making annual reports to the Speaker and the Council of the projects financed by the HYIC, the amount of financing issued by HYIC for each project, related debt service and the status of projects.

b. Development entity

The precise form of the entity that will manage the development of the Hudson Yards has not been determined. The Administration agrees that any development entity will include the same board members as the HYIC plus a representative of Community Board 4, the local Councilmember, the Manhattan Borough President, the Commissioner of the Department of Housing Preservation & Development, the Commissioner of the Department of Parks and Recreation, the Commissioner of the Department of Small Business Services, the Chair of the City Planning Commission, and the President of the Economic Development Corporation. The development entity will be subject to the requirements of the Open Meetings Law. The development entity will commit to making annual reports to the Mayor and the Council of the development entity's budget for the upcoming fiscal year, together with its annually prepared financial statements. There will also be formed a Hudson Yards Community Advisory Board, to include representatives of the affected communities.

3. AFFORDABLE HOUSING

a. Total number of units

The table below summarizes the expected units that will be generated by the zoning incentives and other components of the Administration's proposal for affordable housing in the Hudson Yards. These unit totals will change slightly subject to recalculation of the market-rate and affordable housing build out under lower density in the Hell's Kitchen midblock area, as described in 4(b).

	# OF NEW UNITS	# OF PRESERVED UNITS
CPC proposal	2,220 (16% of total)	383 (3% of total)
Revised Administration proposal		
80/20	2,031	
Expansion of 421(a) exclusion zone 80/20 and inclusionary housing combo		
Inclusionary housing	411	421
Tiering of inclusionary bonus		
Public sites		
Site M	150	
NYCHA	155	
Studio City	600	
Total	3,347 (25% of total)	421 (3% of total)

b. Harassment provisions

The Administration agrees to the harassment provisions provided separately, as part of a follow-up corrective action.

c. 421-a exclusion zone

The Administration would support Council action to expand the 421-a exclusion zone, in order to make the construction of affordable housing more likely. A proposed bill has been provided separately.

d. Permit City, State, and Federal programs in inclusionary program

The Administration agrees to allow developers to count affordable units created toward both the 80/20 requirement and the Inclusionary Housing Bonus. The Administration also agrees to allow developers to access any and all housing subsidy programs for the construction or rehabilitation of inclusionary housing. This will allow the Administration to increase the share of affordable units required under the inclusionary program and will result in both greater incentives for the production of affordable housing and permanent affordability for all affordable units in 80/20 buildings that make use of the inclusionary bonus.

e. Tiering of inclusionary bonus to higher income levels

The Administration agrees to allow developers to provide inclusionary housing units to higher income levels in exchange for providing more affordable units, as detailed in the modified zoning text.

f. Public sites

i. Site M

The Administration agrees to develop affordable housing on "Site M" located on the west side of 10th Avenue between 40th and 41st Streets. The Administration anticipates that this site will generate 150 affordable units, including 48 low-income units (up to 60% of

AMI) 51 moderate-income units (up to 135% of AMI), and 51 middle-income units (up to 165% of AMI). All units will be permanently affordable. HPD and the Hudson Yards development entity will lead the development of the site.

ii. NYCHA site

The Administration agrees, subject to HUD approval, to develop affordable housing on the "NYCHA Harborview Site" located at 56th Street just west of 11th Avenue. The Administration anticipates that this site will generate 155 affordable units, including 63 low-income units (up to 60% of AMI), 46 moderate income units (up to 135% AMI) and 46 middle income units (up to 165% of AMI). The new building will be no taller than the existing Harborview towers. The Administration and the Council will work together to select one of the following options for limiting the height of the tower: reducing the number of units or constructing a second building on additional space within Harborview to maintain the same unit total. All units will be permanently affordable. NYCHA and HPD will lead the development of the site.

iii. Studio City site

The Administration agrees to develop affordable housing on the "Studio City Site" located between 44th and 45th Streets, between 10th and 11th Avenues. The Administration anticipates that this site will generate 600 affordable units, including 120 low-income units (up to 60% of AMI), 240 moderate-income units (up to 135% of AMI), and 240 middle-income units (up to 165% of AMI). The Hudson Yards development entity will lead development of the site, working in close cooperation with HPD.

g. Citywide affordable housing fund

The Administration agrees to create an affordable housing fund of up to \$45 million – to be managed by HPD – using the proceeds received from the disposition of the Studio City site for affordable moderate- and middle-income housing in the Hudson Yards area and citywide. The fund also may be used to augment funding for construction and renovation at P.S. 51 on the Studio City site.

h. Income averaging

The Administration agrees to work with the Council and unions to find acceptable ways to allow income averaging whenever possible.

4. DENSITY

a. Commercial density

i. FAR at "four corners" at 34th Street at 10th/11th Avenues

The Administration agrees to establish a maximum FAR of 33 for each site, with an overall limitation of 7,363,600 square feet on the four corners by limiting the permitted distribution from the Eastern Rail Yards to 3,238,000. This represents a density reduction of 200,000 square feet.

ii. Limiting maximum permitted FAR on 11th Avenue:

The administration agrees to limit the maximum FAR to 21.6 between 36th and 38th streets and to 20.0 between 38th and 41st streets. This results in a density reduction of more than one million square feet, as detailed in the table below:

SITE	MAXIMUM FAR	ZONING FLOOR AREA REDUCTION (SF)
1069A	20	332,640
711A	20	147,200
710A	20	277,656
709A	21.6	153,163
708A	21.6	139,416
Total		1,050,075

iii. Commercial overlay between 9th and 10th Avenues

The Administration agrees to restrict commercial uses in residential buildings to one floor. However, a stand-alone two-story commercial building would be permitted due to scope issues. The Administration also agrees to create language excluding conversion to retail where there are existing ground floor residential tenants, as part of a follow-up corrective action.

iv. Along 10th Avenue

The Administration agrees to alter the proposal so that developers on the west side of 10th Avenue can exceed 13 FAR (up to a maximum of 15 FAR) only with the provision of community facilities. This will result in a commercial density reduction of approximately 500,000 square feet.

v. Theater bonus

The Administration agrees to restrict the Theater Bonus to the south side of 42nd Street between 11th Avenue and Dyer Avenue.

vi. Site at NW Corner of 42nd Street and 8th Avenue

The Administration will upzone this site from an FAR of 14.4 to a higher FAR to be determined with the Council.

b. Residential density

The Administration agrees to modify the zoning of the Hell's Kitchen midblocks between 9th and 10th Avenues between 35th and 40th Streets to R-8A, which will reduce the maximum density from 7.5 FAR to 6.0 FAR.

5. OTHER PLANNING ISSUES

a. Neighborhood open space

i. Height bonus for open space

The Administration agrees to reduce the height bonus for provision of open space in the Hell's Kitchen midblocks from a maximum height of 200 feet to 180 feet. For sites affected by this change between 36th and 38th Streets, the Administration agrees to work with the Council to meet the resulting funding gap (if any).

ii. Port Authority sites

The Administration will establish a task force with the Council and the community to work toward creating open space on Port Authority sites in the Hell's Kitchen midblocks. This task force will undertake detailed site analysis to identify optimal locations for open space within the blocks bounded by 34th and 38th Streets. The task force will engage in discussions with the Port Authority, and participate in design and construction oversight. The task force will also consider management and governance options, including but not limited to park mapping, deed restrictions, or conveyance to a non-profit organization. In the event that negotiations with the Port Authority do not result in open space on their sites, the Administration agrees to work with the Council to acquire privately-owned sites for open space.

b. Subdistrict naming

The Administration agrees to rename the Tenth Avenue Corridor Subdistrict as part of the Hell's Kitchen Subdistrict.

c. Follow-up corrective actions

The Administration agrees that the local Councilmember and Community Board 4 will be co-applicants on all follow-up corrective actions, with any disagreements between the two being resolved by the local Councilmember.

d. Special permits

i. Parking requirements

The Administration agrees that parking garage construction in excess of the minimum will be subject to a special permit. This minimum provides a modest range to account for site-specific conditions. The Administration also agrees to the grandfathering of developments in the 42nd Street Perimeter Area with building permits prior to 12/31/04.

ii. Public access improvements

The Administration agrees to make this a special permit in the Hudson Yards area, but without generating a bonus.

e. Community facilities

The Studio City site will house an expanded elementary school to serve the area. The Administration has provided a separate letter detailing funding requirements for this school.

6. CONTRACTING AND EMPLOYMENT

a. Dedicated oversight

The Department of Small Business Services (DSBS) will create a special, focused office ("the Office") to lead M/WBE contracting and minority employment initiatives in the Hudson Yards area. The key activities of the Office are described below in 6(b) and 6(c).

b. M/WBE

i. M/WBE certification partnerships

To maximize the number and value of Hudson Yards contracting opportunities available to City certified M/WBEs, the Office will seek to establish reciprocal certification agreements with the other public entities contracting for goods and services in the Hudson Yards district, such as the MTA.

ii. Bid matching and information sharing for Hudson Yards opportunities

The Office will apply DSBS' database and bid matching/alert process to Hudson Yards contracting opportunities. E-mail alerts will be sent to certified M/WBEs to inform them of new Hudson Yards opportunities as they arise. The Office also will promote usage of DSBS' online, searchable database of M/WBEs by Hudson Yards contractors and businesses.

iii. Technical assistance and preparation for contracting opportunities

The Office will tailor and target DSBS' existing M/WBE technical assistance program for anticipated Hudson Yards contracting opportunities. This involves two major components. The first is identification of the types of goods and services contracting opportunities that are likely to arise in both the short- and long-term through Hudson Yards developers, businesses and tenants. The second component is the creation of a technical assistance curriculum to build M/WBE capacity to be competitive for such anticipated contracting opportunities.

iv. Private sector alliances linking M/WBEs to Hudson Yards opportunities

Building on DSBS' current private sector partnership strategies, the Office will seek to connect M/WBEs to diversity contracting programs of major private sector developers, businesses and tenants in the new Hudson Yards district. The Office will also work with DSBS' M/WBE Advisory Committee to develop such linkages.

v. Further actions

The Administration understands that the Council intends to release a disparity study in the near future. Once the disparity study is released, the Administration is prepared to consider programs specifically designed for growing M/WBE participation, as appropriate in light of the results of the disparity study.

The Administration has demonstrated its commitment to increasing the successful participation of M/WBEs in public and private sector contracting opportunities. So far, the Administration has dramatically simplified and shortened the certification process, increased the number of certified companies, and created certification partnerships with other public entities. The Administration also has created an on-line searchable database of M/WBEs, and modified small purchase procurements to insure their participation. In addition, the Administration has extended its initiatives beyond the public sector by linking its M/WBE program to private sector diversity contracting programs and forming a M/WBE Advisory Board of business and community leaders.

In partnership with the City Council, the Administration is committed to further growing M/WBE success by building upon these foundational efforts. The Administration is exploring a range of options to do that, such as a certification partnership with New York State, and additional private sector partnerships.

The Administration recognizes that other public entities have implemented race and/or gender based strategies, such as: adopting M/WBE goals or utilization plans for a municipality and/or its agencies; or requiring prime contractors to create M/WBE utilization plans or achieve M/WBE subcontracting goals. However, the Administration also recognizes that adoption of any of these options, or any other race or gender based program, would be premature prior to the release of the City Council's forthcoming disparity study.

Following the release of the City Council's forthcoming disparity study, the Administration is prepared to consider M/WBE program options such as these, or other program enhancements. We will evaluate program options in light of the results of the study, which covers the period of 1998-2002, as well as the achievements of the City's revitalized M/WBE program during the past two years. Our approach will be cognizant of the critical need to ensure that M/WBEs in construction and other industries have a full and fair opportunity to share in the success of the Hudson Yards project.

c. Workforce Participation

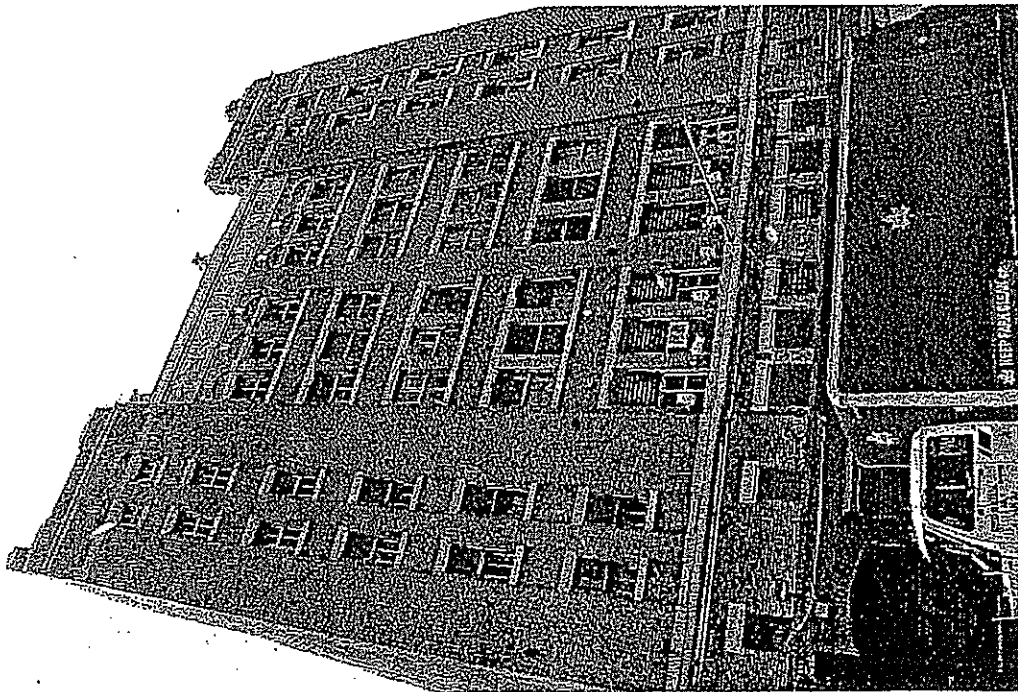
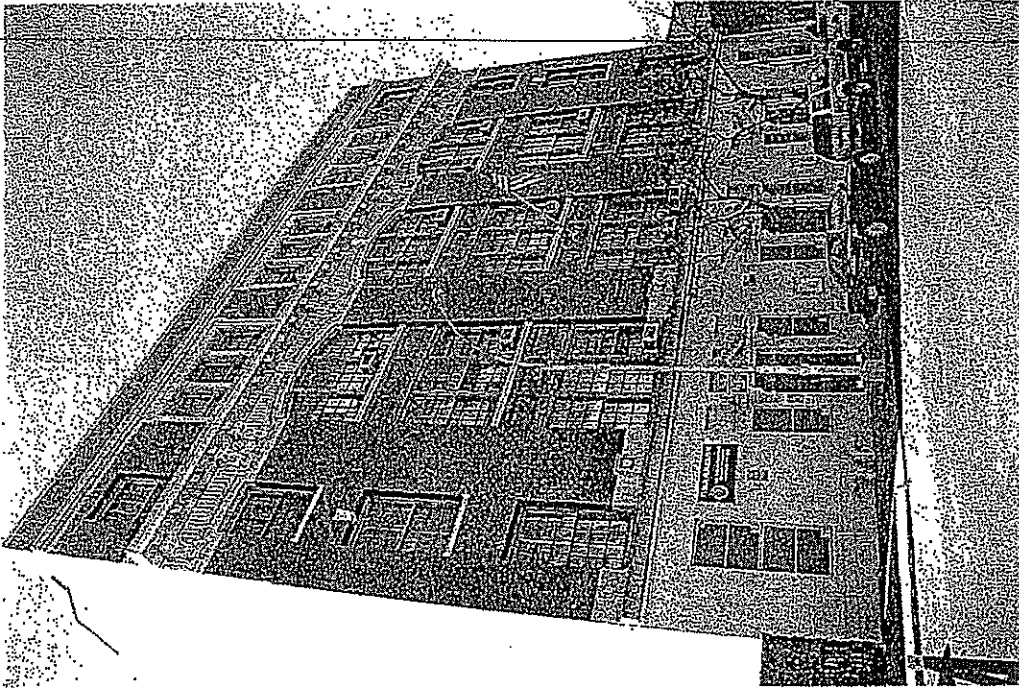
i. Pre-apprenticeship programs

The Administration and the Office will work with the Council towards an agreement with trade unions to establish and fund a pre-apprenticeship program that links economically disadvantaged New Yorkers from throughout the five boroughs to union careers in the construction trades. Specific eligibility criteria (e.g., language, math and literacy skills), training program curricula and program scale will be established through collaboration with the building trade unions, with scale based on demand for construction labor generated by Hudson Yards development.

ii. Job placement

The Office will coordinate large-scale hiring initiatives linking New York City job seekers to employment opportunities in the Hudson Yards district. These initiatives may be based at the Workforce1 Career Centers in each of the five boroughs, in collaboration with Community Based Organizations to assist with outreach to economically disadvantaged job seekers and/or communities. DSBS may eventually establish a Workforce1 Career Center affiliate in the Hudson Yards district.

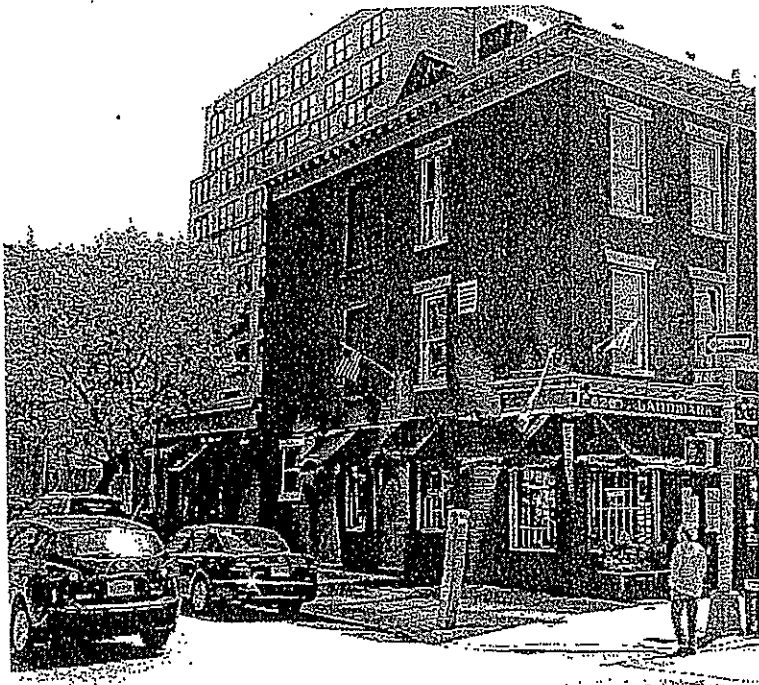
EXHIBIT C: PROPOSED INDIVIDUAL LANDMARK PHOTOS



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Acker, Merrill & Condit Company warehouse, 536 West 46th Street - S/NK-eligible



The Landmark Tavern, 626 Eleventh Avenue



CITY PLANNING COMMISSION
CITY OF NEW YORK
OFFICE OF THE CHAIR

October 26, 2009

Sharon L. Greenberger
President and CEO
New York City School Construction Authority
30-30 Thomson Avenue
Long Island City, NY 11101-3045

Dear Ms. Greenberger,

This is in response to your letter of September 11, 2009 in which notice was given to the City Planning Commission of the proposed site selection of Block 1073, Lot 1 (portion) in the borough of Manhattan (Community District 4) for the construction of a 630-seat Primary/Intermediate School for Manhattan.

In view of the need for additional elementary/intermediate school capacity in this area of Manhattan, the City Planning Commission recommends in favor of the proposed site for a new school facility.

Very Sincerely,

Amanda M. Burden

C: Ross J. Holden
Kathleen Grimm
Betty Mackintosh
Edith Hsu-Chen

Amanda M. Burden, FAICP, Chair
22 Reade Street, New York, NY 10007-1216
(212) 720-3200 FAX (212) 720-3219
nyc.gov/planning





September 11, 2009

The Honorable Christine C. Quinn
Speaker of the City Council
City Hall
New York, New York 10007



**Re: New, Approximately 630-Seat Primary/Intermediate School Facility
Community School District No. 2**

Dear Speaker Quinn:

Attached please find copies of the site selection notification for the selection of Block 1073, Lot 1 (portion), located in the Borough of Manhattan, for the development of a new, approximately 630-seat replacement facility for P.S. 51 in Community School District No. 2. The proposed site is located within the area of the West 44th Street and Eleventh Avenue project for which the Department of Housing Preservation and Development recently submitted applications under the Uniform Land Use Review Procedure.

This notification was sent to Manhattan Community Board No. 4 and the City Planning Commission. The Notice of Filing for this site selection will be published in the New York Post and City Record on September 11, 2009, and the SCA will continue to accept public comments until October 26, 2009.

I have also attached the Site Plan and Alternate Sites Analyses for your review. If you require any additional information, please do not hesitate to contact Ross J. Holden, Vice President and General Counsel, at (718) 472-8220.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Sharon L. Greenberger'.

Sharon L. Greenberger
President and CEO

Attachments

c: Kathleen Grimm, Deputy Chancellor
Hon. Melinda Katz, Land Use Committee
Hon. Jessica Lappin, Subcommittee on Landmarks,
Public Siting & Maritime Uses
Gail Benjamin, Director, Land Use Division
Alonzo Carr, Land Use Division



September 11, 2009



The Honorable Scott M. Stringer
President, Borough of Manhattan
One Centre Street, 19th Floor
New York, New York 10007

**Re: New, Approximately 630-Seat Primary/Intermediate School Facility
Community School District No. 2**

Dear Borough President Stringer:

Attached please find copies of the site selection notification for the selection of Block 1073, Lot 1 (portion), located in the Borough of Manhattan, for the development of a new, approximately 630-seat replacement facility for P.S. 51 in Community School District No. 2. The proposed site is located within the area of the West 44th Street and Eleventh Avenue project for which the Department of Housing Preservation and Development recently submitted applications under the Uniform Land Use Review Procedure.

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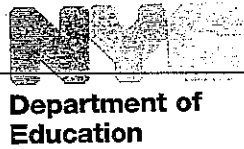
Sharon L. Greenberger
President and CEO

Attachments

c: Kathleen Grimm, Deputy Chancellor



September 11, 2009



Mr. John Weis
Chairperson
Manhattan Community Board No. 4
330 West 42nd Street, 26th Floor
New York, New York 10036

**Re: New, Approximately 630-Seat Primary/Intermediate School Facility
Community School District No. 2**

Dear Mr. Weis:

Pursuant to §1731 of the New York City School Construction Authority Act, notice is hereby given of the proposed site selection of Block 1073, Lot 1 (portion), located in the Borough of Manhattan, for the development of a new, approximately 630-seat replacement facility for P.S. 51 in Community School District No. 2. The proposed site is located within the area of the West 44th Street and Eleventh Avenue project for which the Department of Housing Preservation and Development recently submitted applications under the Uniform Land Use Review Procedure.

Section 1731.2 states that within thirty (30) days of this notice, a public hearing with sufficient public notice shall be held by each affected community board on any or all aspects of the Site Plan. You may request the attendance of representatives of the Authority or Department of Education at this hearing.

In addition, §1731.3 states that within forty-five (45) days of this notice, each affected community board shall prepare and submit to the Authority written comments on the Site Plan. Attached please find copies of the Notice of Filing, Site Plan, and the Alternate Sites Analyses for this proposed action. The Authority will accept public comments on this proposed Site Plan until October 26, 2009. All comments will be taken into consideration in the Authority's final decision regarding this matter.

If you require any additional information, please contact Ross J. Holden, Vice President and General Counsel, at (718) 472-8220.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Sharon L. Greenberger'.

Sharon L. Greenberger
President and CEO

c: Kathleen Grimm, Deputy Chancellor
Richard J. Benfatto, Jr., Esq., District Manager, Manhattan Community District No. 4



September 11, 2009



**Department of
Education**

Amanda M. Burden, FAICP
Chair
City Planning Commission
22 Reade Street
New York, New York 10007

**Re: New, Approximately 630-Seat Primary/Intermediate School Facility
Community School District No. 2**

Dear Ms. Burden:

Pursuant to §1731 of the New York City School Construction Authority Act, notice is hereby given of the proposed site selection of Block 1073, Lot 1 (portion), located in the Borough of Manhattan, for the development of a new, approximately 630-seat replacement facility for P.S. 51 in Community School District No. 2. The proposed site is located within the area of the West 44th Street and Eleventh Avenue project for which the Department of Housing Preservation and Development recently submitted applications under the Uniform Land Use Review Procedure.

Attached please find copies of the Notice of Filing, Site Plan, and Alternate Sites Analyses for this proposed action. The Authority will accept public comments on this Site Plan until October 26, 2009. All comments will be taken into consideration in the Authority's final decision regarding this matter.

If you require any additional information, please do not hesitate to contact Ross J. Holden, Vice President and General Counsel, at (718) 472-8220.

Sincerely,

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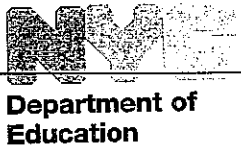
Sharon L. Greenberger
President and CEO

Attachments

c: Kathleen Grimm, Deputy Chancellor
Sarah Whitham, NYC Department of City Planning



September 11, 2009



The Honorable Thomas K. Duane
New York State Senate, 29th District
District Office
322 Eighth Avenue, Suite 1700
New York, New York 10001

**Re: New, Approximately 630-Seat Primary/Intermediate School Facility
Community School District No. 2**

Dear Senator Duane:

Attached please find copies of the site selection notification for the selection of Block 1073, Lot 1 (portion), located in the Borough of Manhattan, for the development of a new, approximately 630-seat replacement facility for P.S. 51 in Community School District No. 2. The proposed site is located within the area of the West 44th Street and Eleventh Avenue project for which the Department of Housing Preservation and Development recently submitted applications under the Uniform Land Use Review Procedure.

This notification was sent to Manhattan Community Board No. 4 and the City Planning Commission. The Notice of Filing for this site selection will be published in the New York Post and City Record on September 11, 2009, and the SCA will continue to accept public comments until October 26, 2009.

I have also attached the Site Plan and Alternate Sites Analyses for your review. If you require any additional information, please do not hesitate to contact Ross J. Holden, Vice President and General Counsel, at (718) 472-8220.

Sincerely,

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Sharon L. Greenberger
President and CEO

Attachments

c: Kathleen Grimm, Deputy Chancellor



September 11, 2009



Department of
Education

Community Education Council No. 2
333 Seventh Avenue
New York, New York 10001

Attn: President

**Re: New, Approximately 630-Seat Primary/Intermediate School Facility
Community School District No. 2**

Dear Community Education Council No. 2:

Pursuant to §1731 of the New York City School Construction Authority Act, notice is hereby given of the proposed site selection of Block 1073, Lot 1 (portion), located in the Borough of Manhattan, for the development of a new, approximately 630-seat replacement facility for P.S. 51 in Community School District No. 2.

This notification was sent to Manhattan Community Board No. 4 and the City Planning Commission. We have requested that Manhattan Community Board No. 4 hold a public hearing on the proposed site selection within thirty (30) days of this notice, and the SCA will continue to accept public comments until October 26, 2009.

I have also attached the Site Plan and Alternate Sites Analyses for your review. If you require any additional information, please do not hesitate to contact Ross J. Holden, Vice President and General Counsel, at (718) 472-8220.

Sincerely,

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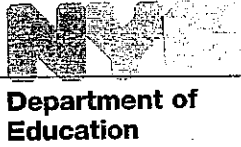
Sharon L. Greenberger
President and CEO

Attachments

c: Kathleen Grimm, Deputy Chancellor



September 11, 2009



The Honorable Richard Gottfried
New York State Assembly, 75th District
District Office
242 West 27th Street
New York, New York 10001

**Re: New, Approximately 630-Seat Primary/Intermediate School Facility
Community School District No. 2**

Dear Assemblyman Gottfried:

Attached please find copies of the site selection notification for the selection of Block 1073, Lot 1 (portion), located in the Borough of Manhattan, for the development of a new, approximately 630-seat replacement facility for P.S. 51 in Community School District No. 2. The proposed site is located within the area of the West 44th Street and Eleventh Avenue project for which the Department of Housing Preservation and Development recently submitted applications under the Uniform Land Use Review Procedure.

This notification was sent to Manhattan Community Board No. 4 and the City Planning Commission. The Notice of Filing for this site selection will be published in the New York Post and City Record on September 11, 2009, and the SCA will continue to accept public comments until October 26, 2009.

I have also attached the Site Plan and Alternate Sites Analyses for your review. If you require any additional information, please do not hesitate to contact Ross J. Holden, Vice President and General Counsel, at (718) 472-8220.

Sincerely,

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Sharon L. Greenberger
President and CEO

Attachments

c: Kathleen Grimm, Deputy Chancellor



RAFAEL E. CESTERO
Commissioner
HOLLY M. LEICHT
Deputy Commissioner
SHAMPA CHANDA
Assistant Commissioner

Office of Development
Planning
100 Gold Street
New York, N.Y. 10038

NOTICE OF COMPLETION OF THE FINAL ENVIRONMENTAL IMPACT STATEMENT

January 13, 2009

West 44th Street and Eleventh Avenue Rezoning

Project Identification:

CEQR No. 09HPD022M
ULURP Nos. 100051ZMM
N100052ZRM
100053ZSM
100054ZSM
100055HAM

Lead Agency:

New York City Department of Housing
Preservation and Development (HPD)
100 Gold Street
New York, NY 10038

Contact Person:

Patrick Blanchfield, AICP
Director, Environmental Planning Unit, HPD

SEQRA Classification: Type I

Pursuant to City Environmental Quality Review (CEQR), Mayoral Executive Order No. 91 of 1977, and the regulations of Article 8 of the State Environmental Conservation Law, State Environmental Quality Review Act, as found in 6 NYCRR Part 617, a Final Environmental Impact Statement (FEIS) has been prepared for the action described below. Copies of the FEIS are available for public inspection at the office of the undersigned.

A Notice of Completion for the Draft Environmental Impact Statement (DEIS) was issued on August 5, 2009 and a public hearing on the DEIS was held at Spector Hall, 22 Reade Street, New York, New York on December 2, 2009 in conjunction with the City Planning Commission's (CPC) hearing pursuant to the Uniform Land Use Review Procedure (ULURP). Comments on the DEIS were accepted by HPD until December 14, 2009. The FEIS reflects all substantive comments made on the DEIS during the public hearing and subsequent comment period and additional analysis conducted subsequent to the completion of the DEIS.

A. PROJECT DESCRIPTION

The proposal involves an application by the New York City Department of Housing Preservation and Development (HPD; the "applicant"), on behalf of the project sponsor, 44th Street Development LLC, for several discretionary actions (collectively, the "Proposed Actions") including the disposition of City-owned property, zoning map and text amendments, special permits, and designation of an Urban Development Action Area and the approval of an Urban Development Action Area Project ("UDAAP").

West 44th Street and Eleventh Avenue Rezoning
Notice of Completion for the Final Environmental Impact Statement
CEQR No. 09HPD022M
Page 2

The Proposed Action would facilitate the development of affordable and market-rate housing, retail space, and the relocation and expansion of the existing P.S. 51 public school (collectively, the "Proposed Project") on Block 1073, Lot 1 (the "Project Site") in the Clinton neighborhood of Manhattan Community District 4. The Proposed Project would complement the ongoing residential redevelopment of Manhattan's west side and enliven an underutilized site with much needed affordable housing, retail space, and a new and larger replacement school, as described below.

In addition to the actions identified above, the Proposed Actions include site plan approval for the relocation and expansion of P.S. 51 within the Project Site. The school would be constructed by the New York City School Construction Authority (SCA) and maintained by the New York City Department of Education (DOE). The existing P.S. 51 school building would remain in operation until the new school facility is completed on the Project Site. Once the new school facility is completed, DOE would surrender the existing school and the building would be converted to residential use. The SCA, an Involved Agency, is the applicant for the site selection action and would be responsible for the design and construction of the school on the Project Site. However, as stated above, all development on the Project Site is herein collectively referred to as the "Proposed Project." Under the terms of its enabling legislation, the SCA must comply with the State Environmental Quality Review Act (SEQRA; Part 617 of Title 6 of New York Code of Rules and Regulations) and Section 14.09 of the New York State Historic Preservation Act of 1980.

The project sponsor may seek tax-exempt bonds for the residential component of the Proposed Project through the New York State Housing Finance Agency's (HFA) 80/20 Housing Program. At this time, no commitment to fund the Proposed Project has been made by the HFA. Therefore, HFA is an Involved Agency and would have to comply with SEQRA and Section 14.09 of the New York State Historic Preservation Act in the event that funding is provided.

Implementation of the Proposed Actions requires discretionary approvals from the CPC, the City Council, and other related actions subject to the City's Uniform Land Use Review Procedure (ULURP)¹. Therefore, the Proposed Actions are subject to environmental review pursuant to SEQRA and New York City's Executive Order 91 of 1977, as amended, establishing City Environmental Quality Review (CEQR). HPD, as CEQR Lead Agency, has determined that an Environmental Impact Statement (EIS) be prepared to examine and disclose the potential environmental impacts of the Proposed Actions.

The Proposed Project would result in residential buildings of varying heights. At the western end of the block would be Building A, a 7-story, roughly C-shaped base with frontage on West 44th Street, West 45th Street, and Eleventh Avenue. Above the base would be a tower. The center portion of the tower, which would be located on the southwest corner of West 45th Street and Eleventh Avenue would rise to 31 stories. From this central tower, a 12- to 28-story wing of the tower would extend eastward along West 45th Street, and a 30-story wing would extend southward along Eleventh Avenue, ranging from 28 to 31 stories. The project's retail component would be located on the ground-floor of this building's Eleventh Avenue frontage.

¹ The relocation and expansion of P.S. 51 on the Project Site would require site plan approval by the Mayor and City Council pursuant to the requirements of the New York City School Construction Authority Act and would not be subject to ULURP.



West 44th Street and Eleventh Avenue Rezoning
Notice of Completion for the Final Environmental Impact Statement
CEQR No. 09HPD022M
Page 3

Adjacent to Building A (described above) to the east, located midblock, would be Building B, a mid-rise structure with 100 percent of its units qualifying as affordable housing. A seven-story base of this building would front West 44th Street, and a nine-story base would front West 45th Street. The tower portion of Building B would rise to 14 stories and extend north-south through the site and east along West 45th Street. An approximately 10,700-square-foot landscaped open space would be provided within the interior of the western portion of the Project Site, which will be available for use by residents of Buildings A and B.

East of the mid-rise portion of Building B on West 45th Street, the existing five-story school (P.S. 51) would be converted to residential use. All of the units in the converted P.S. 51 building would be market rate. P.S. 51 would be relocated to a new building on the southern portion of the block, with its main entrance moving from West 45th Street to West 44th Street. The expanded and relocated school building would rise to a height of five stories and would contain approximately 630 seats, an increase from its current 276-seat capacity. A new playground for P.S. 51 would occupy an area north and west of the new school. As described above, the existing school on the Project Site would remain operational until the new school is constructed. Once the new school building is completed, the DOE would surrender the existing school, which would be converted to residential use.

East of the existing and proposed schools is the existing Amtrak rail cut. A platform would be constructed above the Amtrak railroad right-of-way to facilitate the construction of two 14-story residential buildings, one on West 44th and one on West 45th Streets (Buildings CN and CS). Between the buildings would be an open area for residents. All of the units within Buildings CN and CS would qualify as affordable housing.

Under the terms of its enabling legislation, the SCA must comply with the requirements of SEQRA. As part of the Proposed Project, SCA would incorporate measures into the design of the new school building or its standard operating procedures for design and construction to preclude significant adverse impacts associated with historic resources, hazardous materials, pedestrian safety, air quality, and noise as follows:

- **Historic Resources:** The SCA would develop and implement Construction Protection Plans (CPP) for P.S. 51 and the nearby former Houbigant Building in consultation with the New York State Offices of Parks, Recreation, and Historic Preservation (OPRHP) and the New York City Landmarks Preservation Commission (LPC) prior to construction. The CPP(s) would follow the requirements established in the Department of Building's (DOB) *TPPN #10/88*, concerning procedures for the avoidance of damage to adjacent historic structures from nearby construction. It would also follow the guidelines set forth in Section 523 of the *CEQR Technical Manual*, including conforming to LPC's *Guidelines for Construction Adjacent to a Historic Landmark and Protection Programs for Landmark Buildings*.

A Letter of Resolution, which identifies these measures to avoid adverse impacts from the construction of the new P.S. 51, would be executed among OPHRP, SCA, HPD, and 44th Street Development LLC prior to any construction activities on the Project Site.

- **Hazardous Materials:** The SCA has conducted a Phase II Environmental Site Investigation to confirm subsurface conditions. Based on the findings of the Phase II Environmental Site Investigation, the SCA would develop management plans (e.g., soil management plan, groundwater management plan, Construction Health and Safety Plan (CHASP), etc.) to address



any hazardous materials that may be encountered during construction of the new school. The management plans prepared by SCA would be separate from the Remedial Action Plan (RAP) and CHASP prepared by West 44th Street Development, LLC for the remainder of the Proposed Project, but would include comparable measures to protect the health and safety of construction workers, school staff and students, and the public in general during construction and subsequent occupancy.

- **Pedestrian Safety:** The SCA would provide safety measures at the intersection of West 45th Street and Tenth and Eleventh Avenues and at the West 44th Street and Eleventh Avenue intersection. Specifically, "School X-ing" pavement markings would be provided for the Eleventh Avenue southbound and West 44th Street eastbound approaches to this intersection, and the east, west, and north crosswalks of this intersection are to be striped as school crosswalks.
- **Air Quality:** The SCA would ensure that the heating, ventilating and air conditioning (HVAC) systems of the new school use either No. 2 fuel oil or natural gas. If the new school utilizes No. 2 fuel oil for HVAC, boiler exhaust stacks on the building must be located at least 60 feet from the building lines of residential buildings B and C; if the new school utilizes natural gas, boiler exhaust stacks on the building must be located at least 47 feet from the building lines of residential Buildings B and C.
- **Noise:** The SCA would incorporate well sealed double-glazed windows and central air conditioning into the design of the new P.S. 51 to achieve the minimum required window-wall attenuation level of 30 dBA.

The measures are described in greater detail in the Chapter 7, "Historic Resources," Chapter 11, "Hazardous Materials," Chapter 16, "Transit and Pedestrians," Chapter 17, "Air Quality," and Chapter 18, "Noise," of the FEIS. With these measures included as part of the SCA's proposal for the new P.S. 51 facility on the Project Site, no significant adverse impacts would occur.

Separate from the measures that would be incorporated in the design of the new school by the SCA, the residential component of the Proposed Project includes measures related to historic resources, hazardous materials remediation, air quality, and noise attenuation that will be included as part of the Proposed Project to preclude the potential for significant adverse impacts. These measures are described in greater detail below.

As shown in **Table 1** below, the Proposed Project would include up to 1,350 residential units, up to 17,500 gross square feet (gsf) of retail, and a school consisting of 97,850 gsf. Of the residential units, at least 600 and up to 700 would be affordable housing and the remainder (up to 650) would be market rate.

The proposed replacement school facility would be designed to support pre-kindergarten through eighth grade instructional needs, but grade ranges will be confirmed by the DOE closer to the date of occupancy. For the purposes of analysis, it is assumed that the new P.S. 51 would contain 630 seats for elementary and intermediate grades (kindergarten through eighth grade).



Table 1
Development Program

Use	Size	
Residential	1,350 DU	119,177 GSF
School	630 Seats ¹	97,850 GSF
Retail	17,500 GSF	
Accessory Parking	204 Spaces	
Notes:		
DU – dwelling units		
¹ The existing school contains 276 elementary seats. The proposed school would be expanded by 354 seats for a total of 630 elementary and intermediate seats.		

The residential component would have a vehicular entrance on West 45th Street and pedestrian entrances on both West 44th and West 45th Streets. The expanded school would have its entrance on West 44th Street. The ground floor retail would be accessed from Eleventh Avenue. A total of up to 204 off-street, accessory parking spaces would be provided for the residential units and ground floor retail in a below-grade garage on the Project Site. The garage would have access from a ramp located midblock that has access from West 45th Street. Deliveries for the buildings would be from the curbside of West 44th and West 45th Streets as well as Eleventh Avenue.

The project sponsor and the SCA plan to begin construction in late 2010, with completion of all of the project components in 2013.

PURPOSE AND NEED

The Proposed Actions would facilitate the development of affordable and market-rate housing, retail space, and the relocation and expansion of P.S. 51. The Proposed Actions would complement the ongoing residential redevelopment of Manhattan’s West Side and enliven an underutilized site with much-needed affordable housing, retail space, and a new expanded school facility that could accommodate elementary and intermediate levels. It would be consistent with the City’s public policy of providing increased housing to meet the needs of its population.

The current school facilities on the Project Site date back to 1905 and were originally planned as an annex to a since-demolished school building. The current facilities are programmatically limited and outmoded. As described in Chapter 4, “Community Facilities and Services” of the FEIS, elementary schools in Community School District 2 are currently operating at or above capacity. The Proposed Actions would result in the creation of a new, state-of-the-art school facility with additional capacity on the Project Site. P.S. 51 would be expanded by approximately 354 seats to contain 630 seats.

The Project Site is well-suited to accommodate the proposed mixed-use development. However, the requested bulk waivers, described below, are required to develop the project as currently proposed, in order to accommodate the dual public purpose of providing affordable housing and a new, expanded school on the same site. In addition, the development on the Project Site is somewhat constrained by the presence of the Amtrak rail cut. The proposed residential, community facility, and retail uses would be compatible with the existing uses in the surrounding area. The Proposed Actions would continue the trend of residential development in the area and would provide new retail and community facility uses to an area with a growing residential population. It would also replace the existing school facilities with new modern facilities and provide additional elementary and intermediate school capacity in Community School District 2.



DESCRIPTION OF THE PROPOSED ACTIONS

The Proposed Actions would involve the following actions by the CPC, which are subject to ULURP:

- **Disposition of City-owned Property and UDAAP Designation:** HPD is seeking disposition authority for certain portions of the Project Site (Block 1073, Lot 1), herein referred to as the "Disposition Area," consistent with the Proposed Action's ULURP application. In conjunction with the disposition of City-owned property to the project sponsor to facilitate the development of affordable housing, HPD is seeking project approval and designation of the Disposition Area as an Urban Development Action Area Project (UDAAP).

The Disposition Area is described as two portions of Block 1073, Lot 1. One portion is an approximately 100-foot-wide rail cut for an Amtrak railroad right-of-way, which extends from West 44th Street to West 45th Street, at the eastern end of the Project Site. The other portion is an existing elementary school building, P.S. 51, located on West 45th Street, directly west of the rail cut. The school building measures approximately 100 feet in width and extends south into Lot 1 to a depth of approximately 59 feet. The disposition of the areas discussed above would be restricted to the bulk requirements of the General Large-Scale Development special permit, as discussed below.

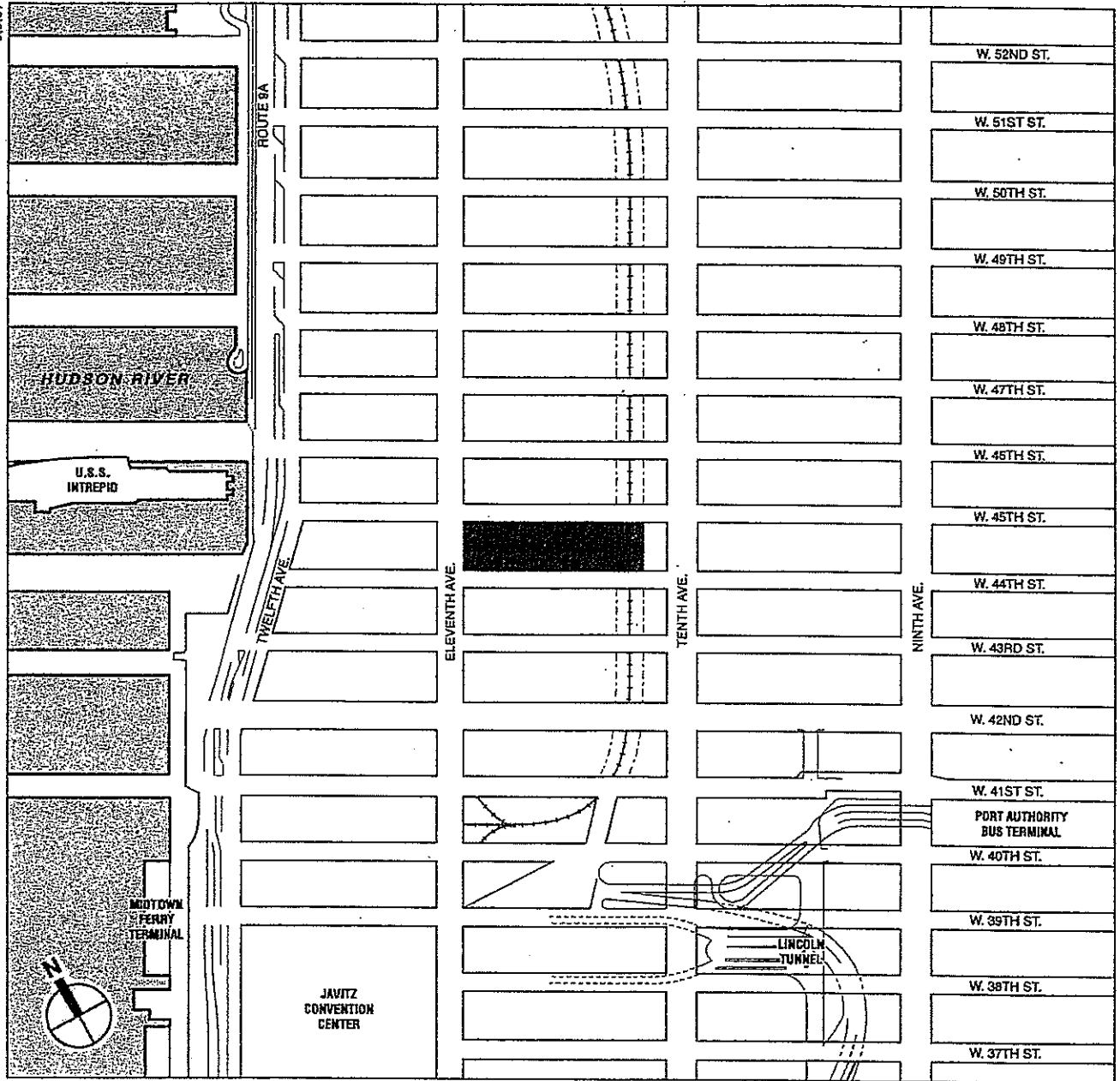
Disposition approval is only required for the aforementioned Disposition Area because the balance of the Project Site previously received disposition approval in 2001 as part of a ULURP application for a 14-story, 700,000 square foot television studio production facility, known as "Studio City" (C 010137 ZSM and C010136 PMM). Studio City also included a request for a General Large-Scale Development special permit (C 010138 ZSM) under the New York City Department of City Planning's (DCP) proposed unified bulk text amendments. This application was withdrawn when the unified bulk text amendments were also withdrawn. Although approved by the CPC and the City Council, Studio City was never constructed.


As discussed above, a separate action would occur on the portion of the Project Site to facilitate the construction of a new and larger school building on West 44th Street. The SCA would seek approvals of the proposed school facility's site plan from the City Council and Mayor under Sections 1731 and 1732 of the Public Authorities Law. The building footprint for the new school is along West 44th Street, to the south of the existing school building. This area of the Project Site is excluded from HPD's Disposition Area and HPD is not seeking UDAAP designation for it.

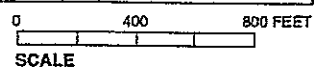
- **Zoning Map Amendment:** HPD is proposing a zoning map amendment to change the zoning of the Project Site from an M1-5 district to R8 and R10 zoning districts. It is also proposed to map a C2-5 commercial overlay over the entire Project Site. The existing M1-5 zoning district generally permits light industrial, commercial, and limited community facility uses (residential uses are not permitted in M1-5 zoning districts). Manufacturing and commercial uses have a maximum FAR of 5.0 and community facilities have a maximum FAR of 6.5. There are no height limits in M1-5 districts, and building heights and setbacks are governed by the sky exposure plane. There are no parking requirements in M1-5 zoning districts. The proposed R8 district generally allows residential uses with a maximum FAR of 6.02 and community facility uses with a maximum FAR of 6.5. The proposed R10 district generally allows residential and community facility uses, each with a maximum FAR of 10.0, but with utilization of the Inclusionary Housing (IH) Bonus, a



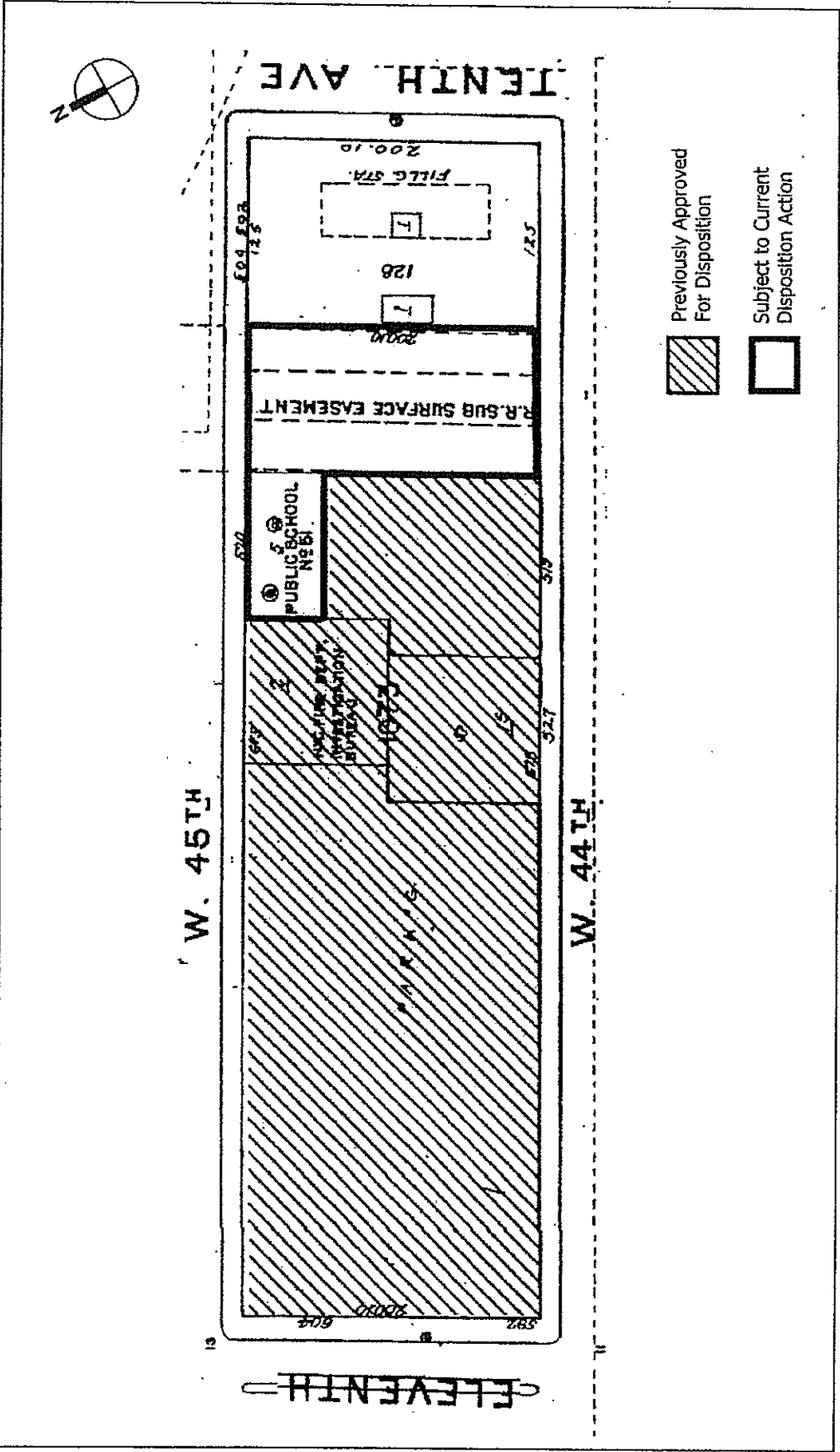
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 Project Site



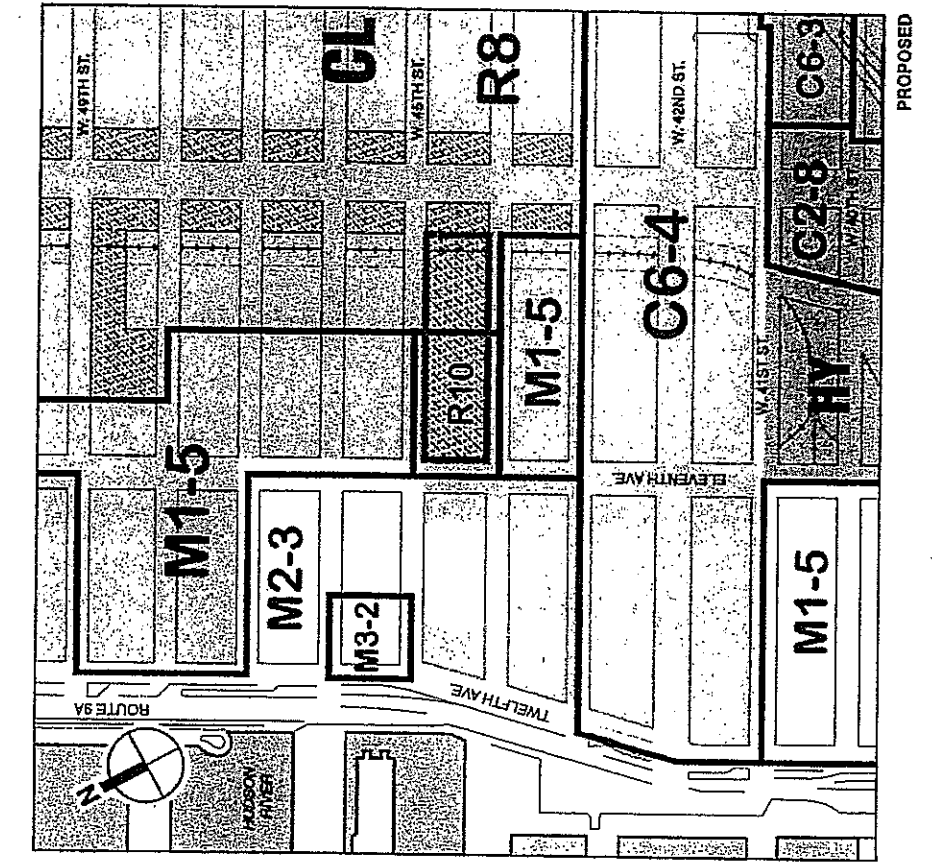
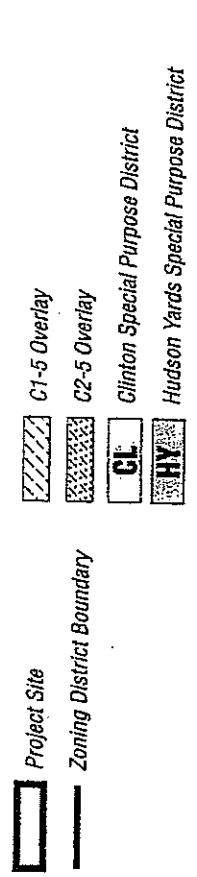
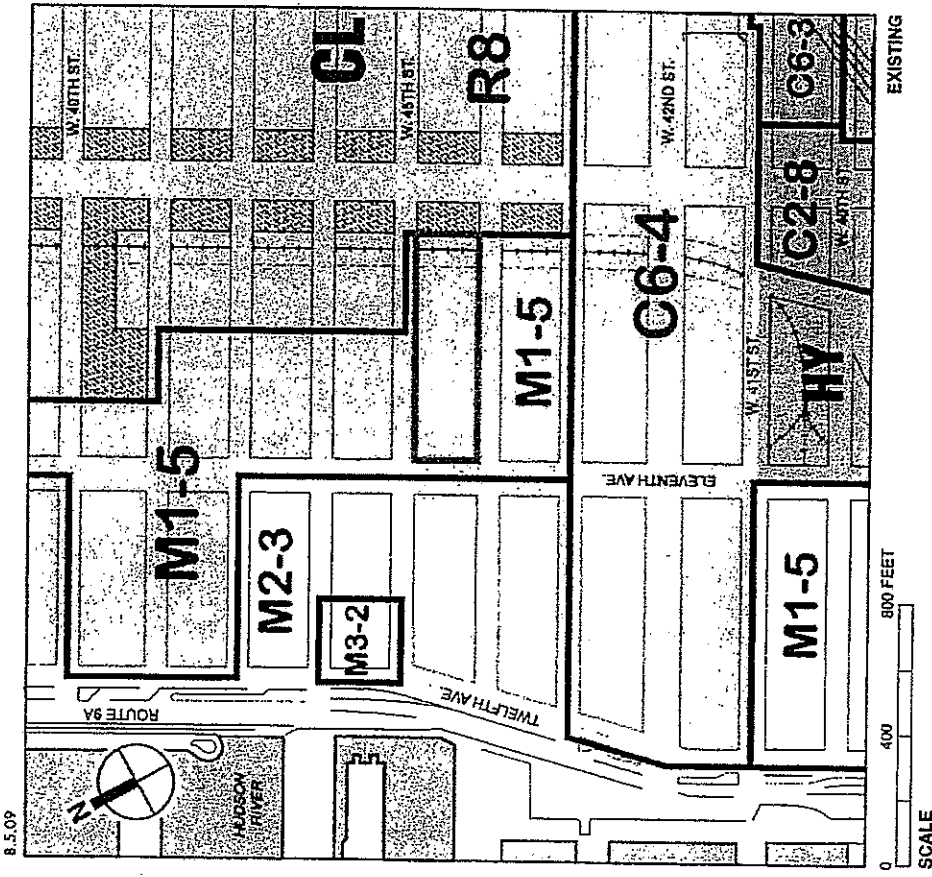
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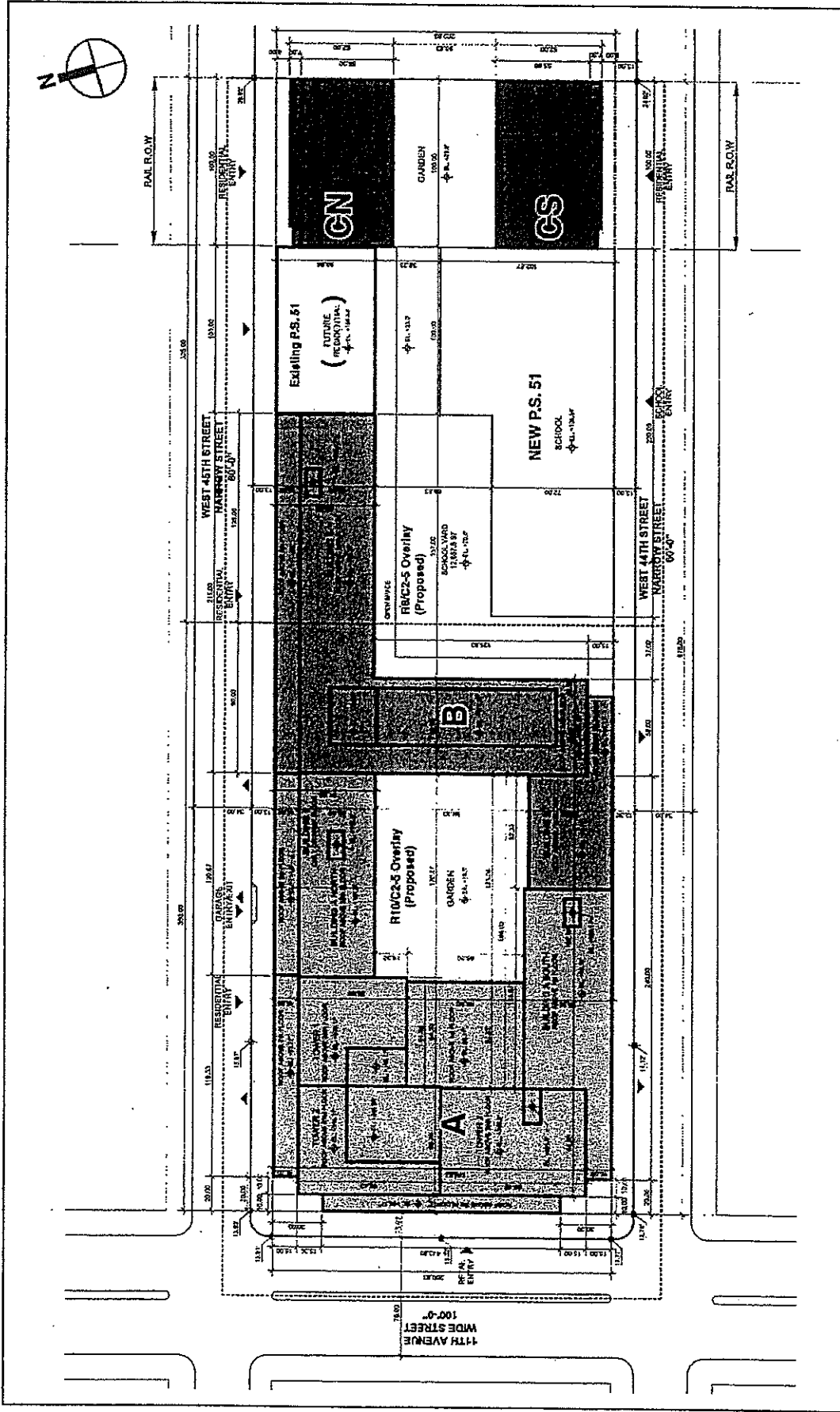
-  Previously Approved For Disposition
-  Subject to Current Disposition Action

Disposition Map

WEST 44TH STREET AND ELEVENTH AVENUE REZONING



Existing and Proposed Zoning



maximum residential FAR of 12.0 is allowed in R10 districts. The C2-5 commercial overlay allows for commercial uses with a maximum FAR of 2.0.

- **Zoning Text Amendment:** HPD is proposing a zoning text amendment to designate a portion of the Project Site as an Inclusionary Housing designated site, as follows: Currently, pursuant to the definition of lower income housing in Section 23-911, lower income housing provided under the Inclusionary Housing program may include standard units assisted under city, state or federal programs only within Inclusionary Housing designated areas. Therefore, to allow the Project Site's proposed Inclusionary Housing to include such assisted dwelling units, it is proposed to amend Section 96-82 to define the R10 portion of the Project Site as an Inclusionary Housing designated area within Manhattan's Special Clinton District.
- **Special Permit to Establish a General Large-Scale Development:** Pursuant to ZR Section 74-74, the CPC may establish General Large-Scale Developments (GLSD), within which, pursuant to Section 74-743 (a), the CPC may permit modifications of the applicable bulk regulations, including the distribution of floor area, dwelling units, lot coverage and open space without regard for zoning lot lines or district boundaries; and the location of buildings without regard for the applicable yard and court distance between buildings, or height and setback requirements. The GLSD special permit would apply to the entire Project Site. The modifications being requested are as follows:

1) Modification of rear-yard equivalent requirements:

The modification of the rear yard equivalent requirements of ZR Sections 23-532 and 33-283 is requested in order to provide a larger building footprint, thus maximizing the affordable housing provided on the Project Site. The modification will also allow for lower building heights, maintaining the Clinton neighborhood character. Modification of the rear yard equivalent requirements is hereby limited to three locations on the through lot portion of the Project Site:

- a) The portion of Tower 1 of Building A, located within the through lot portion of the Project Site, encroaches into the required rear yard equivalent. In this location, it is therefore requested to reduce the required residential rear yard equivalent for a distance of 39.33 feet.
- b) A portion of the L-shaped Building B (located midblock on the Project Site), extends across the rear yard equivalent area, requiring a waiver of the residential rear yard equivalent for a distance of 58 feet.
- c) An approximately 100-foot-wide portion of the new school building encroaches into the rear yard equivalent area to allow the new school's gymnasium to contain a regulation sized basketball court. In this location, it is requested to reduce the required residential and community facility rear yard equivalents to 38.3 feet from 60 feet and 40 feet, respectively.



2) Modification of height and setback requirements:

Pursuant to ZR Sections 23-632 and 33-431, in R8 and R10 districts (and C2-5 districts mapped with R8 and R10 districts), the maximum permitted street wall height is 85 feet, above which, a minimum initial setback of 20 feet on a narrow street and 15 feet on a wide street is required. In addition, any building must set back under a sky exposure plane having a vertical to horizontal ratio of 2.7 to 1 on a narrow street and 5.6 to 1 on a wide street. Pursuant to Section 23-663(a), above a height of 125 feet, a rear setback of 20 feet must be provided from the rear yard (or rear yard equivalent) line. Pursuant to Section 74-743(a)(2), the CPC may permit the location of buildings within a GLSD without regard for the applicable height and setback regulations. Modification of the applicable height and setback requirements of Sections 23-632 and 33-431 are being requested specifically for residential buildings A, B, CN, and CS, as described in more detail below.

Building A

Modification of the applicable height and setback requirements are being requested to:

- a) Allow the street wall of Building A North (fronting West 45th Street to the east of Tower 1), to be 97.75 feet in height, exceeding the maximum street wall height of 85 feet by 12.75 feet; and to allow the initial setback distance above the street wall height to be 15 feet, five feet less than the initial setback of 20 feet required along narrow streets;
- b) Allow the initial setback distance along Eleventh Avenue for Towers 2 and 3 to be 10 feet, five feet less than the required minimum of 15 feet along wide streets;
- c) Allow the initial setback distance along West 44th and West 45th Streets for Towers 1, 2, and 3 to be 15 feet, five feet less than required 20 feet along narrow streets;
- d) Allow Towers 1, 2, and 3 to penetrate the sky exposure plane above a height of approximately 140 feet on West 44th and West 45th Streets and approximately 155.59 feet on Eleventh Avenue; and
- e) Waive the rear setback above a height of 125 feet requirement for the rear wall of Tower 1 (the rear wall of Tower 1 will rise without setback from the ground to a height of 285 feet);

Building B

Modification of the applicable height and setback requirements are being requested to:

- a) Allow the street wall along West 45th Street to be 89.67 feet in height, exceeding the maximum street wall height of 85 feet by 4.67 feet (the street wall along West 44th Street will be 69 feet in height, which is within the requirement);
- b) Allow the initial setback distance along both West 44th Street and West 45th Streets to be 15 feet, five less than the required 20 feet along narrow streets;
- c) Allow the front wall of the building to penetrate the sky exposure plane above a height of 106 feet;



- d) Waive the rear setback above a height of 125 feet requirement for the portion of the building within the rear yard equivalent area.

Buildings CN and CS (over the rail cut)

Modification of the applicable height and setback requirements are being requested to:

- a) Allow the street wall of Building CN along West 45th Street to be 87.67 feet in height, exceeding the maximum street wall height of 85 feet by 2.67 feet;
- b) Allow the street wall of Building CS along West 44th Street to be 89.92 feet in height, exceeding the maximum street wall height of 85 feet by 4.92 feet;
- c) Allow the initial setback distance along both West 44th Street and West 45th Streets to be 15 feet, five less than the required 20 feet along narrow streets;
- d) Allow both buildings to penetrate the sky exposure plane above a height of approximately 145 feet; and
- e) Waive the rear setback above a height of 125 feet requirement for the rear walls of both buildings. The rear wall of buildings CN and CS will rise without setback from the ground to heights of 135.77 and 138.02 feet, respectively.

3) Modification of the minimum distance between buildings requirement:

Pursuant to Section 23-711, for buildings having a maximum building height greater than 50 feet, the minimum distance between a residential building and any other building on the zoning lot is 50 feet where only one of the buildings walls contains legally required windows (i.e., windows required for residential dwelling units). Pursuant to Section 74-743(a)(2), the CPC may permit the location of buildings within a GLSD without regard for the applicable distance between buildings regulations. This modification is being requested to:

- a) Reduce the minimum distance between the east-facing wall on the through-lot portion of Building B (which will have legally required windows) and the west-facing wall of the new school building (which, although it may have windows, will not have legally required windows) to 37 and 47 feet from the minimum required 50 feet; and
- b) Reduce the minimum distance between the north-facing wall of the new school building (which will not have legally required windows) and the south-facing wall of the existing P.S. 51 building (which will be retained and converted to residential use) to 47 feet from the minimum required 50 feet.

4) Modification of the open space requirement:

Pursuant to Section 23-142, in R8 districts, the amount of open space required to be provided is determined by the applicable open space ratio (OSR) associated with the height factor for the building(s) on the zoning lot. Pursuant to Section 74-743(a)(1), the CPC may

permit the distribution of the total required open space within a GLSD without regard for zoning district boundaries.

For purposes of determining the applicable OSR, the height factor for the buildings in the R8 portion of the Project Site is 11, the associated OSR is 8.9 and the required open space is 25,008 square feet. However, because only 10,445 square feet of the required open space can be located in the R8 portion of the Project Site, a modification of the open space requirement of Section 23-142 is requested to allow the remaining required open space to be located in the R10 portion of the Project Site. The Proposed Project will provide a total of 28,596 square feet of open space on the Project Site, approximately 3,600 square feet more than required. In addition to the required open space, the new playground proposed in conjunction with the new school building, will provide an additional 12,500 square foot open space area on the Project Site.

- **Special Permit for Construction above a Railroad Right-of-Way:** As discussed above, the Proposed Actions include the development two residential buildings over the existing Amtrak right-of-way. HPD is seeking approval by the CPC of a special permit to construct portions of the Proposed Project (buildings CN and CS) above an active railroad right-of way pursuant to ZR Section 74-681 (Development within or over a railroad or transit right-of-way or yard) of the New York City Zoning Resolution.

OTHER ACTIONS

- **School Site Plan Approval:** The relocation and expansion of P.S. 51 on the Project Site would require site plan approval by the Mayor and City Council pursuant to the requirements of the New York City School Construction Authority Act. (For more information, see "Coordination with Other Review Processes," below, in section D, "Environmental Review Process.")
- **State Financing:** Implementation of the Proposed Actions may require approval for financing from the New York State Housing Finance Agency (HFA) through its 80/20 Housing Program.
- **State Pollution Discharge Elimination System (SPDES) Permit:** Construction resulting from the Proposed Actions would require a SPDES permit for stormwater discharges associated with construction activities issued by the New York State Department of Environmental Conservation (DEC).
- **Amtrak:** The construction of project components above the rail cut would require administrative approval by AMTRAK.
- **Letter of Resolution:** As discussed in Chapter 7 "Historic Resources," a Letter of Resolution (LOR) among HPD, 44th Street Development LLC, the SCA, and the New York State Office of Parks, Recreation and Historic Preservation (OPRHP) would be executed prior to the conveyance of the residential portion of the Project Site to West 44th Street Development LLC and prior to all construction activities (including the construction of the new school). The LOR includes the steps that would be undertaken to consult with OPRHP to minimize or mitigate any adverse impacts related to archaeological or architectural resources on the Project Site. The LOR is legally binding and a property covenant would be recorded to require the measures stipulated in the LOR once the residential portion of the land is conveyed to West 44th Development LLC. A



draft of the LOR is currently under review at the Law Department. The LOR would be executed prior to the start of construction.

- **Restrictive Declaration:** In connection with the GLSD special permit, the sponsor would record a Restrictive Declaration that would cover the Project Site. The CPC approval for the "Disposition Area" (discussed above) would be contingent upon the execution and recording of a Restrictive Declaration upon closing, which would be approved by the CPC and bind the project sponsor and its successors or assigns to the bulk requirements contained in the GLSD special permit. The Restrictive Declaration would bind the development of both parcels (the Disposition Area and the balance of the Project Site) to the GLSD special permit.

Lastly, the Land Disposition Agreement (LDA) between HPD and the project sponsor would require compliance with the bulk requirements contained in the GLSD for both the "Disposition Area" and the balance of the Project Site.

B. ENVIRONMENTAL ANALYSIS FRAMEWORK

The EIS has been prepared pursuant to City Environmental Quality Review (CEQR). As the Proposed Project is located in New York City, and involves actions (zoning map change and special permits) requiring compliance with ULURP, the environmental assessment methodologies employed in this EIS are consistent with those of the *CEQR Technical Manual*. The environmental review provides a means for decision-makers to systematically consider environmental effects along with other aspects of project planning and design, and to identify and, when practicable, avoid or minimize significant adverse environmental effects. HPD has assumed the lead agency role for this proposal.

An EIS analyzes the effects of a proposed action on its environmental setting in the year that the project would be completed. It is assumed that the Proposed Project would begin construction in late 2010 and be completed by 2013. Thus, 2013 is the analysis year for the Proposed Actions. For all technical areas that require detailed analysis, the assessment in this EIS includes a description of existing conditions, an assessment of conditions in 2013 without the Proposed Actions, assuming continued use of the site in its current state but accounting for other relevant changes in the area, and an assessment of conditions for the same year with completion of the Proposed Project. The identification and evaluation of impacts of the Proposed Actions are based on the change between the future without and with the Proposed Actions, and where significant adverse impacts have been identified, mitigation measures are proposed. As described below, the Proposed Actions would result in significant adverse impacts related to traffic, which would be fully mitigated.

EXISTING CONDITIONS

The Project Site (Block 1073, Lot 1) is located in the Clinton neighborhood of Community District 4 in Manhattan. The Project Site comprises most of the block bounded by West 44th Street to the south, Tenth Avenue to the east, West 45th Street to the north, and Eleventh Avenue to the west. It is currently zoned as an M1-5 manufacturing district, and is also within the Special Clinton District (CL). M1-5 zoning districts generally permit light industrial, commercial, and limited community facility uses. Manufacturing and commercial uses have a maximum floor-area ratio (FAR) of 5.0, and community



facilities have a maximum FAR of 6.5. There are no height limits in M1-5 districts, and building heights and setbacks are governed by the sky exposure plane. The CL is generally between 41st and 58th Streets west of Eighth Avenue. The CL was created to preserve and strengthen the residential character of the Clinton community by maintaining a broad mix of incomes and ensuring that the community is not adversely affected by new development.

Current land uses on the Project Site include a 300-space public parking lot with access from Eleventh Avenue and West 45th Street, a New York City Police Department (NYPD) parking lot, Elias Howe School (P.S. 51), a vacant warehouse (527 West 44th Street), and a horse stable (Shamrock Stables at 522 West 45th Street). All of the parcels are owned by the City of New York (the public parking and stables are leased to their current operators).

The eastern boundary of the Project Site, 125 feet west of Tenth Avenue, comprising the easternmost 100 feet of the Project Site includes an open rail cut, with tracks for Amtrak's Empire Line located approximately 30 feet below grade. Amtrak's operation of the Empire Line through the property is permitted through an easement between the City and Amtrak. A gas station is located on a separate property (Block 1073, Lot 28) along Tenth Avenue immediately east of the rail cut. The area above an elevation of 15.60 feet on West 44th Street and above an elevation of 17.64 feet on West 45th Street (air space over the rail cut) is part of the Project Site, but the gas station parcel is not part of the Project Site.

FUTURE CONDITION WITHOUT THE PROPOSED ACTION

Absent the Proposed Actions in 2013, it is assumed that no changes would occur to the Project Site and existing conditions would remain.

As discussed in the FEIS, there are a number of developments expected to be completed within the ¼-mile study area by the 2013 build year in the Future Without the Proposed Actions. In addition, development projects expected to be completed within the ½-mile study area are also described in the FEIS, as they are relevant to the No Build sections of other analysis areas.

Within the ¼-mile study area, two utility projects are under construction: the 42,655-square-foot (sf) Consolidated Edison substation at 700 Eleventh Avenue, and a below-grade City water tunnel shaft with at-grade access at 705 Tenth Avenue. There are also a number of residential projects under construction or planned for the study area that would add approximately 3,380 residential units. The largest residential project, Riverplace II, will have 1,349 units at Eleventh Avenue between West 41st and West 42nd Streets. A 1,000-unit residential building with 37,950 sf of retail will be developed at West 43rd Street between Eleventh and Twelfth Avenues.

There are three hotel projects in the ¼-mile study area: 90 hotel rooms are anticipated for 548 West 48th Street; Hotel Vu, with 222 hotel rooms, is under construction at 653 Eleventh Avenue; and a mixed-use project with 250 hotel rooms is expected at Tenth Avenue between West 41st and West 42nd Streets.

As a result of the Hudson Yards Rezoning, development is ongoing in the southern portion of the study area, to create a mixed-use community with new commercial and residential space, and a substantial amount of new open space.



FUTURE CONDITION WITH THE PROPOSED ACTION

In the future condition with the Proposed Action (Build Condition), an increase in residential development is expected to occur in the Clinton neighborhood of Manhattan, with the introduction of approximately 1,350 dwelling units and 630 school seats to the Project Site. Additionally, approximately 17,500 square feet of retail floor area and 204 accessory parking spaces are expected in the future with the Proposed Actions.

C. PROBABLE IMPACTS OF THE PROPOSED ACTIONS

The Proposed Actions have the potential to result in significant adverse impacts associated with traffic. Measures proposed to mitigate these impacts are discussed below. Implementation of provisions required through the LDA between HPD and 44th Street Development LLC would preclude the potential for significant adverse historic resources, hazardous materials, noise, and air quality impacts that could result from the Proposed Actions. In addition, SCA, as an Involved Agency, has committed to specific design and pre-construction considerations (described above) that would preclude the potential for significant adverse historic resources, hazardous materials, noise, air quality, and pedestrian impacts from the new and expanded PS 51 on the Project Site.

LAND USE, ZONING, AND PUBLIC POLICY

Overall, the Proposed Actions would not have any significant adverse impacts on land use, zoning, and public policy. The Proposed Actions would introduce new uses to an underutilized site which would be compatible with and complementary to the mixed-use nature of the surrounding neighborhood. It would map new residential zoning districts consistent with districts found in the surrounding area, and would further several of the City's stated public policies concerning land use, affordable housing, and sustainability. The Proposed Actions would result in beneficial effects associated with replacing the current land use at the Project Site with new residential and retail uses along with a new and expanded school.

LAND USE

The Proposed Actions would change the existing manufacturing zoning designation on the Project Site to a zoning designation that would permit residential and commercial uses. While the Proposed Actions would dramatically alter the land use on the Project Site by permitting its redevelopment with high-density residential and retail uses, these new uses would be compatible with and complementary to surrounding land uses. P.S. 51 would be relocated and expanded as part of the Proposed Actions, but this would not result in a new community facility use on the Project Site because the Project Site is currently occupied by a school. The expanded school would support the growing residential community in Clinton. The new land uses introduced as part of the Proposed Actions would be similar to and compatible with existing development in the area. Therefore, the Proposed Project would not result in a significant adverse impact on land use.

ZONING

The Proposed Project would require zoning map and text amendments and special permits. The site is currently zoned as an M1-5 manufacturing district and is located in an excluded area of the Special



Clinton District. With the Proposed Actions, the zoning would be changed to R8 and R10 residential districts with a C2-5 commercial overlay. The proposed zoning would be consistent with neighborhood trends of residential development at increasing densities, including several projects near West 42nd Street. Although the proposed density would be substantially greater than is currently permitted, higher-density R8 districts (and C2-8, which is an R10 equivalent commercial district) are found in the area surrounding the Project Site. Furthermore, the R8 and R10 districts would permit the development of up to 700, but no less than 600, affordable dwelling units, which would be consistent with the goals of the Special Clinton District. The proposed zoning text amendments would apply only to the Project Site and would not have the potential to affect future zoning actions in the surrounding area. The special permit would establish a General Large-Scale Development, which would allow development to occur in accordance with a project-specific site plan approved by the CPC. Therefore, the Proposed Actions would not result in significant adverse impacts on the surrounding area.

PUBLIC POLICY

The Proposed Actions would be consistent with the public policies affecting the Project Site and surrounding area. The Proposed Actions would rezone the Project Site from a manufacturing district to a residential district to facilitate the development of affordable housing, which is consistent with the objectives of the New Housing Marketplace Plan to target certain underutilized areas for redevelopment.

The Proposed Actions would also be consistent with the housing initiatives of PlaNYC 2030 in that it would pursue transit-oriented development and land use and zoning changes to direct growth toward areas with transit infrastructure, develop underused areas to knit neighborhoods together, deck over a rail line, and expand Inclusionary Housing.

The Project Site is located outside the Clinton Urban Renewal Area, but the Proposed Project would be consistent with the URA objectives, including providing high quality housing (including affordable housing), retail, community facility uses, and maximizing land use. Therefore, the Proposed Actions would not result in significant adverse impacts related to public policy.

SOCIOECONOMIC CONDITIONS

As discussed below, the Proposed Actions would not result in significant adverse impacts associated with the five socioeconomic areas of concern contained in the *CEQR Technical Manual*.

DIRECT RESIDENTIAL DISPLACEMENT

Since the Project Site does not contain any dwelling units, the Proposed Actions would not directly displace a residential population.

DIRECT BUSINESS DISPLACEMENT

The Proposed Actions would not result in significant adverse impacts due to direct business displacement. The Proposed Actions would directly displace two businesses currently located on the Project Site: a public parking lot, with an estimated 10 employees; and a horse stable, with an estimated 10 employees. While the potentially displaced businesses both contribute to the City's economy and therefore have



economic value, they do not have substantial economic value to the City or region as defined by CEQR. Study area businesses and consumers are not dependent upon the potentially displaced businesses for their business or consumer needs, and the potentially displaced businesses do not substantially contribute to neighborhood character in a socioeconomic sense. Parking services are available to residents, visitors, and consumers at other locations within the study area. As discussed in greater detail below, the loss of the horse stable and its 10 employees would not adversely affect neighborhood character, and would not result in the displacement of other area businesses which in turn could alter the character of the neighborhood.

INDIRECT RESIDENTIAL DISPLACEMENT

The Proposed Actions would not result in significant adverse impacts due to indirect residential displacement. By 2013, the Proposed Actions would increase the study area's population by an estimated 2,606 residents, or a 9.7 percent increase over the Future without the Proposed Actions condition.² Approximately half of these residents (between 1,255 and 1,448 residents) would live in the 650 to 750 market-rate units contemplated under the Proposed Actions. The remaining half (1,158 to 1,351 residents) would be living in the 600 to 700 affordable units contemplated under the Proposed Actions. Given the diversity of incomes and unit prices that would be introduced (which includes a substantial amount of affordable housing), the Proposed Actions would not generate a dramatic demographic shift that could substantially affect area rents or the socioeconomic characteristics of the study area population.

INDIRECT BUSINESS AND INSTITUTIONAL DISPLACEMENT

The Proposed Actions would not result in significant adverse impacts due to indirect business or institutional displacement. The Proposed Actions would introduce a combination of residential, neighborhood retail, and community facility uses, none of which would be new economic activities in the study area. The study area has a well-established residential market. Since 2000, there have been approximately 2,703 units built in the study area, and there are plans for an additional 3,380 units by 2013 in the Future Without the Proposed Actions. The overall study area trend toward residential development, and the economic activities associated with residential demand, would occur irrespective of the Proposed Actions.

ADVERSE EFFECTS ON SPECIFIC INDUSTRIES

The Proposed Actions would not result in significant adverse impacts on any specific industry in New York City. The two potentially displaced businesses located on the Project Site represent two different industries, and their employees account for only a small fraction of the total employment within their respective employment sectors. The parking industry, and all industries that rely on parking, would remain viable in the Future with the Proposed Actions. The horse-drawn carriage industry, centered along Central Park South, also would remain viable in the Future with the Proposed Actions. Conservatively assuming that the displaced stable is not relocated, many of the horses could be boarded at other stables in Manhattan. The overall loss of stable capacity may reduce the total number of horse-drawn carriage operators, but not to a level that would jeopardize the viability of the horse-drawn carriage industry in the City as sufficient capacity would continue to exist in the Future with the Proposed Actions. The impact on the horse-drawn carriage industry would not be significant, and would not have an adverse effect on the broader New York City tourism industry.

² Project-generated population estimate is based on the study area's average household size (1.93 persons per household) from the 2000 Census.



COMMUNITY FACILITIES AND SERVICES

As discussed below, the Proposed Actions would not result in significant adverse impacts related to public schools, libraries, health care facilities, publicly-funded daycare services, and fire and police protection services.

PUBLIC SCHOOLS

The Proposed Actions would provide for relocation and expansion of P.S. 51 within the Project Site. The new school facility would be designed to support pre-kindergarten through eighth grade instructional needs, but grade ranges would be confirmed by the DOE closer to the date of occupancy. For the purposes of analysis, it is assumed that the school would have 630 total student seats, consisting of approximately 353 elementary seats and 277 intermediate seats. This reflects an elementary seat increment of 77 seats over the existing capacity of 276 elementary seats. In both the Future without and with the Proposed Actions, elementary schools in the ½-mile study area would be substantially over capacity. The 77 additional elementary seats introduced by the Proposed Project would partially offset the 162 project-generated elementary students, and the one percent increase in the utilization rate of elementary schools in the ½-mile study area or in Community School District (CSD) 2 would not constitute a significant adverse impact as defined by CEQR.

For intermediate schools, the increase in student seats from the Proposed Actions (277 seats) more than offsets the project-generated students (54 intermediate students). Therefore, the Proposed Actions would improve the intermediate school utilization rates of both the study area and CSD 2, and there would not be a significant adverse impact on intermediate schools.

The Proposed Actions would generate fewer than 150 new high school students; therefore, a quantified assessment of high school seats is not required by CEQR.

LIBRARIES

In 2013, as a result of the Proposed Actions, the Columbus Branch Library catchment area population would increase by 2 percent. The increase in population would be below the CEQR analysis threshold of 5 percent that could result in a significant adverse impact. Therefore, the Proposed Actions would not cause a noticeable change in the delivery of library services to the Columbus Branch catchment area.

HEALTH CARE FACILITIES (OUTPATIENT)

The analysis considers the Proposed Actions' impacts on St. Luke's Roosevelt Hospital, the nearest major medical facility. The Proposed Actions could increase the number of emergency room visits by approximately 1 percent. The increase is below the CEQR analysis threshold of 5 percent that could result in a significant adverse impact. Therefore, no significant adverse impacts on area hospitals are anticipated as a result of the Proposed Actions.



PUBLICLY-FUNDED DAY CARE CENTERS

According to analysis methodologies issued by the Mayor's Office of Environmental Coordination in December 2009, a detailed analysis of the Proposed Project's impact on publicly-funded day care facilities should be performed if a project would generate more than 20 children that would be eligible for these services. This threshold is based on the number of low- income and low- to moderate- income units within a proposed project, and the threshold for projects in Manhattan is 169 low- to moderate-income units. Since the Proposed Actions would result in 268 low- to moderate-income units, a detailed analysis was prepared.

The analysis considers the potential impacts of the Proposed Actions on publicly-funded day care facilities within a 2-mile radius of the Project Site. Since children up to the age of 6 are the primary users of these services, the methodology is focused on this age cohort. In Manhattan, a rate of 0.115 children up to age 6 per low- or low-moderate income unit is used to determine the number of daycare-eligible children generated by a proposed action. The Proposed Actions would introduce 31 children under the age of 6 who would be eligible for publicly funded day care. These new children represent 4.8 percent of the existing capacity of day care centers in the study area (640 slots). This does not exceed the CEQR threshold of an increase of more than 5 percent, and, therefore, no significant adverse impacts to publicly-funded day care would occur as a result of the Proposed Actions.

FIRE AND POLICE PROTECTION SERVICES

The Proposed Actions would not directly displace any fire or police protection services, and therefore a significant adverse impact on these services would not occur. The Proposed Actions would remove a 50-space parking lot located on the Project Site that is used for vehicle storage by NYPD's Traffic Enforcement Division. NYPD is working to identify a new location to park these vehicles. As these are considered non-emergency vehicles, their relocation from the Project Site would not adversely affect NYPD operations.

OPEN SPACE

As discussed below, the Proposed Actions would not result in significant adverse impacts to open space.

DIRECT EFFECTS

The Proposed Actions would not result in the physical loss of publicly accessible open space. Furthermore, based on the shadows, air quality, and noise analyses of the EIS, the Proposed Actions would not result in any other direct effects on open spaces within the study area.

INDIRECT EFFECTS

The active and passive open space ratios in the Future with the Proposed Actions decline by 5.9 percent and 5 percent, respectively, and would be below DCP's recommended ratios for residents and workers. However, the *CEQR Technical Manual* recognizes that DCP's goals are not feasible for many areas of the City, and they are not considered impact thresholds. In addition, there are a number of active open space resources located within close proximity of the study area that are well utilized by study area residents



that are not accounted for in the quantitative analysis, most notably Central Park and larger portions of Hudson River Park that extend well beyond the study area. Finally, since the total open space ratio would decline by less than 5 percent, the analysis concludes that Proposed Actions would not result in significant adverse impacts on open space.

SHADOWS

Incremental shadows from the Proposed Project would fall on portions of Hudson River Park and the adjacent Route 9A Bikeway early in the morning during the fall, winter, and early spring, and on a small area of the Hudson River in the winter. The new shadows would be limited in extent and duration and would not result in significant adverse impacts to these resources.

HISTORIC RESOURCES

As discussed below, the Proposed Actions would not result in significant adverse impacts to historic resources.

ARCHAEOLOGICAL RESOURCES

The Proposed Actions would not result in significant adverse impacts to archaeological resources. Portions of the Project Site, which would be disturbed for construction of the Proposed Project, were determined sensitive for potential historic-period archaeological resources in a Phase 1A Documentary Study. These include the former rear yard areas of historic Lots 8-11, 54-57, 61A, 61, 61-½, 63, and 64 (concentrated in the western portion of the Project Site) and in the original P.S. 51 building's side yard areas. The Phase 1A study recommended that Phase 1B archaeological testing be undertaken to determine to presence or absence of such resources. In a letter dated April 9, 2009, the New York City Landmarks Preservation Commission (LPC) concurred with the Phase 1A conclusions and recommendations. The New York State Office of Parks, Recreation and Historic Preservation (OPRHP) also concurred with the Phase 1A recommendations for Phase 1B archaeological testing, as stated in a letter dated May 7, 2009.

Prior to testing, a testing protocol for the original P.S. 51 building's side yard areas was prepared on August 12, 2009 in consultation with LPC and OPRHP. Phase 1B archaeological testing was subsequently undertaken for these areas and was summarized in "Phase 1B Archaeological Testing Report PS 51/44th Street and Eleventh Ave, B 1073, L 1 (Part) Manhattan, New York," dated September 2009. The report was submitted to LPC and OPRHP. LPC concurred with the report's findings in a letter dated November 6, 2009 and has no further archaeological concerns.

Similarly, prior to testing of the former rear yard areas of historic Lots 8-11, 54-57, 61A, 61, 61-½, 63, and 64 (which would be occupied with Buildings A and B), a testing protocol would be prepared in consultation with LPC and OPRHP and Phase 1B archaeological testing would be undertaken in accordance with this protocol in the archaeologically sensitive areas. Based upon the results of the Phase 1B investigation, LPC or OPRHP may require measures to salvage potential archaeological resources. Therefore, with the above testing and compliance measures, no significant adverse impacts to archaeological resources are expected to occur with the Proposed Actions.



ARCHITECTURAL RESOURCES

To avoid potential inadvertent adverse impacts to P.S. 51 and the nearby former Houbigant Building from construction-related work, a Construction Protection Plan (CPP) would be developed in consultation with OPRHP and LPC prior to construction that would follow the requirements established in the DOB's *Technical Policies and Procedures Notice (TPPN) #10/88*, concerning procedures for the avoidance of damage to adjacent historic structures from nearby construction. The CPP would also follow the guidelines set forth in section 523 of the *CEQR Technical Manual*, including conformance with LPC's *New York City Landmarks Preservation Commission Guidelines for Construction Adjacent to a Historic Landmark and Protection Programs for Landmark Buildings*.

The conversion of P.S. 51 to residential use has not yet been designed, and could result in significant adverse impacts to this historic resource if the adaptive reuse would require the removal of significant historic or architectural features. Since the Proposed Project involves actions by a state agency, the proposed alterations to P.S. 51, which is eligible for listing on the S/NR, would require review by OPRHP. The project sponsor, or its successors or assigns would, therefore, consult with OPRHP regarding the proposed changes to P.S. 51 as design plans proceed.

The process by which this consultation would be undertaken will be established in a Letter of Resolution (LOR) that includes the measures that would be undertaken to consult with OPRHP to minimize or mitigate the potential for significant adverse impacts by the Proposed Actions. These measures include the following stipulations:

- Prior to the start of construction, Phase 1B archaeological testing would be undertaken in the rear yards of historic Lots 8-11, 54-57, 61A, 61, 61-½, 63, and 64 to further assess the site's potential to yield archaeological resources. A sensitivity map has been prepared to indicate those areas for which further investigation is recommended. In advance of testing, an archaeological testing protocol would be prepared in consultation with LPC and OPRHP.
- Because the Proposed Project involves state actions and the existing P.S. 51 is S/NR-eligible, 44th Street Development LLC, the project sponsor, or its successors or assigns would consult with OPRHP regarding proposed changes to P.S. 51 as design plans for the building's conversion to residential use proceed. The LOR will specify the points in the design process at which consultation with OPRHP would occur.
- 44th Street Development LLC and SCA would develop and implement CPP(s) for P.S. 51 and the former Houbigant Building in consultation with OPRHP and LPC prior to construction. The CPP(s) would follow the requirements established in the DOB's *TPPN #10/88*, concerning procedures for the avoidance of damage to adjacent historic structures from nearby construction. It would also follow the guidelines set forth in Section 523 of the *CEQR Technical Manual*, including conformance with LPC's *Guidelines for Construction Adjacent to a Historic Landmark and Protection Programs for Landmark Buildings*.

Parties to the LOR include HPD, 44th Street Development LLC, the SCA, and OPRHP. The LOR would be executed prior to the conveyance of the residential portion of the Project Site to West 44th Street Development LLC and prior to all construction activities (including the construction of the new school). The LOR is legally binding and a property covenant would be recorded to require the measures once the residential portion of the land is conveyed to West 44th Development LLC. A draft of the LOR is

currently under review at the Law Department. As discussed above, the LOR would be executed prior to the start of construction.

The LDA between HPD and 44th Street Development LLC would also include provisions related to historic resources as part of the Proposed Project, including future coordination with OPRHP and LPC. With the aforementioned measures incorporated in the Proposed Project, including the LOR, significant adverse impacts would not occur.

URBAN DESIGN/VISUAL RESOURCES

The Proposed Actions would not result in any significant adverse impacts to the urban design and visual resources. The Proposed Project would result in beneficial effects to urban design as it would replace a largely underutilized site with new residential buildings along with a new and expanded school. The analysis below summarizes the urban design conditions and visual resources of both the Project Site and secondary study area by 2013. As described below, the Proposed Project would alter the current urban design of the Project Site in relation to three of the five urban design elements assessed under CEQR: Building bulk, use and type, building arrangement, and streetscape elements. No changes to block form and street pattern, street hierarchy, and natural features would occur on the Project Site as a result of the Proposed Project.

BUILDING BULK, USE, AND TYPE

Although the new residential buildings, the new school building, and the conversion of P.S. 51 to residential use would change the uses on the Project Site, the Proposed Project would be consistent with the existing residential and institutional uses in the study area. The proposed buildings would range in height from a new five-story school building on West 44th Street to a new residential building on Eleventh Avenue with a seven-story base and taller 28-, 30-, and 31-story components oriented closest to the building's Eleventh Avenue street frontage. The other three new residential buildings would have 7- and 9-story bases with overall heights of 14 stories. The new residential buildings would be of a greater bulk and would have larger footprints than the existing warehouse, stable, and school building on the Project Site. However, the new residential buildings would be similar in bulk, massing, and materials to the variety of existing buildings in the study area, including larger buildings like the mid-block 11-story former warehouse immediately north of the Project Site at 539 West 45th Street and the 43-story residential building at the southeast corner of West 43rd Street and Eleventh Avenue.

The new residential building proposed along Eleventh Avenue would be oriented with its tallest components along Eleventh Avenue, a wide primary thoroughfare through the west side of Manhattan. Several tall residential buildings north and south of the Project Site in the study area, including a residential building with 43 stories, are already located along Eleventh Avenue. The renovation and conversion of the existing P.S. 51 building into residential use would not affect the bulk or use of buildings in the study area. The new buildings would be faced in brick and would have both punched rectangular windows and glass curtain wall components. The new buildings would contribute to the variety of building bulk, height, massing, and materials that already characterize the study area and would not adversely affect building uses, bulk, or type in the study area.

BUILDING ARRANGEMENT

The arrangement of the proposed buildings on the Project Site would create uninterrupted frontages on the Project Site's West 44th Street and West 45th Street elevations and on Eleventh Avenue. The lower



height bases of each building would be built to the sidewalk and would be similar in height to some of the shorter buildings in the study area. Most of the proposed buildings on the Project Site would be arranged parallel to West 44th and West 45th Streets, however a portion of through-lot Building B would be arranged perpendicular to these streets. The Proposed Project would not affect building arrangements in the study area.

BLOCK FORM AND STREET PATTERN

The Proposed Project would be constructed on an existing block and would not alter the street patterns or block shapes in the study area. Therefore, there would be no significant adverse impacts to these urban design features as a result of the Proposed Project.

STREETSCAPE ELEMENTS

The Proposed Project would change the streetscape of the study area immediately surrounding the Project Site. Like the existing P.S. 51, the five proposed buildings would be built to the sidewalk. The new buildings and the renovated P.S. 51 would contribute to an enlivened streetscape in the study area near the Project Site as they would add to the study area new, active ground-floor uses with increased pedestrian activity. The new buildings would create continuous streetwalls along West 44th and West 45th Streets and Eleventh Avenues where none currently exist on the Project Site. The new streetwall would be consistent with continuous streetwalls elsewhere in the study area.

The new residential and school buildings would be designed to be compatible with other nearby buildings by using cladding materials, windows, and façade treatments that would complement the existing masonry buildings in the study area. The seven- and nine-story bases of the new buildings would visually minimize the perceived height of the buildings from the study area closest to the new buildings. The setbacks would also relate to the lower heights of nearby buildings. The taller components of the new residential buildings would be oriented along Eleventh Avenue where other tall buildings are visible in views north and south on Eleventh Avenue in the study area and visible farther away. The study area is already characterized by buildings of varying heights, faced in different cladding materials, and dating from different construction periods. Therefore, there would be no significant adverse impacts to the streetscape of the study area as a result of the Proposed Project.

STREET HIERARCHY

The Proposed Project would not alter any streets in the study area and, therefore would not affect the study area's street hierarchy.

NATURAL FEATURES

The Proposed Project would not affect natural features in the study area. Therefore, there would be no significant adverse impacts to natural features as a result of the Proposed Project.

VISUAL RESOURCES

Views in the study area closest to the Project Site would be somewhat altered by the Proposed Project, as the new buildings would replace the one-story vacant warehouse, two-story stable, parking lot, and Amtrak rail cut with four new residential buildings and a new school building. The new residential



buildings would be taller than the existing buildings on the Project Site and the new school building would be of a height similar to the existing school on the Project Site. The new buildings, including the new school building and the renovated existing P.S. 51, would alter some views in the study area closest to the Project Site.

The Proposed Project would not obstruct any existing views north and south on Tenth Avenue, views south on Eleventh Avenue, and views on the east-west streets in the study area. Views south on Eleventh Avenue would be altered as the Proposed Project would obstruct some existing views to the skyscrapers of Times Square, a visual resource, located outside the study area to the southeast. Views west from West 45th Street and Eleventh Avenue to the USS Intrepid, a visual and historic resource, would be somewhat altered by the presence of the new buildings, however, these views would not be obstructed. Views to the aircraft carrier would also remain available from more distant vantage points on West 45th Street east of the Project Site and other vantage points outside the study area to the west. The context of the other historic resources in the study area, described above, that are visible in views near the Project Site would also be somewhat altered by the new buildings on the Project Site. However, these changes would not be adverse as these historic buildings are already located among a variety of older and newer buildings of varying heights. The Proposed Project would not affect views to any natural resources. Further, the Proposed Project would not obstruct any views west on the east-west streets in the study area that include the western bank of the Hudson River in the distance. Therefore, the Proposed Project would not cause a significant adverse affect on visual resources in the study area.

In summary, the Proposed Actions would not result in significant adverse impacts to urban design and visual resources. On the contrary, it would result in substantial improvement to urban design conditions by providing new residential and mixed-use development with ground floor retail and a new and expanded public school to the Clinton neighborhood of Manhattan.

NEIGHBORHOOD CHARACTER

No significant adverse impacts on neighborhood character would result in the future with the Proposed Actions. The Proposed Actions would not directly displace any land uses or result in differing land uses so as to adversely affect surrounding land use. The proposed buildings would be primarily residential, consistent with neighborhood redevelopment trends, and would be consistent in bulk and scale to nearby developments. The design of the Proposed Project includes the placement of the tallest portion of the Proposed Project along a wide avenue (Eleventh Avenue) and the use of streetwall heights and setbacks to preserve the mid-rise "feel" along the streetscapes adjacent to the Project Site. The renovation and conversion of P.S. 51 to residential use would not result in a significant adverse impact to this historic resource. The Proposed Actions would not change the socioeconomic characteristics of the study area and would not result in a significant increase in neighborhood traffic or noise.

The Proposed Project would result in beneficial effects to neighborhood character by making land use on the Project Site consistent with residential and mixed residential/commercial uses located in areas to the north and east of the Project Site in the Clinton neighborhood. As discussed above in "Land Use, Zoning, and Public Policy" and "Urban Design/Visual Resources," the Proposed Actions would result in beneficial effects to land use and urban design conditions by replacing an underutilized site with new development that respects the prevailing urban design conditions and is consistent with land use characteristics of the surrounding neighborhood.



NATURAL RESOURCES

The Project Site is fully developed and is not viable habitat for species of concern. Incremental shadows from the Proposed Project would fall across a small area of the Hudson River next to the shore for only about 45 minutes or less in winter. This limited extent and duration of additional shadow would not result in a significant adverse impact to the biota of the river. On the other analysis days (March/September; May/August, and June), the new buildings would not result in an incremental increase in shadows on the Hudson River. Therefore, the Proposed Actions would not result in significant adverse impacts on natural resources.

HAZARDOUS MATERIALS

A Phase I Environmental Site Assessment (ESA) was prepared for the Project Site in November 2008. The Phase I ESA identified recognized environmental conditions (RECs) on the Project Site including potential underground and above-ground storage tanks, asbestos containing materials, lead-based paint, and urban fill of unknown origin.

To characterize subsurface conditions prior to construction, a Subsurface (Phase II) Investigation was undertaken on the residential portions of the Project Site, including the collection and laboratory analysis of soil and groundwater samples. Low levels of contamination were found in the western portion of the Project Site nearby a potential tank location. Any tanks encountered would be uncovered, investigated and removed (along with any associated contaminated soil) in accordance with applicable regulatory requirements.

The results of the Phase II testing for the residential portion of the Project Site would be reviewed and approved to the satisfaction of the New York City Department of Environmental Protection (DEP). Subsequent testing (if any), remedial measures and construction safety measures would also be reviewed and approved by DEP. If warranted, elements of the Remedial Action Plan (RAP) would include detailed soil management plans outlining the excavation and removal of contaminated soil along with the importing of clean fill, and details of the installation of a vapor barrier or sub-slab depressurization system (if required). Elements of the Construction Health and Safety Plan (CHASP) would include general site safety rules, including the appropriate levels of protection that should be followed by on-site workers, industrial hygiene monitoring, material safety data sheets, dust suppression measures, air monitoring procedures and response, and identification of the nearest medical facility to the site. Following the conclusion of any remediation activities on the residential portions of the Project Site, a Professional Engineer (P.E.) certified Closure Report documenting that all remedial requirements have been properly implemented would be submitted to HPD and DEP for review and acceptance. The measures to avoid the potential impacts from hazardous materials during and after construction on the residential portions of the Project Site (including the existing P.S. 51 site) would be incorporated into the LDA between HPD and 44th Street Development LLC.

The SCA conducted a Phase II Environmental Site Investigation to confirm subsurface conditions on the portion of the Project Site to be used for construction of the new P.S. 51 school building. Based on the findings of the Phase II Environmental Site Investigation, the SCA would develop management plans (e.g., soil management plan, groundwater management plan, CHASP, etc.) to address any hazardous materials that may be encountered during construction of the new school. The management plans prepared by SCA would be separate from the remainder of the Proposed Project and would include

comparable measures to protect the health and safety of construction workers, school staff and students, and the public in general during construction and at the time of occupancy.



The measures identified above for both the project sponsor, 44th Street Development LLC, and the SCA would be included as part of the Proposed project to preclude the potential for significant adverse impacts due to hazardous materials on the Project Site.

INFRASTRUCTURE

As discussed below, the Proposed Actions would not result in significant adverse impacts related to infrastructure.

WATER SUPPLY

In the Future with the Proposed Actions, total water usage on the Project Site would be an estimated 521,350 gpd, resulting in a net increase of approximately 506,074 gallons per day (gpd) over anticipated water usage in the Future without the Proposed Actions. This total demand would be an insignificant portion of New York City's average daily demand of 1.2 billion gpd and would not have a significant adverse impact on the City's ability to adequately deliver water to Manhattan or the rest of New York City.

SANITARY SEWAGE

Sanitary sewage flows in the Future with the Proposed Actions at the Project Site would be approximately 311,481 gpd, a net increase of approximately 302,993 gpd from flows projected in the Future without the Proposed Actions. This increase would not result in a significant adverse impact to the North River Water Pollution Control Plant (WPCP) nor cause it to exceed its design capacity or SPDES permit flow limit. Thus, the North River WPCP would continue to adequately treat wastewater effluent. It is noted that adding the growth from the Proposed Actions to the projected flows is conservative, since the DEP flow projections already take into account population and employment growth within the North River WPCP service area.

STORMWATER

The Proposed Actions would result in an overall decrease in pervious area on the Project Site. Based on New York City Department of Environmental Protection guidance, stormwater runoff from the Project Site would increase by 5 percent (from a coefficient of 0.88 in the existing condition to a coefficient of 0.93 in the build condition), assuming no on-site retention. The Proposed Project would also result in an increase in sanitary sewer disposal. However, the proposed residential development on the Project Site would comply with stormwater retention requirements of the New York City Building Code, and it is anticipated that these measures would result in minimal or no increase in stormwater runoff as compared to existing conditions. The Proposed Actions would not result in any significant adverse impacts to the combined sewer system, conveyance systems (i.e. regulators, outfalls) or the City's wastewater treatment services.



SOLID WASTE

The Proposed Actions would not result in any significant adverse impacts on solid waste and sanitation services. While implementation of the Proposed Actions would generate 60,617 pounds per week of solid waste, the sanitation systems serving the Project Site would have adequate capacity to meet the projected increases in solid waste generation. The New York City Department of Sanitation (DSNY) would provide solid waste and sanitation services for the proposed residential units and school. Private carters provide solid waste and sanitation services to the proposed retail use. The Proposed Actions would increase the volume of solid waste and recyclables but would not put a substantial burden on New York City's public and private solid waste management services.

ENERGY

It is estimated that the Project Site would use approximately 165,106 million BTUs (48,343 megawatt hours) of energy annually in the future with the Proposed Actions, an additional increase of approximately 162,819 million BTUs when compared to conditions in the Future without the Proposed Actions. This new demand would represent less than 1 percent of the City's forecasted peak summer load of 35,651 MW in 2013, and an infinitesimal amount of the City's forecasted annual energy requirements for 2013, and therefore is not expected to be a significant impact on energy systems.

The Proposed Actions would create an increased demand on energy systems including electricity and gas. However, relative to the capacity of these systems and the current levels of service within New York City, these increases in demand are minor. Electrical and gas connections are readily available in the local streets. Any new development under the Proposed Actions would be required to comply with the New York State Conservation Construction Code. For these reasons, the Proposed Actions are not expected to adversely impact energy systems.

TRAFFIC AND PARKING

The traffic and parking analysis includes eight signalized intersections along Tenth and Eleventh Avenues:

- Eleventh Avenue at West 42nd, West 43rd, West 44th, and West 45th Streets;
- Tenth Avenue at West 42nd, West 43rd, West 44th, and West 45th Streets.

Three weekday peak hours (AM, midday, and PM) were analyzed to determine whether the Proposed Actions would cause any significant adverse traffic impacts at these intersection locations. The respective peak hours used for analysis are 8 AM to 9 AM, 12 PM to 1 PM, and 5 PM to 6 PM. These peak hours of existing traffic correspond with the peak hours of project-generated trips, and therefore have been selected as the analysis periods for the Proposed Actions.

The Proposed Actions would result in significant adverse traffic impacts at four intersections (at the Tenth Avenue intersections with West 42nd and West 45th Streets, and at the Eleventh Avenue intersections with West 44th and West 45th Streets) during the AM, midday and PM peak hours. There would be no significant adverse parking impacts.



TRIP GENERATION

Travel demand forecasts for different uses estimate person trips by transportation modes and vehicle trips during typical weekday peak hours: 8 AM to 9 AM, 12 PM to 1 PM and 5 PM to 6 PM. Table 2 presents the transportation planning assumptions used to estimate the trips generated by the Proposed Project.

Overall, including balanced taxi trips, the Proposed Project would yield net increments of 1,405, 1,477, and 1,426 person trips, and 203, 149, and 163 vehicle trips during the AM, midday, and PM peak hours, respectively.

TRIP GENERATION - RESIDENTIAL USE

The daily rate of 8.075 trips per dwelling unit (2001 CEQR Technical Manual) was used to estimate the total trips generated from the Proposed Actions' residential components. Modal split and vehicle occupancy rates from the 250 East 57th Street Redevelopment FEIS (2008) were used. These rates yield 992, 510, and 1,166 person trips, and 58, 32, and 57 vehicle trips (autos and deliveries) during the AM, midday, and PM peak hours, respectively (see Tables 3 and 4).

TRIP GENERATION - GROUND-FLOOR RETAIL USE

Travel demand assumptions for the retail were obtained from the 2001 CEQR Technical Manual and from the No. 7 Subway Extension – Hudson Yards Rezoning and Development Program FGEIS (2004). A trip generation rate of 205 person trips per 1,000 square feet was used with a 25 percent linked trip rate, resulting in 26, 580, and 260 person trips, and 0, 10, and 4 vehicle (auto and delivery) trips during the AM, midday, and PM peak hours, respectively. Summaries of these trip generation estimates are shown in Tables 3 and 4.

Table 2
Weekday Trip Generation Factors

Rates	Residential			PS/IS - Students			PS/IS - Faculty			Local Retail		
Person Trips												
Daily Trip Rate	8.075 / DU ¹			2 / Seat ²			2.0 / Staff ²			205.0 / 1,000 SF ¹		
Link Trip Credit	-			-			-			25% ¹		
Modal Split	AM ²	MD ²	PM ²	AM ²	MD ²	PM ²	AM ²	MD ²	PM ²	AM ³	MD ³	PM ³
Auto	5.2%	5.2%	5.2%	6.2%	6.2%	6.2%	5.0%	5.0%	5.0%	2.0%	2.0%	2.0%
Taxi	8.3%	8.3%	8.3%	1.7%	1.7%	1.7%	5.0%	5.0%	5.0%	3.0%	3.0%	3.0%
Subway	28.0%	28.0%	28.0%	0.0%	0.0%	0.0%	50.0%	50.0%	50.0%	6.0%	6.0%	6.0%
Bus/School Bus	16.1%	16.1%	16.1%	3.9%	3.9%	3.9%	25.0%	25.0%	25.0%	6.0%	6.0%	6.0%
Walk Only	42.4%	42.4%	42.4%	88.2%	88.2%	88.2%	15.0%	15.0%	15.0%	83.0%	83.0%	83.0%
Vehicle Occ.	AM	MD	PM	AM	MD	PM	AM	MD	PM	AM	MD	PM
Auto	1.08 ³	1.08 ³	1.08 ³	1.72 ²	1.72 ²	1.72 ²	1.20 ²	1.20 ²	1.20 ²	1.65 ³	1.65 ³	1.65 ³
Taxi	1.40 ²	1.40 ²	1.40 ²	1.22 ²	1.22 ²	1.22 ²	1.40 ²	1.40 ²	1.40 ²	1.40 ³	1.40 ³	1.40 ³
Temporal	AM	MD	PM	AM	MD	PM	AM	MD	PM	AM	MD	PM
Distribution	9.1% ¹	4.7% ¹	10.7% ¹	50.0% ²	50.0% ²	0.0% ²	50.0% ²	50.0% ²	0.0% ²	1.0% ¹	21.6% ³	9.6% ¹
In	15.0% ²	50.0% ²	70.0% ²	100% ²	0.0% ²	50.0% ²	100% ²	0.0% ²	50.0% ²	50.0% ³	50.0% ³	50.0% ³
Out	85.0%	50.0%	30.0%	0.0%	100.0%	50.0%	0.0%	100%	50.0%	50.0%	50.0%	50.0%
Delivery Trips												
Daily Trip Rate	0.06 / DU ⁴			0.0 / 1,000 SF ²			0.70 / 1,000 SF ¹			0.70 / 1,000 SF ⁵		
Temporal	AM	MD	PM	AM	MD	PM	AM	MD	PM	AM	MD	PM
Distribution	12.2% ⁴	8.7% ⁴	1.0% ⁴	0.0% ²	0.0% ²	0.0% ²	9.6% ³	11.0% ³	1.0% ³	7.7% ⁵	11.0% ⁵	1.0% ⁵
In	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
Out	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
Sources: (1) New York City Mayor's Office of Environmental Coordination, <i>City Environmental Quality Review Technical Manual</i> (2001) (2) 250 East 57th Street Redevelopment FEIS (2008) (3) U.S. Census 2000 (4) Coliseum Redevelopment Project Final Supplemental Environmental Impact Statement (1997) (5) No. 7 Subway Extension – Hudson Yards Rezoning and Development Program FGEIS (2004)												



Table 3
Proposed Project Person Trips by Mode

Use	Auto		Taxi		Subway		Bus/School Bus		Walk Only		Total		
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
WEEKDAY AM PEAK HOUR													
Residential	8	44	12	70	42	236	24	136	63	357	149	843	992
School - Students	22	0	6	0	0	0	14	0	312	0	354	0	354
School - Teachers	2	0	2	0	16	0	8	0	5	0	33	0	33
Local Retail	0	0	0	0	1	1	1	1	11	11	13	13	26
Total	32	44	20	70	59	237	39	137	391	368	549	856	1,405
WEEKDAY MIDDAY PEAK HOUR													
Residential	13	13	21	21	72	72	41	41	108	108	255	255	510
School - Students	0	22	0	6	0	0	0	14	0	312	0	354	354
School - Teachers	0	2	0	2	0	16	0	8	0	5	0	33	33
Local Retail	6	6	9	9	17	17	17	17	241	241	290	290	580
Total	19	43	30	38	89	105	58	72	349	666	545	932	1,477
WEEKDAY PM PEAK HOUR													
Residential	43	18	67	29	229	98	132	56	346	148	817	349	1,166
School - Students	0	0	0	0	0	0	0	0	0	0	0	0	0
School - Teachers	0	0	0	0	0	0	0	0	0	0	0	0	0
Local Retail	3	3	4	4	8	8	8	8	107	107	130	130	260
Total	46	21	71	33	237	106	140	64	453	255	947	479	1,426

Note: Student Auto Trips are Auto Drop-off/Pick-up trips and Student bus trips are school bus trips.

Table 4
Proposed Project Vehicle Trips by Type

Use	Auto		Taxi		Delivery/School Bus		Total		
	In	Out	In	Out	In	Out	In	Out	Total
WEEKDAY AM PEAK HOUR									
Residential	7	41			5	5	12	46	58
School - Students	13	13			1	1	14	14	28
School - Teachers	1	0			1	1	2	1	3
Local Retail	0	0			0	0	0	0	0
Total	21	54	57	57	7	7	85	118	203
WEEKDAY MIDDAY PEAK HOUR									
Residential	12	12			4	4	16	16	32
School - Students	13	13			1	1	14	14	28
School - Teachers	0	1			1	1	1	2	3
Local Retail	4	4			1	1	5	5	10
Total	29	30	38	38	7	7	74	75	149
WEEKDAY PM PEAK HOUR									
Residential	40	17			0	0	40	17	57
School - Students	0	0			0	0	0	0	0
School - Teachers	0	0			0	0	0	0	0
Local Retail	2	2			0	0	2	2	4
Total	42	19	51	51	0	0	93	70	163

Note: 1. This table presents inbound and outbound taxi trips for the project as a whole rather than by a particular land use. Taxi trips are not assigned to a particular land use because taxi trips are assumed to be shared among all the land uses in the Project Site. Taxi trips are balanced to account for some arriving empty and leaving full, some arriving full and leaving empty, and some arriving and leaving full.
 2. School student auto trips are drop-off/pick-up trips.



TRIP GENERATION - SCHOOL USE

The Project Site is currently occupied by a 238-seat Primary School serving grades kindergarten through 5. In the future with the Proposed Actions a new, expanded school building would be built on the site and would serve a total of 630 students in grades kindergarten through 8th grade. The resulting increment of 354 students was analyzed for trip generation purposes. The additional 354 elementary school students were estimated to require an additional 32 teachers and administrative staff, using an established student to faculty ratio of 11 to 1. The trip generation estimates were developed based on rates presented in the *250 East 57th Street Redevelopment FEIS (2008)*.

Auto trips associated with the school were divided into two categories. Travel by teachers and administrative staff was assumed to be similar to other journey-to-work type trips, with vehicles assigned to the on-site parking garage. Students who travel via auto, however, were assumed to be dropped off or picked up. These trips have similar characteristics as some taxi trips that arrive full and depart empty, or vice versa, in that each one-way trip would be considered two auto trips. As shown in **Tables 3 and 4**, the faculty/staff were estimated to generate 33, 33, and 0 person trips, and 3, 3, and 0 vehicle trips during the AM, midday, and PM peak hours, respectively. The 354 students would yield 354, 354, and 0 person trips, and 38, 38, and 0 vehicle trips during the same time periods, respectively.

The vehicle trips described above do not include taxi trips as inbound and outbound taxi trips were calculated for the project as a whole rather than by a particular land use. Taxi trips are not assigned to a particular land use because taxi trips are assumed to be shared among all the land uses in the Project Site. Taxi trips are balanced to account for some arriving empty and leaving full, some arriving full and leaving empty, and some arriving and leaving full.

TRIP DISTRIBUTION

Origin and destination patterns for project-generated vehicular trips were developed based on journey-to-work travel patterns from the *2000 U.S. Census*. Based on this information, approximately 40 percent of the projected trips were distributed to points east within Manhattan and towards Queens and Long Island, 32 percent to points north of the Project Site within Manhattan and in northern New York State, New Jersey and the Bronx. The remaining 28 percent was distributed to points south of the Project Site including the southern tip of Manhattan, southern New Jersey and Brooklyn. This travel pattern was used to distribute project-generated vehicular trips throughout the study area street network.

VEHICLE TRIP ASSIGNMENT

Based on the results of the trip distribution, auto trips were assigned to the study area intersections based on logical routes of travel. These associated vehicle trips were assigned to the on-site parking garage. This garage, with a capacity of 204 spaces, would adequately accommodate the entire project-generated demand in the AM, midday, and PM peak hours and would accommodate most of the project-generated demand in the overnight.

Taxi and school drop-off and pick-up trips were assigned to the site's block faces, and delivery vehicles were routed to and from the Project Site via New York City Department of Transportation (DOT) designated truck routes. It should be noted that the trips associated with the existing parking lot on the Project Site were not



West 44th Street and Eleventh Avenue Rezoning
Notice of Completion for the Final Environmental Impact Statement
CEQR No. 09HPD022M
Page 29

removed from the traffic study area street network or reassigned to other locations for a more conservative impact analysis.

The existing school pick-ups and drop-offs are mainly facilitated on West 45th Street at its existing entrance. The proposed project would relocate this entrance to West 44th Street. There are currently No Standing 7 AM to 4 PM school day regulations on both blocks in front of the school (for approximately 85 feet on West 45th Street and 120 feet on West 44th Street). These regulations would continue to facilitate future pick-up and drop off activities on the two streets.

TRAFFIC VOLUMES AND LEVEL OF SERVICE

Within the study area, peak hour traffic volumes would experience increases along the primary access and egress routes to the Project Site, with the Eleventh Avenue intersections at West 44th and West 45th Streets incurring the highest incremental increases in traffic volume.

Capacity and level-of-service (LOS) analyses were performed for the study area intersections using the future build peak hour traffic volumes. Table 5 on the following page compares the No Build and Build service levels for these intersections.



**Table 5
 2013 No Build and 2013 Build Conditions LOS Summary**

Int / App	AM Peak Hour								Midday Peak Hour								PM Peak Hour										
	2013 No Build				2013 Build				2013 No Build				2013 Build				2013 No Build				2013 Build						
	Ln Grp	V/C	Delay (SPV)	LOS	Ln Grp	V/C	Delay (SPV)	LOS	Ln Grp	V/C	Delay (SPV)	LOS	Ln Grp	V/C	Delay (SPV)	LOS	Ln Grp	V/C	Delay (SPV)	LOS	Ln Grp	V/C	Delay (SPV)	LOS			
Tenth Avenue and West 42nd Street																											
EB	LT	1.66	341.2	F	LT	1.70	359.7	F	+	LT	2.06	529.5	F	LT	2.14	562.7	F	+	LT	1.79	400.6	F	LT	1.82	415.1	F	+
WB	T	0.41	26.0	C	T	0.41	26.0	C		TR	1.23	145.8	F	TR	1.24	151.2	F	+	T	0.53	27.7	C	T	0.53	27.7	C	
	R	1.16	129.4	F	R	1.18	137.2	F	+										R	0.60	35.1	D	R	0.63	36.3	D	
NB	LT	0.82	17.7	B	LT	0.83	18.0	B		LTR	0.79	16.7	B	LTR	0.80	17.0	B		L	0.18	10.1	B	L	0.20	10.5	B	
	R	0.35	13.7	B	R	0.35	13.7	B											T	0.66	14.0	B	T	0.66	14.1	B	
																			R	0.35	13.4	B	R	0.35	13.4	B	
INT			77.5	E			82.2	F				102.4	F			108.4	F				70.2	E			73.1	E	
Tenth Avenue and West 43rd Street																											
EB	L	0.02	17.0	B	L	0.02	17.0	B		L	0.02	17.1	B	L	0.02	17.1	B		L	0.02	17.1	B	L	0.02	17.1	B	
WB	TR	0.28	19.5	B	TR	0.28	19.6	B		TR	0.44	21.7	C	TR	0.45	21.9	C		TR	0.39	20.9	C	TR	0.40	21.0	C	
NB	LT	1.00	36.0	D	LT	1.02	41.0	D		LT	0.96	27.2	C	LT	0.97	29.5	C		L	0.11	9.5	A	L	0.14	10.0	B	
																			T	0.75	15.6	B	T	0.76	15.8	B	
INT			34.3	C			38.9	D				26.4	C			28.3	C				16.3	B			16.5	B	
Tenth Avenue and West 44th Street																											
EB	LT	0.48	26.1	C	LT	0.56	27.9	C		LT	0.30	23.1	C	LT	0.35	23.7	C		LT	0.43	25.2	C	LT	0.50	26.4	C	
NB	T	0.85	14.9	B	T	0.86	15.4	B		TR	0.96	23.9	C	TR	0.97	25.6	C		TR	0.77	12.5	B	TR	0.78	12.8	B	
	R	0.58	14.2	B	R	0.58	14.2	B																			
INT			16.2	B			16.9	B				23.8	C			25.4	C				14.1	B			14.6	B	
Tenth Avenue and West 45th Street																											
WB	TR	0.96	60.4	E	TR	1.01	73.6	E	+	TR	0.89	50.0	D	TR	0.94	58.7	E	+	TR	1.12	113.4	F	TR	1.22	151.2	F	+
NB	LT	0.89	17.4	B	LT	0.92	19.5	B		LT	0.90	18.5	B	LT	0.93	21.0	C		L	0.16	7.7	A	L	0.31	9.9	A	
																			T	0.73	12.4	B	T	0.73	12.5	B	
INT			24.4	C			28.4	C				23.5	C			27.0	C				28.7	C			35.8	C	
Eleventh Avenue and West 42nd Street																											
EB	TR	0.69	28.2	C	TR	0.69	28.2	C		TR	0.54	25.1	C	TR	0.54	25.1	C		TR	0.63	26.8	C	TR	0.63	26.8	C	
WB	L	0.38	17.7	B	L	0.38	17.7	B		L	0.42	17.1	B	L	0.42	17.1	B		L	0.59	22.6	C	L	0.59	22.6	C	
	LT	0.36	14.7	B	LT	0.36	14.7	B		LT	0.49	16.5	B	LT	0.49	16.5	B		LT	0.39	15.0	B	LT	0.39	15.0	B	
SB	LT	0.72	23.5	C	LT	0.74	24.0	C		LT	0.73	23.7	C	LT	0.74	24.2	C		LT	0.61	21.0	C	LT	0.61	21.1	C	
	R	0.10	16.2	B	R	0.11	16.2	B		R	0.27	18.4	B	R	0.28	18.5	B		R	0.30	18.7	B	R	0.30	18.8	B	
INT			23.1	C			23.4	C				21.8	C			22.0	C				21.2	C			21.3	C	
Eleventh Avenue and West 43rd Street																											
WB	LT	0.30	22.5	C	LT	0.30	22.5	C		LT	0.62	35.1	D	LT	0.62	35.1	D		LT	0.55	33.3	C	LT	0.55	33.3	C	
SB	T	0.38	8.5	A	T	0.39	8.5	A		TR	0.36	3.6	A	TR	0.37	3.7	A		TR	0.41	3.8	A	TR	0.41	3.9	A	
	R	0.19	8.1	A	R	0.21	8.3	A																			
INT			10.7	B			10.7	B				10.1	B			10.0	B				8.9	A			8.8	A	
Eleventh Avenue and West 44th Street																											
EB	LTR	0.98	67.3	E	LTR	1.04	84.3	F	+	LTR	0.90	60.1	E	LTR	0.95	68.7	E	+	LTR	1.10	110.0	F	LTR	1.17	135.0	F	+
SB	L	0.16	7.5	A	L	0.18	7.7	A		L	0.06	6.1	A	L	0.08	6.1	A		L	0.08	6.2	A	L	0.10	6.3	A	
	T	0.85	18.1	B	T	0.88	19.9	B		T	0.74	13.6	B	T	0.76	14.1	B		T	0.84	17.0	B	T	0.85	17.6	B	
INT			28.9	C			34.2	C				22.5	C			24.7	C				34.8	C			40.8	D	
Eleventh Avenue and West 45th Street																											
WB	LTR	1.02	76.3	E	LTR	1.19	134.6	F	+	LTR	1.16	133.6	F	LTR	1.29	185.4	F	+	LTR	1.22	157.9	F	LTR	1.35	212.6	F	+
NB	L	0.06	12.9	B	L	0.11	14.6	B		L	0.03	6.2	A	L	0.05	6.5	A		L	0.04	6.4	A	L	0.06	6.8	A	
	T	0.07	11.7	B	T	0.07	11.8	B		T	0.01	5.7	A	T	0.01	5.7	A		T	0.02	5.8	A	T	0.02	5.8	A	
SB	T	0.88	23.7	C	T	0.89	24.6	C		TR	0.77	14.7	B	TR	0.78	15.0	B		T	0.78	15.0	B	T	0.79	15.2	B	
	R	0.20	10.4	B	R	0.20	10.4	B											R	0.03	5.9	A	R	0.03	5.9	A	
INT			35.1	D			52.8	D				40.6	D			54.8	D				43.1	D			57.1	E	

Notes:
 EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound; INT = Intersection.
 L = Left-Turn; T = Through; R = Right-Turn.
 V/C = Volume to Capacity; SPV = Seconds per Vehicle; LOS = Level of Service.
 + Indicates a significant adverse impact



IMPACT CRITERIA

According to the criteria presented in the *CEQR Technical Manual*, impacts are considered significant (identified by the "+" symbol in the analysis summary table) and require examination of mitigation if they result in an increase of 5 or more seconds of delay in a lane group over No Build levels beyond mid-LOS D. For No Build LOS E, a 4-second increase in delay is considered significant. For No Build LOS F, a 3-second increase in delay is considered significant. Also, if the No Build LOS F condition already corresponds with a delay in excess of 120 seconds, an increase of 1.0 or more seconds of delay is considered significant, unless the proposed project generates fewer than five vehicle trips through that intersection in the peak hour. In addition, impacts are considered significant if levels of service deteriorate from acceptable LOS A, B, or C in the No Build condition to marginally unacceptable LOS D (a delay in excess of 45 seconds, the midpoint of the LOS D range of delay), or unacceptable LOS E or F in the future Build condition. The above sliding scale is applicable only if the Proposed Actions are projected to generate five or more vehicle trips throughout the affected approach movement or lane group at the analysis intersections in the peak hour.

SIGNIFICANT ADVERSE IMPACTS

Based on CEQR criteria, significantly impacted locations were identified and summarized by peak analysis period, as follows. During the AM and midday peak hours, the Proposed Actions would result in five significantly impacted lane groups at four intersections. During the PM peak hour, there would be four significantly impacted lane groups at four intersections. (The parenthetical numbers in the following sections indicate the increase in delay as compared to the No Build condition.)

AM Peak Hour

- *Tenth Avenue and West 42nd Street:* The eastbound approach would worsen within LOS F and increase in average delay from 341.2 to 359.7 (18.5) spv. The westbound right turn movement would worsen within LOS F and increase in average delay from 129.4 to 137.2 (7.8) spv.
- *Tenth Avenue and West 45th Street:* The westbound approach would worsen within LOS E and increase in average delay from 60.4 to 73.6 (13.2) spv.
- *Eleventh Avenue and West 44th Street:* The eastbound approach would deteriorate from LOS E to LOS F and increase in average delay from 67.3 to 84.3 (17.0) spv.
- *Eleventh Avenue and West 45th Street:* The westbound approach would deteriorate from LOS E to LOS F and increase in average delay from 76.3 to 134.6 (58.3) spv.

Midday Peak Hour

- *Tenth Avenue and West 42nd Street:* The eastbound approach would worsen within LOS F and increase in average delay from 529.5 to 562.7 (33.2) spv. The westbound approach would worsen within LOS F and increase in average delay from 145.8 to 151.2 (5.4) spv.
- *Tenth Avenue and West 45th Street:* The westbound approach would deteriorate from LOS D to LOS E and increase in average delay from 50.0 to 58.7 (8.7) spv.
- *Eleventh Avenue and West 44th Street:* The eastbound approach would worsen within LOS E and increase in average delay from 60.1 to 68.7 (8.6) spv.
- *Eleventh Avenue and West 45th Street:* The westbound approach would worsen within LOS F and increase in average delay from 133.6 to 185.4 (51.8) spv.



PM Peak Hour

- **Tenth Avenue and West 42nd Street:** The eastbound approach would worsen within LOS F and increase in average delay from 400.6 to 415.1 (14.5) spv.
- **Tenth Avenue and West 45th Street:** The westbound approach would worsen within LOS F and increase in average delay from 113.4 to 151.2 (37.8) spv.
- **Eleventh Avenue and West 44th Street:** The eastbound approach would worsen within LOS F and increase in average delay from 110.0 to 135.0 (25.0) spv.
- **Eleventh Avenue and West 45th Street:** The westbound approach would worsen within LOS F and increase in average delay from 157.9 to 212.6 (54.7) spv.

PARKING

Parking demand from the Proposed Project would be accommodated primarily at the proposed on-site parking garage. A parking accumulation analysis, shown in Table 6, was performed to estimate hourly demand and identify the Proposed Project's peak vehicle accumulation. Based on the 2000 U.S. Census, the residential use would generate the majority of the parking demand from the Proposed Project, with approximately 211 spaces overnight, and would result in a 7-space parking shortfall during the overnight peak hour over the proposed 204-space on-site accessory parking garage. However, all project-generated auto trips (except pick-ups and drop-offs) were assigned to the site's proposed driveway location for a more conservative analysis. The 7 vehicle overflow during the overnight peak parking period would be accommodated at off-street public parking facilities in the vicinity of the Project Site.

Table 6
Proposed Plan Weekday Parking Accumulation

Time Begin	Residential			Local Retail			School - Staff			Total
	In	Out	Acc.	In	Out	Acc.	In	Out	Acc.	
Mid.	5	4	211	0	0	0	0	0	0	211
1 AM	2	2	211	0	0	0	0	0	0	211
2 AM	1	1	211	0	0	0	0	0	0	211
3 AM	1	1	211	0	0	0	0	0	0	211
4 AM	1	1	211	0	0	0	0	0	0	211
5 AM	1	1	211	0	0	0	0	0	0	211
6 AM	2	1	212	0	0	0	0	0	0	212
7 AM	2	19	195	0	0	0	0	0	0	195
8 AM	7	41	161	0	0	0	1	0	0	162
9 AM	6	29	138	0	0	0	0	0	0	139
10 AM	7	20	125	0	0	0	0	0	0	126
11 AM	9	13	121	1	0	1	0	0	0	123
Noon	12	12	121	4	4	1	0	0	0	123
1 PM	12	12	121	3	3	1	0	0	0	123
2 PM	11	11	121	2	2	1	0	0	0	123
3 PM	14	14	121	2	1	2	0	0	0	124
4 PM	23	15	129	1	1	2	0	0	0	132
5 PM	40	17	152	2	2	2	0	1	0	154
6 PM	32	18	166	1	2	1	0	0	0	167
7 PM	31	13	184	1	1	1	0	0	0	185
8 PM	13	6	191	1	1	1	0	0	0	192
9 PM	11	4	198	0	1	0	0	0	0	198
10 PM	12	5	205	0	0	0	0	0	0	205
11 PM	9	4	210	0	0	0	0	0	0	210

Note: Acc. = Accumulation
Source: Based on travel demand estimates



In the future Build condition, the Proposed Project would displace the 300 public parking spaces currently on the Project Site as well as 50 spaces used by the traffic enforcement unit of the New York City Police Department (NYPD). In the future with the Proposed Actions, the displacement of 300 public parking spaces from the Project Site would result in an overall increase in utilization rates in study area parking facilities. As shown in Table 7, the overall utilization rates of the off-street parking facilities in the study area would increase to approximately 93, 104, 79, and 49 percent (with 207, 0, 635 and 1,513 available spaces) during the AM, midday, PM, and overnight hours, respectively. As in the No Build condition, on-street parking in the area is expected to be at or near capacity during most of the day under the future without the Proposed Actions.

Table 7
Build Parking Condition

	No Build Condition				Build Condition						
	Total Capacity	Estimated Demand	Spaces Available	Utilization	Public Spaces Displaced	New Public Spaces Provided	Total Capacity	Build Increment Demand	Total Estimated Demand	Spaces Available	Utilization
Weekday AM	3,292	2,785	507	85%	300	0	2,992	0	2,785	207	93%
Weekday Midday	3,292	3,101	191	94%	300	0	2,992	0	3,101	-109	104%
Weekday PM	3,292	2,357	935	72%	300	0	2,992	0	2,357	635	79%
Weekday Overnight	3,292	1,472	1,820	45%	300	0	2,992	7	1,479	1,513	49%

According to the *CEQR Technical Manual*, for proposed actions within the Manhattan Central Business District (CBD) (the area south of 61st Street), the inability of the proposed project or the surrounding area to accommodate projected future parking demands would generally be considered a parking shortfall, but is not deemed to be a significant impact. The unsatisfied demand for parking spaces in the study area in the midday peak hour would result in vehicles parking outside the immediate area and motorists walking extended distances to their destination or taking mass transit. Thus, due to the Project Site's location within the Manhattan CBD, the 109-space shortfall in the midday peak hour in the future with the Proposed Actions would not be considered a significant parking impact.

TRAFFIC SAFETY

Accident data for the study area intersections were obtained from the New York State Department of Transportation (NYSDOT) for the time period between January 1, 2005 and June 30, 2008. The data obtained quantify the total number of reportable accidents (involving fatality, injury, or more than \$1,000 in property damage), fatalities, and injuries during the study period, as well as a yearly breakdown of pedestrian- and bicycle-related accidents at each location. According to the *CEQR Technical Manual*, a high pedestrian accident location is one where there were five or more pedestrian-related accidents in any year of the most recent three-year period for which data are available.

During this period, a total of 227 reportable accidents, one (1) fatality, 160 injuries, and 37 pedestrian-related accidents occurred at the study area intersections. A rolling 12 month total of accident data identifies one study area intersection as a high pedestrian accident location in the 2005 to 2008 period: West 42nd Street at Tenth Avenue.



A review of the accident history at Tenth Avenue and West 42nd Street indicates that 5 of 7 pedestrian-related accidents were caused by drivers failing to yield the right of way during turning movements. In all but one accident, the pedestrian was lawfully crossing with the signal. Tenth Avenue and West 42nd Street is striped with regular crosswalks on all approaches and there are no signs warning either pedestrians to wait for a walk phase or automobiles to yield to pedestrians. Field observations of conditions at this intersection were conducted to identify specific geometric and operational issues and to determine whether measures could be recommended to improve pedestrian safety. It is expected that the installation of high-visibility crosswalks on all four approaches and signs warning turning vehicles to yield to pedestrians on the westbound and northbound approaches could further enhance pedestrian safety at this location. Furthermore, there were five total accidents involving pedestrians (2) or bicycles (3) at Eleventh Avenue and West 42nd Street in 2006. These occurrences, however, appear to be outliers since there was only one pedestrian-related accident in 2005 and no pedestrian or bicycle-related accidents in both 2007 and 2008. This intersection is also painted with high-visibility crosswalks on its east, west, and north crossings, which further accommodate the safety of pedestrian flow.

To accommodate walk trips to the school on the project site, school crosswalks are present at the Tenth Avenue and West 44th Street, Tenth Avenue and West 45th Street, and Eleventh Avenue and West 45th Street intersections. There are also school crossing pavement markings on Tenth Avenue, Eleventh Avenue, and West 44th Street. With the main school entrance proposed to be relocated to West 44th Street, it is recommended that similar school crosswalks be added to the Eleventh Avenue and West 44th Street intersection.

TRANSIT AND PEDESTRIANS

The Proposed Actions would generate an estimated 1,717, 1,789, and 1,426 person trips during the weekday AM, midday, and PM peak hours, respectively. These trips would include 296, 194, and 343 subway trips, 184, 138, and 204 bus trips, and 1,071, 1,327, and 708 walk only trips over the same time periods. Analysis was prepared to determine the potential impacts of these new trips on subway and bus service as well as sidewalks, corners, and crosswalks near the Project Site. The results show that the Proposed Actions would not result in significant adverse impacts to subway station control areas or stairways, bus operations, or pedestrian circulation.

An examination of the area's roadways revealed that several school safety measures are already in place to enhance safety along pedestrian paths for students. For example, most of the crosswalks at Tenth Avenue and West 44th Street, Tenth Avenue and West 45th Street, and Eleventh Avenue and West 45th Street are striped for school crossing. In addition, roadways approaching these intersections have "School X-ing" pavement markings. With the existing school entrance relocated to West 44th Street, it is recommended that the same safety treatments be implemented for the Eleventh Avenue and West 44th Street intersection. Specifically, it is recommended that "School X-ing" pavement markings be provided on the Eleventh Avenue southbound and West 44th Street eastbound approaches and that the east, west, and north crosswalks are striped as school crosswalks.

Consistent with these recommendations, the SCA would provide safety measures at the intersection of West 45th Street and Tenth and Eleventh Avenues and at the West 44th Street and Eleventh Avenue intersection. Specifically, "School X-ing" pavement markings would be provided for the Eleventh Avenue southbound and West 44th Street eastbound approaches to this intersection, and the east, west, and north crosswalks of this intersection are to be striped as school crosswalks.



AIR QUALITY

The Proposed Actions would not result in significant adverse impacts to air quality.

The maximum predicted pollutant concentrations and concentration increments from mobile sources with the Proposed Actions and from the accessory parking garage would be below the applicable criteria for determining the significance of potential impacts. There would be no significant adverse air quality impacts from industrial facilities in the vicinity of the Project Site on future sensitive receptors. To preclude the potential for significant adverse air quality impacts from the heating, ventilation, and air conditioning (HVAC) system of the proposed school, the New York City School Construction Authority (SCA) would incorporate specifications on fuel use and stack placement as part of the Proposed Project and per its environmental review requirements under the State Environmental Quality Review Act:

- **Relocated and Expanded P.S. 51:** Any new development on this property must ensure that the heating, ventilating and air conditioning stack(s) utilize either No. 2 fuel oil or natural gas. If development on this property utilizes No. 2 fuel oil for the heating, ventilating and air conditioning, boiler exhaust stacks on this property must be located at least 60 feet from the building lines of Buildings B and C; if the development utilizes natural gas, boiler exhaust stacks on the property must be located at least 47 feet from the building lines of Buildings B and C to avoid any potential significant air quality impacts.

To avoid potential significant adverse impacts from the HVAC systems associated with the proposed residential buildings, the LDA between HPD and 44th Street Development LLC would include the following requirements for the Proposed Project:

- **Building A:** Any new development on this property must ensure that exhaust stack(s) for the building's heating, ventilating and air conditioning system be located on the roof of the tallest portion of the building to avoid any potential significant air quality impacts.
- **Existing School/Future Residential Building:** Any new development on this property must ensure that the heating, ventilating and air conditioning stack(s) utilize either No. 2 fuel oil or natural gas, and boiler exhaust stacks on this property must be located at least 30 feet from adjacent buildings, Buildings B and C, to avoid any potential significant air quality impacts.

The LDA between HPD and West 44th Street Development LLC would also require the developer to ventilate diesel locomotive emissions through vents located on the roofs (or through a combined HVAC venting system on the roofs) of Buildings CN and/or CS. The measure would be required through the LDA and would be included as part of the Proposed Project.

NOISE

The Proposed Actions would not result in significant adverse noise impacts.

The *CEQR Technical Manual* has set building attenuation levels for buildings, based on exterior L10(1) noise levels, in order to maintain interior noise levels of 45 dBA L10(1) or lower for residential and community facility (school) uses. Based on the existing noise levels around the Project Site as presented



in **Table 8** below, proposed building facades along West 45th Street, Tenth Avenue, and West 44th Street would require 30 dBA of window-wall attenuation, proposed building facades along the interior school courtyard would require 32 dBA of window-wall attenuation, and proposed building facades along Eleventh Avenue would require 35 dBA of window-wall attenuation.

**Table 8
 Existing Noise Levels at Sites 1, 2, 3, and 4 (in dBA)**

Site	Measurement Location	Time	L _{eq}	L ₁	L ₁₀	L ₅₀	L ₉₀
1	West 45th Street between 10th and 11th Avenues	AM	67.7	75.1	71.4	65.1	62.7
		MD	68.2	74.5	72.1	65.9	63.9
		PM	67.1	74.4	71.2	64.3	62.0
2	11th Avenue between West 44th and West 45th Streets	AM	72.7	78.6	76.7	70.7	67.6
		MD	70.6	76.6	73.7	69.1	66.4
		PM	69.4	74.0	72.1	68.4	66.4
3	West 44th Street between 10th and 11th Avenues	AM	67.6	74.0	71.0	65.6	63.4
		MD	68.9	74.2	71.8	67.2	65.6
		PM	66.0	70.6	68.0	65.3	63.8
4	West 44th Street Adjacent to Train Tracks	AM	68.2	73.5	71.2	67.0	64.3
		MD	67.1	72.9	70.3	65.7	63.1
		PM	66.7	71.9	69.5	65.6	63.9

Note: Field measurements were performed by AKRF, Inc. on November 18, 19, and 20, 2008.

The proposed buildings would be designed with a composite Outdoor-Indoor Transmission Class (OITC) to meet these attenuation requirements. New residential buildings would include well sealed double-glazed windows and an alternative means of ventilation (PTAC units) in all living rooms, bedrooms, and dining rooms to achieve a maximum interior noise environment of 45 dBA under closed window conditions. The new P.S. 51 would include well sealed double-glazed windows and central air conditioning. With these measures incorporated as part of the Proposed Project, the composite window/wall attenuation would provide sufficient attenuation to achieve the CEQR requirements. In addition, the building mechanical system (i.e., heating, ventilation, and air conditioning systems) would be designed to meet all applicable noise regulations and to avoid producing levels that would result in any significant increase in ambient noise levels. The attenuation requirements for the residential portion of the Proposed Project would be incorporated into the LDA between HPD and 44th Street Development LLC. SCA is obligated to comply with the attenuation specifications for the new school per its environmental review requirements under SEQRA.

A vibration analysis was undertaken to identify the potential impacts of continued railroad operations through the Project Site on the future residents and students of the new P.S. 51. Vibration measurements were made at two receptor locations—one on West 45th Street between Tenth Avenue and Eleventh Avenue and one located at the center of the railroad overpass on West 44th Street between Tenth and Eleventh Avenues. Based on the measured vibration levels, a properly designed building would not be significantly impacted by vibration.

CONSTRUCTION

The Proposed Actions would result in construction activities within the Project Site for a period of approximately 48 months, including 36 months for construction of the new school and residential buildings and another 12 months for conversion of the existing school to residential use. Construction activities would comply with the New York City Noise Code, which regulates the hours of construction



and times when noisy equipment can be used. The project sponsor and the SCA would implement dust control measures in accordance with the New York City Air Pollution Control Code and other applicable local, state, and federal regulations. It is also anticipated that some contractors working on the Project Site would use diesel emission reduction technologies such as ultra low-sulfur diesel fuel, diesel particulate filters, and Tier 1, 2, and 3 engines, and as early in the construction period as practicable, diesel-powered equipment would be replaced with electrical-powered equipment to the extent feasible. It is expected that the SCA would employ best available technologies and utilize ultra low-sulfur diesel fuel for construction vehicles in accordance with City and State requirements in connection with construction of the new school building, which will be constructed by the SCA and owned by the City of New York. Construction activities would be undertaken in accordance with an approved CHASP and RAP for soil disturbance that would include detailed procedures for managing both known contamination issues (e.g., fill) and any unexpectedly encountered contamination issues. Sediment and erosion control procedures would be identified in a Stormwater Pollution Prevention Plan and implemented during the construction activities to control runoff and pollutants from entering the stormwater system. A CPP would also be developed to avoid potential impacts, such as ground-borne vibration, falling debris, and damage from heavy machinery, on the existing P.S. 51 and the former Houbigant Building, which are S/NR-eligible historic resources on and near the Project Site.

Construction activities may require that the curbside lanes of West 44th Street, Eleventh Avenue, and West 45th Street adjacent to the Project Site be closed for staging. However, rerouting of vehicular traffic is not anticipated since at least one moving lane would be maintained on these streets. Sidewalks immediately adjacent to the Project Site may also be closed, but access to the existing P.S. 51 would be maintained when school is in session. Where sidewalks are closed, pedestrians would either walk on the opposite side of the street or in a protected area within a portion of the roadway or the Project Site. The New York City Department of Transportation (NYCDOT) would be consulted to determine the appropriate protection measures to ensure vehicular and pedestrian safety during construction.

It is estimated that construction activities would generate up to 175 vehicle trips in the morning peak (6AM to 7AM) and 113 vehicle trips in the afternoon peak (3PM to 4PM). Delivery vehicles would travel to and from the Project Site using NYCDOT designated truck routes with local access along Tenth and Eleventh Avenues as well as West 44th and West 45th Streets. Since parking would not be provided on-site for construction workers, they would travel to and from nearby parking facilities and would then walk to the Project Site. While construction traffic would be dispersed throughout the area around the Project Site, construction activities have the potential to adversely affect traffic operations since certain locations are already operating at poor levels-of-service.

Construction activities would generate a peak demand for 161 parking spaces, which would occur from weekday morning to the afternoon. In combination with the removal of a 300-space lot from the Project Site, there would be a shortfall of parking during construction. The unsatisfied demand for parking spaces in the study area in the midday peak hour would result in vehicles parking outside the immediate area and motorists walking longer distances to their destination or taking mass transit.

Construction activities would not affect subway operations since no subway routes or stations are located on or adjacent to the Project Site. Bus service would be maintained near the Project Site during construction, and bus stops would not need to be relocated. Construction is expected to result in up to 454 new subway trips and 186 new bus trips from construction workers accessing the Project Site during the construction peak hours (6 AM to 7 AM and 3 PM to 4 PM). However, since these trips would be dispersed among the subway and bus routes that serve the Project Site and because the trips would occur



outside the typical commuter peak hours, it is anticipated that adequate capacity would be available to support these construction-period trips. Similarly, it is also expected that adequate capacity would be available to support construction-period pedestrian trips, particularly since they would arrive and depart outside the typical commuter peak hours.

As with other projects constructed over active railroad right-of-way, activities associated with the deck over the rail cut and residential buildings above would be closely coordinated with and approved by Amtrak. As there are two tracks along this right-of-way, tracks would alternate closing temporarily to allow for excavation, construction of foundation walls, and construction of the deck. In addition, flagmen would be present along the right-of-way during construction.

No significant adverse impacts are anticipated due to construction activities on the Project Site. However, construction activities have the potential to result in temporary adverse effects. Construction activities would be most intensive during the demolition, excavation, and core and shell phases. Once interior construction commences, effects on traffic, air quality, and noise would be much more limited. The SCA and 44th Street Development LLC would adhere to all applicable codes and regulations to avoid or minimize the adverse effects of construction on adjacent sensitive receptors, including P.S. 51. The SCA and West 44th Street Development LLC have agreed to participate in a task force comprised of the various stakeholders to address any ongoing concerns that may arise during the period of construction, including construction-related air, noise, and safety issues, and effects on the ongoing operations of P.S. 51.

PUBLIC HEALTH

The Proposed Action would not result in significant adverse public health impacts. Based on a preliminary screening analysis in accordance with the *CEQR Technical Manual* guidelines, it was determined that a full assessment of the Proposed Action's potential impacts on public health is not necessary and that no significant adverse impacts are expected as a result of the Proposed Action. The Proposed Action would incorporate noise attenuation, air quality (fuel and vent stack restrictions), and hazardous materials testing and remediation requirements through the LDA between HPD and 44th Street Development LLC.

MITIGATION

The Proposed Actions have the potential to result in significant adverse impacts related to traffic. The following section describes measures to fully mitigate these impacts.

TRAFFIC

The Proposed Actions would result in significant adverse impacts at four intersections during the 2013 Build AM, midday, and PM analysis peak hours. To mitigate these impacts, low-cost and readily implementable measures were explored, including: retiming of signal controls to increase green time for impacted movements, modifying existing parking regulations, and daylighting curb lanes at intersection approaches to provide additional travel lanes or turn pockets. The traffic mitigation measures were reviewed and approved by DOT, the implementing agency for the traffic mitigation measures. With these mitigation measures in place, the projected significant adverse traffic impacts would be fully mitigated.



**Table 9
 Recommended Traffic Mitigation Measures**

Intersection	Mitigation Measure		
	AM Peak Hour	Midday Peak Hour	PM Peak Hour
10th Avenue & West 42nd Street	Shift one (1) second of green time from NB to EB/WB	Shift one (1) second of green time from NB to EB/WB	Shift one (1) second of green time from NB to EB/WB
10th Avenue & West 45th Street	Shift two (2) seconds of green time from NB to WB	Shift two (2) seconds of green time from NB to WB	Shift three (3) seconds of green time from NB to WB
11th Avenue & West 44th Street	Shift two (2) seconds of green time from SB to EB (during Mon-Fri 8:00am - 9:00am period only)	Shift one (1) second of green time from SB to EB (during All Other Times (AOT) Phasing)	Shift two (2) seconds of green time from SB to EB (during All Other Times (AOT) Phasing)
11th Avenue & West 45th Street	Daylight south curb lane on westbound approach for 100 feet to create an exclusive left-turn lane	Daylight south curb lane on westbound approach for 100 feet to create an exclusive left-turn lane	Daylight south curb lane on westbound approach for 100 feet to create an exclusive left-turn lane

ALTERNATIVES

A total of three alternatives were assessed to determine whether they would substantively meet the stated goals and objectives of the Proposed Actions while reducing or eliminating its adverse impacts:

- 1) The “No Action” Alternative would maintain the Project Site in its current condition and existing uses would remain.
- 2) The “Expansion of Existing P.S. 51” Alternative contemplated renovating and expanding the existing school building in response to concerns expressed during scoping by certain members of the public.
- 3) The “School over Rail Cut” Alternative contemplated construction of a new school building over the Amtrak rail cut in response to concerns expressed during scoping by certain members of the public.

NO ACTION ALTERNATIVE

The No Action Alternative would maintain the Project Site in its current condition and existing uses would remain. While the No Action Alternative would avoid all of the significant adverse environmental impacts of the Proposed Actions, it would not provide for an expanded school or new affordable housing. The No Action Alternative would not achieve the Proposed Actions’ purpose and need, which include enlivening an underutilized site with much-needed affordable housing, retail space, and a new and expanded school. In addition, under the No Action Alternative, the Project Site would remain contaminated and remediation would not occur.

EXPANSION OF EXISTING P.S. 51 ALTERNATIVE

Two alternatives, which were identified during public scoping for this EIS, were considered for the proposed school on the Project Site. The first alternative, “Expansion of Existing P.S. 51 Alternative” contemplated renovating and expanding the existing school building. This alternative and the Proposed Actions would increase school capacity in the district by providing another school facility on the Project Site. In other respects, overall effects and significant adverse impacts would be similar to those with the Proposed Project as the number of residential units and square footage of retail space would be generally



*West 44th Street and Eleventh Avenue Rezoning
Notice of Completion for the Final Environmental Impact Statement
CEQR No. 09HPD022M
Page 40*

unchanged. There would continue to be significant adverse traffic impacts with similar mitigation measures considered.

Renovating the school for continued long term use would require extensive reconstruction; because given the age of the school, it does not meet many current design standards of SCA, such as central air conditioning and energy-efficiency measures. Also, renovation would require closing of the school for at least one or two school years, thereby relocating students and temporarily reducing the capacity of the district. The temporary impact on school capacity that would result from this alternative would not occur with the Proposed Actions.

With this alternative, a new wing would be added south of the existing school building. Since floor heights vary between the existing school and SCA's standard design, an expanded school could result in reduced efficiency of its layout and capacity as compared to a new school building. Furthermore, as described in the "Historic Resources" section above, the existing school is S/NR-eligible. Thus, as with the Proposed Actions, any alteration to the existing school building would need to be undertaken in consultation with OPHRP, and these alterations may increase the cost and schedule for the school as compared to the Proposed Actions.

The expansion of the existing school would require modifications to the site plan for residential uses, since the adaptive re-use of the school for residential purposes would not occur. It is anticipated that the overall unit count would be the same as for the Proposed Project, but bulk would have to be added to one of the other proposed residential buildings on the Project Site since dwelling units contained in the existing P.S. 51 building under the Proposed Actions would be distributed throughout the other buildings under this alternative.

The sale of the existing school building is critical to creating the funding required for construction of the new school. Consequently, retaining and renovating the existing school could jeopardize the overall financial feasibility of the Proposed Actions.

SCHOOL OVER RAIL CUT ALTERNATIVE

The second alternative involving the new school on the Project Site, the "School over Rail Cut" Alternative, contemplates placing the new school above the rail cut on the eastern side of the Project Site rather than within the existing school yard. Under this alternative, the rear yard of the existing school would instead provide for a portion of the residential development along West 44th Street. As the proposed development program could still be accommodated under the reconfigured site plan, this alternative would result in similar impacts on traffic as the Proposed Project.

Development of a school over the rail cut would orient the building north-south rather than east-west in order to meet the minimum footprint and space requirements. The school would also be constructed to the lot line such that classroom windows would front, in close proximity, the gas station to the east of the rail cut along Tenth Avenue. Furthermore, building over the rail cut would preclude the inclusion of a cellar level, resulting in a design of six stories above grade, which is not consistent with the SCA's design standards. Therefore, SCA considers development of the school over the rail cut to be infeasible.



UNAVOIDABLE ADVERSE IMPACTS

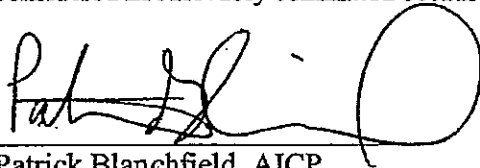
As described above, all of the significant adverse impact identified for traffic could be fully mitigated.

GROWTH INDUCING ASPECTS OF THE PROPOSED ACTION

The Proposed Actions would enable the development of 1,350 dwelling units, 17,500 square feet of retail space, and a 630-seat public school on a site located in the Clinton neighborhood of Manhattan. The Proposed Actions would result in the redevelopment of an underutilized site with market-rate and affordable housing, which is consistent with City initiatives to increase the housing supply and provide additional capacity for public schools. These uses would be compatible with the surrounding area and would contribute to the broader residential redevelopment of Clinton. No major new development is expected to be induced in the surrounding area as a result of the Proposed Actions.

IRREVERSIBLE AND IRRETREIVABLE COMMITMENT OF RESOURCES

There are a number of resources, both natural and built, that would be expended in the construction and operation of the Proposed Project that would occur as a result of the Proposed Actions. These resources include the building materials used in construction of the buildings; energy in the form of gas and electricity consumed during construction and operation of the buildings; and the human effort (time and labor) required to develop, construct, and operate various components of these developments. They are considered irretrievably committed because their reuse for some other purpose would not be possible.



Patrick Blanchfield, AICP
Director, Environmental Planning Unit
New York City Department of Housing Preservation and Development



June 11, 2010

**Department of
Education**

Lorraine Grillo
Acting President & CEO

lgrillo@nycsca.org

The Honorable Christine C. Quinn
Speaker of the Council
City Hall
New York, New York, 10007

Dear Speaker Quinn:

The New York City School Construction Authority (SCA) has undertaken its site selection process for the following proposed school:

- I.S./H.S. 404, Queens
New, Approximately 1,071-Seat Intermediate and High School Facility
- Block 6, Lot 1 (portion)
- Block bounded by 2nd Street, 51st Avenue, Center Boulevard,
and Borden Avenue
- Community School District No. 30
- Queens Community Board No. 2

The project site is an approximately 33,449-square-foot (0.77-acre) parcel of vacant land located on the block bounded by 2nd Street and the mapped rights of way for 51st Avenue, Center Boulevard, and Borden Avenue in western Queens. The site is owned by the City of New York and under the control of the Department of Education, and a portion of Parcel B in the Special Southern Hunters Point District identified in the New York City Zoning Resolution. Under the proposed project, the SCA would construct a new, approximately 1,071-seat intermediate and high school facility on the site.

The Notice of Filing of the Site Plan was published in the New York Post and the City Record on April 2, 2010. Queens Community Board No. 2 was notified on April 2, 2010, and was asked to hold a public hearing on the proposed Site Plan. Queens Community Board No. 2 held a community information meeting on May 18, 2010 and subsequently submitted written comments with suggestions regarding the programming and design of the school. The City Planning Commission was also notified on April 2, 2010, and recommended in favor of the proposed site.



The SCA has considered all comments received on the proposed project and affirms the Site Plan pursuant to §1731.4 of the Public Authorities Law. In accordance with §1732 of the Public Authorities Law, the SCA is submitting the enclosed Site Plan to the Mayor and the Council for consideration. Enclosed also are copies of the Notice of Completion of the Final Environmental Impact Statement that was prepared by the Office of the Deputy Mayor for Economic Development for the broader Hunters Point South redevelopment, and a Technical Memorandum that was subsequently prepared for the SCA.

The SCA looks forward to your favorable consideration of the proposed Site Plan. If you have any questions regarding this Site Plan or would like further information, please contact me at (718) 472-8001 at your convenience.

Thank you for your attention to this matter.

Sincerely,

A handwritten signature in cursive script that reads "Lorraine Grillo".

Lorraine Grillo
Acting President & CEO

Encl.

- c. Hon. Michael R. Bloomberg (w/o attachments)
- Hon. Leroy G. Comrie, Land Use Committee
- Hon. Bradford Lander, Subcommittee on Landmarks,
Public Siting and Maritime Uses
- Hon. Jimmy Van Bramer, District Councilmember
- Kathleen Grimm, Deputy Chancellor



**Department of
Education**

Lorraine Grillo
Acting President & CEO

lgrillo@nycsca.org

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Mayor
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Lorraine Grillo
Acting President & CEO

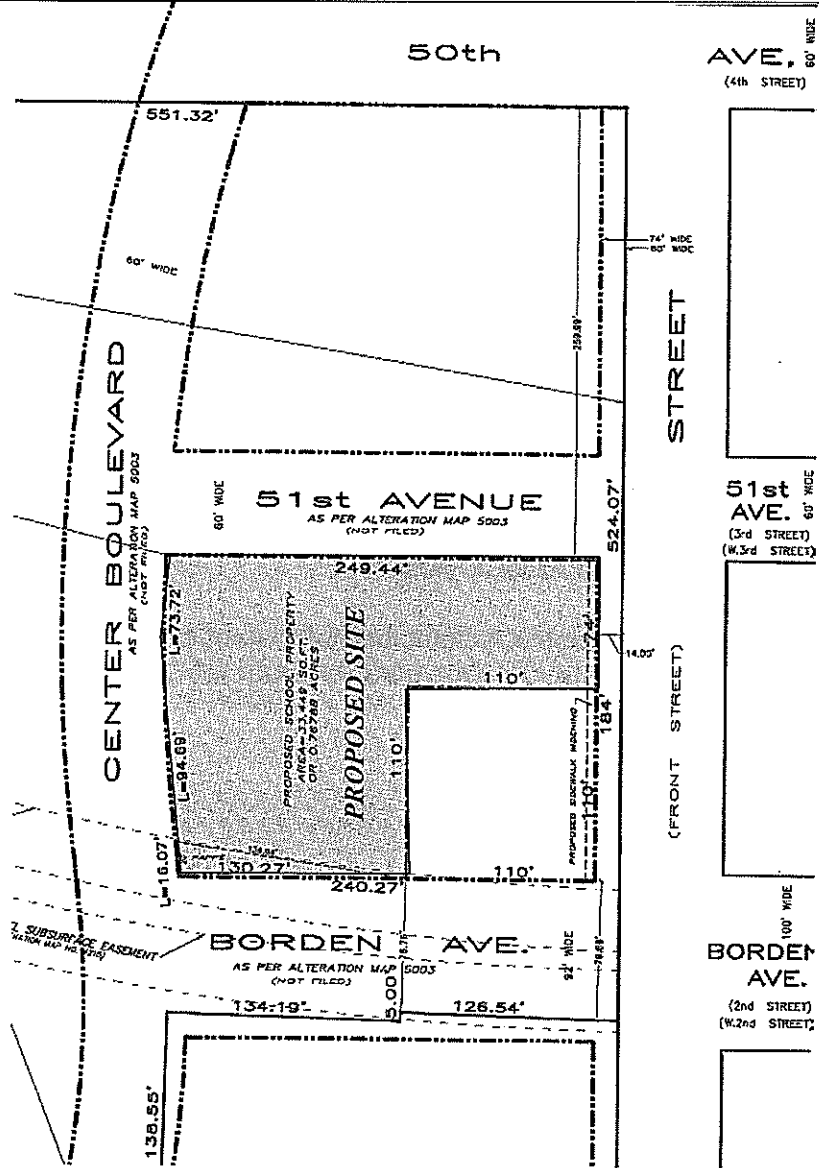
Encl.

- c. Hon. Christine C. Quinn (w/o attachments)
Hon. Dennis M. Walcott
Kathleen Grimm, Deputy Chancellor



SITE PLAN FOR AN APPROXIMATELY 1,071 SEAT INTERMEDIATE/HIGH SCHOOL, QUEENS
Queens Block 6 – Lot 1; Portion of Parcel B, Hunter's Point South
Community School District No. 30

§ 1731:4/2/2010 – 5/17/2010



NOTICE OF FILING

NEW YORK CITY SCHOOL CONSTRUCTION AUTHORITY

Pursuant to §1732 of the New York City School Construction Authority Act, notice has been filed for the proposed site selection of Block 6, Lot 1 (portion), located in the Borough of Queens, for the construction of a new, approximately 1,100-seat intermediate/high school facility in Community School District No. 30.

The proposed site contains a total of approximately 33,449 square feet of lot area (0.77 acre) on the block bounded by 2nd Street, and the mapped but as yet unbuilt rights of way for 51st Avenue, Center Boulevard, and Borden Avenue in western Queens. The site is a portion of Parcel B in the Special Southern Hunters Point District identified in the New York City Zoning Resolution. The site is vacant, and is currently owned by the City of New York. Site plans and a summary thereof for the proposed action are available at:

New York City School Construction Authority
30-30 Thomson Avenue
Long Island City, New York 11101

Attention: Ross J. Holden

Comments on the proposed actions are to be sent to the New York City School Construction Authority at the above address and will be accepted until Mat 17, 2010.

For publication in the New York Post (5 Borough Edition) on Friday, April 2, 2010.

ALTERNATE SITES ANALYSES

NEW, APPROXIMATELY 1,100-SEAT INTERMEDIATE/HIGH SCHOOL FACILITY PARCEL B, HUNTER'S POINT SOUTH School District No. 30, Queens

The proposed site contains approximately 33,449 square feet of vacant land located on the block bounded by 51st Avenue, Borden Avenue, Center Boulevard and 2nd Street. The site is owned by the City of New York, and is currently under the management and jurisdiction of the New York City Department of Housing Preservation and Development (HPD) pursuant to the City's planned development of the Hunters Point South community.

The proposed site has been designated for community facility and is identified as a portion of Parcel B in the Special Southern Hunters Point District. The remainder of the block is planned for new housing that would be developed through HPD.

Because the site is vacant land of sufficient size to accommodate construction of a new intermediate/high school facility, is owned by the City of New York, and school use was contemplated during the development of the Hunters Point South Redevelopment Plan, alternate sites are not being considered.



Community Board No. 2

43-22 50th Street, 2nd Floor

Woodside, New York 11377

(718) 533-8773

Fax (718) 533-8777

Email QN02@CB.NYC.GOV

Websites www.QueensCB.org - www.CB2Queens.org

Joseph Conley
Chairman

Debra Markell Kleinert
District Manager

May 20, 2010

Ross J. Holden
Vice President and General Counsel
NYC School Construction Authority
30-30 Thomson Avenue
Long Island City, New York 11101-3045

Re: Hunters Point IS / HS School 51st Avenue and Center Boulevard

Dear Mr. Holden:

With reference to the above, Community Board 2 invited SCA to present to the community, the proposed plan for the new IS/HS school in Hunters Point. A community information meeting, with comments from the community, was held May 18, 2010. Although the SCA comment period ended the night of the meeting, we appreciate the extended time to respond and included comments from the meeting.

As you will see from the comments below and from attached letters from the community, we were all disappointed by the lack of information as to programming and end use of the school and all questions related to the operation of the school were referred to the Department of Education. Unfortunately, many questions went unanswered relating to programming and use. We suggest that future projects, SCA should have representatives from DOE at public presentations to answer questions about the use of the facility.

The following, and the attachments, for your review are community comments about the proposed IS/HS.

- IS and HS students in the same school – 1071 seats are programmed in the new school. The ratio of IS and HS students be clarified and further clarification that students from the IS school and the HS school would not be entering and exiting through the same locations.
- Parking – CB2 is requesting on site parking be incorporated in the facility to accommodate teachers, staff, and visitors. In addition, on street parking regulations

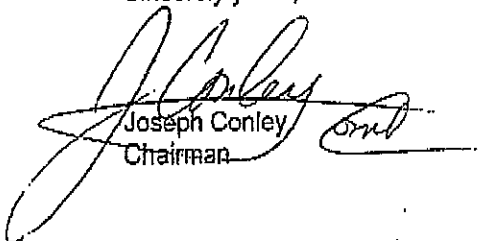
"Serving the Communities of Long Island City, Sunnyside, Woodside and Maspeth"

must be considered and identified for school buses, and parents discharging and picking up students. This could be designed along Center Blvd and not on 51st Avenue where it could affect area residents.

- School Lighting - The plans, as presented, featured night time lightning schemes. No day light plan. What will the exterior look like during day light? CB2 believes the current school design should be brighter in coloring and should be well lit to accommodate evening activities for safety.
- Green School - CB2 requests the building design and programming include "green space" for horticultural projects on the Terrace Roof and the roof of the building. The rationale is considering the close proximity to the waterfront and estuary programs, the proposed school should promote and offer classes on the environment and ecology.
- Percent for Art - There are many artists that reside in Hunters Point/Long Island City and we request a comprehensive outreach to local artists who should have the opportunity to be part of the Percent for Art Program to highlight many vibrant local artists in the community.
- Swimming Pool - Consideration to including a swimming pool in the school to offer classes on swimming and water safety.
- Adjoining Construction - There will be an additional building on the site and multiple new buildings are planned around the new school which raises the question of safety of students on site and traveling to the new school. We request SCA develop safety construction plans in anticipation of the proposed new building on site and a safety plan for construction of new buildings adjacent to the proposed new school.
- Contractors - During the construction of the new school, we remind SCA that contractors must adhere to NYC Noise Codes and that no work or prep work start before prescribe hours and that sufficient space be identified for contractor sheds, offices, parking for all workers and holding of material not be allowed on local streets. An appropriate site within the Hunters Point Development controlled by NYC, should be identified to accommodate construction activities so not to disrupt local residents and businesses.

Thank you for your attention to this matter and we await your reply. Should you need additional information, please call or write.

Sincerely yours,



Joseph Conley
Chairman



CITY PLANNING COMMISSION
CITY OF NEW YORK
OFFICE OF THE CHAIR

May 13, 2010

Sharon L. Greenberger
President and CEO
New York City School Construction Authority
30-30 Thomson Avenue
Long Island City, NY 11101-3045

Dear Ms. Greenberger,

This is in response to your letter of April 2, 2010 in which notice was given to the City Planning Commission of the proposed site selection of Block 6, Lot 1 (portion) in the borough of Queens (Community District 2) for the construction of a 1,071-seat Intermediate/High School facility for Community School District 30.

In view of the need for additional intermediate/high school capacity in this school district, the City Planning Commission recommends in favor of the proposed site for a new school facility for CSD 30.

Very sincerely,

Amanda M. Burden

C: Kathleen Grimm
Ross Holden
Betty Mackintosh
John Young

Amanda M. Burden, FAICP, Chair
22 Reade Street, New York, NY 10007-1216
(212) 720-3200 FAX (212) 720-3219
nyc.gov/planning





April 2, 2010



Kathleen Grimm
Deputy Chancellor for Infrastructure and Portfolio Planning
New York City Department of Education
52 Chambers Street
New York, New York 10007

**Re: New, Approximately 1,071-Seat Intermediate/High School, Queens
Community School District No. 30**

Dear Kathleen:

Pursuant to §1731 of the New York City School Construction Authority Act, notice is hereby given of the proposed site selection of Parcel B of the Hunter's Point South District located in the Borough of Queens, for the construction of a new, approximately 1,071-seat intermediate/high school facility in Community School District No. 30. The site is located at 1-50 51st Avenue, between Center Boulevard and 2nd Street.

By statute, the SCA is required to complete the site selection process before acquiring real property or starting construction of new schools. This process begins with formal notifications to the Department of Education, City Planning Commission, and the affected Community Board. The notification initiates a thirty (30) day period within which the Community Board is required to hold a public hearing, after which it has an additional fifteen (15) days to submit written comments. Following completion of this 45-day period, the SCA can submit the proposed site for approval by the City Council and Mayor. Only after the City Council and Mayor approve the site can the SCA begin construction.

Attached are copies of the Notice of Filing, the Site Plan, and the Alternate Sites Analyses for the proposed action. The SCA will accept public comments on this proposed action until May 17, 2010. All comments will be taken into consideration in the SCA's final decision regarding this matter. If you require any additional information, please do not hesitate to call me at (718) 472-8220.

Sincerely,

A handwritten signature in black ink, appearing to read "Ross J. Holden", is written over a horizontal line. The signature is stylized and somewhat cursive.

Ross J. Holden
Vice President & General Counsel



April 2, 2010



Mr. Joseph Conley, Chairperson
Queens Community Board No. 2
43-22 50th Street,
Woodside, New York 11377

**Re: New, Approximately 1,071-Seat Intermediate/High School, Queens
Community School District No. 30**

Dear Mr. Conley:

Pursuant to §1731 of the New York City School Construction Authority Act, notice is hereby given of the proposed site selection of Parcel B of the Hunter's Point South District located in the Borough of Queens, for the construction of a new, approximately 1,071-seat intermediate/high school facility in Community School District No. 30. The site is located at 1-50 51st Avenue, between Center Boulevard and 2nd Street.

Section 1731.2 states that within thirty (30) days of this notice, a public hearing with sufficient public notice shall be held by each affected community board on any or all aspects of the Site Plan. You may request the attendance of representatives of the Authority or Department of Education at this hearing.

In addition, §1731.3 states that within forty-five (45) days of this notice, each affected community board shall prepare and submit to the authority written comments on the Site Plan. Attached please find copies of the Notice of Filing, Site Plan, and Alternate Sites Analyses for the proposed action. The Authority will accept public comments on this proposed action until May 17, 2010. All comments will be taken into consideration in the Authority's final decision regarding this matter.

If you require any additional information, please do not hesitate to contact me at (718) 472-8220.

Sincerely,



Ross J. Holden
Vice President & General Counsel

Attachments

c: Kathleen Grimm, Deputy Chancellor
Debra Markell-Kleinert, District Manager

30-30 Thomson Avenue
Long Island City, NY 11101

718 472 8000 T
718 472 8840 F



April 2, 2010



Amanda M. Burden, FAICP
Chairperson
City Planning Commission
22 Reade Street
New York, New York 10007

**Re: New, Approximately 1,071-Seat Intermediate/High School, Queens
Community School District No. 30**

Dear Ms. Burden:

Pursuant to §1731 of the New York City School Construction Authority Act, notice is hereby given of the proposed site selection of Parcel B of the Hunter's Point South District located in the Borough of Queens; for the construction of a new, approximately 1,071-seat intermediate/high school facility in Community School District No. 30. The site is located at 1-50 51st Avenue, between Center Boulevard and 2nd Street.

Attached please find copies of the Notice of Filing, the Site Plan, and the Alternate Sites Analyses for the proposed action. The Authority will accept public comments on this proposed action until May 17, 2010. All comments will be taken into consideration in the Authority's final decision regarding this matter.

If you require any additional information, please do not hesitate to contact me at (718) 472-8220.

Sincerely,

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Ross J. Holden
Vice President & General Counsel

c: Kathleen Grimm, Deputy Chancellor
Sarah Whitham, NYC Department of City Planning



April 2, 2010



The Honorable Helen Marshall
President, Borough of Queens
120-55 Queens Boulevard
Kew Gardens, New York 11424

**Re: New, Approximately 1,071-Seat Intermediate/High School, Queens
Community School District No. 30**

Dear Borough President Marshall:

Pursuant to §1731 of the New York City School Construction Authority Act, notice is hereby given of the proposed site selection of Parcel B of the Hunter's Point South District located in the Borough of Queens, for the construction of a new, approximately 1,071-seat intermediate/high school facility in Community School District No. 30. The site is located at 1-50 51st Avenue, between Center Boulevard and 2nd Street.

This notification was sent to Queens Community Board No. 2 and the City Planning Commission. The Notice of Filing for this site selection will be published in the New York Post on April 2, 2010, and the SCA will continue to accept public comments until May 17, 2010.

I have also attached the Site Plan and Alternate Sites Analyses for your review. If you require any additional information, please do not hesitate to contact me at (718) 472-8220.

Sincerely,

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Ross J. Holden
Vice President & General Counsel

Attachments

c: Kathleen Grimm, Deputy Chancellor



April 2, 2010



The Honorable Christine C. Quinn
Speaker of the City Council
City Hall
New York, New York 10007

**Re: New, Approximately 1,071-Seat Intermediate/High School, Queens
Community School District No. 30**

Dear Speaker Quinn:

Pursuant to §1731 of the New York City School Construction Authority Act, notice is hereby given of the proposed site selection of Parcel B of the Hunter's Point South District located in the Borough of Queens, for the construction of a new, approximately 1,071-seat intermediate/high school facility in Community School District No. 30. The site is located at 1-50 51st Avenue, between Center Boulevard and 2nd Street.

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I have also attached the Site Plan and Alternate Sites Analyses for your review. If you require any additional information, please do not hesitate to contact me at (718) 472-8220.

Sincerely,


Ross J. Holden
Vice President & General Counsel

Attachments

c: Kathleen Grimm, Deputy Chancellor
Hon. Leroy G. Comrie, Jr., Land Use Committee
Hon. Bradford Lander, Subcommittee on Landmarks,
Public Siting and Maritime Uses
Hon. James G. Van Bramer, District Councilmember
Gail Benjamin, Director, Land Use Division
Alonzo Carr, Land Use Division



April 2, 2010



The Honorable Catherine Nolan
New York State Assembly, 37th District
District Office
41-02 Queens Blvd, Suite 2B
Sunnyside, New York 11104

**Re: New, Approximately 1,071-Seat Intermediate/High School, Queens
Community School District No. 30**

Dear Assemblywoman Nolan:

Pursuant to §1731 of the New York City School Construction Authority Act, notice is hereby given of the proposed site selection of Parcel B of the Hunter's Point South District located in the Borough of Queens, for the construction of a new, approximately 1,071-seat intermediate/high school facility in Community School District No. 30. The site is located at 1-50 51st Avenue, between Center Boulevard and 2nd Street.

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I have also attached the Site Plan and Alternate Sites Analyses for your review. If you require any additional information, please do not hesitate to contact me at (718) 472-8220.

Sincerely,

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Ross J. Holden
Vice President & General Counsel

Attachments

c: Kathleen Grimm, Deputy Chancellor



April 2, 2010



The Honorable George Onorato
New York State Senate, 12th District
District Office
28-11 Astoria Boulevard
Long Island City, New York 11102

**Re: New, Approximately 1,071-Seat Intermediate/High School, Queens
Community School District No. 30**

Dear State Senator Onorato:

Pursuant to §1731 of the New York City School Construction Authority Act, notice is hereby given of the proposed site selection of Parcel B of the Hunter's Point South District located in the Borough of Queens, for the construction of a new, approximately 1,071-seat intermediate/high school facility in Community School District No. 30. The site is located at 1-50 51st Avenue, between Center Boulevard and 2nd Street.

This notification was sent to Queens Community Board No. 2 and the City Planning Commission. The Notice of Filing for this site selection will be published in the New York Post on April 2, 2010, and the SCA will continue to accept public comments until May 17, 2010.

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Sincerely,

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Ross J. Holden
Vice President & General Counsel

Attachments

c: Kathleen Grimm, Deputy Chancellor



April 2, 2010



Mr. Isaac Carmignani
President
Community Education Council No. 30
28-11 Queens Plaza North, Room 511
Long Island City, New York 11101

**Re: New, Approximately 1,071-Seat Intermediate/High School, Queens
Community School District No. 30**

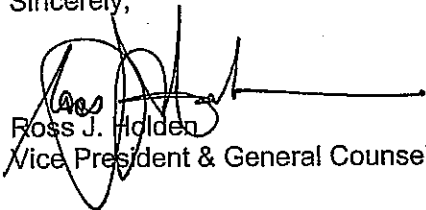
Dear Mr. Carmignani:

Pursuant to §1731 of the New York City School Construction Authority Act, notice is hereby given of the proposed site selection of Parcel B of the Hunter's Point South District located in the Borough of Queens, for the construction of a new, approximately 1,071-seat intermediate/high school facility in Community School District No. 30. The site is located at 1-50 51st Avenue, between Center Boulevard and 2nd Street.

This notification was sent to Queens Community Board No. 2 and the City Planning Commission. We have requested that Queens Community Board No. 2 hold a public hearing on the proposed site selection within thirty (30) days of this notice, and the SCA will continue to accept public comments until May 17, 2010.

I have also attached the Site Plan and Alternate Sites Analyses for your review. If you require any additional information, please do not hesitate to contact me at (718) 472-8220.

Sincerely,



Ross J. Holden
Vice President & General Counsel

Attachments

c: Kathleen Grimm, Deputy Chancellor



April 2, 2010



Citywide Council on High Schools
45-18 Court Square
Long Island City, New York 11101
Attn: President

**Re: New, Approximately 1,071-Seat Intermediate/High School, Queens
Community School District No. 30**

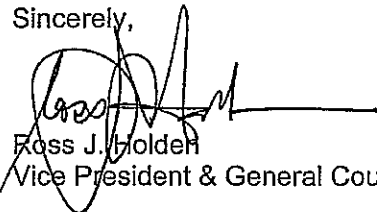
Dear Citywide Council on High Schools:

Pursuant to §1731 of the New York City School Construction Authority Act, notice is hereby given of the proposed site selection of Parcel B of the Hunter's Point South District located in the Borough of Queens, for the construction of a new, approximately 1,071-seat intermediate/high school facility in Community School District No. 30. The site is located at 1-50 51st Avenue, between Center Boulevard and 2nd Street.

This notification was sent to Queens Community Board No. 2 and the City Planning Commission. We have requested that Queens Community Board No. 2 hold a public hearing on the proposed site selection within thirty (30) days of this notice, and the SCA will continue to accept public comments until May 17, 2010.

I have also attached the Site Plan and Alternate Sites Analyses for your review. If you require any additional information, please do not hesitate to contact me at (718) 472-8220.

Sincerely,



Ross J. Holden
Vice President & General Counsel

Attachments

c: Kathleen Grimm, Deputy Chancellor



THE CITY OF NEW YORK
OFFICE OF THE MAYOR
NEW YORK, N.Y. 10007

**CITY ENVIRONMENTAL QUALITY REVIEW
NOTICE OF COMPLETION FOR THE
FINAL ENVIRONMENTAL IMPACT STATEMENT**

HUNTER'S POINT SOUTH REZONING AND RELATED ACTIONS

Lead Agency: Office of the Deputy Mayor for Economic Development

Lead Agency Contact: Robert R. Kulikowski, Ph.D.
253 Broadway – 14th floor
New York, NY 10007
(212) 788-9956

CEQR No.: 08DME006Q

SEQR Classification: Type I

Date Issued: September 12, 2008

Location: The proposed actions include two sites: Site A and Site B. Site A is approximately 30 acres located in the Hunter's Point section of Long Island City, Queens, generally bounded to the north by 50th Avenue, to the west by the East River, to the south by Newtown Creek, and to the east by 2nd Street.

Site B, a privately owned site, is approximately 7.5 acres and located adjacent to Site A in the Hunter's Point section of Long Island City, Queens, generally bounded to the north by 54th Avenue, to the west by 2nd Street, to the south by Newtown Creek, and to the east by the prolongation of 5th Street.

Pursuant to the City Environmental Quality Review (CEQR), Mayoral Executive Order 91 of 1977, as amended, and the CEQR Rules of Procedure found at Title 62, Chapter 5 of the Rules of the City of New York, and the State Environmental Quality Review Act (SEQRA), Article 8 of the State Environmental Conservation Law and its implementing regulations found at Title 6 NYCRR Part 617, a Final Environmental Impact Statement (FEIS) has been prepared for the actions described below and is available for public inspection at the offices listed on the last page of this notice. On October 12, 2007, the Office of the Deputy Mayor for Economic Development issued a Positive Declaration and Notice of Intent to Prepare a Draft Environmental Impact Statement for the Hunter's Point South Rezoning and Related Actions project. A Draft Scope of Work for the EIS was issued

and distributed on October 16, 2007. A public scoping meeting was held on November 15, 2007 to accept oral comments, and written comments were accepted until November 30, 2007. The Final Scoping Document was issued on March 28, 2008 and a Notice of Completion for the Draft Environmental Impact Statement (DEIS) was issued on April 2, 2008. A public hearing on the DEIS was held in conjunction with the City Planning Commission's public hearing pursuant to the Uniform Land Use Review Procedure (ULURP) on August 13, 2008 at Tishman Auditorium, Vanderbilt Hall, New York University School of Law, 40 Washington Square South, New York, New York. Written comments on the DEIS were accepted until 5:00 P.M. on August 25, 2008. A Statement of Findings for the FEIS will be issued no sooner than September 23, 2008.

A. PROJECT DESCRIPTION

The Office of the Deputy Mayor for Economic Development, in coordination with the New York City Economic Development Corporation (NYCEDC), New York City Department of City Planning (NYCDCP), New York City Department of Housing Preservation and Development (NYCHPD), and New York City Department of Parks and Recreation (NYCDPR), is sponsoring an initiative by the City of New York (City) to implement the Hunter's Point South Rezoning and Related Actions (the proposed actions) in the Hunter's Point neighborhood of Long Island City, Queens.

The purpose of the proposed actions is to facilitate the implementation of a large-scale, mixed-use development plan, Hunter's Point South, that provides a substantial amount of affordable housing and to allow for the residential redevelopment of a privately owned adjacent site. The development of the Hunter's Point South project would be an integral part of the City's New Housing Marketplace plan for the provision of 165,000 units of affordable housing. In addition to housing, the new development on public land would also include retail uses, community space, a public school, public parkland (including waterfront access) and other public and private open spaces, and accessory parking. Redevelopment of the privately owned development also would include public waterfront access. The new publicly accessible waterfront recreation areas would provide significant benefits to the Long Island City community, the Borough of Queens, and the City as a whole.

To implement the new development, a number of discretionary actions are proposed, including changes to the City Map to create new roads and parks; changes to the zoning map to change the zoning districts that apply to the project sites from manufacturing to residential districts with commercial overlay; and changes to the text of the Zoning Resolution to create a new Special Zoning District tailored to the goals for new development on the sites. Other proposed actions include acquisition and disposition of land by the City; designation of an Urban Development Action Area; site plan approval for a new school; and modification to the Empire State Development Corporation (ESDC) Hunters Point (Queens West) Waterfront Development Land Use Improvement Project General Project Plan (GPP) for Queens West to remove Site A from the Queens West project and related actions arising from this change to the GPP.

B. PROPOSED ACTIONS

To implement the City's residential development plan for Site A and to facilitate the redevelopment of the privately owned Site B, a package of public actions is proposed.

CHANGES TO THE CITY MAP

The proposed changes to the City Map include eliminating the mapped but unbuilt streets and parkland on Site A and establishing new parks and streets within Site A. With these changes, seven new development parcels would be created at Site A (Parcels A through G). The changes to the City Map include:

- The elimination of the following mapped but unbuilt streets generally located between the East River and 2nd Street: Center Boulevard, 54th Avenue, Newtown Creek Road, Newtown Creek Terrace, and Hunter's Point Place.
- The establishment of the following streets:
 - Center Boulevard in a new location between 50th Avenue and 57th Avenue;
 - 2nd Street between 56th Avenue and 57th Avenue;
 - 51st Avenue between 2nd Street and Center Boulevard;
 - 54th Avenue between its current mapped terminus, which is at the former Center Boulevard, and the proposed Center Boulevard;
 - 55th Avenue between Center Boulevard and 2nd Street;
 - 56th Avenue between Center Boulevard and 2nd Street; and
 - 57th Avenue between Center Boulevard and 2nd Street.
- The widening of 2nd Street between 50th Avenue and 56th Avenue, except for a portion between Borden Avenue and 54th Avenue (2nd Street is built).
- The narrowing of Borden Avenue between 2nd Street and Center Boulevard (this segment of Borden Avenue is currently mapped but not built).
- The narrowing of 50th Avenue between 2nd Street and Center Boulevard (this segment of 50th Avenue is built).
- The elimination of mapped parklands, the establishment of park additions, and the delineation of permanent sewer corridors within an area generally bounded by proposed Center Boulevard, 2nd Street, the U.S. Pierhead line, and 50th Avenue.
- The establishment of a park generally along the south side of proposed 55th Avenue between Center Boulevard and 2nd Street.

In tandem with these actions and with the elimination of Site A from the Queens West GPP, the City is also proposing off-site changes to the City Map. Specific actions are as follows:

- De-map an unbuilt portion of 48th Avenue between Vernon Boulevard and 21st Street, which was intended to serve as a vehicular tunnel to bypass the intersection of Jackson Avenue and 11th Street.
- Eliminate an approximately 1-foot-deep strip of mapped but unbuilt park on the south side of 48th Avenue between Vernon Boulevard and 11th Street.

ZONING MAP AMENDMENTS

The zoning map amendments proposed as part of the proposed actions are:

- Rezone Site A from M3-1 (2.0 FAR¹) to R10 (12.0 FAR) with a C2-5 (2.0 FAR) overlay along 2nd Street and key locations along Center Boulevard, Borden Avenue, and 55th Avenue.
- Rezone Site B from M1-4 (2.0 FAR) to R7-3 (5.0 FAR) with a C2-5 (2.0 FAR) overlay along 2nd Street.
- Establish the Special Southern Hunter's Point District on Sites A and B.

¹ Floor Area Ratio, or FAR, is a measure of density establishing the amount of development allowed in proportion to the base lot area. For example, a lot of 10,000 square feet with a FAR of 1 has an allowable building area of 10,000 square feet. The same lot with an FAR of 10 has an allowable building area of 100,000 square feet.

ZONING TEXT AMENDMENTS

Zoning text amendments are proposed to establish a new special zoning district on Sites A and B—the Special Southern Hunter’s Point District—to ensure the redevelopment of Sites A and B is consistent with the planning and design work completed to date. Within the Special Southern Hunter’s Point District, two subdistricts would be established: the East River Subdistrict (Site A west of 2nd Street to the Pierhead Line) and the Newtown Creek Subdistrict (Site B). The Special District is intended to promote appropriate redevelopment adjacent to the waterfront, which reflects several of the recommendations and planning objectives developed for the Hunter’s Point South project. The proposed Special District would modify the underlying provisions of the floor area provisions of the proposed R10 and R7-3 districts and would set forth maximum floor areas in the proposed East River Subdistrict. The Special Southern Hunter’s Point District would also establish two floor area bonuses within the Newtown Creek Subdistrict related to the provision of a new publicly accessible private street and an abutting landscaped publicly accessible open area and to Inclusionary Housing. A Waterfront Access Plan is also proposed to tailor the waterfront access requirements to Site B.

(E) DESIGNATIONS

(E) Designations would be applied to Site B (Block 11, Lot 1): an (E) Designation for hazardous materials would require that pre-development activities include implementation of a Phase II sampling protocol and remediation to the satisfaction of the New York City Department of Environmental Protection (NYCDEP) before the issuance of a building permit; an (E) Designation for air quality would set forth requirements for fuel type and stack location to ensure that no adverse air quality impacts would occur from the buildings’ heating, ventilation, and air conditioning systems; and an (E) Designation for noise would ensure that CEQR requirements for building noise attenuation are met.

ACQUISITION OF LAND

Redevelopment of Site A may require the acquisition of land by the City. Site A comprises several tax lots and de-mapped streets:

- Block 6, Lot 1, the location of the Tennisport, is currently owned by QWDC, a subsidiary of ESDC. After ESDC’s modification of its GPP to remove this site from the General Project Plan, either NYCEDC will acquire the Tennisport, or if ULURP acquisition authority is first obtained, then the City may directly acquire those properties from QWDC. With ULURP approval, the City acting through NYCHPD may then acquire all or portions of the development parcels on this lot from NYCEDC.
- Block 1, Lots 1 and 10; Block 5, Lot 1; Block 6, Lots 2, 14, and 38 are owned by the Port Authority of New York and New Jersey (PANYNJ). PANYNJ also owns the de-mapped portions of 54th Avenue and 55th Avenue between 2nd Street and the East River for which tax lot numbers have not been assigned. PANYNJ would convey these properties to NYCEDC, or if ULURP acquisition authority is first obtained, then the City may directly acquire those properties from the Port Authority. With ULURP approval, the City acting through NYCHPD may then acquire all or portions of the development parcels on this lot from NYCEDC.

In all events, the City will ultimately hold fee title to properties within Site A that are proposed for new streets and parks. Portions of these properties are currently owned by PANYNJ, QWDC, and the New York State Office of General Services.

DESIGNATION AS AN URBAN DEVELOPMENT ACTION AREA PROJECT

The City seeks designation of an Urban Development Action Area and approval of a UDAAP project on Site A pursuant to Article 16 of the General Municipal Law to enable Site A to be developed.

DISPOSITION OF LAND

The property to be acquired by the City is proposed for disposition to a developer selected by NYCHPD.

SCHOOL SITE PLAN APPROVAL

Development of a new school on Site A would require site plan approval by the Mayor and City Council pursuant to the requirements of the New York City School Construction Authority Act.

MODIFICATION TO THE QUEENS WEST GENERAL PROJECT PLAN AND RELATED ACTIONS

Development of Site A pursuant to the proposed Special Zoning District would require modification by ESDC of the GPP currently in place for the Queens West project on Site A. The proposed modification would remove Site A and 48th Avenue between Vernon Boulevard and 21st Street that was intended to serve as a vehicular tunnel to bypass the intersection of Jackson Avenue and 11th Street, from the GPP. Other related actions by ESDC and/or QWDC required by the proposed actions would include the transfer of Block 6, Lot 1 to NYCEDC or directly to the City through NYCHPD; the amendment of the Mapping Agreement between ESDC and New York City to relieve ESDC of any obligation to construct streets outside the Queens West Project site as revised by the modified GPP and to provide for the transfer of streets in Stage 2 of the remaining Queens West development when such streets are constructed; the transfer of streets in Stage 1 of the Queens West development to the City prior to or contemporaneous with the transfer of Block 6, Lot 1 to NYCEDC or directly to the City through NYCHPD; the termination of the Municipal Agreement among ESDC, the City, NYCEDC and the PANYNJ; and the entering of a new management agreement with the PANYNJ with regard to the remaining portion of the Queens West development.

LAND DISPOSITION AGREEMENT

The Site A parcels, other than the portion of Parcel B that would be developed as a school, would be developed in accordance with a Land Disposition Agreement (LDA), to ensure that appropriate measures are implemented to avoid impacts related to hazardous materials, air quality, and noise.

For hazardous materials, the LDA will require that appropriate testing and remediation activities are performed prior to and/or during development of the parcels on Site A such that future redevelopment proceeds in a manner protective of public health. For all other areas of Site A (the areas that would become streets and parks), appropriate testing and remediation activities would also be performed prior to and/or during development such that future redevelopment proceeds in a manner protective of public health. For air quality, the LDA will restrict fuel type and stack locations to ensure that no significant adverse air quality impacts would occur. For noise, the LDA will require that on Site A at least 30 dBA of building attenuation is provided for residential and community facility uses.

For the school on Parcel B, the New York City School Construction Authority (SCA) would be responsible for the design and construction. Under the terms of its enabling legislation, SCA must comply with SEQRA. Therefore, SCA would undertake appropriate measures to avoid impacts related to hazardous materials, air quality, and noise on the school portion of Parcel B. For hazardous materials, following acquisition of the site for the school on Parcel B, SCA would undertake additional site-specific investigations to determine the specific measures and engineering controls that would be implemented to avoid hazardous materials impacts.

OTHER ACTIONS

Site A is currently subject to waterfront permits issued by the U.S. Army Corps of Engineers (USACE) and the New York State Department of Environmental Conservation (NYSDEC). These

permits allow development of a waterfront park and installation of new stormwater outfalls. As part of the proposed actions, it is anticipated that the waterfront permits, as they pertain to Site A, would be transferred from QWDC to the City of New York; or, if required, the City would apply for new permits for work at Site A. After the new waterfront park has been designed, the City may seek to modify the existing permits to accommodate the new park design. If changes to the waterfront conditions are proposed, modifications to those permits or new permits may be required. For example, once an Amended Drainage Plan has been developed for Site A, changes may need to be proposed to the location of outfalls. In addition, once the design for the new park has been developed, if any changes are proposed to the water's edge or to other conditions set forth in the permit, these would also require modifications to the site's permits.

Site A is currently mapped with a number of easements, including two for the Queens-Midtown Tunnel, an easement for Amtrak's 34th Street Tunnel, three easements for the Long Island Rail Road (LIRR), and several utility easements for the New York State Power Authority, New York City Department of Environmental Protection, Con Edison, and Verizon New York Telephone. For these areas, coordination with these entities would be required prior to future construction.

C. PROBABLE IMPACTS OF THE PROPOSED ACTIONS

LAND USE, ZONING, AND PUBLIC POLICY

The proposed actions are not expected to result in significant adverse impacts to the land use on the project sites or in the study area. The proposed actions would result in the redevelopment of Sites A and B according to new zoning district designations and a new Special Southern Hunter's Point District. The proposed special district would establish new allowable use and bulk regulations for Sites A and B. The redevelopment of Sites A and B according to these new zoning regulations would result in the transformation of an underutilized waterfront parcel and a site containing distribution uses to a higher density mixed-use neighborhood with residential, retail, community facility (including a school) and park and open space uses. The proposed development would be compatible and consistent with land uses surrounding the project sites, including the Hunter's Point mixed-use neighborhood to the east and the higher-density Queens West development to the north. The proposed actions would also be consistent with development trends in the study area, particularly residential redevelopment.

The proposed actions are not expected to result in adverse zoning impacts. The proposed actions would change the zoning of Site A and Site B to increase the maximum allowable FAR and to permit residential uses, thereby allowing the development of a dense residential neighborhood. These zoning changes would be compatible with the zoning of the mixed-use areas to the east and residential area to the north of Site A and would not be expected to have an adverse impact on the manufacturing areas adjacent to Site B.

SOCIOECONOMIC CONDITIONS

DIRECT BUSINESS AND INSTITUTIONAL DISPLACEMENT

The proposed actions would not result in significant adverse impacts due to direct business and institutional displacement. The proposed actions would directly displace a recreational use (Tennisport) from Site A and would eliminate the potential use of Site B for manufacturing uses similar to those there today. Collectively, the businesses on the project sites employ approximately 228 workers.

Based on guidelines in the *CEQR Technical Manual*, the potentially displaced businesses were determined not to be of substantial economic value to the City or region; they do not provide products

or services unique to New York City or regional area, and the study areas' residents and businesses are not dependent on the displaced businesses for day-to-day needs. The businesses on Site B do not appear to have site-specific needs unique to their current location and real estate data indicate suitable space is available in other industrial areas in Queens or elsewhere in the City. Further, the businesses on the two sites do not individually or collectively define neighborhood character within the study areas. The businesses on the sites do not have a substantial number of jobs in the economic sectors with the highest employment in the primary and secondary study areas (i.e., those that contribute substantially in an economic sense to the character of the neighborhood).

INDIRECT BUSINESS AND INSTITUTIONAL DISPLACEMENT

The proposed actions would not result in significant adverse impacts due to indirect business and institutional displacement. The direct displacement of the businesses on the project sites would not lead to indirect displacement because these businesses do not directly support other businesses in the area, nor do they bring large numbers of people to the area that form a customer base for local businesses. While the employees of directly displaced businesses and indirectly displaced residents may form a portion of the customer base of neighborhood service establishments (food and drink establishments, retail, etc.), they would be replaced by a substantial new residential population, as intended by the goals of the proposed actions.

For the portions of the study areas north of Borden Avenue, the combination of residential, retail, community facility, parking, and open space introduced by the proposed actions would not alter or accelerate trends to alter existing economic patterns, because these uses are already prominent and there is a well-established trend toward residential and commercial redevelopment that is expected to continue independent of the proposed actions. The area south of Borden Avenue and west of 11th Street, however, could experience increased rent pressures due to the introduction of residential uses south of Borden Avenue with the proposed actions. However, the potential for indirect displacement would likely be limited to locations on the north side of 54th Avenue north of Site B, which would be located closest to residential uses intended for Site B. All establishments in this area south of Borden Avenue and west of 11th Street are located within the Long Island City Industrial Ombudsman Area, which provides business support and services that enhance the area's value as an industrial location and in doing so could temper market forces to convert to other uses. Overall, therefore, only limited indirect displacement of businesses is anticipated in the area south of Borden Avenue, and no indirect displacement of businesses would occur elsewhere in the study area.

ADVERSE EFFECTS ON SPECIFIC INDUSTRIES

The proposed actions would not result in significant adverse impacts on any specific industry within, or outside of, the study areas. The businesses on the project sites are not concentrated in any specific industry sector. None of the businesses subject to displacement are essential to the survival of an industry sector within, or outside of, the study areas.

DIRECT RESIDENTIAL DISPLACEMENT

Currently, the project sites do not contain any residential uses. Therefore, the proposed actions would not result in significant adverse impacts due to direct residential displacement.

INDIRECT RESIDENTIAL DISPLACEMENT

The proposed actions would not result in significant adverse impacts due to indirect residential displacement. The proposed actions would introduce 6,650 new residential units, or an estimated 12,968 new residents, to the study areas. Although this is a substantial addition to the study areas' population, the new population at Sites A and B would not be expected to introduce or accelerate a trend toward increased market rents in the study area. There is already a very strong trend in the

primary study area for the development of new market-rate housing, which has substantially increased the population of the study area over the past 15 years and has been gradually shifting the socioeconomic characteristics of the study area. The proposed actions would offer housing opportunities for a wide range of incomes through the provision of both affordable and market-rate units and this mix of market-rate and affordable housing could serve to relieve rather than increase residential market pressure in the study area. Therefore, the proposed actions would not introduce or accelerate a trend toward increased market rents to cause indirect residential displacement.

COMMUNITY FACILITIES

PUBLIC SCHOOLS

The project sites are located within Planning Zone 3 (Zone 3) of Community School District 30 (CSD 30). The analysis of public schools considers the proposed actions' impact on elementary and intermediate schools within a 1½-mile study area and within Zone 3 and CSD 30, as well as on high schools within Queens.

The assessment finds that the proposed actions would not have a significant adverse impact on intermediate schools within Zone 3 or CSD 30, or on high schools within the borough of Queens. The proposed actions would result in a significant adverse impact on elementary schools within the 1½-mile study area, Zone 3, and CSD 30, as well as on intermediate schools within the 1½-mile study area. (Elementary and intermediate schools in these study areas will be operating over capacity in the future without the proposed actions because of new students from the many residential projects expected to be complete by 2017.) The quantitative analysis does not account for new elementary and intermediate school seats that will be constructed in the future without the proposed actions (including seats that may be constructed within the 1½-mile study area). It also does not account for the school seats that would be provided under the proposed actions (an approximately 1,250-seat intermediate/high-school would be provided). However, even with the additional school seats planned in the future without the proposed actions, the Hunter's Point South Rezoning and Related Actions would result in significant adverse impacts on elementary schools within the 1½-mile study area, Zone 3, and CSD 30, and on intermediate schools within the 1½-mile study area. The estimated shortages of seats would be substantial:

- Elementary Schools: A deficit of 1,265 seats (153 percent utilization) in the 1½-mile study area, of 807 seats (115 percent utilization) in Zone 3; and of 1,486 seats (108 percent utilization) in CSD 30.
- Intermediate Schools: A shortfall of 949 intermediate school seats in the 1½-mile study area (358 percent utilization).

The impact on intermediate schools would be partially or fully addressed by the inclusion of new intermediate school seats in the new school planned at Hunter's Point South as part of the proposed actions. The impact on elementary schools would not be mitigated.

LIBRARIES

The new residents added by the proposed actions would increase the population served by the Court Square Library by 13 percent and the planned Queens West Branch by almost 40 percent. However, this increase would not constitute a significant adverse impact because the Queens West Branch library is planned specifically to meet the growing need for library services in Hunter's Point.

PUBLIC DAY CARE CENTERS

With the proposed actions, the residents of the affordable units at Site B would generate a new demand for 59 day care slots. Day care facilities near the project sites will already be operating above

capacity because of the many other development projects under construction or planned in the future independent of the proposed actions. If no new day care facilities are added in the study area to respond to this new demand, the 59 new children from the proposed actions would exacerbate the predicted shortage in day care slots and would constitute 26 percent of the collective capacity of day care centers serving the area. This increase would result in a potential significant adverse impact on day care capacity in the area. However, the quantitative analysis does not account for a 5,000-square-foot day care facility that may be built at Queens West in the future without the proposed actions. Although it will likely be privately-run, these slots could be used by the children of income-eligible households with Administration for Children's Services vouchers to finance care at private day care centers. However, if additional day care facilities are not added to the study area, the proposed actions would result in a significant adverse impact on day care facilities.

POLICE AND FIRE PROTECTION

The proposed actions would not affect the physical operations of, or access to and from, a police precinct house, fire station, or emergency medical facility. No significant adverse impacts on police, fire, and emergency medical services would result with the proposed actions.

HEALTH CARE FACILITIES

According to the thresholds in the *CEQR Technical Manual*, the proposed actions would not have significant adverse impacts on hospitals or health care facilities. The proposed actions would result in an increment of approximately 253 emergency room visits per year within the 1½-mile study area. This constitutes an increase of only 0.7 percent over the current number of visits and those expected in the future without the proposed actions. This is below the *CEQR Technical Manual* threshold of a 5 percent increase in demand for health care services and, therefore, would not represent a significant adverse impact with respect to health care services.

OPEN SPACE

The proposed actions would not result in a significant adverse impact on open space resources. In total, the proposed actions would create 13.42 acres of new open spaces on Sites A and B, 8.03 acres of which would be for passive recreation and 5.39 acres of which would be for active recreation. These open spaces would include a large waterfront park along Site A's entire East River shoreline, waterfront walkways and park spaces along the two project sites' entire Newtown Creek shoreline, and other smaller park spaces on the project sites.

Compared with conditions in the future without the proposed actions, the proposed actions would increase the commercial (¼-mile) study area's passive open space ratios, which would exceed the City's recommended guidelines. The proposed actions would also improve open space ratios in the residential (½-mile) study area, where the total open space ratio would increase slightly (by 1.2 percent) and the active open space ratio would increase by 5.0 percent. The passive open space ratio would decrease slightly (by 1 percent) but remains well above the City's guideline values.

Although the total and active open space ratios would continue to be below the recommended levels, the City recognizes that these goals are not feasible for many areas of the City and they are not considered impact thresholds. Further, by adding a substantial new park space, the proposed actions would result in a significant improvement to the area's open space that is not clearly reflected in the quantitative analysis.

SHADOWS

The incremental shadows that would be cast by the reasonable worst-case development scenario's (RWCDS's) buildings would not cause any significant adverse impacts to nearby sun-sensitive

resources. Incremental shadows would fall on various parts of the East River for up to four hours during mornings throughout the year, but these shadows would not significantly affect aquatic resources. Incremental shadows would also fall on portions of Gantry Plaza State Park for more than five hours during the morning and early afternoon hours of the fall, winter, and early spring months and on Peninsula Park on winter afternoons. While the long duration of these shadows could reduce the attractiveness of the park's passive recreation facilities during these seasons, the overall usability of the park would not be significantly affected. In the late spring and summer months, the park would receive ample sunlight, and no significant adverse impact to the health and viability of the park's vegetation would result.

HISTORIC RESOURCES

The proposed actions are not expected to result in any significant adverse impacts on archaeological or architectural resources in the study area. The project sites are not sensitive for archaeological resources, and the architectural resources (i.e., the LIRR car float gantries, Queens-Midtown Tunnel vent building, Pepsi-Cola sign, 108th Police Precinct, and St. Mary's Church) are located more than 90 feet from the project sites and, therefore, outside the area of potential physical impacts. In addition, the proposed actions would not result in adverse contextual impacts nor would any significant views of any architectural resource be blocked. Further, the proposed actions would not significantly alter the visual setting of any architectural resource, nor would they introduce incompatible elements to any architectural resource's setting in the study area.

URBAN DESIGN AND VISUAL RESOURCES

The proposed actions would not have any significant adverse impacts on the study area's urban design and visual resources. The height of the proposed buildings would be similar to the Queens West development buildings that are built or under construction, but the height and setback provisions would reduce the allowed tower dimensions to less than those at Queens West. With a consistent streetwall with heights ranging from 40 to 70 feet, street trees and landscaping, and new park spaces, the urban design of the new development would be compatible with the urban design of the nearby residential community, which includes Queens West and portions of the Hunter's Point neighborhood to the east, featuring a varied mix of building types. The new streets at Site A and Site B would continue the existing street hierarchy from the study area onto the project sites, connecting the new neighborhood to the surrounding area. The streetscape improvements on 50th and 51st Avenues would also serve to integrate the new residential neighborhood with the existing Hunter's Point community.

In addition, the new development would not block any significant view corridors or views of visual resources, limit access to any resource, change the study area's urban design features so that a visual resource is no longer dominant in the area, or change the study area's urban design features so that the context of a visual resource is adversely altered. The proposed actions would maintain existing view corridors to the water and greatly enhance visual access to the waterfront, making available to the public sweeping views of the water and Manhattan skyline as well as the Brooklyn waterfront.

NEIGHBORHOOD CHARACTER

The proposed actions would dramatically transform Site A and Site B from low-density, industrial and commercial sites to a high-density development of residential buildings with retail and community facility uses. Together with the ongoing development at Queens West, the primary study area would have a band of high-rise residential development with a public waterfront park along the entire East River shoreline. Development of Site B would continue the high-density residential neighborhood eastward across 2nd Street, consistent with ongoing development trends in the primary study area (an example of which is the conversion of the PowerHouse).

The new development on Site A would be connected to the Hunter's Point mixed-use neighborhood to the east by its new east-west streets; Site B would be connected by 2nd Street, a north-south street. From locations to the east, the development's towers would be visible in the distance. View corridors to the waterfront and Manhattan skyline beyond would remain between the new buildings, including the existing view corridors down 50th and 51st Avenues toward the Empire State Building.

The proposed actions would almost double the study area's population. However, the proposed actions' mix of affordable and market-rate housing could serve to relieve rather than increase residential market pressure in the study area. Additionally, given the very strong trend already in place in the neighborhood, the new population at Sites A and B would not be expected to introduce or accelerate a trend toward increased market rents in the study area that might cause significant indirect residential displacement. The redevelopment of Site B would introduce new residential uses to the Long Island City industrial area south of Borden Avenue. It is possible that the introduction of this residential use could lead to some limited indirect business displacement because of increased rent pressures. However, the potential for indirect displacement resulting from increased rent pressure is limited, and would not result in significant adverse indirect displacement impacts.

The proposed actions would substantially increase the amount of pedestrian activity and vehicular traffic on the study area's sidewalks and roadways. The increased activity and traffic would be clearly noticeable, but not necessarily adverse. In most locations, significant adverse traffic impacts could be mitigated.

Overall, the effects to neighborhood character would be noticeable but not adverse.

HAZARDOUS MATERIALS

On Site A, Phase I and Phase II Environmental Site Assessments first identified the potential for contamination and then confirmed and characterized the contamination through sampling. Contaminants have been found in Site A's subsurface (related primarily to former petroleum underground storage tanks and historic fill) and inside its buildings (primarily related to asbestos and lead-based paint). With the implementation of protective measures (e.g., soil cap, vapor barrier, sub-slab depressurization system), no significant adverse impacts related to hazardous materials are expected to occur with the proposed actions.

NATURAL RESOURCES AND WATER QUALITY

The proposed actions would not cause any significant adverse impacts on terrestrial plant communities or wildlife, or on floodplains, wetlands, water quality, or aquatic biota in the East River and Newtown Creek. Potential benefits to natural resources that would result from the proposed actions include improved habitat for birds and other wildlife within the waterfront park and other open space areas. During final design of the project, stormwater management measures to reduce the amount and rate of stormwater generated within Site A (e.g., porous pavement, bioswales, etc.) will be considered.

WATERFRONT REVITALIZATION PROGRAM (WRP)

The RWCDs would be consistent with the City's 10 WRP policies and standards. Specifically, the development of 6,650 new apartments, ground-floor retail and community facility space, a school, and more than 13 acres of publicly accessible open space would be consistent with WRP's policies of supporting and facilitating residential and commercial development where appropriate, maintaining commercial boating, protecting coastal ecological systems, protecting and improving water quality in the coastal area, avoiding adverse effects to the coastal area as a result of solid waste and hazardous substances, providing public access to and along the City's coastal waters, protecting scenic resources

that contribute to the visual quality of New York City, and avoiding adverse effects to historic and cultural resources.

INFRASTRUCTURE

The RWCDS would not cause any significant adverse impacts on water supply, sewage treatment, and stormwater discharge systems. To support the proposed new development on Site A, a new system of water mains, sanitary sewers, and separate storm water sewers would be installed in accordance with the NYCDEP Amended Drainage Plan. Creation of a new separate sanitary and storm sewer system would support the City's goals to reduce combined sewer overflow events. Use of separate storm sewers would allow rainfall on the project sites to be discharged to the East River and Newtown Creek, reducing the burden on the Bowery Bay Water Pollution Control Plant (WPCP), the wastewater treatment plant that serves the project sites. It is anticipated that stormwater attenuation and treatment mechanisms would also be included in the City's design of the streets and parks within Site A; and that the designs of these systems would be guided by the City's sustainability initiatives as described in PlaNYC, Best Management Practices, and CEQR standards to ensure public and environmental health and safety.

With the proposed actions, water demand on Sites A and B would increase by 1,517,322 gallons per day (gpd). This additional demand would not result in a significant adverse impact on the City's water supply system. With the proposed improvements, the incremental demand for water supply from the RWCDS would not adversely affect the ability of the existing system to distribute water to, or maintain water pressure for, existing local users.

The RWCDS would also result in an increased wastewater flow of 1,508,509 gpd, which would be treated at the Bowery Bay WPCP. This increase would represent a small percentage of the total future flows to the plant and would not cause the plant to exceed its permitted capacity.

SOLID WASTE AND SANITATION

The proposed actions would not cause any significant adverse impacts on solid waste and sanitation services. While implementation of the proposed actions would create new demands on these services, the municipal systems serving the project sites would have adequate capacity to meet the projected increases in solid waste generation. The New York City Department of Sanitation (DSNY), which collects solid waste and recyclables, is expected to provide municipal solid waste and sanitation services to the project sites for residential and institutional uses. Private carters provide these services for non-DSNY managed solid waste.

The proposed actions are expected to generate three additional truckloads per day for DSNY collection and one additional truckload per day for private carter collection. Although the proposed actions would increase the volume of solid waste and recyclables, the delivery of these services would not be affected and no significant burden would be placed on the City's solid waste management services (either public or private).

ENERGY

To address the growth and extent of new development in Long Island City and reduce the potential for a power outage similar to one that occurred in July 2006, Con Edison has committed to invest \$58 million in planned improvements in the Long Island City network, including upgrades to equipment in the northern Queens substation, construction of a new substation in northwest Queens with operations starting 2015, additional phone lines to call centers, and tracking systems to alert Con Edison of power outages. With these planned improvements, the proposed actions would not have a significant adverse impact on energy systems and services.

The proposed actions would increase demands on electricity and gas; however, relative to the capacity of these systems and the current levels of service in New York City, the increases in demand would be insignificant. Improvements would be made to the local electric and gas distribution grids to ensure proper service to the project sites. Therefore, the demands of the proposed actions would not result in a significant impact on the supplies of electricity and gas in the region or the City as a whole. In addition, with the future improvements to the distribution network, no impact would occur locally on electrical or gas utilities.

TRAFFIC AND PARKING

The RWCDs that would be built as a result of the proposed actions is expected to generate a significant volume of vehicular traffic. In the weekday AM peak hour, it would generate 456 vehicle trips arriving at the project sites and 922 vehicle trips leaving the sites, for a total of 1,378 vehicle trips. In the weekday midday peak hour, it would generate 359 inbound vehicle trips plus 360 outbound vehicle trips for a total of 719 vehicle trips. In the weekday PM peak hour, it would generate 824 inbound vehicle trips plus 445 outbound vehicle trips for a total of 1,269 vehicle trips.

Of the 42 study area intersections analyzed, the proposed actions would result in significant traffic impacts at 23 intersections in the AM peak hour, 19 in the midday peak hour, and 23 in the PM peak hour. Traffic capacity improvements that would be needed to mitigate these significant impacts are addressed below in "Mitigation." Seven of the nine new intersections that would be created as part of the proposed actions would be signalized, and all nine new intersections are expected to operate at acceptable levels of service.

The proposed actions would create several new intersections within the Hunter's Point South project boundaries. As these are part of the proposed actions, traffic signals have been proposed at several locations where NYCEDC has committed to conducting a traffic study to monitor traffic and pedestrian conditions when the proposed project is built and fully occupied. The study will recommend improvement measures, including signal warrant analyses, for the New York City Department of Transportation's (NYCDOT) review and approval. NYCEDC has also agreed that during the project's construction phase, NYCEDC would pay for the cost and installation of conduits and foundations for any future installation at these newly created intersections for signalization. In addition, NYCEDC has agreed to pay for the cost and installation of all new signals (12), including three intersections located outside the project site boundaries that are warranted and necessary as mitigation.

The proposed actions would include a site plan and roadway network that would provide for a one-way roadway loop around the project sites and that would promote non-motorized modes of transportation, specifically, a Class I bikeway along 2nd Street and Center Boulevard, wide sidewalks, and crosswalks to and from the proposed waterfront park. It is assumed that several of the newly created intersections would require traffic signals to provide for the safe and efficient movement of vehicular and pedestrian traffic.

The proposed actions would also include the construction of parking garages with a total of 2,000 parking spaces in buildings on Site A and 660 parking spaces in buildings on Site B. This number of parking spaces would be sufficient to accommodate daytime needs in the area (i.e., from about 8 AM to 7 PM). However, there would be a shortfall of approximately 500 spaces during the nighttime/overnight hours that would only be partially compensated by the approximately 115 on-street parking spaces created as part of the proposed actions. As a result, project residents returning home after 7 PM would need to find additional on-street parking spaces elsewhere in the surrounding neighborhood to the north and east of the project sites. A nighttime survey was conducted for a ½-mile radius to determine the extent to which additional on- and off-street spaces may be available, and to determine whether a shortfall would still occur. The survey showed that, at 7

PM, there would potentially be 1,100 off-street and 500 on-street parking spaces available. However, with the buildout of Queens West, which is expected to add more than 2,000 additional apartments to the study area, some or all of these available spaces could be occupied by residents who are unable to find spaces within that project's accessory parking lots. Hence, future off-street and on-street parking occupancies could be higher, and there might be fewer or no spaces available. In this case, the Hunter's Point South project could continue to have an overall parking shortfall during nighttime to early morning hours.

TRANSIT AND PEDESTRIANS

With the proposed actions, significant adverse transit impacts would result at the S7 and S8 street-level stairways at the Vernon Boulevard-Jackson Avenue No. 7 subway station (the stairways at the southwest and northeast corners of Vernon Boulevard and 50th Avenue, respectively). The proposed actions would also result in significant adverse impacts on the Q103 and B61 bus routes. In addition, the proposed actions would result in significant adverse pedestrian impacts on the west sidewalk along Vernon Boulevard between 50th and 51st Avenues, the northwest corner of Vernon Boulevard and 50th Avenue, the north and west crosswalks at Vernon Boulevard and 50th Avenue, and the east and west crosswalks at the newly signalized intersection of 2nd Street and Borden Avenue. Potential measures to mitigate these projected significant adverse impacts are described below in "Mitigation."

AIR QUALITY

The proposed actions would not cause any significant adverse impacts from mobile source emissions. Maximum predicted pollutant concentrations and concentration increments from mobile sources would comply with corresponding guidance thresholds and ambient air quality standards. The proposed actions' parking facilities would also not result in any significant adverse air quality impacts.

In addition, there would be no potential significant adverse air quality impacts from emissions of fossil fuel-fired heat and hot water systems in proposed buildings. For developments on certain parcels, restrictions would be placed on fuel type and stack placement on the rooftops to ensure that no significant adverse air quality impacts on nearby taller buildings would occur; for Site A, other than the portion of Parcel B that would be developed as a school, these restrictions would be set forth in anLDA; for the school on Parcel B, the New York City School Construction Authority would undertake appropriate measures to avoid impacts related to air quality. For Site B, an (E) Designation would be placed on the site. The concentrations of industrial source pollutants at the proposed uses would be lower than the corresponding guidance thresholds. Therefore, no significant adverse air quality impacts from existing nearby industrial sources on the proposed uses are predicted. Based on the analysis of the school laboratories' exhaust system, in the event of a chemical spill in a school laboratory there would be no predicted significant impacts in the proposed school, on other proposed uses, or on the surrounding community in the event of a chemical spill.

NOISE

Noise levels from project-generated traffic would result in a significant adverse noise impact during the weekday PM time period on the two blocks of 51st Avenue between Vernon Boulevard and 2nd Street. At this location, the increase in noise levels from project-generated traffic would be barely perceptible, but would exceed the *CEQR Technical Manual* impact criteria and therefore result in a significant adverse noise impact during the weekday PM time period. However, the noise levels on 51st Avenue would still fall within CEQR's "marginally acceptable" range, which is not unusual for New York City residential areas.

The *CEQR Technical Manual* has set noise attenuation values for new buildings based on exterior noise levels. To achieve these interior noise levels, window-wall attenuation would be required to

ensure that no significant adverse noise impacts occur. These requirements would be set forth in an LDA for the Site A parcels other than the portion of Parcel B that would be developed as a school; for the school, the New York City School Construction Authority would undertake appropriate measures to avoid impacts related to noise.

On Site B, an (E) Designation would be placed to ensure that CEQR requirements for building attenuation are met.

In addition, noise levels within the proposed actions' new open space areas would be above the 55 dBA $L_{10(i)}$ noise level, recommended in the *CEQR Technical Manual* noise exposure guidelines, for outdoor areas requiring serenity and quiet. While noise levels in these new areas would be above the 55 dBA $L_{10(i)}$ guideline noise level, they would be comparable to noise levels in a number of open spaces and parks in New York City, including Hudson River Park, Riverside Park, Bryant Park, Fort Greene Park, and other urban open space areas. Consequently, no significant noise impact on the new open spaces would result.

CONSTRUCTION IMPACTS

Construction activities on Site A are expected to begin in mid-2009, with complete build-out of the development parcels and associated parkland assumed to be completed by late 2017. Buildings would generally be constructed on Site A from north to south. Site B construction would fall within this timeframe, with construction expected to begin in the spring of 2010 and continuing through early summer 2015.

No significant adverse impacts are expected as a result of the project's construction, with the exception of construction-related traffic. During peak construction (year 2012), vehicle trips associated with workers and deliveries would increase traffic on nearby roadways, but the total number of vehicle trips generated would be approximately 45 to 50 percent lower than the total number of vehicle trips generated by the completed proposed actions during the AM and PM peak hours, respectively. However, significant adverse traffic impacts could still occur at some of the study area locations during construction, possibly at lower magnitudes than impacts identified under the Build conditions. Of the 11 intersections analyzed, significant impacts could be mitigated at four intersections during both peak hours. Impacts could not be mitigated at four intersections during the AM peak hour, and at two intersections during the PM peak hour. The intersections of Jackson Avenue and 21st Street, Northern Boulevard/Queens Plaza East and Bridge Plaza, and Van Dam Street and the LIE Exit Ramp would have unmitigatable impacts during the AM peak hour, while the intersection of Van Dam Street and Borden Avenue would have unmitigatable impacts during the PM peak hour. The intersection of Van Dam Street and Thomson Avenue/Queens Boulevard could not be mitigated during both peak analysis hours.

Construction activities associated with the proposed actions would not result in significant adverse air quality impacts from construction-related vehicles on the area's roadways or from stationary and non-road sources. Based on the construction traffic volumes during the peak construction period and the expected use of diesel particulate filters (DPF) in concrete trucks, which would constitute a large portion of the construction trucks, significant adverse impacts on air quality from on-road construction sources would not be expected. The potential for construction-related air quality impacts from non-road equipment and activities would be limited by the fact that the project sites are large, and with the exception of the northern portion (Parcels A and B of Site A), are well removed from any existing sensitive receptor. Standard fugitive dust control measures would be employed to minimize the dust associated with construction activities. Moreover, with construction proceeding incrementally, by the time buildings on a parcel are ready for occupancy, the construction of the neighboring parcels would typically be past the construction phases that are of most concern for air quality.

While construction activities would be noisy and intrusive to the nearest sensitive receptors surrounding the project sites (Gantry Plaza State Park, the Avalon Riverview, and the PowerHouse) and to the residential and school buildings to be constructed, the noisiest activities (foundations) would take place for limited periods of time (less than 18 consecutive months), and the level of construction activity would vary and move throughout the site, and no immediate area would experience the effects of the project's construction for the full construction duration. Therefore, no significant adverse noise impacts are expected to occur. While it is possible that construction activities may result in noise impacts on the open spaces to be constructed as part of the proposed actions, they would not be considered significant adverse impacts.

PUBLIC HEALTH

The proposed actions would not cause any significant public health impacts. No significant air quality impacts from increased vehicular traffic or emissions from stationary sources would result from the proposed actions. In addition, as discussed in "Hazardous Materials" above, applicable regulations would be closely followed and appropriate measures would be implemented to address the management of soil and groundwater at the project sites and to ensure that any subsurface disturbance or demolition of on-site structures does not cause unnecessary or unacceptable hazards to construction workers and the surrounding community from hazardous materials. Finally, the proposed actions would not create a new source of significant noise or odors.

D. MITIGATION

Potential significant adverse impacts from the proposed action—on community facilities (public schools and public day care centers), traffic, transit and pedestrians, and noise—have been identified. Measures to minimize or eliminate these impacts are summarized below. Significant adverse impacts that cannot be fully mitigated through reasonably practicable measures are also summarized below in "Unavoidable Adverse Impacts."

COMMUNITY FACILITIES

PUBLIC SCHOOLS

The analysis of schools concludes that the proposed actions would result in significant adverse impacts on elementary school enrollment within the 1½-mile study area, within Zone 3 of CSD 30, and within CSD 30 overall; and significant adverse impacts on intermediate schools within the 1½-mile study area (see "Community Facilities," above).

Potential mitigation measures for the impacts of the proposed actions on elementary school enrollment, and for the potential impact on intermediate school enrollment, could include administrative actions undertaken by the New York City Department of Education (DOE), such as shifting the boundaries of school catchment areas within the CSD to move students to schools with available capacity, or creating new satellite facilities in less crowded schools. As an alternative, the school to be constructed as part of the proposed actions could be programmed with elementary school seats if this better meets the needs of Zone 3 in CSD 30 as identified by DOE. If none of these potential mitigation measures are undertaken, the proposed actions would result in an unmitigated significant adverse impact on elementary school enrollment and potentially on intermediate school enrollment.

PUBLIC DAY CARE CENTERS

As discussed above in "Community Facilities," the proposed actions would result in a potential significant adverse impact on day care capacity in the area if no new day care facilities are added in

the study area. Possible mitigation measures for this significant adverse impact include adding capacity to existing facilities, if feasible through consultation with the Administration for Children's Services (ACS), or providing a new day care facility within or near the project sites.

At this point, however, it is not possible to know exactly which type of mitigation would be most appropriate or when its implementation would be necessary because the demand for publicly funded day care depends not only on the amount of residential development in the area but on the proportion of new residents who are children of low-income families. If additional day care facilities are not added to the study area, then the proposed actions would result in a significant adverse impact on day care facilities. The proposed actions would provide 45,000 gsf of space for community facility use. A portion of this space might be leased as a public or private day care center. A typical ACS day care center requires 10,000 gross square feet of space, which typically can accommodate approximately 125 children.² If the center is privately run, these slots could be used by the children of income-eligible households with ACS vouchers.

TRAFFIC AND PARKING

As discussed above in "Traffic and Parking," the proposed actions would cause significant adverse traffic impacts at a number of locations in the traffic study area. Table 1 summarizes the significant adverse traffic impacts and whether they could be fully or partially mitigated, or remain unmitigated, with the implementation of traffic improvement measures. The vast majority of the 51 locations analyzed for the weekday AM, midday, and PM peak hours would either not be significantly impacted or could be mitigated with traffic improvement measures, including: signal phasing and/or timing changes; parking regulation changes to gain a travel lane at key intersections; intersection or street channelization improvements; lane markings and signage, prohibition of turn movements, and installation of traffic signals at currently unsignalized intersections; and, creation of one-way traffic flow on 51st Avenue between 2nd and 5th Streets. These measures represent the standard range of traffic capacity improvements to improve operating conditions and mitigate impacts and are implemented by the NYCDOT.

Table 1
Traffic Impact Mitigation Summary

Intersections	AM Peak Hour	Midday Peak Hour	PM Peak Hour
No significant impact	28	32	28
Fully mitigated impact	15	14	13
Partially mitigated impact	3	1	4
Unmitigated impact	5	4	6

In the AM peak hour, impacts at three intersections would be partially mitigated and five would remain unmitigated; in the midday peak hour, impacts at one intersection would be partially mitigated and four would remain unmitigated; in the PM peak hour, impacts at four intersections would be partially mitigated and six would remain unmitigated. These intersections include Van Dam Street/Thomson Avenue, Van Dam Street at the exit from the westbound Long Island Expressway, Borden Avenue at 11th Street and the ramps to/from the Queens-Midtown Tunnel toll plaza, Jackson Avenue/11th Street at the Pulaski Bridge, Jackson Avenue/21st Street, Jackson Avenue at 44th Drive, Vernon Boulevard at Borden Avenue, Center Boulevard at 48th and 49th Avenues, 5th Street and

² A minimum of 30 square feet per child of usable interior classroom space is required for an early childhood education center to be administered by ACS (usable activity space does not include bathrooms, halls, offices, food preparation, storage areas, and space occupied by fixed furniture and fixtures).

49th Avenue, Jackson Avenue/Queens Plaza East and Queens Boulevard and Northern Boulevard/Queens Plaza East and Bridge Plaza. Not all of these intersections would be unmitigated or partially mitigated during all peak periods.

With the implementation of the prescribed traffic mitigation measures, several new parking prohibitions would result in the removal of approximately 85 to 90 on-street parking or "standing" spaces. If it is determined that on-street parking should be retained at locations where such mitigation was proposed, additional unmitigated impacts could result.

In order to verify the need for, and effectiveness of, the proposed mitigation measures identified in the FEIS, the lead agency will develop and conduct a detailed traffic monitoring plan at full buildout of Site A in 2017. The lead agency will inform NYCDOT of the progress of the plan's development and submit for NYCDOT's review and approval a scope of work that will include all locations where significant traffic impacts have been identified in the FEIS and any locations analyzed in the FEIS where NYCDOT believes improvement measures may be warranted. Data collection conducted for the monitoring plan will include 24-hour Automatic Traffic Recorder (ATR) machine counts, manual turning movement counts, vehicle classification counts, pedestrian counts, intersection geometry and field information, signal timing and signal progression, and any relevant information necessary for conducting the traffic monitoring plan.

The lead agency will submit to NYCDOT design drawings for any mitigation measures as per American Association of State Highway and Transportation Officials (AASHTO) and NYCDOT specifications. NYCDOT will participate in the review process relating to all future modifications to geometric alignment, striping, and signage during the preliminary and final design phases. In addition, the lead agency or the future developer will be responsible for any cost associated with the monitoring effort. The City or future developer will be responsible for the cost of the design and construction of any or all improvement measures identified in the FEIS or through the traffic monitoring plan as warranted due to project-generated traffic.

TRANSIT AND PEDESTRIANS

The proposed actions would result in significant adverse impacts to two stairways (S7 and S8) at the Vernon Boulevard-Jackson Avenue subway station on the No. 7 line, bus line-haul on the B61 and Q103 routes, and street level pedestrian facilities (one sidewalk, one corner, and four crosswalks) at the Vernon Boulevard and 50th Avenue and the 2nd Street and Borden Avenue intersections, primarily because of high volumes of pedestrians headed to and from the subway station. Mitigation for the impact on the subway stairs could include stairway widening. The implementation of these mitigation measures would be coordinated with the Metropolitan Transportation Agency (MTA)/New York City Transit (NYCT) to allow enough time for design and specification approvals by MTA/NYCT and for the stairway's construction. Crosswalk widening and restriping would be necessary to mitigate the pedestrian impacts.

Two options were evaluated to mitigate the significant adverse impacts on buses and pedestrian conditions, including the "Capacity Improvement Option," which would increase the number of buses on impacted bus routes and augment the physical capacity at impacted street-level pedestrian facilities; and the "Enhanced Bus Service Option," which would extend the Q103 service to Site A. With more convenient bus service for residents at Sites A and B, this second option would introduce more riders to the Q103; at the same time, it would reduce or eliminate pedestrian impacts because pedestrians would instead ride the bus. The two options are as follows:

- **Capacity Improvement Option.** To mitigate the proposed actions' impacts on the northbound and southbound B61 during the AM and PM peak periods, respectively, two additional (or 11 total) northbound buses would be required during the AM peak period. During the PM peak period, two additional (or eight total) southbound buses would be required.

To mitigate the proposed actions' impacts on the northbound and southbound Q103 during both peak periods, two additional (or four total) northbound buses and two additional (or four total) southbound buses would be required during the AM peak period. During the PM peak period, two additional (or four total) northbound buses and three additional (or five total) southbound buses would be required. With implementation of this option, pedestrian impacts at the north and west crosswalk at Vernon Boulevard and 50th Avenue, and the west crosswalk at 2nd Street and Borden Avenue would remain unmitigated.

- **Enhanced Bus Service Option.** Recognizing that the new development anticipated as a result of the proposed actions would be better served with more nearby bus service, discussions were initiated with the MTA and MTA Bus to explore opportunities to extend the Q103 route from Vernon Boulevard to the project sites.

One possible route would be to extend the Q103 route east-west along Borden Avenue, looping it through the project sites southbound along 2nd Street to 54th Avenue, westbound towards the newly extended Center Boulevard, then northbound back towards Borden Avenue. To accommodate this potential service improvement, new bus stops and layover areas would be needed in and around the project sites. This bus routing option, developed in concert with the City, MTA, and QWDC was analyzed and determined as feasible for implementation when future ridership demand warrants it.

The reduced pedestrian levels associated with this option would eliminate the significant adverse impacts associated with Vernon Boulevard west sidewalk between 50th and 51st Avenues; Vernon Boulevard and 50th Avenue northwest corner; and 2nd Street and Borden Avenue east crosswalk. With implementation of this option, the significant adverse impacts at the north and west crosswalks at Vernon Boulevard and 50th Avenue, and the west crosswalk at 2nd Street and Borden Avenue would remain unmitigated.

AIR QUALITY

Implementation of the traffic mitigation measures would not result in any significant adverse impacts on air quality.

NOISE

Implementation of the traffic mitigation measures would not significantly affect noise levels.

As discussed above in "Noise," vehicular traffic generated by the proposed actions would cause a significant adverse impact on 51st Avenue between Vernon Boulevard and 2nd Street during the weekday PM time period that would affect residences and pedestrians on those two blocks. At residences where project impacts are predicted to occur, to mitigate project impacts, the City of New York would make storm windows and/or window air conditioners available, at no cost to owners of existing residences on 51st Avenue between Vernon Boulevard and 2nd Street, where such measures are not already installed. With these measures, interior noise levels would meet CEQR interior requirements and project impacts would be mitigated at residences.

There are no feasible or practicable mitigation measures that could be implemented to eliminate the noise impact predicted at this location for pedestrians. However, predicted noise levels on 51st Avenue between 2nd Street and Vernon Boulevard for Build conditions would still fall within CEQR's "marginally acceptable" range.

CONSTRUCTION IMPACTS

Where traffic-related impacts during construction may occur, measures recommended to mitigate impacts of the proposed actions could be implemented early to aid in alleviating congested traffic

conditions. However, where unmitigatable operational impacts are identified, there is also the potential for such impacts to occur during construction.

E. UNAVOIDABLE ADVERSE IMPACTS

COMMUNITY FACILITIES

Without the implementation of any needed mitigation measures described above in “Mitigation,” the proposed actions could have an unmitigated significant adverse impact on elementary and potentially on intermediate school enrollment.

If additional day care facilities are not added to the study area in the future without the proposed actions and without additional mitigation as a result of the proposed actions, the proposed actions would result in a significant adverse impact on day care facilities.

TRAFFIC AND PARKING

Nearly all of the locations that would be significantly impacted could be mitigated using traffic improvements such as new traffic signals, modifying existing signal timing/phasing plans, parking regulation changes, lane reconfigurations, and prohibition of turn movements.

Under the proposed actions, a maximum of 12 intersections would experience unmitigatable impacts in the 2017 Build year (but not in all peak hours); of these, four intersections could be partially mitigated. The eight intersections that would remain unmitigated are the intersections of Van Dam Street with Thomson Avenue/Queens Boulevard, and with the Long Island Expressway (LIE) exit ramp, Jackson Avenue and 44th Drive Jackson Avenue/Queens Plaza East and Queens Boulevard, Northern Boulevard/Queens Plaza East and Bridge Plaza, Center Boulevard with 48th and 49th Avenues, and 5th Street with 49th Avenue. The four intersections where significant traffic impacts could be partially mitigated include Vernon Boulevard and Borden Avenue, Jackson Avenue and 11th Street, Jackson Avenue and 21st Street, and 11th Street and Borden Avenue at the Queens-Midtown Tunnel Toll Plaza Exit Ramp. At these intersections, traffic improvements would be able to mitigate one or more—but not all—approaches that would be significantly impacted.

TRANSIT AND PEDESTRIANS

Significant adverse impacts associated with the proposed actions were identified for subway stairways, bus line-haul, and pedestrian elements. Potential mitigation measures identified include widening of existing stairways and/or construction of a new stairway, increase and/or extension of existing bus service, removal of sidewalk obstructions, installation of a corner bulb-out, and widening of existing crosswalks.

However, there could be up to six unmitigatable transit and pedestrian impacts. Transit-related mitigation measures are subject to further discussions with MTA and NYCT, and if the potential stairway widenings and/or the construction of a new stairway are deemed not practicable, the significant adverse impacts identified for the S7 and S8 street-level stairways at the Vernon Boulevard-Jackson Avenue subway station would remain unmitigated. For several of the pedestrian crosswalk impacts, because the necessary widenings exceed the maximum typically permitted by NYCDOT, impacts could not be fully mitigated. As a result, significant adverse impacts identified at four study area crosswalks, including the north and west crosswalks at the Vernon Boulevard and 50th Avenue intersection, and the east and west crosswalks at the 2nd Street and Borden Avenue intersections would remain unmitigated.

NOISE

There are no feasible or practicable mitigation measures that could be implemented to eliminate the noise impact predicted at 51st Avenue between Vernon Boulevard and 2nd Street for pedestrians. Consequently, the predicted impacts at this location would be considered unmitigated significant impacts.

F. ALTERNATIVES

Under SEQRA and CEQR, alternatives selected for consideration in an EIS are generally those that have the potential to reduce, eliminate, or avoid significant adverse impacts of a proposed action while meeting some or all of its goals and objectives.

Five alternatives to the proposed actions were assessed: a No Action Alternative, in which the proposed actions are not undertaken; a Modified Project Alternative, which would have slightly different massing controls to produce tapered tower profiles, among other modifications; a Lesser Density Alternative, which considers a smaller project that avoids some or all of the significant adverse impacts identified in the EIS analyses; a GPP Alternative, in which Site A is redeveloped with the program currently permitted by the Queens West General Project Plan; and an M3-1 zoning alternative, in which Site A is redeveloped in conformance with its existing manufacturing zoning, as if no GPP were in place governing development on the site.

As detailed below, four of these alternatives would not substantially meet the goals and objectives of the proposed actions. The Modified Project Alternative would meet the goals and objectives of the proposed actions while resulting in towers with a more tapered appearance.

- The **No Action Alternative** and the **M3-1 Zoning Alternative** would avoid all of the significant adverse environmental impacts of the proposed actions (i.e., public elementary school and day care, traffic, subway and bus, pedestrian, and noise impacts). However, neither alternative would transform the largely underutilized waterfront land on Site A or facilitate development on Site B to meet the City's goals for creating a vibrant neighborhood with a publicly accessible waterfront, with views of the East River, Newtown Creek, Manhattan skyline, and Brooklyn waterfront. Further, these alternatives would not address the City's need for new permanent affordable housing units. In short, both of these alternatives would substantially fail to meet the project's goals.
- The **Modified Project Alternative** would introduce modifications to the urban design of the project, including towers with a more tapered appearance at the top 40 feet, changes to the minimum base height requirements and location of allowed building recesses above the ground floor to ensure a stronger, pedestrian-scaled building base. This alternative would also change the Special District requirements related to provision of Inclusionary Housing on Site B to require that the Inclusionary Housing be provided either within the new Newtown Creek Subdistrict (i.e., Site B), within the same community district as Site B, or within ½ mile of Site B in an adjacent community district in Queens. Overall, the Modified Project Alternative would be similar to the proposed actions, but would result in an improved design for the project. It would have the same overall effects as the proposed actions. With more tapered towers and some changes to the height of low-rise portions of buildings on Sites A and B, slightly different restrictions to fuel oil type and stack locations would be required to avoid potential air quality effects from exhaust of the heating, ventilation, and air conditioning systems. Overall, the Modified Project Alternative would meet the goals and objectives of the proposed actions.
- The **Lesser Density Alternative** would result in the same mix of uses on the project sites as the proposed actions but would provide for approximately one-third fewer market-rate and affordable housing units. This alternative would not, however, eliminate the significant adverse impacts of

the proposed actions and at the same time it would also fail to provide the same level of benefits as the proposed actions. Therefore, this alternative would not meet the project's goals as effectively as the proposed actions.

- The **GPP Alternative**, like the proposed actions, would redevelop Site A with high-density development. No new development would occur on Site B. However, QWDC has no current plans to move forward with development at this location and is now proposing to modify the GPP to remove Site A. Although development according to the GPP would transform this largely underutilized area into a vibrant neighborhood, it would bring office use to the waterfront, an area no longer considered suitable for that use. In addition, this alternative would not eliminate the potential for impacts to traffic, transit, and pedestrians, and noise. It would also not provide substantial amounts of permanent affordable housing.

This Notice of Completion has been prepared in accordance with Article 8 of the New York State Environmental conservation Law.

G. CONTACT

Request for copies of the FEIS should be forwarded to:

Ms. Geeta Uhl
New York City Economic Development Corporation
110 William Street
New York City, New York 10038
Telephone: (212) 312-4207
Fax: (212) 312-3991

or:

Mayor's Office of Environmental Coordination
235 Broadway, 14th Floor
New York, New York 10007
Telephone: (212) 788-9956

The FEIS is also available on the websites of the New York City Economic Development Corporation and the Mayor's Office of Environmental Coordination:

<http://www.nycedc.com/Web/AboutUs/OurProjects/HuntersPointSouth.htm>
and
<http://www.nyc.gov/oec>.



Robert R. Kulikowski, Ph.D.
Assistant to the Mayor
On behalf of the Deputy Mayor
For Economic Development

September 12, 2008
Date



Environmental and Planning Consultants

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tel: 212 696-0670
fax: 212 213-3191
www.akrf.com

TECHNICAL MEMORANDUM	
TO: Kenrick Ou and Chris Persheff, SCA	FROM: AKRF, Inc.
RE: Hunter's Point South – Modifications to the school facility project analyzed in the Hunters Point South FEIS (2008)	DATE: January 20, 2010

INTRODUCTION

The New York City School Construction Authority (SCA) proposes modifications to the planned school facility that was analyzed as part of the *Hunter's Point South Rezoning and Related Actions Final Environmental Impact Statement (FEIS)*, which was certified as complete on September 12, 2008. At that time, since final designs for the school were not available, the FEIS prepared by AKRF, Inc. was based on a number of conservative assumptions. The design of the school facility has proceeded, and we have reviewed the revised program and design provided by the SCA to determine if the modifications would result in any additional environmental impacts than those previously disclosed. Based on our review of those documents, we conclude that the modifications would not result in any additional environmental impacts than those previously disclosed and, overall, would not result in significant adverse environmental impacts.

The proposed school facility ("proposed project") is located on Block 6, Lot 1 in the Hunter's Point section of Queens. The site of the proposed school ("project site") is located on a block bounded by 51st Avenue to the north, Second Street to the east, Borden Avenue to the south, and Center Boulevard to the west. The project site is currently owned by the City of New York.

PROPOSED MODIFICATIONS

SCA proposes the following modifications to the proposed project:

- The program would change from a 1,250-seat, 180,000 gross square foot (gsf) school serving intermediate and high school students, to a 1,071-seat, 144,940 gsf school serving intermediate and high school and special education students.
- The school was previously anticipated to be up to seven stories and approximately 105 feet in height, and is currently proposed to be five stories and approximately 72 feet in height (up to 85 feet to the top of the parapet). The development on the project block, including the school, was previously anticipated to be built with an interior courtyard at the center of the block; this courtyard has been eliminated in the current proposal.

It is our understanding that there have been no other substantial changes to the programming or design of the proposed school from what was previously analyzed.

CHANGES TO THE POTENTIAL EFFECTS

LAND USE, ZONING, AND PUBLIC POLICY

The proposed modifications to the school facility would not change the land uses anticipated for this site in the FEIS, and the school would continue to be developed in accordance with the zoning of the project site and the regulations of the Special Southern Hunter's Point District. Therefore, no significant adverse impacts to land use, zoning, or public policy are expected to result from the proposed modifications.

SOCIOECONOMIC CONDITIONS

The FEIS concluded that the proposed actions would not result in significant adverse impacts on the socioeconomic character of the surrounding community. A reduction in the proposed size and student population of the school facility would not be expected to change the conclusions of the FEIS analysis for socioeconomic conditions.

COMMUNITY FACILITIES AND SERVICES

The FEIS disclosed significant adverse impacts related to public day care facilities, elementary schools within a 1½-mile study area, Zone 3, and Community School District (CSD) 30, and intermediate schools within a 1½-mile study area. No significant adverse impacts were identified for libraries, police and fire protection, or health care facilities. The proposed reductions in the size and student population of the school facility would not increase the residential or worker population of the study area, and thus would not alter the conclusions of the FEIS with respect to public day care facilities, libraries, police and fire protection, or health care facilities.

In November 2008, a technical memorandum to the FEIS was prepared to account for SCA's updates to the pupil generation rates for the projection of school children, which replaced the rates in the 2001 *New York City Environmental Quality Review (CEQR) Technical Manual*. The analysis of public schools provided in that memorandum concluded that the new generation rates would not result in any additional significant adverse environmental impacts that were not identified in the FEIS.

As noted above, the FEIS concluded that the proposed actions would result in a significant adverse impact on elementary schools within a 1½-mile study area, Zone 3, and CSD 30, as well as on intermediate schools within a 1½-mile study area. However, the quantitative analysis did not account for the new capacity that would be added by the proposed school facility. Therefore, although the number of school seats to be provided at this location is smaller than what was analyzed in the FEIS, the proposed modifications would not change the conclusions of the FEIS schools analysis.

OPEN SPACE

The FEIS did not disclose any significant adverse open space impacts from the proposed actions. Therefore, since the proposed reductions in the size and student population of the school facility would not increase the residential or worker populations of the study area, these proposed modifications would not alter the conclusions of the FEIS with respect to open space.

SHADOWS

The FEIS did not disclose any significant adverse shadows impacts from the proposed actions. As described above, the proposed modifications would reduce the height of the school facility from 105 feet to 85 feet (to the top of the parapet), and the site plan boundaries would not change. Any potential shadow-generating capacity of the school facility would thus be reduced from what was analyzed in the FEIS, and the proposed modifications would not alter the conclusions of the FEIS with respect to shadows.

HISTORIC RESOURCES

The FEIS did not disclose any significant adverse historic resources impacts from the proposed actions. The reduction in the proposed size of the school facility would not result in any new adverse impacts to

the context or visual setting of surrounding architectural resources, nor would it introduce incompatible elements to any architectural resource's setting in the study area. Therefore, the proposed modifications would not alter the conclusions of the FEIS with respect to historic resources.

URBAN DESIGN AND VISUAL RESOURCES

The FEIS did not disclose any significant adverse impacts to urban design and visual resources from the proposed actions. The siting of the school facility would be the same as previously analyzed, and the facility would still maintain a consistent streetwall on its site and would be compatible with the urban design of the surrounding community. In addition, the school facility with the proposed modifications would not block any significant view corridors or views of visual resources, limit access to any resource, change the study area's urban design features so that a visual resource is no longer dominant in the area, or change the study area's urban design. Therefore, the proposed modifications would not alter the conclusions of the FEIS with respect to urban design and visual resources.

NEIGHBORHOOD CHARACTER

The FEIS concluded that the proposed actions would dramatically transform the project area from a low-density, industrial and commercial site to a high-density development of residential buildings with retail and community facility uses, but that overall the effects to neighborhood character would be noticeable but not adverse. As noted above, the proposed modifications would reduce the size and student population of the school facility, and thus would potentially lessen its anticipated presence within the community. The proposed modifications to the school facility would not result in significant adverse or unmitigable impacts to historic resources, urban design and visual resources, socioeconomics, traffic, or noise. Therefore, the proposed modifications would not result in any new, significant adverse impacts to the quality or character of the neighborhood.

NATURAL RESOURCES

The FEIS concluded that the proposed actions would not cause any significant adverse impacts on terrestrial plant communities or wildlife, or on floodplains, wetlands, water quality, or aquatic biota in the East River and Newtown Creek. The FEIS also noted that during final design of the project, stormwater management measures to reduce the amount and rate of stormwater generated within Site A (e.g., porous pavement, bioswales, etc.) will be considered. The proposed modifications would not alter the conclusions of the FEIS with respect to natural resources or the anticipated consideration of stormwater management measures, and no further analysis is necessary.

HAZARDOUS MATERIALS

The FEIS noted that for the school facility site, SCA would undertake appropriate measures to avoid impacts related to hazardous materials. Specifically, SCA would undertake additional site-specific investigations to determine the specific measures and engineering controls that would be implemented to avoid hazardous materials impacts. These investigations are currently underway and will be used to determine the controls that will be implemented at the site. Therefore, development of the school facility is proceeding consistent with the FEIS, and the proposed modifications would not alter the conclusions of the FEIS with respect to hazardous materials.

WATERFRONT REVITALIZATION PROGRAM

The FEIS did not disclose any significant adverse impacts to the waterfront revitalization program from the proposed actions. The proposed modifications to the school facility would not change the conclusions of the FEIS analysis for the waterfront revitalization program.

INFRASTRUCTURE

The FEIS did not disclose any significant adverse impacts on water supply, sewage treatment, or stormwater discharge systems. The proposed school facility would continue to be connected to the new system of water mains, sanitary sewers, and storm water sewers being installed in the project area in

accordance with the New York City Department of Environmental Protection's Amended Drainage Plan. The proposed reductions in the size and student population of the school facility would reduce its water demand. Therefore, the proposed modifications would not alter the conclusions of the FEIS with respect to infrastructure.

SOLID WASTE AND SANITATION SERVICES

The FEIS did not disclose any significant adverse impacts on solid waste or sanitation services. The proposed reductions in the size and student population of the school facility would reduce its projected solid waste generation and demand for sanitation services. Therefore, the proposed modifications would not alter the conclusions of the FEIS with respect to solid waste and sanitation services.

ENERGY

The FEIS did not disclose any significant adverse energy impacts. The proposed reductions in the size and student population of the school facility would reduce its demand for energy. Therefore, the proposed modifications would not alter the conclusions of the FEIS with respect to energy.

TRAFFIC AND PARKING

As noted above, the proposed modifications would reduce the size and student population of the school facility, the siting of the school facility would be as assumed in the FEIS, and the proposed modifications would not increase the residential or worker populations of the study area. Therefore, compared to the FEIS program, the proposed modifications would not result in any new traffic trips or alteration of traffic patterns, and a detailed analysis of traffic and parking conditions is not required. No new significant adverse traffic or parking impacts would be anticipated to occur as a result of the proposed modifications.

TRANSIT AND PEDESTRIANS

The proposed modifications would result in a smaller school facility, with a smaller student population, than the facility analyzed in the FEIS. Since the overall development size and number of students would be less than analyzed in the FEIS, a detailed analysis of transit and pedestrian conditions is not required, and no new significant adverse transit or pedestrian impacts would be anticipated to occur as a result of the proposed modifications.

AIR QUALITY

The FEIS noted that for the school facility site, SCA would undertake appropriate measures to avoid impacts related to air quality. Specifically, to avoid the potential for air quality impacts, the FEIS noted that the proposed school facility must use natural gas as the fuel for the HVAC system and locate the HVAC exhaust stack at least 70 feet from any taller building windows, open spaces, or air intakes. The school facility, as currently designed, is consistent with these conditions. The FEIS also analyzed a potential exhaust system for school laboratories and the potential for air quality impacts in the event of a chemical spill in a school laboratory. The school's anticipated exhaust system is consistent with what was analyzed in the FEIS. Therefore, the proposed modifications would not alter the conclusions of the FEIS with respect to air quality.

NOISE

The FEIS noted that for the school facility, the SCA would undertake appropriate measures to avoid impacts related to noise. Specifically, the school design would include double-glazed windows and an alternate means of ventilation (e.g., central air-conditioning or PTAC units) in order to provide approximately 30 dBA of window-wall attenuation for all facades. With these measures, interior noise levels should be below 45 dBA $L_{10(t)}$. The school facility, as currently designed, is consistent with these conditions. Therefore, the proposed modifications would not alter the conclusions of the FEIS with respect to noise.

CONSTRUCTION IMPACTS

Construction activities for the school facility with the proposed modifications would be substantially similar to those assumed in the FEIS. Such activities are typical of any construction project and were not considered to have significant adverse effects. Therefore, these effects would not be considered significant with the proposed modifications.

PUBLIC HEALTH

The FEIS did not disclose any significant adverse impacts related to public health. No new adverse impacts relating to air quality, hazardous materials, noise, or solid waste management practices have been identified for the school facility with the proposed modifications. Therefore, the proposed modifications would not result in any significant adverse impacts to public health.

CONCLUSION

Therefore, the conclusions in the analyses previously prepared to assess potential environmental impacts of the proposed school facility would remain valid, and the requested modifications would not create any significant adverse impacts.



Lorraine Grillo
Acting President & CEO

lgrillo@nycsca.org

June 11, 2010

The Honorable Christine C. Quinn
Speaker of the Council
City Hall
New York, New York, 10007

Dear Speaker Quinn:

The New York City School Construction Authority (SCA) has undertaken its site selection process for the following proposed school:

- P.S. 290, Queens
New, Approximately 600-Seat Primary School Facility
- Block 3365, Lot 27
- South Side of Metropolitan Avenue between Tonsor and Himrod Streets
- Community School District No. 24
- Queens Community Board No. 5

The project site contains a total of approximately 43,950 square feet (1.01 acres) of lot area located on the south side of Metropolitan Avenue between Tonsor and Himrod Streets in the Ridgewood section of Queens. The site is privately owned and contains a vacant one-story retail building (occupied most recently by a drug store) and its accessory parking lot. Under the proposed project, the SCA would acquire the site, demolish the existing on-site structure, and construct a new, approximately 600-seat primary school facility serving students in Community School District No. 24.

The Notice of Filing of the Site Plan was published in the New York Post and the City Record on January 28, 2010. Queens Community Board No. 5 was notified on January 28, 2010, and was asked to hold a public hearing on the proposed Site Plan. Queens Community Board No. 5 held a public hearing on February 24, 2010 and subsequently submitted written comments in support of the proposed site. The City Planning Commission was also notified on January 28, 2010, and recommended in favor of the proposed site.




The SCA has considered all comments received on the proposed project and affirms the Site Plan pursuant to §1731.4 of the Public Authorities Law. In accordance with §1732 of the Public Authorities Law, the SCA is submitting the enclosed Site Plan to the Mayor and the Council for consideration. Enclosed also are copies of the Environmental Assessment and Negative Declaration that have been prepared for this project.

The SCA looks forward to your favorable consideration of the proposed Site Plan. If you have any questions regarding this Site Plan or would like further information, please contact me at (718) 472-8001 at your convenience.

Thank you for your attention to this matter.

Sincerely,


Lorraine Grillo
Acting President & CEO

Encl.

- c. Hon. Michael R. Bloomberg (w/o attachments)
Hon. Leroy G. Comrie, Land Use Committee
Hon. Bradford Lander, Subcommittee on Landmarks,
Public Siting and Maritime Uses
Hon. Elizabeth Crowley, District Councilmember
Kathleen Grimm, Deputy Chancellor



Lorraine Grillo
Acting President & CEO

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June 11, 2010

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Mayor
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- Community School District No. 24
- Queens Community Board No. 5

The project site contains a total of approximately 43,950 square feet (1.01 acres) of lot area located on the south side of Metropolitan Avenue between Tonsor and Himrod Streets in the Ridgewood section of Queens. The site is privately owned and contains a vacant one-story retail building (occupied most recently by a drug store) and its accessory parking lot. Under the proposed project, the SCA would acquire the site, demolish the existing on-site structure, and construct a new, approximately 600-seat primary school facility serving students in Community School District No. 24.

The Notice of Filing of the Site Plan was published in the New York Post and the City Record on January 28, 2010. Queens Community Board No. 5 was notified on January 28, 2010, and was asked to hold a public hearing on the proposed Site Plan. Queens Community Board No. 5 held a public hearing on February 24, 2010 and subsequently submitted written comments in support of the proposed site. The City Planning Commission was also notified on January 28, 2010, and recommended in favor of the proposed site.



The SCA has considered all comments received on the proposed project and affirms the Site Plan pursuant to §1731.4 of the Public Authorities Law. In accordance with §1732 of the Public Authorities Law, the SCA is submitting the enclosed Site Plan to your Honor and the Council for consideration. Enclosed also are copies of the Environmental Assessment and Negative Declaration that have been prepared for this project.

The SCA looks forward to your favorable consideration of the proposed Site Plan. If you have any questions regarding this Site Plan or would like further information, please contact me at (718) 472-8001 at your convenience.

Thank you for your attention to this matter.

Sincerely,


Lorraine Grillo
Acting President & CEO

Encl.

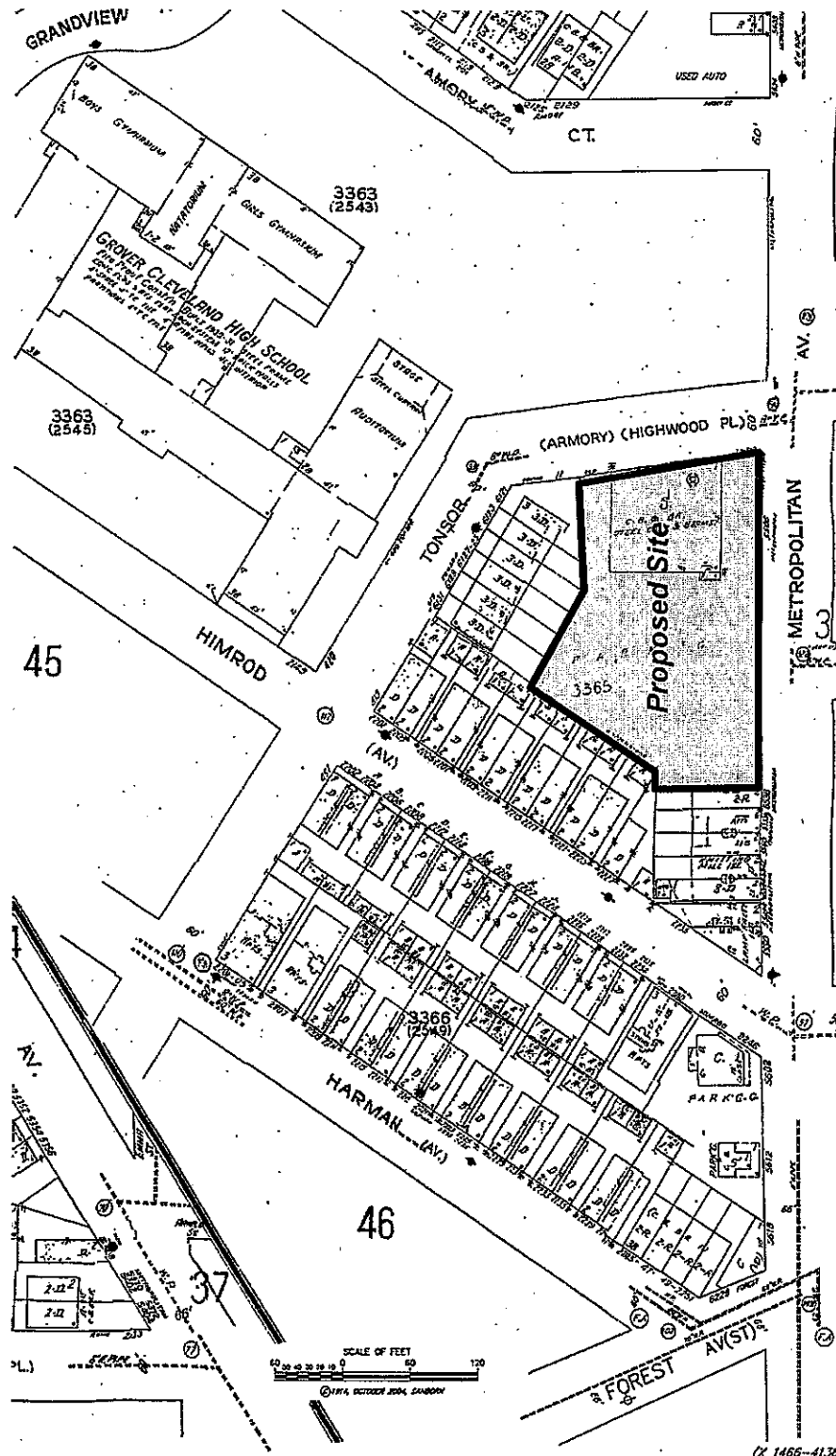
- c. Hon. Christine C. Quinn (w/o attachments)
Hon. Dennis M. Walcott
Kathleen Grimm, Deputy Chancellor

SITE PLAN FOR AN APPROXIMATELY 600 SEAT PRIMARY SCHOOL, QUEENS

Queens Block 3365 - Lot 27
Community School District No. 24



\$1731: 01/28/2010 - 3/15/2010



(X 1466-4136)

NOTICE OF FILING

NEW YORK CITY SCHOOL CONSTRUCTION AUTHORITY

Pursuant to §1732 of the New York City School Construction Authority Act, notice has been filed for the proposed site selection of Block 3365, Lot 27 and any other property in the immediate vicinity which may be necessary for the proposed project, located in the Borough of Queens, for the construction of a new, approximately 600-seat primary school facility in Community School District No. 24.

The proposed site contains a total of approximately 43,950 square feet of lot area and is located at 55-20 Metropolitan Avenue, between Tonsor and Himrod Streets. The site is privately owned and is currently vacant. Site plans and a summary thereof for the proposed action are available at:

New York City School Construction Authority
30-30 Thomson Avenue
Long Island City, New York 11101

Attention: Ross J. Holden

Comments on the proposed actions are to be sent to the New York City School Construction Authority at the above address and will be accepted until March 15, 2010.

For publication in the New York Post (5 Borough Edition) on Thursday, January, 28, 2010.

ALTERNATE SITES ANALYSES

NEW, APPROXIMATELY 600-SEAT PRIMARY SCHOOL 55-20 METROPOLITAN AVENUE BLOCK 3365, LOT 27

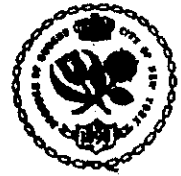
The following locations were also considered as potential sites for a school in District 24.

- 1. 16-70 Weirfield Street (Block 3550, Lot 44)** This approximately 40,000 square foot building is currently used as a warehouse and is in a M1-4 zoning district. The Department of Education conducted a preliminary review and determined that the site would not be suitable for a school due to the property's proximity to a heavily used intersection as well as the site's industrial context.
- 2. 62-49 Forest Avenue (Block 3492, Lot 25)** This site consists of approximately 17,500 square feet of lot area improved with an approximately 1,700 square foot building. It is adjacent to an active car dealership. The site was dropped from consideration given the size and context of the site.
- 3. 74-46 60th Lane (Block 3590, Lot 42)** This property, in an M-14D zoning district, was offered for lease. A preliminary review determined that the site was irregular and, given its size and shape, this property was not suitable for a school. The site was dropped from further consideration.
- 4. 110-02 to 110-20 Northern Boulevard (Block 1725, Lot 1, 3, 4, 8, 11, 12, and 13)** This site consists of approximately 20,000 square feet of lot area. Various studies were conducted, and it was determined that the site would be suitable for a new, approximately 380-seat primary school. Subsequently, public review was initiated for this site for a new primary school.
- 5. 97-36 43rd Avenue (Block 1628, Lot 21)** This site consists of approximately 40,00 square feet of lot area improved with an 1-story, approximately 27,000 square feet warehouse. Various studies were conducted, and it was determined that the site would be suitable for a new, approximately 600-seat primary school. Subsequently, public review was initiated for this site for a new primary school.



Community Board No. 5

Borough of Queens
Ridgewood, Maspeth, Middle Village and Glendale
61-23 Myrtle Avenue • Glendale, NY 11385
(718) 366-1834
E-mail: qnscb5@nyc.rr.com



Vincent Arcuri, Jr.
Chairperson

Gary Giordano
District Manager

March 12, 2010

Hon. Sharon L. Greenberger
President and CEO
NY City School Construction Authority
30-30 Thompson Avenue
Long Island City, NY 11101

RE: CBSQ Resolution/Recommendation
for Proposed Primary School for 600 Students
at 55-20 Metropolitan Avenue in Ridgewood, Queens

Dear President Greenberger:

Enclosed, please find the Resolution/Recommendation of Community Board 5, Queens regarding the Proposed Construction of a Primary (Elementary) School, for 600 Students, at 55-20 Metropolitan Avenue, in Ridgewood, Queens (Block 3365, Lot 27).

Our recommendation is not to object to the proposed school construction, and to put forth several specific requests related to this important matter. We believe it is vital that provisions be made for providing space within the property exterior, to allow school buses to discharge and pick-up students safely.

Unfortunately, presentations to our Board lacked specifics related to youth demographics in the area, and the specifics of overcrowding in nearby schools, justifying the need for this multi-million dollar project. Our inquiries indicate that the overcrowding at nearby P.S. 153 impacts approximately 300 children, and that P.S. 71, in Ridgewood, while not as overcrowded, may be able to have a library and gym if this new primary school is built.

We look forward to receiving at least schematic drawings for this proposed school and to working with the School Construction Authority cooperatively.

Sincerely,

Gary Giordano
District Manager

cc: Hon. Joel I. Klein, Chancellor, NYC Dept. of Education
Ross Holden, V.P. and General Counsel, NYC SCA
Kenrick Ou, Director, and Chris Persheff, SCA Division of Real Estate ✓
Hon. Helen Marshall, Borough President of Queens
Hon. Elizabeth Crowley, NY City Council Representative
Madeline Taub-Chan, Acting Superintendent, Community School District 24
Community Education Council, School District 24
V. Arcuri, W. Sanchez and P. Grayson – CB5Q



Community Board No. 5

Borough of Queens
Ridgewood, Maspeth, Middle Village and Glendale
61-23 Myrtle Avenue • Glendale, NY 11385
(718) 366-1834
E-mail: qnscb5@nyc.rr.com



Vincent Arcuri, Jr.
Chairperson

Gary Giordano
District Manager

RESOLUTION / RECOMMENDATION

Re: Proposed Construction of a Primary School for 600 Students at 55-20 Metropolitan Avenue
in Ridgewood, Queens, New York

WHEREAS, Community Board 5, Queens received notification from the President and CEO of the School Construction Authority, Sharon L. Greenberger, on January 28, 2010, stating that: "Pursuant to Sec. 1731 of the New York City School Construction Act, notice is hereby given of the proposed site selection of Block 3365, Lot 27, located in the Borough of Queens, and any other property in the immediate vicinity which may be necessary for the proposed project, for the construction of a new, approximately 600 seat primary school facility in Community School District No. 24. The site is located at 55-20 Metropolitan Avenue, between Tonsor and Himrod Streets," and,

WHEREAS, our Community Board then arranged and conducted a Public Hearing regarding this proposed school construction project on Wednesday, February 24, 2010, at 7:30pm. The hearing was conducted at Grover Cleveland High School, located at 21-27 Himrod Street in Ridgewood, Queens. The N.Y. City School Construction Authority was represented by Christopher Persheff, SCA Site Selection Manager for Real Estate Services and by Monica Gutierrez, SCA Community Liaison.

At the public hearing, Mr. Persheff explained that this 43,000 square foot site was recommended to the School Construction Authority by community representatives, that the environmental review of the site has begun and that the final site assessment has not been completed. He stated that the site is large enough to include a schoolyard for the proposed new school. Mr. Persheff indicated that SCA analysis shows that there is a need for a large public school in Ridgewood. Ms. Gutierrez stated that the proposed 600 seat primary (elementary school) school would be for children in grades Kindergarten through 5th grade.

Questions and comments at the public hearing included:

-Whether there are any accommodations for parking at the proposed school site? Mr. Persheff of the School Construction Authority said that the preliminary project drawings are not yet complete, that a parking analysis of the surrounding area is part of the review process, but that the NY City Dept. of Education has not allowed any parking provisions in school construction plans.

Community Board 5, Queens

RESOLUTION/RECOMMENDATION

RE: Proposed Construction of a Primary School for 600 Students at 55-20 Metropolitan Avenue, in
Ridgewood, Queens, New York

-Whether it is the policy of the Dept. of Education to have elementary schools built on the same block as a high school? This proposed primary school is at a site that is at the end of the same block where Grover Cleveland High School is located.

-That due to traffic congestion in the area of the site proposed, particularly along Metropolitan Avenue, there needs to be provision for one or more curb cuts so that school buses can pull into the site to discharge and pick-up students.

Mr. Nick Comaianni, President of Community Education Council 24, said that this school is expected to be built for Grades K to 8, but utilized in the short term for Grades K to 5. He stated that both PS 71 and PS 153, which are the closest to the proposed primary school geographically, are overcrowded.

A parent of a PS 153 student said that PS 153 has an enrollment of 1,400 students, but that the school was built to accommodate 1,100 students.

The Principal of PS 153, Susan Bauer, said that PS 153 is overcrowded to the extent that large closets had to be converted to classroom space. Ms. Bauer asked the members of Community Board 5, Queens to support the School Construction Authority's plans to build a new elementary school at the site proposed in order to alleviate overcrowding at PS 153.

One of the area residents said that they question the need for another new school, and that they would rather see a supermarket at the 55-20 Metropolitan Avenue site. This site had most recently been occupied by a Rite Aide Store and was the site of a supermarket previously.

Unfortunately, there were no representatives at the hearing from the NY City Dept. of Education, reportedly due to meeting conflicts on February 24th. No specifics were given by School Construction Authority or Dept. of Education representatives related to the need for this new primary school (i.e. the degree to which nearby elementary schools are currently overcrowded).

WHEREAS, the Zoning and Land Use Review Committee and the Education Services Committee of Community Board 5, Queens met for a combined committees meeting on Monday, March 8, 2010, to discuss this Proposal of the School Construction Authority and the Dept. of Education for Construction of a New Primary School, for 600 Students at 55-20 Metropolitan Avenue, in Ridgewood.

Community Board 5, Queens

RESOLUTION/RECOMMENDATION

RE: Proposed Construction of a Primary School for 600 Students at 55-20 Metropolitan Avenue, in
Ridgewood, Queens, New York

Issues and concerns raised at this combined committees meeting included:

- Whether the site in question would be suitable for a school.
- Whether the proposed primary school is workable, considering that the proposed school would be so close to Grover Cleveland High School.
- That, considering area parking congestion, off-street parking is needed for the proposed new school.
- That provisions be made to have an area within the proposed school site where school buses and delivery vehicles could pull in, so that streets were not blocked around the proposed school.
- That it will be dangerous for parents driving their children to school at this site if they discharge or pick-up children on the Metropolitan Avenue side of the site, and that the Tonsor Street side of the site be designated for this purpose.
- That this proposed school should be a zoned school to better assure that overcrowding be reduced at PS 153 (located at 60-02 60th Lane in Maspeth) and at PS 71 (located at 62-85 Forest Avenue in Ridgewood).
- That the gymnasium planned for this proposed school be adequate in size for 600 students, grades K to 8, considering that the Dept. of Education's intent will likely be to eventually have this be a K to 8 school.

After continued discussion, the unanimous consensus of the committees members present at the March 8 meeting was that although the Board has not received even a schematic plan for the proposed school at 55-20 Metropolitan Avenue, the members of the committees do not recommend objecting to this proposed 600 seat primary school at the location being considered provided:

- That a thru-roadway of 16 feet in width be built around the proposed site perimeter, so that students can be safely dropped off and picked up by school busses.
- That this school have an appropriate sized gym to accommodate students in Grades K to 8.
- That the population of the proposed school be limited to 600 students.

Community Board 5, Queens

RESOLUTION/RECOMMENDATION

RE: Proposed Construction of a Primary School for 600 Students at 55-20 Metropolitan Avenue, in
Ridgewood, Queens, New York

- That this school be a zoned elementary school, as opposed to a choice school, drawing students from the school zones of PS 153 and PS 71, since these nearby schools are said to be significantly overcrowded currently.

THEREFORE, BE IT RESOLVED that the Members of Community Board 5, Queens adopt these recommendations of their Zoning and Land Use Review and Education Services Committees.

The foregoing recommendations were adopted by the members of Community Board 5, Queens at their monthly meeting of Wednesday, March 10, 2010. -36- in favor, -3- opposed, -0- abstaining, and -0- not voting.

This Resolution/Recommendation shall be sent to the N.Y. City School Construction Authority; to the NY City Dept. of Education; to the Hon. Helen Marshall, Borough President of Queens; and to the Hon. Elizabeth Crowley, NY City Council Representative.

Respectfully,



Gary Giordano, District Manager



CITY PLANNING COMMISSION
CITY OF NEW YORK
OFFICE OF THE CHAIR

March 1, 2009

Sharon L. Greenberger
President and CEO
New York City School Construction Authority
30-30 Thomson Avenue
Long Island City, NY 11101-3045

Dear Ms. Greenberger,

This is in response to your letter of January 28, 2010 in which notice was given to the City Planning Commission of the proposed site selection of Block 3365, Lot 27 in the borough of Queens (Community District 5) for the construction of a 600-seat Primary School facility for Community School District 24.

In view of the need for additional primary school capacity in this school district, the City Planning Commission recommends in favor of the proposed site for a new school facility for CSD 24.

Very sincerely,

Amanda M. Burden

C: Kathleen Grimm
Ross Holden
Betty Mackintosh
John Young

Amanda M. Burden, FAICP Chair
22 Reade Street, New York, NY 10007-1216
(212) 720-3200 FAX (212) 720-3219
nyc.gov/planning





January 28, 2010



The Honorable Catherine Nolan
New York State Assembly, 37th District
District Office
41-02 Queens Blvd, Suite 2B
Sunnyside, NY 11104

**Re: New, Approximately 600-Seat Primary School, Queens
Community School District No. 24**

Dear Assemblywoman Nolan:

Pursuant to §1731 of the New York City School Construction Authority Act, notice is hereby given of the proposed site selection of Block 3365, Lot 27, located in the Borough of Queens, and any other property in the immediate vicinity which may be necessary for the proposed project, for the construction of a new, approximately 600-seat primary school facility in Community School District No. 24. The site is located at 55-20 Metropolitan Avenue, between Tonsor and Himrod Streets.

This notification was sent to Queens Community Board No. 5 and the City Planning Commission. The Notice of Filing for this site selection will be published in the New York Post on January 28, 2010, and the SCA will continue to accept public comments until March 15, 2010.

I have also attached the Site Plan and Alternate Sites Analyses for your review. If you require any additional information, please do not hesitate to contact Ross J. Holden, Vice President and General Counsel at (718) 472-8220.

Sincerely,

A handwritten signature in black ink, appearing to read "Sharon L. Greenberger".

Sharon L. Greenberger
President and CEO

Attachments

c: Kathleen Grimm, Deputy Chancellor for Infrastructure and Planning



January 28, 2010



The Honorable Joseph P. Addabo, Jr.
New York State Senate, 15th District
District Office
159-53 102nd Street
Howard Beach, NY 11414

**Re: New, Approximately 600-Seat Primary School, Queens
Community School District No. 24**

Dear State Senator Addabo:

Pursuant to §1731 of the New York City School Construction Authority Act, notice is hereby given of the proposed site selection of Block 3365, Lot 27, located in the Borough of Queens, and any other property in the immediate vicinity which may be necessary for the proposed project, for the construction of a new, approximately 600-seat primary school facility in Community School District No. 24. The site is located at 55-20 Metropolitan Avenue, between Tonsor and Himrod Streets.

This notification was sent to Queens Community Board No. 5 and the City Planning Commission. The Notice of Filing for this site selection will be published in the New York Post on January 28, 2010, and the SCA will continue to accept public comments until March 15, 2010.

I have also attached the Site Plan and Alternate Sites Analyses for your review. If you require any additional information, please do not hesitate to contact Ross J. Holden, Vice President and General Counsel at (718) 472-8220.

Sincerely,

A handwritten signature in black ink, appearing to read "Sharon L. Greenberger".

Sharon L. Greenberger
President and CEO

Attachments

c: Kathleen Grimm, Deputy Chancellor for Infrastructure and Planning



January 28, 2010



Mr. Nick Comaianni
President
Community Education Council No. 24
68-10 Central Avenue
Glendale, New York 11385

**Re: New, Approximately 600-Seat Primary School, Queens
Community School District No. 24**

Dear Mr. Comaianni:

Pursuant to §1731 of the New York City School Construction Authority Act, notice is hereby given of the proposed site selection of Block 3365, Lot 27, located in the Borough of Queens, and any other property in the immediate vicinity which may be necessary for the proposed project, for the construction of a new, approximately 600-seat primary school facility in Community School District No. 24. The site is located at 55-20 Metropolitan Avenue, between Tonsor and Himrod Streets.

This notification was sent to Queens Community Board No. 5 and the City Planning Commission. We have requested that Queens Community Board No. 5 hold a public hearing on the proposed site selection within thirty (30) days of this notice, and the SCA will continue to accept public comments until March 15, 2010.

I have also attached the Site Plan and Alternate Sites Analyses for your review. If you require any additional information, please do not hesitate to contact Ross J. Holden, Vice President and General Counsel at (718) 472-8220.

Sincerely,

A handwritten signature in cursive script, appearing to read "Sharon L. Greenberger".

Sharon L. Greenberger
President and CEO

Attachments

c: Kathleen Grimm, Deputy Chancellor for Infrastructure and Planning

30-30 Thomson Avenue
Long Island City, NY 11101

718 472 8000 T
718 472 8840 F



January 28, 2010



The Honorable Helen Marshall
President, Borough of Queens
120-55 Queens Boulevard
Kew Gardens, New York 11424

**Re: New, Approximately 600-Seat Primary School, Queens
Community School District No. 24**

Dear Borough President Marshall:

Pursuant to §1731 of the New York City School Construction Authority Act, notice is hereby given of the proposed site selection of Block 3365, Lot 27, located in the Borough of Queens, and any other property in the immediate vicinity which may be necessary for the proposed project, for the construction of a new, approximately 600-seat primary school facility in Community School District No. 24. The site is located at 55-20 Metropolitan Avenue, between Tonsor and Himrod Streets.

This notification was sent to Queens Community Board No. 5 and the City Planning Commission. The Notice of Filing for this site selection will be published in the New York Post on January 28, 2010, and the SCA will continue to accept public comments until March 15, 2010.

I have also attached the Site Plan and Alternate Sites Analyses for your review. If you require any additional information, please do not hesitate to contact Ross J. Holden, Vice President and General Counsel at (718) 472-8220.

Sincerely,

A handwritten signature in black ink, appearing to read 'Sharon L. Greenberger', is written over a horizontal line.

Sharon L. Greenberger
President and CEO

Attachments

c: Kathleen Grimm, Deputy Chancellor for Infrastructure and Planning



January 28, 2010



The Honorable Christine C. Quinn
Speaker of the City Council
City Hall
New York, New York 10007

**Re: New, Approximately 600-Seat Primary School, Queens
Community School District No. 24**

Dear Speaker Quinn:

Pursuant to §1731 of the New York City School Construction Authority Act, notice is hereby given of the proposed site selection of Block 3365, Lot 27, located in the Borough of Queens, and any other property in the immediate vicinity which may be necessary for the proposed project, for the construction of a new, approximately 600-seat primary school facility in Community School District No. 24. The site is located at 55-20 Metropolitan Avenue, between Tonsor and Himrod Streets.

This notification was sent to Queens Community Board No. 5 and the City Planning Commission. The Notice of Filing for this site selection will be published in the New York Post on January 28, 2010, and the SCA will continue to accept public comments until March 15, 2010.

I have also attached the Site Plan and Alternate Sites Analyses for your review. If you require any additional information, please do not hesitate to contact Ross J. Holden, Vice President and General Counsel at (718) 472-8220.

Sincerely,

A handwritten signature in black ink, appearing to read "Sharon L. Greenberger".

Sharon L. Greenberger
President and CEO

Attachments

c: Kathleen Grimm, Deputy Chancellor for Infrastructure and Planning
Chairperson Leroy G. Comrie, Jr. Land Use Committee
Chairperson Bradford Lander, Subcommittee on Landmarks,
Public Siting and Maritime Uses
Hon. Elizabeth Crowley, District Councilmember
Gail Benjamin, Director, Land Use Division
Alonzo Carr, Land Use Division

30-30 Thomson Avenue
Long Island City, NY 11101

718 472 8000 T
718 472 8840 F



January 28, 2010



Amanda M. Burden, FAICP
Chairperson
City Planning Commission
22 Reade Street
New York, New York 10007

**Re: New, Approximately 600-Seat Primary School, Queens
Community School District No. 24**

Dear Ms. Burden:

Pursuant to §1731 of the New York City School Construction Authority Act, notice is hereby given of the proposed site selection of Block 3365, Lot 27, located in the Borough of Queens, and any other property in the immediate vicinity which may be necessary for the proposed project, for the construction of a new, approximately 600-seat primary school facility in Community School District No. 24. The site is located at 55-20 Metropolitan Avenue, between Tonsor and Himrod Streets.

Attached please find copies of the Notice of Filing, the Site Plan, and the Alternate Sites Analyses for the proposed action. The Authority will accept public comments on this proposed action until March 15, 2010. All comments will be taken into consideration in the Authority's final decision regarding this matter.

If you require any additional information, please do not hesitate to contact Ross J. Holden, Vice President and General Counsel, at (718) 472-8220.

Sincerely,

A handwritten signature in black ink, appearing to read "Sharon L. Greenberger".

Sharon L. Greenberger
President and CEO

c: Kathleen Grimm, Deputy Chancellor for Infrastructure and Planning
Sarah Whitham, NYC Department of City Planning



January 28, 2010



Mr. Vincent Arcuri, Jr.
Chairperson
Queens Community Board No. 5
61-23 Myrtle Avenue
Glendale, NY 11385

**Re: New, Approximately 600-Seat Primary School, Queens
Community School District No. 24**

Dear Mr. Arcuri:

Pursuant to §1731 of the New York City School Construction Authority Act, notice is hereby given of the proposed site selection of Block 3365, Lot 27, located in the Borough of Queens, and any other property in the immediate vicinity which may be necessary for the proposed project, for the construction of a new, approximately 600-seat primary school facility in Community School District No. 24. The site is located at 55-20 Metropolitan Avenue, between Tonsor and Himrod Streets.

Section 1731.2 states that within thirty (30) days of this notice, a public hearing with sufficient public notice shall be held by each affected community board on any or all aspects of the Site Plan. You may request the attendance of representatives of the Authority or Department of Education at this hearing.

In addition, §1731.3 states that within forty-five (45) days of this notice, each affected community board shall prepare and submit to the authority written comments on the Site Plan. Attached please find copies of the Notice of Filing, Site Plan, and Alternate Sites Analyses for the proposed action. The Authority will accept public comments on this proposed action until March 15, 2010. All comments will be taken into consideration in the Authority's final decision regarding this matter.

If you require any additional information, please do not hesitate to contact Ross J. Holden, Vice President and General Counsel, at (718) 472-8220.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Sharon L. Greenberger'.

Sharon L. Greenberger
President and CEO

Attachments

c: Kathleen Grimm, Deputy Chancellor for Infrastructure and Planning
Mr. Gary Giordano, District Manager, Queens Community District No. 5

30-30 Thomson Avenue
Long Island City, NY 11101

718 472 8000 T
718 472 8840 F



January 28, 2010



Kathleen Grimm
Deputy Chancellor for Infrastructure and Planning
New York City Department of Education
52 Chambers Street
New York, New York 10007

**Re: New, Approximately 600-Seat Primary School, Queens
Community School District No. 24**

Dear Kathleen:

Pursuant to §1731 of the New York City School Construction Authority Act, notice is hereby given of the proposed site selection of Block 3365, Lot 27, and any other property in the immediate vicinity which may be necessary for the proposed project, located in the Borough of Queens, for the construction of a new, approximately 600-seat primary school facility in Community School District No. 24. The site is located at 55-20 Metropolitan Avenue, between Tonsor and Himrod Streets.

By statute, the SCA is required to complete the site selection process before acquiring real property or starting construction of new schools. This process begins with formal notifications to the Department of Education, City Planning Commission, and the affected Community Board. The notification initiates a thirty (30) day period within which the Community Board is required to hold a public hearing, after which it has an additional fifteen (15) days to submit written comments. Following completion of this 45-day period, the SCA can submit the proposed site for approval by the City Council and Mayor. Only after the City Council and Mayor approve the site can the SCA acquire the site.

Attached are copies of the Notice of Filing, the Site Plan, and the Alternate Sites Analyses for the proposed action. The SCA will accept public comments on this proposed action until March 15, 2010. All comments will be taken into consideration in the SCA's final decision regarding this matter. If you require any additional information, please do not hesitate to contact Ross at (718) 472-8220.

Sincerely,

A handwritten signature in black ink, appearing to read 'Sharon L. Greenberger', is written over a horizontal line.

Sharon L. Greenberger
President and CEO



**STATE ENVIRONMENTAL QUALITY REVIEW
NEGATIVE DECLARATION
NOTICE OF DETERMINATION OF NON-SIGNIFICANCE**



DATE: June 7, 2010
SEQR PROJECT NO.: 10-008
LEAD AGENCY: New York City School Construction Authority
30-30 Thomson Avenue
Long Island City, New York 11101-3045

This notice is issued pursuant to Part 617 of the implementing regulations pertaining to Article 8 (State Environmental Quality Review Act) of the Environmental Conservation Law. Pursuant to §1730.2 of the Public Authorities Law, the New York City School Construction Authority (SCA) is SEQR Lead Agency.

The SCA, as Lead Agency, has determined that the proposed action described below will not have a significant effect on the quality of the environment, and a Draft Environmental Impact Statement (DEIS) will not be prepared.

NAME OF ACTION: P.S. 290, Queens
New, Approximately 600-Seat
Primary School Facility
LOCATION: 55-20 Metropolitan Avenue, Queens
Tax Block 3365, Tax Lot 27
SEQR STATUS: Unlisted

NEGATIVE DECLARATION

Description of Action:

On behalf of the New York City Department of Education (DOE), the New York City School Construction Authority (SCA) proposes the site selection, acquisition, acceptance of construction funding, and construction of a new primary school facility with a capacity of approximately 600 seats in the Ridgewood section of Queens. The proposed facility would serve Community School District No. 24 and would accommodate children in pre-kindergarten through grade five. Site acquisition, design and construction of this proposed project would be conducted pursuant to DOE's Five-Year Capital Plan for Fiscal Years 2010-2014.



P.S. 290, Queens (New Building)
SEQR Project No. 10-008
Negative Declaration
June 7, 2010



The project site is an approximately 43,950-square-foot (sf) lot located at 55-20 Metropolitan Avenue, between Tonsor and Himrod Streets (Block 3365, Lot 27). The project site is privately-owned and currently contains a paved parking lot and a vacant one-story retail structure.

The purpose of the proposed project is to provide additional long-term capacity in the area to meet needs identified in DOE's Five-Year Capital Plan. According to the Capital Plan, a total of 4,302 additional seats at the primary and intermediate school levels are required in District No. 24. The new facility is expected to help relieve overcrowded conditions at nearby District No. 24 schools, such as P.S. 153, which is located at 60-02 60th Lane, approximately one-half mile from the proposed site. P.S. 153's main building operated at 122 percent of its capacity during the 2008-2009 school year.

Under the proposed project, the SCA would acquire the site, demolish the existing on-site structure, and construct a new primary school facility on the site. The proposed new facility would contain approximately 85,800 gross square feet, and would house classrooms for grades pre-kindergarten through five, as well as a cafeteria, a gymnasium/assembly area, a library, administrative offices, and special education classrooms. The site will also include separate playgrounds for both older students and the early childhood (pre-kindergarten) students. Acquisition of the site would occur in 2010. Construction would begin in 2010, with student occupancy of the new facility is anticipated to begin in 2014.

Reasons Supporting This Determination:

A comprehensive Environmental Assessment Form (EAF) and Supplemental Environmental Studies were completed and issued on June 7, 2010. Based upon those documents (which are appended hereto), the SCA determined that the proposed project will have no significant adverse impacts on environmental conditions related to the following areas: land use, zoning and community character; community facilities; historic resources; urban design and visual resources; traffic and parking; transit and pedestrians; air quality; noise; and soil and groundwater conditions.

The key findings related to the analyses of the following three environmental impact areas in the Environmental Assessment are discussed in greater detail below.

Traffic

For the streets near the site, future intersection volumes would generally represent a moderate increase over the existing traffic volumes. The street capacities at the majority of the study area intersections would generally be sufficient to accommodate these increases. However, based on City Environmental Quality Review (CEQR) standards, one of the study area signalized intersections could require traffic improvement measures as a result of project-generated traffic. The traffic analysis also indicated that the necessary



improvements would consist of relatively simple, low-cost, and conventional traffic engineering methods, as described below. Such improvements are subject to review and approval by the New York City Department of Transportation (NYCDOT):

Metropolitan Avenue at Himrod Street/56th Street

An impact due to project-generated traffic is expected to occur at the northbound approach of this intersection during the weekday AM and PM peak hours. Although the Level-of-Service (LOS) for the northbound approach during the weekday AM peak hour is projected to be LOS F in the future without the proposed project, the project-generated traffic would increase the average delay from 84.0 seconds to 151.4 seconds. An adjustment of three (3) seconds of green time from the eastbound/westbound phase to the northbound/southbound phase would avoid this impact.

During the weekday PM peak hour at this intersection, the northbound approach is projected to operate at LOS D in the future without the proposed action. The project-generated traffic would increase the average delay from 50.6 seconds under no-action conditions to 72.0 seconds in the future with the proposed action, resulting in LOS E conditions. An adjustment of two (2) seconds of green time from the eastbound/westbound phase to the northbound/southbound phase would avoid this impact.

With these measures in place, the approaches/lane groups requiring traffic improvement measures at the intersection of Metropolitan Avenue at Himrod Street/56th Street would operate at the same or at better service conditions than in the No Build condition.

Noise

The location of the proposed schoolyard has not yet been finalized and could be located at street-level, on a low roof (on the roof of the two-story portion of the new building), or on the roof of the four-story portion of the building. If the schoolyard is located at street-level or on the low roof, significant increases in noise levels at residences that overlook (i.e., have a direct line-of-sight) and immediately adjoin the schoolyard could occur. Increases which would be greater than 5.0 dBA would be readily perceptible at those residences, and could be considered a significant impact.

To address these potential impacts, the SCA will make available to the owners of the affected residences where playground noise would increase noise levels by 5.0 dBA or more, storm or sound-attenuating windows and alternative ventilation for the windows fronting the proposed schoolyard. With this attenuation in place, noise impacts at these residences would be reduced to non-significant levels.



P.S. 290, Queens (New Building)
SEQR Project No. 10-008
Negative Declaration
June 7, 2010



Soil and Groundwater Conditions

As part of the environmental review process, environmental due diligence investigations for the subject property were conducted. These investigations were completed by Fleming-Lee Shue, Inc. (FLS) and consisted of a Phase I Environmental Site Assessment (ESA) and a Phase II Environmental Site Investigation (ESI), which were respectively completed in November, 2009 and February, 2010.

The Phase I ESA identified a recognized environmental condition (REC) associated with suspect buried structures formerly present at the site prior to 1950. Off-site RECs identified in the Phase I ESA include two nearby historic knitting mills, an historic clothing manufacturer, an historic lamp factory, several nearby petroleum bulk storage tanks, and three nearby petroleum spills. Suspect asbestos-containing materials (ACM), lead-based paint (LBP) and polychlorinated biphenyl (PCB)-containing fluorescent light ballasts and caulking materials associated with site improvements were also identified as environmental concerns.

The Phase II ESI included a geophysical survey and soil and soil vapor sampling for laboratory analyses. The geophysical survey identified three anomalies that are considered suspect underground storage tanks. No volatile organic compounds (VOCs), semivolatile organic compounds, pesticides or PCBs were detected above the State soil cleanup objectives for unrestricted use. Only one metal, lead, was detected in one of the soil samples slightly above the State soil cleanup objectives for unrestricted use. The presence of lead is attributed to site-specific background conditions. No VOCs were detected in the soil vapor samples at a level which represents a potential soil vapor intrusion concern. Groundwater sampling was not conducted as part of the Phase II ESI and the anticipated depth to groundwater is 95 feet.

The proposed project will not result in impacts from contaminated media and building materials. The suspect underground storage tanks and any contaminated soil, if encountered, will be removed in accordance with all local, State and Federal regulations. As a preventative measure, a soil vapor barrier will be installed below the proposed school building in accordance with the SCA's standard protocol for new construction projects. Any suspect ACM, LBP, and PCB-containing materials affected by the preparation of the site for use as a public school will be identified prior to construction and properly managed during construction activities. All soil excavated during building construction will be properly managed in accordance with all applicable local, State and Federal regulations. For areas of the site where exposed soils may exist after building construction (i.e., landscaped areas), a twenty-four (24) inch thick layer of environmentally clean fill will be placed over the soils. In addition, to minimize the potential for exposure by construction workers and the surrounding public, standard industry practices, including appropriate health and safety measures, will be utilized during construction activities.

P.S. 290, Queens (New Building)
SEQR Project No. 10-008
Negative Declaration
June 7, 2010



The proposed project would have the beneficial impact of providing approximately 600 additional seats of permanent public school capacity at the primary level in Community School District No. 24.

For further information contact:

Contact: Ross J. Holden
Vice President and General Counsel

Address: New York City School Construction Authority
30-30 Thomson Avenue
Long Island City, New York 11101-3045

Telephone: (718) 472-8220



Lorraine Grillo
Acting President & CEO

June 7, 2010
Date



P.S. 290

Environmental Assessment Form And Supplemental Studies

Site:

55-20 Metropolitan Avenue
Queens, NY 11385

Lead Agency:

New York City School Construction Authority
30-30 Thomson Avenue
Long Island City, NY 11101

Prepared for:

New York City School Construction Authority
30-30 Thomson Avenue
Long Island City, NY 11101

Prepared by:

AECOM
One World Financial Center
200 Liberty Street, 25th Floor
New York, NY 10281

May 11, 2010

AECOM Project No. 60143943

617.20
Appendix A
State Environmental Quality Review
FULL ENVIRONMENTAL ASSESSMENT FORM

Purpose: The full EAF is designed to help applicants and agencies determine, in an orderly manner, whether a project or action may be significant. The question of whether an action may be significant is not always easy to answer. Frequently, there are aspects of a project that are subjective or unmeasurable. It is also understood that those who determine significance may have little or no formal knowledge of the environment or may not be technically expert in environmental analysis. In addition, many who have knowledge in one particular area may not be aware of the broader concerns affecting the question of significance.

The full EAF is intended to provide a method whereby applicants and agencies can be assured that the determination process has been orderly, comprehensive in nature, yet flexible enough to allow introduction of information to fit a project or action.

Full EAF Components: The full EAF is comprised of three parts:

- Part 1:** Provides objective data and information about a given project and its site. By identifying basic project data, it assists a reviewer in the analysis that takes place in Parts 2 and 3.
- Part 2:** Focuses on identifying the range of possible impacts that may occur from a project or action. It provides guidance as to whether an impact is likely to be considered small to moderate or whether it is a potentially-large impact. The form also identifies whether an impact can be mitigated or reduced.
- Part 3:** If any impact in Part 2 is identified as potentially-large, then Part 3 is used to evaluate whether or not the impact is actually important.

THIS AREA FOR LEAD AGENCY USE ONLY

DETERMINATION OF SIGNIFICANCE -- Type 1 and Unlisted Actions

Identify the Portions of EAF completed for this project:

Part 1

Part 2

Part 3

Upon review of the information recorded on this EAF (Parts 1 and 2 and 3 if appropriate), and any other supporting information, and considering both the magnitude and importance of each impact, it is reasonably determined by the lead agency that:

- A. The project will not result in any large and important impact(s) and, therefore, is one which will not have a significant impact on the environment, therefore a negative declaration will be prepared.
- B. Although the project could have a significant effect on the environment, there will not be a significant effect for this Unlisted Action because the mitigation measures described in PART 3 have been required, therefore a **CONDITIONED** negative declaration will be prepared.*
- C. The project may result in one or more large and important impacts that may have a significant impact on the environment, therefore a positive declaration will be prepared.

*A Conditioned Negative Declaration is only valid for Unlisted Actions

P.S. 290

Name of Action

New York City School Construction Authority

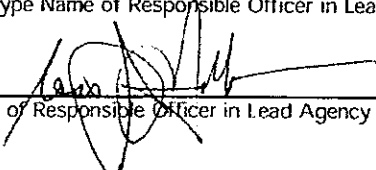
Name of Lead Agency

Ross J. Holden

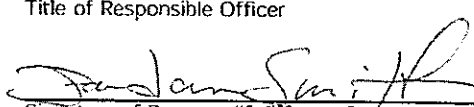
Print or Type Name of Responsible Officer in Lead Agency

Vice President & General Counsel

Title of Responsible Officer



Signature of Responsible Officer in Lead Agency



Signature of Preparer (if different from responsible officer)

JUNE 7, 2010

Date

website

PART 1--PROJECT INFORMATION
Prepared by Project Sponsor

NOTICE: This document is designed to assist in determining whether the action proposed may have a significant effect on the environment. Please complete the entire form, Parts A through E. Answers to these questions will be considered as part of the application for approval and may be subject to further verification and public review. Provide any additional information you believe will be needed to complete Parts 2 and 3.

It is expected that completion of the full EAF will be dependent on information currently available and will not involve new studies, research or investigation. If information requiring such additional work is unavailable, so indicate and specify each instance.

Name of Action P.S. 290

Location of Action (include Street Address, Municipality and County)

at 55-20 Metropolitan Avenue, Queens, NY

Name of Applicant/Sponsor New York City School Construction Authority

Address 30-30 Thomson Avenue

City / PO Long Island City State NY Zip Code 11101

Business Telephone 718-472-8000

Name of Owner (if different) 55-08 Metropolitan Avenue, LLC

Address 55-20 Metropolitan Avenue

City / PO Ridgewood State NY Zip Code 11385

Business Telephone _____

Description of Action:

The New York City School Construction Authority (SCA) proposes the construction of a new, approximately 612-seat primary school at 55-20 Metropolitan Avenue in the Ridgewood section of Queens. The proposed school would house classrooms for grades pre-kindergarten through five, as well as a cafeteria, a gymnasium, a library, administrative offices, and special-education classrooms. The proposed school would be approximately 94,769 square feet plus two outdoor play areas, and would primarily draw students from Community School District #24 (CSD #24). Construction of the new school is expected to increase staffing at the school by approximately 50 new teachers and administrators. Construction of the school would take approximately 27 months, and is expected to be complete for occupancy in the 2014-2015 school year.

The proposed project would be undertaken pursuant to the NYC Department of Education's (DOE) Five-Year Capital Plan for FY2010-2014.

Please Complete Each Question--Indicate N.A. if not applicable

A. SITE DESCRIPTION

Physical setting of overall project, both developed and undeveloped areas.

1. Present Land Use: Urban Industrial Commercial Residential (suburban) Rural (non-farm)
 Forest Agriculture Other vacant one-story retail
with accessory parking lot

2. Total acreage of project area: 1.01 acres.

APPROXIMATE ACREAGE	PRESENTLY	AFTER COMPLETION
Meadow or Brushland (Non-agricultural)	_____ acres	_____ acres
Forested	_____ acres	_____ acres
Agricultural (Includes orchards, cropland, pasture, etc.)	_____ acres	_____ acres
Wetland (Freshwater or tidal as per Articles 24,25 of ECL)	_____ acres	_____ acres
Water Surface Area	_____ acres	_____ acres
Unvegetated (Rock, earth or fill)	_____ acres	_____ acres
Roads, buildings and other paved surfaces	<u>1.01</u> acres	<u>1.01</u> acres
Other (Indicate type) _____	_____ acres	_____ acres

3. What is predominant soil type(s) on project site?

- a. Soil drainage: Well drained 100 % of site Moderately well drained _____ % of site.
 Poorly drained _____ % of site

b. If any agricultural land is involved, how many acres of soil are classified within soil group 1 through 4 of the NYS Land Classification System? _____ acres (see 1 NYCRR 370).

4. Are there bedrock outcroppings on project site? Yes No

a. What is depth to bedrock unknown (in feet)

5. Approximate percentage of proposed project site with slopes:

- 0-10% 100 % 10- 15% _____ % 15% or greater _____ %

6. Is project substantially contiguous to, or contain a building, site, or district, listed on the State or National Registers of Historic Places? Yes No

7. Is project substantially contiguous to a site listed on the Register of National Natural Landmarks? Yes No

8. What is the depth of the water table? 95 (in feet)

9. Is site located over a primary, principal, or sole source aquifer? Yes No

10. Do hunting, fishing or shell fishing opportunities presently exist in the project area? Yes No

11. Does project site contain any species of plant or animal life that is identified as threatened or endangered? Yes No

According to:

Identify each species:

12. Are there any unique or unusual land forms on the project site? (i.e., cliffs, dunes, other geological formations?)

Yes No

Describe:

13. Is the project site presently used by the community or neighborhood as an open space or recreation area?

Yes No

If yes, explain:

14. Does the present site include scenic views known to be important to the community? Yes No

15. Streams within or contiguous to project area:

None.

a. Name of Stream and name of River to which it is tributary

16. Lakes, ponds, wetland areas within or contiguous to project area:

None.

b. Size (in acres):

17. Is the site served by existing public utilities? Yes No
- a. If YES, does sufficient capacity exist to allow connection? Yes No
- b. If YES, will improvements be necessary to allow connection? Yes No
18. Is the site located in an agricultural district certified pursuant to Agriculture and Markets Law, Article 25-AA, Section 303 and 304? Yes No
19. Is the site located in or substantially contiguous to a Critical Environmental Area designated pursuant to Article 8 of the ECL, and 6 NYCRR 617? Yes No
20. Has the site ever been used for the disposal of solid or hazardous wastes? Yes No

B. Project Description

1. Physical dimensions and scale of project (fill in dimensions as appropriate).
- a. Total contiguous acreage owned or controlled by project sponsor: 1.01 acres.
- b. Project acreage to be developed: 1.01 acres initially; 1.01 acres ultimately.
- c. Project acreage to remain undeveloped: 0 acres.
- d. Length of project, in miles: NA (if appropriate)
- e. If the project is an expansion, indicate percent of expansion proposed. NA %
- f. Number of off-street parking spaces existing 0; proposed 0
- g. Maximum vehicular trips generated per hour: 204 (upon completion of project)?
- h. If residential: Number and type of housing units:
- | | One Family | Two Family | Multiple Family | Condominium |
|------------|------------|------------|-----------------|-------------|
| Initially | _____ | _____ | _____ | _____ |
| Ultimately | _____ | _____ | _____ | _____ |
- i. Dimensions (in feet) of largest proposed structure: 50' height; 100' width; 161' length.
- j. Linear feet of frontage along a public thoroughfare project will occupy is? 275 ft.
2. How much natural material (i.e. rock, earth, etc.) will be removed from the site? 0 tons/cubic yards.
3. Will disturbed areas be reclaimed Yes No N/A
- a. If yes, for what intended purpose is the site being reclaimed?
-
- b. Will topsoil be stockpiled for reclamation? Yes No
- c. Will upper subsoil be stockpiled for reclamation? Yes No
4. How many acres of vegetation (trees, shrubs, ground covers) will be removed from site? 0 acres.

5. Will any mature forest (over 100 years old) or other locally-important vegetation be removed by this project?

Yes No

6. If single phase project: Anticipated period of construction: 24 months, (including demolition)

7. If multi-phased:

a. Total number of phases anticipated _____ (number)

b. Anticipated date of commencement phase 1: _____ month _____ year, (including demolition)

c. Approximate completion date of final phase: _____ month _____ year.

d. Is phase 1 functionally dependent on subsequent phases? Yes No

8. Will blasting occur during construction? Yes No

9. Number of jobs generated: during construction 35; after project is complete 50

10. Number of jobs eliminated by this project 0.

11. Will project require relocation of any projects or facilities? Yes No

If yes, explain:

12. Is surface liquid waste disposal involved? Yes No

a. If yes, indicate type of waste (sewage, industrial, etc) and amount _____

b. Name of water body into which effluent will be discharged _____

13. Is subsurface liquid waste disposal involved? Yes No Type _____

14. Will surface area of an existing water body increase or decrease by proposal? Yes No

If yes, explain:

15. Is project or any portion of project located in a 100 year flood plain? Yes No

16. Will the project generate solid waste? Yes No

a. If yes, what is the amount per month? 0.9 tons

b. If yes, will an existing solid waste facility be used? Yes No

c. If yes, give name DSNY; location TBD

d. Will any wastes not go into a sewage disposal system or into a sanitary landfill? Yes No

e. If yes, explain:

The proposed school is expected to generate approximately 1,836 pounds of additional solid waste each week. This waste would be handled by the Department of Sanitation (DSNY) and would not impact the amount of waste the city must handle.

17. Will the project involve the disposal of solid waste? Yes No

a. If yes, what is the anticipated rate of disposal? _____ tons/month.

b. If yes, what is the anticipated site life? _____ years.

18. Will project use herbicides or pesticides? Yes No

19. Will project routinely produce odors (more than one hour per day)? Yes No

20. Will project produce operating noise exceeding the local ambient noise levels? Yes No

21. Will project result in an increase in energy use? Yes No

If yes, indicate type(s)

Heating and electricity

22. If water supply is from wells, indicate pumping capacity N/A gallons/minute.

23. Total anticipated water usage per day 18,360 gallons/day.

24. Does project involve Local, State or Federal funding? Yes No

If yes, explain:

Acquisition, design, and construction cost would be provided by the New York City Department of Education's Five-Year Capital Plan for Fiscal Years 2010 to 2014.

25. Approvals Required:

			Type	Submittal Date
City, Town, Village Board	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	_____	_____
			_____	_____
			_____	_____
City, Town, Village Planning Board	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	_____	_____
			_____	_____
			_____	_____
City, Town Zoning Board	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	_____	_____
			_____	_____
			_____	_____
City, County Health Department	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	_____	_____
			_____	_____
			_____	_____
Other Local Agencies	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	_____	_____
			_____	_____
			_____	_____
Other Regional Agencies	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	_____	_____
			_____	_____
			_____	_____
State Agencies	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	_____	_____
			_____	_____
			_____	_____
Federal Agencies	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	_____	_____
			_____	_____
			_____	_____

C. Zoning and Planning Information

1. Does proposed action involve a planning or zoning decision? Yes No

If Yes, indicate decision required:

- | | | | |
|---|---|--|---|
| <input type="checkbox"/> Zoning amendment | <input type="checkbox"/> Zoning variance | <input type="checkbox"/> New/revision of master plan | <input type="checkbox"/> Subdivision |
| <input type="checkbox"/> Site plan | <input type="checkbox"/> Special use permit | <input type="checkbox"/> Resource management plan | <input checked="" type="checkbox"/> Other |

2. What is the zoning classification(s) of the site?

The site is located within an underlying R-6B Residential District with a C2-2 Commercial Overlay and an R-5B Residential District

3. What is the maximum potential development of the site if developed as permitted by the present zoning?

87,900 total gross square feet for a community facility or residential (2.0 FAR). Due to this zoning bulk noncompliance, the SCA would seek approval of a zoning override from the Deputy Mayor for Education and Community Development to permit the project to proceed.

4. What is the proposed zoning of the site?

No change.

5. What is the maximum potential development of the site if developed as permitted by the proposed zoning?

N.A.

6. Is the proposed action consistent with the recommended uses in adopted local land use plans? Yes No

7. What are the predominant land use(s) and zoning classifications within a ¼ mile radius of proposed action?

R-5B, C2-2, R-6B: Residential, mixed residential and retail, commercial and institutions.

8. Is the proposed action compatible with adjoining/surrounding land uses with a ¼ mile? Yes No

9. If the proposed action is the subdivision of land, how many lots are proposed? NA

a. What is the minimum lot size proposed? _____

10. Will proposed action require any authorization(s) for the formation of sewer or water districts? Yes No

11. Will the proposed action create a demand for any community provided services (recreation, education, police, fire protection)?

Yes No

a. If yes, is existing capacity sufficient to handle projected demand? Yes No

12. Will the proposed action result in the generation of traffic significantly above present levels? Yes No

a. If yes, is the existing road network adequate to handle the additional traffic. Yes No

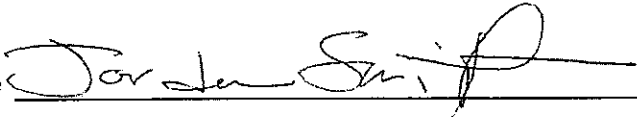
D. Informational Details

Attach any additional information as may be needed to clarify your project. If there are or may be any adverse impacts associated with your proposal, please discuss such impacts and the measures which you propose to mitigate or avoid them.

E. Verification

I certify that the information provided above is true to the best of my knowledge.

Applicant/Sponsor Name Jordan Smith, AICP Date 5/11/10

Signature 

Title Planner, AECOM Inc.

If the action is in the Coastal Area, and you are a state agency, complete the Coastal Assessment Form before proceeding with this assessment.

PART 2 - PROJECT IMPACTS AND THEIR MAGNITUDE

Responsibility of Lead Agency

General Information (Read Carefully)

- In completing the form the reviewer should be guided by the question: Have my responses and determinations been **reasonable**? The reviewer is not expected to be an expert environmental analyst.
- The **Examples** provided are to assist the reviewer by showing types of impacts and wherever possible the threshold of magnitude that would trigger a response in column 2. The examples are generally applicable throughout the State and for most situations. But, for any specific project or site other examples and/or lower thresholds may be appropriate for a Potential Large Impact response, thus requiring evaluation in Part 3.
- The impacts of each project, on each site, in each locality, will vary. Therefore, the examples are illustrative and have been offered as guidance. They do not constitute an exhaustive list of impacts and thresholds to answer each question.
- The number of examples per question does not indicate the importance of each question.
- In identifying impacts, consider long term, short term and cumulative effects.

Instructions (Read carefully)

- a. Answer each of the 20 questions in PART 2. Answer **Yes** if there will be **any** impact.
- b. **Maybe** answers should be considered as **Yes** answers.
- c. If answering **Yes** to a question then check the appropriate box(column 1 or 2)to indicate the potential size of the impact. If impact threshold equals or exceeds any example provided, check column 2. If impact will occur but threshold is lower than example, check column 1.
- d. Identifying that an impact will be potentially large (column 2) does not mean that it is also necessarily **significant**. Any large impact must be evaluated in PART 3 to determine significance. Identifying an impact in column 2 simply asks that it be looked at further.
- e. If reviewer has doubt about size of the impact then consider the impact as potentially large and proceed to PART 3.
- f. If a potentially large impact checked in column 2 can be mitigated by change(s) in the project to a small to moderate impact, also check the **Yes** box in column 3. A **No** response indicates that such a reduction is not possible. This must be explained in Part 3.

	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated by Project Change
--	-------------------------------------	-----------------------------------	--

Impact on Land

1. Will the Proposed Action result in a physical change to the project site?

NO YES

Examples that would apply to column 2

- | | | | | |
|--|-------------------------------------|--------------------------|------------------------------|-----------------------------|
| • Any construction on slopes of 15% or greater, (15 foot rise per 100 foot of length), or where the general slopes in the project area exceed 10%. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Construction on land where the depth to the water table is less than 3 feet. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Construction of paved parking area for 1,000 or more vehicles. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Construction on land where bedrock is exposed or generally within 3 feet of existing ground surface. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Construction that will continue for more than 1 year or involve more than one phase or stage. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Excavation for mining purposes that would remove more than 1,000 tons of natural material (i.e., rock or soil) per year. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |

	1	2	3
	Small to Moderate Impact	Potential Large Impact	Can Impact Be Mitigated by Project Change

- Construction or expansion of a sanitary landfill. Yes No
- Construction in a designated floodway. Yes No
- Other impacts: Yes No

2. Will there be an effect to any unique or unusual land forms found on the site? (i.e., cliffs, dunes, geological formations, etc.)

NO YES

- Specific land forms: Yes No

Impact on Water

3. Will Proposed Action affect any water body designated as protected? (Under Articles 15, 24, 25 of the Environmental Conservation Law, ECL)

NO YES

Examples that would apply to column 2

- Developable area of site contains a protected water body. Yes No
- Dredging more than 100 cubic yards of material from channel of a protected stream. Yes No
- Extension of utility distribution facilities through a protected water body. Yes No
- Construction in a designated freshwater or tidal wetland. Yes No
- Other impacts: Yes No

4. Will Proposed Action affect any non-protected existing or new body of water?

NO YES

Examples that would apply to column 2

- A 10% increase or decrease in the surface area of any body of water or more than a 10 acre increase or decrease. Yes No
- Construction of a body of water that exceeds 10 acres of surface area. Yes No
- Other impacts: Yes No

1	2	3
Small to Moderate Impact	Potential Large Impact	Can Impact Be Mitigated by Project Change

6. Will Proposed Action alter drainage flow or patterns, or surface water runoff?

NO YES

Examples that would apply to column 2

- | | | | | |
|--|--------------------------|--------------------------|------------------------------|-----------------------------|
| • Proposed Action would change flood water flows | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action may cause substantial erosion. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action is incompatible with existing drainage patterns. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action will allow development in a designated floodway. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Other impacts: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |

IMPACT ON AIR

7. Will Proposed Action affect air quality?

NO YES

Examples that would apply to column 2

- | | | | | |
|---|--------------------------|--------------------------|------------------------------|-----------------------------|
| • Proposed Action will induce 1,000 or more vehicle trips in any given hour. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action will result in the incineration of more than 1 ton of refuse per hour. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Emission rate of total contaminants will exceed 5 lbs. per hour or a heat source producing more than 10 million BTU's per hour. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action will allow an increase in the amount of land committed to industrial use. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action will allow an increase in the density of industrial development within existing industrial areas. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Other impacts: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |

IMPACT ON PLANTS AND ANIMALS

8. Will Proposed Action affect any threatened or endangered species?

NO YES

Examples that would apply to column 2

- | | | | | |
|---|--------------------------|--------------------------|------------------------------|-----------------------------|
| • Reduction of one or more species listed on the New York or Federal list, using the site, over or near the site, or found on the site. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
|---|--------------------------|--------------------------|------------------------------|-----------------------------|

	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated by Project Change
• Removal of any portion of a critical or significant wildlife habitat.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Application of pesticide or herbicide more than twice a year, other than for agricultural purposes.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Other impacts:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

9. Will Proposed Action substantially affect non-threatened or non-endangered species?
 NO YES

Examples that would apply to column 2

• Proposed Action would substantially interfere with any resident or migratory fish, shellfish or wildlife species.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Proposed Action requires the removal of more than 10 acres of mature forest (over 100 years of age) or other locally important vegetation.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Other impacts:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

IMPACT ON AGRICULTURAL LAND RESOURCES

10. Will Proposed Action affect agricultural land resources?
 NO YES

Examples that would apply to column 2

• The Proposed Action would sever, cross or limit access to agricultural land (includes cropland, hayfields, pasture, vineyard, orchard, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Construction activity would excavate or compact the soil profile of agricultural land.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• The Proposed Action would irreversibly convert more than 10 acres of agricultural land or, if located in an Agricultural District, more than 2.5 acres of agricultural land.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated by Project Change
• The Proposed Action would disrupt or prevent installation of agricultural land management systems (e.g., subsurface drain lines, outlet ditches, strip cropping); or create a need for such measures (e.g. cause a farm field to drain poorly due to increased runoff).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Other impacts:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

IMPACT ON AESTHETIC RESOURCES

11. Will Proposed Action affect aesthetic resources? (If necessary, use the Visual EAF Addendum in Section 617.20, Appendix B.)

NO YES

Examples that would apply to column 2

• Proposed land uses, or project components obviously different from or in sharp contrast to current surrounding land use patterns, whether man-made or natural.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Proposed land uses, or project components visible to users of aesthetic resources which will eliminate or significantly reduce their enjoyment of the aesthetic qualities of that resource.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Project components that will result in the elimination or significant screening of scenic views known to be important to the area.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Other impacts:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

IMPACT ON HISTORIC AND ARCHAEOLOGICAL RESOURCES

12. Will Proposed Action impact any site or structure of historic, prehistoric or paleontological importance?

NO YES

Examples that would apply to column 2

• Proposed Action occurring wholly or partially within or substantially contiguous to any facility or site listed on the State or National Register of historic places.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Any impact to an archaeological site or fossil bed located within the project site.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Proposed Action will occur in an area designated as sensitive for archaeological sites on the NYS Site Inventory.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

	1	2	3	
	Small to Moderate Impact	Potential Large Impact	Can Impact Be Mitigated by Project Change	
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes	<input type="checkbox"/> No

• Other impacts:

IMPACT ON OPEN SPACE AND RECREATION

13. Will proposed Action affect the quantity or quality of existing or future open spaces or recreational opportunities?

NO YES

Examples that would apply to column 2

- | | | | | |
|---|--------------------------|--------------------------|------------------------------|-----------------------------|
| • The permanent foreclosure of a future recreational opportunity. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • A major reduction of an open space important to the community. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Other impacts: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |

IMPACT ON CRITICAL ENVIRONMENTAL AREAS

14. Will Proposed Action impact the exceptional or unique characteristics of a critical environmental area (CEA) established pursuant to subdivision 6NYCRR 617.14(g)?

NO YES

List the environmental characteristics that caused the designation of the CEA.

Examples that would apply to column 2

- | | | | | |
|---|--------------------------|--------------------------|------------------------------|-----------------------------|
| • Proposed Action to locate within the CEA? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action will result in a reduction in the quantity of the resource? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action will result in a reduction in the quality of the resource? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action will impact the use, function or enjoyment of the resource? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Other impacts: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |

1	2	3
Small to Moderate Impact	Potential Large Impact	Can Impact Be Mitigated by Project Change

IMPACT ON TRANSPORTATION

15. Will there be an effect to existing transportation systems?

NO YES

Examples that would apply to column 2

- | | | | | |
|--|--------------------------|--------------------------|------------------------------|-----------------------------|
| • Alteration of present patterns of movement of people and/or goods. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action will result in major traffic problems. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Other impacts: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |

IMPACT ON ENERGY

16. Will Proposed Action affect the community's sources of fuel or energy supply?

NO YES

Examples that would apply to column 2

- | | | | | |
|---|--------------------------|--------------------------|------------------------------|-----------------------------|
| • Proposed Action will cause a greater than 5% increase in the use of any form of energy in the municipality. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action will require the creation or extension of an energy transmission or supply system to serve more than 50 single or two family residences or to serve a major commercial or industrial use. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Other impacts: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |

NOISE AND ODOR IMPACT

17. Will there be objectionable odors, noise, or vibration as a result of the Proposed Action?

NO YES

Examples that would apply to column 2

- | | | | | |
|--|-------------------------------------|--------------------------|------------------------------|-----------------------------|
| • Blasting within 1,500 feet of a hospital, school or other sensitive facility. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Odors will occur routinely (more than one hour per day). | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action will produce operating noise exceeding the local ambient noise levels for noise outside of structures. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action will remove natural barriers that would act as a noise screen. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Other impacts: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |

1 Small to Moderate Impact 2 Potential Large Impact 3 Can Impact Be Mitigated by Project Change

IMPACT ON PUBLIC HEALTH

18. Will Proposed Action affect public health and safety?

NO YES

- Proposed Action may cause a risk of explosion or release of hazardous substances (i.e. oil, pesticides, chemicals, radiation, etc.) in the event of accident or upset conditions, or there may be a chronic low level discharge or emission. Yes No
- Proposed Action may result in the burial of "hazardous wastes" in any form (i.e. toxic, poisonous, highly reactive, radioactive, irritating, infectious, etc.) Yes No
- Storage facilities for one million or more gallons of liquefied natural gas or other flammable liquids. Yes No
- Proposed Action may result in the excavation or other disturbance within 2,000 feet of a site used for the disposal of solid or hazardous waste. Yes No
- Other impacts: Yes No

IMPACT ON GROWTH AND CHARACTER OF COMMUNITY OR NEIGHBORHOOD

19. Will Proposed Action affect the character of the existing community?

NO YES

Examples that would apply to column 2

- The permanent population of the city, town or village in which the project is located is likely to grow by more than 5%. Yes No
- The municipal budget for capital expenditures or operating services will increase by more than 5% per year as a result of this project. Yes No
- Proposed Action will conflict with officially adopted plans or goals. Yes No
- Proposed Action will cause a change in the density of land use. Yes No
- Proposed Action will replace or eliminate existing facilities, structures or areas of historic importance to the community. Yes No
- Development will create a demand for additional community services (e.g. schools, police and fire, etc.) Yes No

	1	2	3	
	Small to Moderate Impact	Potential Large Impact	Can Impact Be Mitigated by Project Change	

- Proposed Action will set an important precedent for future projects.

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes	<input type="checkbox"/> No
--------------------------	--------------------------	------------------------------	-----------------------------
- Proposed Action will create or eliminate employment.

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes	<input type="checkbox"/> No
--------------------------	--------------------------	------------------------------	-----------------------------
- Other impacts:

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes	<input type="checkbox"/> No
--------------------------	--------------------------	------------------------------	-----------------------------

20. Is there, or is there likely to be, public controversy related to potential adverse environment impacts?

NO YES

If Any Action in Part 2 Is Identified as a Potential Large Impact or If you Cannot Determine the Magnitude of Impact, Proceed to Part 3

Part 3 - EVALUATION OF THE IMPORTANCE OF IMPACTS

Responsibility of Lead Agency

Part 3 must be prepared if one or more impact(s) is considered to be potentially large, even if the impact(s) may be mitigated.

Instructions (If you need more space, attach additional sheets)

Discuss the following for each impact identified in Column 2 of Part 2:

1. Briefly describe the impact.
2. Describe (if applicable) how the impact could be mitigated or reduced to a small to moderate impact by project change(s).
3. Based on the information available, decide if it is reasonable to conclude that this impact is **important**.

To answer the question of importance, consider:

- The probability of the impact occurring
- The duration of the impact
- Its irreversibility, including permanently lost resources of value
- Whether the impact can or will be controlled
- The regional consequence of the impact
- Its potential divergence from local needs and goals
- Whether known objections to the project relate to this impact.

**P.S. 290
SUPPLEMENTAL ENVIRONMENTAL STUDIES
TO THE ENVIRONMENTAL ASSESSMENT FORM
MAY 2010**

TABLE OF CONTENTS

	<u>Page</u>
1.0 EXECUTIVE SUMMARY	1
1.1 Project Description	1
1.2 Potential Impacts of the Proposed Project	1
2.0 PROJECT DESCRIPTION	8
2.1 Purpose and Need	8
2.2 Project Site	8
2.3 Proposed Project	8
2.4 Project Status	9
3.0 EXISTING CONDITIONS AND PROBABLE IMPACTS	13
3.1 Land Use, Zoning, and Public Policy	13
3.2 Socioeconomic Conditions	19
3.3 Community Facilities	21
3.4 Open Space	24
3.5 Shadows	25
3.6 Historic and Archaeological Resources	26
3.7 Urban Design and Visual Resources	27
3.8 Neighborhood Character	36
3.9 Natural Resources	40
3.10 Hazardous Materials	41
3.11 Waterfront Revitalization Program	43
3.12 Infrastructure	44
3.13 Solid Waste and Sanitation Services	46
3.14 Energy	47
3.15 Traffic and Parking	48
3.16 Transit and Pedestrians	79
3.17 Air Quality	86
3.18 Noise	91
3.19 Construction Impacts	99
3.20 Public Health	101

P.S. 290
SUPPLEMENTAL ENVIRONMENTAL STUDIES
TO THE ENVIRONMENTAL ASSESSMENT FORM
MAY 2010

LIST OF TABLES

2.3-1	CSD #24 Enrollment Figures for School Year 2008-2009	9
3.1-1	Land Use Distribution for Queens Community District #5	14
3.1-2	Summary of Zoning Chart	15
3.15-1	Level of Service Criteria.....	56
3.15-2	Year 2009 Levels-of-Service, Existing Traffic Conditions	57
3.15-3	Year 2014 Levels-of-Service, No-Action Conditions.....	62
3.15-4	Estimated Peak Hour Vehicle-Trip Generation Characteristics.....	66
3.15-5	Peak Hour Level-of-Service Analysis Results: Year 2014 Action Conditions Without Signal Timing Adjustments	73
3.15-6	Peak Hour Level-of-Service Analysis Results: Year 2014 Action Conditions With Signal Timing Adjustments	74
3.15-7	Summary of Existing On-Street Parking Utilization	76
3.15-8	Summary of No-Action Parking Utilization	77
3.15-9	Summary of On-Street Parking Supply and Utilization – Action Condition.....	78
3.16-1	LOS Criteria for Crosswalks.....	81
3.16-2	Pedestrian Crosswalk LOS Analyses: Year 2009 Existing Conditions	82
3.16-3	Pedestrian Crosswalk LOS Analyses: Projected Year 2014 No-Action Conditions	83
3.16-4	Pedestrian Crosswalk LOS Analyses: Projected Year 2014 Action Conditions.....	84
3.16-5	NYSDMV Accident Data: 2007 to 2009	85
3.17-1	Applicable National and State Ambient Air Quality Standards.....	87
3.17-2	2009 Existing Maximum 8-Hour CO Levels.....	90
3.17-3	2014 Future With and Without the Proposed Action Maximum 8-Hour CO Levels	90
3.18-1	Sound Pressure Level and Loudness of Typical Noises in Indoor and Outdoor Environments	92
3.18-2	CEPO-CEQR Noise Exposure Guidelines for Use in City Environmental Impact Review	94
3.18-3	Monitored Noise Levels (dBA)	95
3.18-4	Total Ambient and Playground Noise.....	98
3.18-5	Required Attenuation Values to Achieve Acceptable Interior Noise Levels.....	98

LIST OF FIGURES

2.2-1	Project Site Location.....	10
2.2-2	Project Site Location (Building Footprints).....	11
2.2-3	Tax Lot Map	12
3.1-1	Existing Land Use Map	15
3.1-2	Existing Zoning Map	18
3.7-1	Key to Photographs.....	29
3.7-2	Views of Project Site and Surrounding Area	30-34
3.15-1	Traffic Study Area and Study Intersections Map.....	49
3.15-2	Year 2009 Existing Conditions Traffic Volumes – Weekday AM Peak Hour	54
3.15-3	Year 2009 Existing Conditions Traffic Volumes – Weekday PM Peak Hour.....	55

3.15-4	Year 2014 No-Action Traffic Volumes – Weekday AM Peak Hour.....	59
3.15-5	Year 2014 No-Action Traffic Volumes – Weekday PM Peak Hour	60
3.15-6a	Estimated Vehicle-Trip Distribution Pattern, Students.....	67
3.15-6b	Estimated Vehicle-Trip Distribution Pattern, Faculty & Staff.....	68
3.15-7	Project-generated Traffic Volumes – Weekday AM Peak Hour	69
3.15-8	Project-generated Traffic Volumes – Weekday PM Peak Hour	70
3.15-9	Year 2014 Action Traffic Volumes – Weekday AM Peak Hour.....	71
3.15-10	Year 2014 Action Traffic Volumes – Weekday PM Peak Hour.....	72
3.18-1	Noise Monitoring Locations	97

1.0 EXECUTIVE SUMMARY

1.1 PROJECT DESCRIPTION

The New York City School Construction Authority (SCA) proposes the construction of a new, approximately 612-seat primary school at 55-20 Metropolitan Avenue in the Ridgewood section of Queens. The proposed school would house classrooms for grades pre-kindergarten through five, as well as a cafeteria, a gymnasium, a library, administrative offices, and special-education classrooms. According to current conceptual design plans, the proposed school would be approximately 94,769 square feet plus two outdoor play areas, and would primarily draw students from Community School District #24 (CSD #24). Construction of the new school is expected to increase staffing at the school by approximately 50 new teachers and administrators. Construction of the school would take approximately 27 months, and is expected to be complete for occupancy in the 2014-2015 school year.

The project site is located on an irregularly-shaped block on the south side of Metropolitan Avenue between Tonsor and Himrod Streets. The site is currently occupied by a vacant one-story retail building and accessory parking lot. The parking lot is bordered by cement retaining walls, which separate the lot from the neighboring residential buildings that comprise the remainder of the block.

1.2 PROBABLE IMPACTS OF THE PROPOSED PROJECT

1.2.1 Land Use, Zoning, & Public Policy

The proposed new school building and playground would be developed on land presently not in use. The surrounding neighborhood is already fully developed and is unlikely to be affected by the proposed school and playground. Schools are typically built in areas where they are needed and generally complement residential uses, instead of inducing or catalyzing substantial land use changes. As the proposed school and playground would be located in an area consisting of residential uses and several community facilities, including nearby Grover Cleveland High School, the project would be consistent with local land use patterns and no significant adverse impacts to land use are expected.

The project site is located within an underlying R6B residential district with a C2-2 commercial overlay and an R5B residential district in which schools are permitted as-of-right. The proposed school is expected to comply with most R5B and R6B zoning bulk regulations, which permit a maximum FAR of 2.0. Preliminary conceptual designs show that the school would contain approximately 94,769 gross square feet within an approximately 43,950 square foot footprint (2.16 FAR). However, under zoning, a maximum of 87,900 square feet of development is permitted for community facilities on the site (i.e., 2.0 FAR). Due to this zoning bulk non-compliance, the SCA would seek approval of a zoning override from the Deputy Mayor for Education and Community Development to permit the project to proceed.

Should the final design of the proposed building result in any other zoning bulk non-compliances, additional zoning overrides would be sought. If other the zoning overrides are granted, they would apply only to the project site and would have no impact on neighboring zoning or property. Therefore, the proposed project would have no significant adverse impacts to local zoning.

With the exception of the commercial uses lining Metropolitan Avenue, the surrounding blocks contain uses that are almost exclusively residential in nature. On the whole, one- and two-family homes dominate the study area, though a handful of multi-family dwellings are scattered throughout. Within the limits of the study area are two community facilities—Grover Cleveland High School directly west of the project site and Engine 291 Ladder 140 (located at 56-07 Metropolitan Avenue) approximately one block east of the site.

1.2.2 Socioeconomic Conditions

The creation of the proposed school building is not likely to generate any direct or indirect displacement of residents or businesses. No tenants or businesses will have to be relocated as a result of the proposed action. Furthermore, an increase in property values is not expected to result from the proposed action, thereby minimizing the possibility of indirect displacement of local tenants. No significant adverse impacts to socioeconomic conditions are expected as a result of the proposed action.

1.2.3 Community Facilities

The proposed school will directly improve the Department of Education's ability to serve the students who attend schools within Community School District #24. The resulting increase in permanent student capacity within this school district would permit more students who live nearby to attend school locally. The proposed school and playground would not increase the number of local residents and, therefore, would not impact community facilities (e.g., day care, hospitals) whose ability to provide services are directly related to the residential population. The project may result in a small increase in the potential workload of fire and police services, but such an increase would not constitute a significant impact.

1.2.4 Open Space

The proposed school and playground are not expected to increase the number of local residents and, therefore, would not increase usage rates of available open space. Therefore, it can be expected that there would be no significant adverse open space impacts.

1.2.5 Shadows

The *CEQR Technical Manual* suggests a threshold criteria of 50 feet or taller to analyze shadow impacts to light-sensitive historic resources or open spaces. The proposed school would be approximately 60 feet tall. However, as no light-sensitive resources are in close proximity to the proposed school, no significant shadow impacts are expected to occur due to the proposed building's height.

1.2.6 Historic and Archaeological Resources

The proposed action is not expected to impact historic or archaeological resources. There are no known historic or archeological resources that would be disturbed by the construction of a new primary school on the project site. No significant adverse impacts to historic and archaeological resources are expected as a result of the proposed action.

1.2.7 Urban Design and Aesthetics

The proposed project is a new primary school facility and playground for the school's students located on Block 3365 Lot 27 in the Ridgewood section of Queens. The current conceptual plan includes a proposed playground located on the northern portion of the lot, and an additional early childhood play yard at the southwestern portion of the lot.

According to current conceptual design plans, the new school building would be five stories tall. This would be equal in height to the adjacent Grover Cleveland High School, but slightly taller than the three-story residential buildings southeast and southwest of the proposed school. Since the proposed building is located on land that contains a vacant structure, it is not expected that the building would significantly obscure any additional views. The proposed school's design and use of material will consider the facade and visual elements of the surrounding area.

1.2.8 Neighborhood Character

Construction of the proposed school and playground would not result in any adverse impacts to character of the surrounding neighborhood. The building would be built on a parcel of land that currently contains an uninhabited building. As the proposed building is expected to be generally consistent with the neighborhood aesthetic of building composition and scale, it would reinforce the residential character of the neighborhood.

1.2.9 Natural Resources

The specific project site has been extensively disturbed and is also located in a fully developed section of the city. No properties on or near the project site have returned to a natural state, so no assessment of natural resources is warranted.

1.2.10 Hazardous Materials

A Phase I Environmental Site Assessment (ESA) and a Phase II Environmental Site Investigation (ESI) were completed for the proposed project site between November 2009 and February 2010 to evaluate the environmental conditions of the site. The site building is a 9,445 square-foot, one story building with a full basement that was constructed in 1964. An asphalt-paved parking lot is present across the remainder of the site. Historically, the site was developed with a two and a half-story dwelling built prior to 1902 and two garages built between 1914 and 1936. These structures were demolished by 1964, at which time the current site building was constructed.

The Phase I ESA was prepared by Fleming-Lee Shue, Inc. (FLS) for the SCA in November 2009. A recognized environmental condition (REC) associated with suspect buried structures formerly present at the site prior to 1950 was identified. Off-site RECs identified in the Phase I ESA include two nearby historic knitting mills, an historic clothing manufacturer, a historic lamp factory, several nearby petroleum bulk storage tanks, and three nearby petroleum spills. Suspect asbestos containing materials (ACM), lead-based paint (LBP), and polychlorinated biphenyl (PCB) containing fluorescent light ballasts and caulking materials associated with the site improvements were identified as environmental concerns.

A Phase II ESI was completed by FLS on behalf of the SCA in February 2010 to assess whether the RECs identified in the Phase I ESA have affected the Site for construction of a public school facility. The Phase II ESI field investigation consisted of a geophysical survey, advancement of nine (9) soil borings and the collection and laboratory analyses of six (6) soil vapor samples and nine (9) subsurface soil samples.

The results of the geophysical survey identified three geophysical anomalies that are considered suspect underground storage tanks (USTs). No volatile organic compounds (VOCs), semivolatile organic compounds (SVOCs), pesticides or PCBs were detected above the State soil cleanup objectives for unrestricted use. Only one metal, lead, was detected in one of the soil samples slightly above the State soil cleanup objectives for unrestricted use. The presence of lead is attributed to site-specific background conditions. No VOCs were detected in the soil vapor samples at a level which represents a potential soil vapor intrusion concern. Groundwater sampling was not conducted as part of the Phase II ESI and the anticipated depth to groundwater is 95 feet.

The proposed project would not result in impacts from contaminated media and building materials. The suspect USTs and any contaminated soil, if encountered, would be removed in accordance with all local, State and Federal regulations. As a preventative measure, a soil vapor barrier would be installed below the proposed school building in accordance with the SCA's standard protocol for new construction projects. Any suspect mold, ACM, LBP, and PCB-containing materials affected by the preparation of the site for use as a public school would be identified prior to construction and properly managed during construction activities. All soil

excavated during building construction would be properly managed in accordance with all applicable local, state and federal regulations. For areas of the site where exposed soils may exist after building construction (i.e., landscaped areas), a minimum twenty-four (24) inch thick layer of environmentally clean fill would be placed over the soils. In addition, to minimize the potential for exposure by construction workers and the surrounding public, standard industry practices, including appropriate health and safety measures, would be utilized during construction activities.

1.2.11 Waterfront Revitalization Program

This project is not located within the Coastal Zone, so the proposed action need not be evaluated for consistency with the Local Waterfront Revitalization Program (LWRP).

1.2.12 Infrastructure

No significant adverse impacts will occur because the existing water supply, sewer, and gas services in the area are adequate to serve the needs posed by the proposed facility. Based on water consumption rates provided in the *CEQR Technical Manual*, the proposed school would increase overall water consumption at a rate of 18,360 gpd. The increase in sanitary sewage generated at the school would be comparable to the increase to water consumption, but would be negligible when considered in the context of the volume of sewage currently handled by the Newtown Creek Water Pollution Control Plant.

1.2.13 Solid Waste and Sanitation Services

The proposed school is expected to generate approximately 1,836 pounds of additional solid waste each week. This waste would be handled by the Department of Sanitation (DSNY), and would not impact the amount of waste the city must handle.

1.2.14 Energy

Since all structures involving new construction or substantial renovation that require heating or cooling are subject to the New York State Energy Conservation Code, the proposed school would not result in adverse energy impacts.

1.2.15 Traffic and Parking

The proposed school will generate additional traffic that will be largely concentrated along Metropolitan Avenue, Tonsor Street and Himrod Street. Three intersections in the vicinity of the project site are identified as the most likely to be impacted by the proposed facility were Metropolitan Avenue and Tonsor Street; Metropolitan Avenue and Himrod Street; and Tonsor and Himrod Streets. These three intersections were studied during the weekday AM and PM peak hours. The results of this analysis indicate that the additional trips generated by the

proposed school can be accommodated on the roadway network during the weekday AM and PM peak hours without significant increases in delay, provided minor adjustments to signal timing parameters on Metropolitan Avenue at Himrod Street/56th Street (i.e., 2 seconds during the weekday PM peak hour and 3 seconds during the weekday AM peak hour) are made to ensure efficient signal operations. These adjustments can be investigated following the opening of the school as part of NYCDOT's periodic reviews of traffic signal timing parameters along arterial corridors.

The 50 faculty and staff who will work at the new facility will generate a demand for 46 parking spaces, all of which can be accommodated at curbside spaces located within ¼-mile of the proposed school site. Therefore, the proposed school will not result in any significant parking impacts.

1.2.16 Transit and Pedestrians

The proposed project is expected to generate fewer than 200 public transit trips in a peak hour, which is the CEQR screening threshold. Therefore, the proposed school will not result in any significant adverse transit impacts.

The proposed project would also generate additional pedestrian traffic. However, the proposed action would not meet the thresholds of the *CEQR Technical Manual* for any significant adverse impacts at either of the study intersections during either the weekday AM or PM peak hour.

1.2.17 Air Quality

The predicted CO concentration levels with the proposed action would be well below the NAAQS and furthermore the predicted incremental maximum, in the future with the action, is well below the New York City CO de minimis criteria. Therefore, the proposed action would not result in a significant mobile source air quality impact.

The school's emissions stacks would be located well outside the minimum distance from buildings of similar or greater height as prescribed by the *CEQR Technical Manual*, so it is not expected to cause any stationary source air quality impacts.

1.2.18 Noise

Noise from increased traffic due to the proposed action would not cause a noise level impact. However, the playground activities, in conjunction with noise from traffic would exceed the impact criterion of 5.0 dBA by 3.3 dBA at the side windows of the residential home at 61-19 Tonsor Street during the times when the playground is utilized. Due to this proposed playground activity, the side windows and walls of the residence impacted by the playground noise should provide exterior to interior attenuation. The installation of sound attenuating windows and alternative ventilation for windows fronting the proposed playground would eliminate any potential noise impact.

1.2.19 Construction Impacts

Local noise and traffic impacts associated with the school's construction would occur primarily as a result of demolition, excavation, and foundation work, as well as trucks delivering materials to the site. However, none of these impacts is expected to be significant. In addition, appropriate dust and noise control measures will be closely followed during construction to minimize any impacts on the surrounding community.

1.2.20 Public Health

Generally, actions that significantly impact air or water quality, or involve hazardous materials, have the potential to affect public health. The proposed school is not expected to significantly impact any of these areas, and thus, no significant adverse impacts to public health are anticipated.

2.0 PROJECT DESCRIPTION

2.1 PURPOSE AND NEED

The New York City School Construction Authority (SCA) proposes the construction of an approximately 612-seat primary school with outdoor play areas at 55-20 Metropolitan Avenue. The project site (Block 3365, Lot 27) is located in the Ridgewood section of Queens. The construction of the new primary school has been proposed to provide long-term additional capacity to alleviate the overcrowding occurring in primary schools throughout Queens.

The 612-seat school would primarily serve students within the Ridgewood, Glendale and Maspeth areas of Community School District (CSD) #24. As shown in **Table 2.3-1** below, 12 primary schools located within these areas of CSD #24 operate at or above their built capacities.

2.2 PROJECT SITE

The project site is an approximately 43,950 square foot parcel currently occupied by a vacant one-story retail structure and accessory parking lot in the Ridgewood section of Queens (Block 3365, Lot 27). The block is bounded to the north by Metropolitan Avenue, to the west by Tonsor Street, and to the east by Himrod Street. The proposed school would be located along the southern and western portion of the site (see **Figures 2.2-1, 2.2-2, and 2.2-3**). The proposed project would have frontage along Metropolitan Avenue, as well as Tonsor Street. The southern portion of the site is bordered by attached, multi-family residences.

2.3 PROPOSED PROJECT

The SCA proposes to construct a new primary school on the project site. Though design plans have not yet been finalized, this environmental assessment is based on a set of reasonable assumptions relating to the conceptual design of the proposed school. These preliminary conceptual designs show that the building would be five stories tall and would contain approximately 94,769 gross square feet within an approximately 43,950 square foot footprint. It would house conventional and specialized classrooms (science, art, music, and special education), as well as a kitchen, cafeteria, library, and gymnasium serving the students. There would also be space for custodial facilities, storage, and administrative offices. The outdoor recreation area, divided between an ECC-playground and general playground, will be located to the east and southwest of the school structure.

**TABLE 2.3-1
 PRIMARY SCHOOLS WITHIN THE GLENDALE, MASPETH AND RIDGEWOOD
 AREAS OF CSD #24**

ENROLLMENT FIGURES FOR SCHOOL YEAR 2008-2009

COMPONENT	CAPACITY	ENROLLMENT	UTILIZATION (%)
P.S. 68	741	828	112
P.S. 71	991	945	95
P.S. 81	728	862	118
P.S. 81 Annex	154	166	108
P.S. 81 TCUs	100	136	136
P.S. 87	582	593	102
P.S. 88	957	990	103
P.S. 88 Annex	114	165	145
P.S. 91	852	870	102
P.S./I.S. 113	318	549	173
P.S. 128	112	197	176
P.S. 128 Annex	147	241	164
P.S. 239	615	757	123
P.S. 305 (ECC)	371	144	39
TOTAL:	6.782	7.443	110%

Source: Department of Education

2.4 PROJECT STATUS

Under the State Environmental Quality Review Act (SEQRA), the SCA must undertake a review of the possible environmental impacts of the proposed project. This environmental assessment has been prepared to assist and guide the decision makers in reaching their conclusions and to ensure that they have a full understanding of the environmental consequences of the proposed action and its alternatives. The regulations are intended to permit the analysis of environmental factors and to clarify social and environmental issues in the early planning and decision-making stage of major projects. This assessment provides a way to systematically consider environmental effects with other aspects of project planning and design.

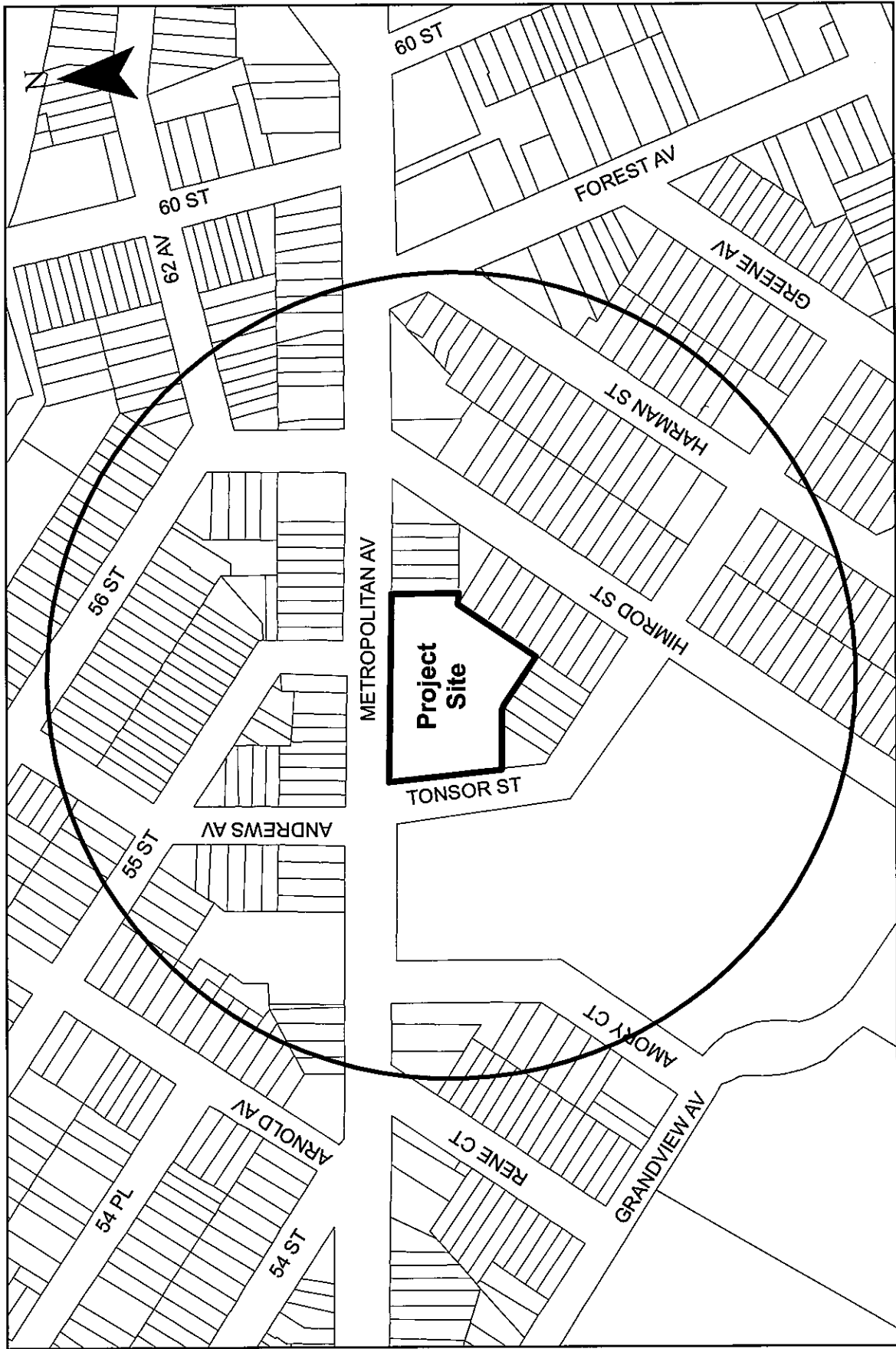




Figure 2.2-1 - Project Site Location

P.S. 290

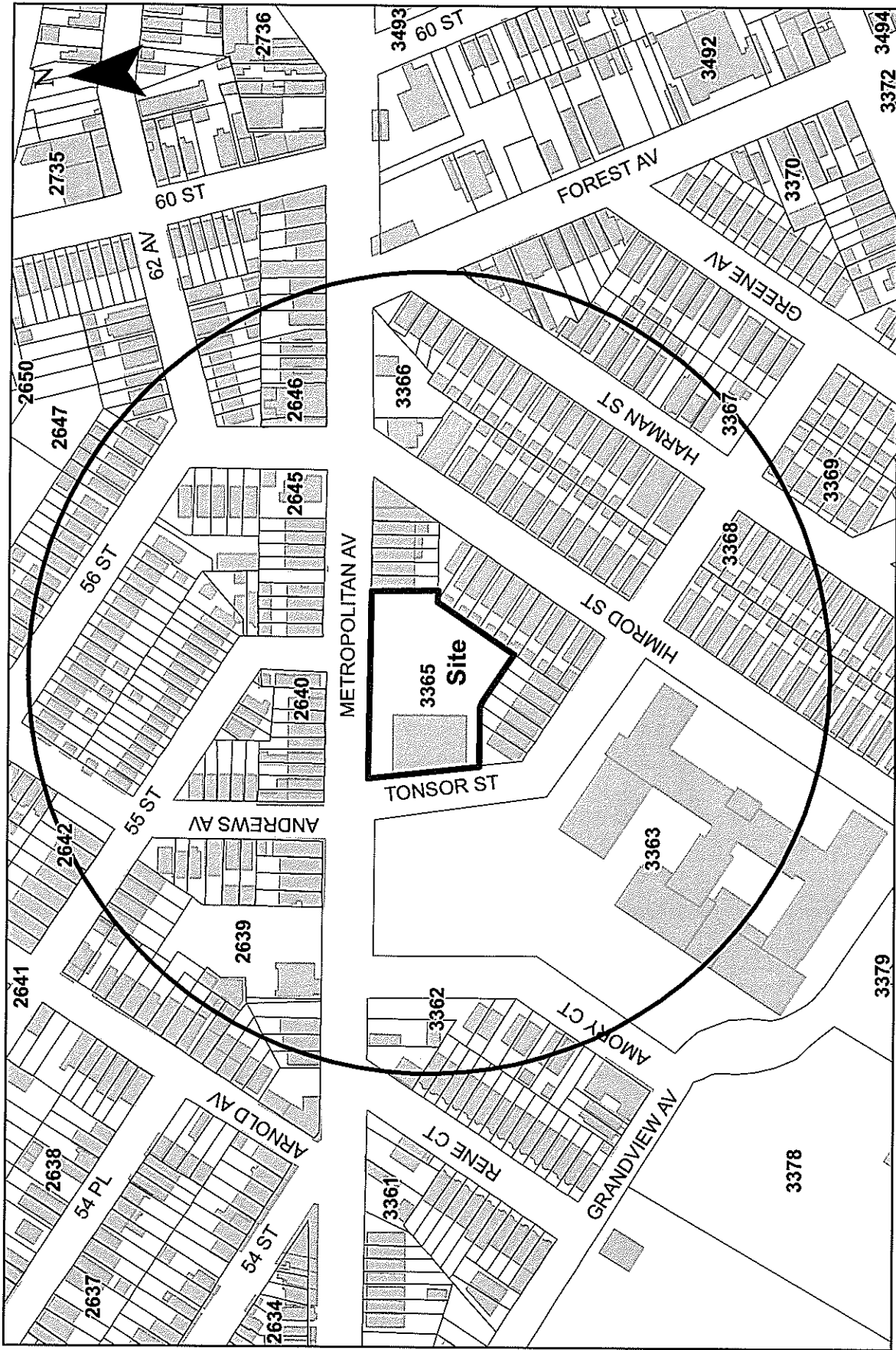
Legend

-  Project Site
-  400' Study Area





New York City School Construction Authority

Prepared by A E C O M

0 100 200 400 Feet



Legend

-  Project Site
-  400' Study Area
-  Building Footprint
-  3365 Block Number

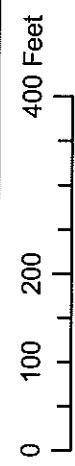
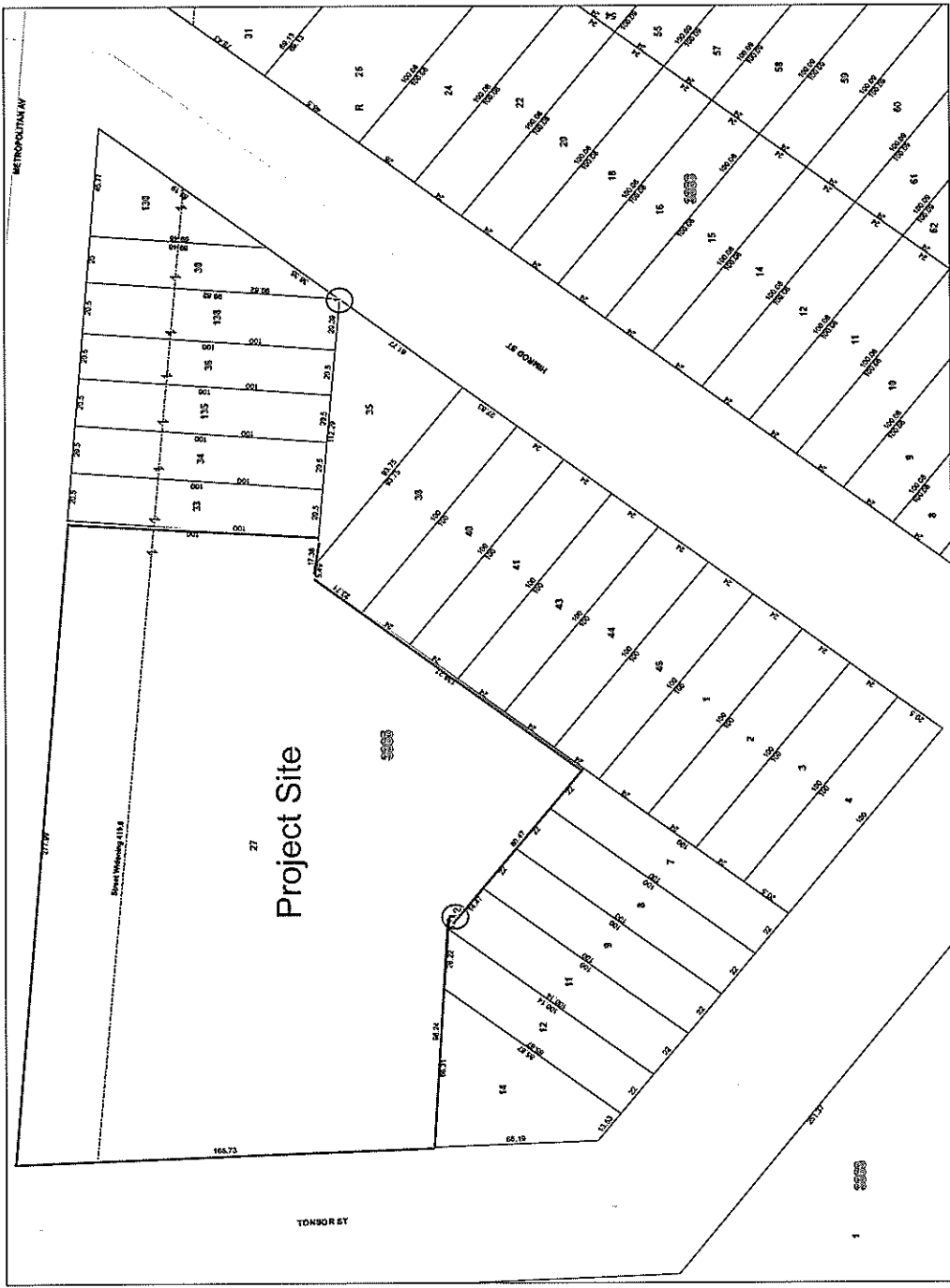


Figure 2.2-2 - Project Location Map
P.S. 290



FINANCE
 NEW YORK
 TAXIATION
 COMMISSIONER
 NYC Digital Tax Map
 Effective Date : 06-02-2008 15:51:31
 End Date : Current
 Queens Block-3365

- Legend**
- Street
 - Metropolitan Tax
 - Proprietary Hooks
 - Boundary Lines
 - Lot Fees Possession Hooks
 - Regular
 - Underwriter
 - Tax Lot Polygon
 - Parcel Number
 - Tax Block Polygon

Figure 2.2-3 - Project Location (Tax Map)
 P.S. 290

3.0 EXISTING CONDITIONS AND PROBABLE IMPACTS

3.1 LAND USE, ZONING, & PUBLIC POLICY

3.1.1 Existing Conditions

3.1.1.1 Land Use

The project site is located directly east of the Grover Cleveland High School campus in the northwestern corner of Queens Community District #5 (CD #5). This community district encompasses the western portion of Queens and borders Maurice Avenue to the north, the borough of Brooklyn to the west and south, and Woodhaven Boulevard to the east; and includes neighborhoods of Maspeth, Middle Village, Glendale, and Ridgewood. The general distribution of land uses across the district is summarized in **Table 3.1-1**. While the project study area is characterized by a similar distribution of residential uses, uses such as open space and industrial concerns are not found in the study area.

**TABLE 3.1-1
 DISTRIBUTION OF LAND USE FOR QUEENS COMMUNITY DISTRICT #5**

LAND USES	% OF TOTAL	
Residential Uses		
1-2 Family	31.7%	
Multi-Family	10.3%	
Mixed Residential/Commercial	2.7%	
Subtotal		44.7%
Industrial		9.6%
Commercial/Office		3.1%
Transportation/Utility		1.7%
Institutions		2.4%
Open Space/Recreation		35.6%
Parking Facilities		1.3%
Vacant Land		0.9%
Miscellaneous		0.7%
TOTAL		100.0%

Source: *New York City Department of City Planning (Dec '08)*

Figure 3.1-1 depicts the land use study area within which the project site is located. The study area encompasses properties within approximately 400 feet of the project site. The land use

study area is bounded to the west by Amory Court, to the north by the 56th Street, to the east by Forest Avenue, and to the south by Himrod Street.

The project site currently contains a vacant one-story retail structure, and is located on Metropolitan Avenue between Tonsor and Himrod Streets. The block on which the site sits is irregularly shaped, as are most blocks in the study area. The block is developed with one- and two-family residential buildings along Himrod Street, multi-family homes along Tonsor Street, and mixed residential and retail uses along Metropolitan Avenue.

Local streets in the study area consist primarily of one- and two-family houses that are two or three stories in height. These buildings are primarily detached or semi-detached, and occasionally include private off-street parking between the structure and street. Several multi-family apartment buildings are scattered throughout the study area, also typically two or three stories in height. Bisecting the study area is Metropolitan Avenue, which is the area's primary retail corridor, consisting of local retail such as take-out food restaurants, Laundromats, and other service-oriented businesses. The Grover Cleveland High School is located directly west of the project site, and an FDNY fire station is located at Metropolitan Avenue and 56th Street.

3.1.1.2 Zoning

Figure 3.1-2 shows the existing zoning of the project site and the immediate study area. As indicated, the project site is divided by an R6B residential district with a C2-2 overlay and an R5B residential district. The northern portion of the project site is within the mapped R6B zoning district with a C2-2 overlay, which runs along Metropolitan Avenue. The R5B residential district is mapped south and east of the project site.

Most types of residences and community facilities (e.g., schools, hospitals) are permitted uses in the residential districts comprising the study area. The maximum bulk permitted under zoning in each zoning district is mainly governed by the district's maximum floor area ratio (FAR).¹ The existing structure contains a total of approximately 9,445 gross square feet on a 43,950 square foot lot, which represents site development to 0.21 FAR, well under the maximum permitted FAR of 1.0 for commercial uses.

¹ The floor area ratio, when multiplied by the area (in sq. ft.) of a zoning lot, represents the maximum building floor area that can be developed on the lot.

**TABLE 3.1-2
 SUMMARY OF ZONING REGULATIONS**

District	Use	Bulk Requirements			Parking
		FAR	Min. Open Space	Yards (Min.)	Required Spaces
R5B	Lower-density residential	2.0 for community facility 1.35 for residential	n/a	5 ft front yard 9 ft side yard	66% of dwelling units
R6B	Medium-density residential	2.0 for community facility and residential	n/a	Min 30 ft rear yard	50% of dwelling units

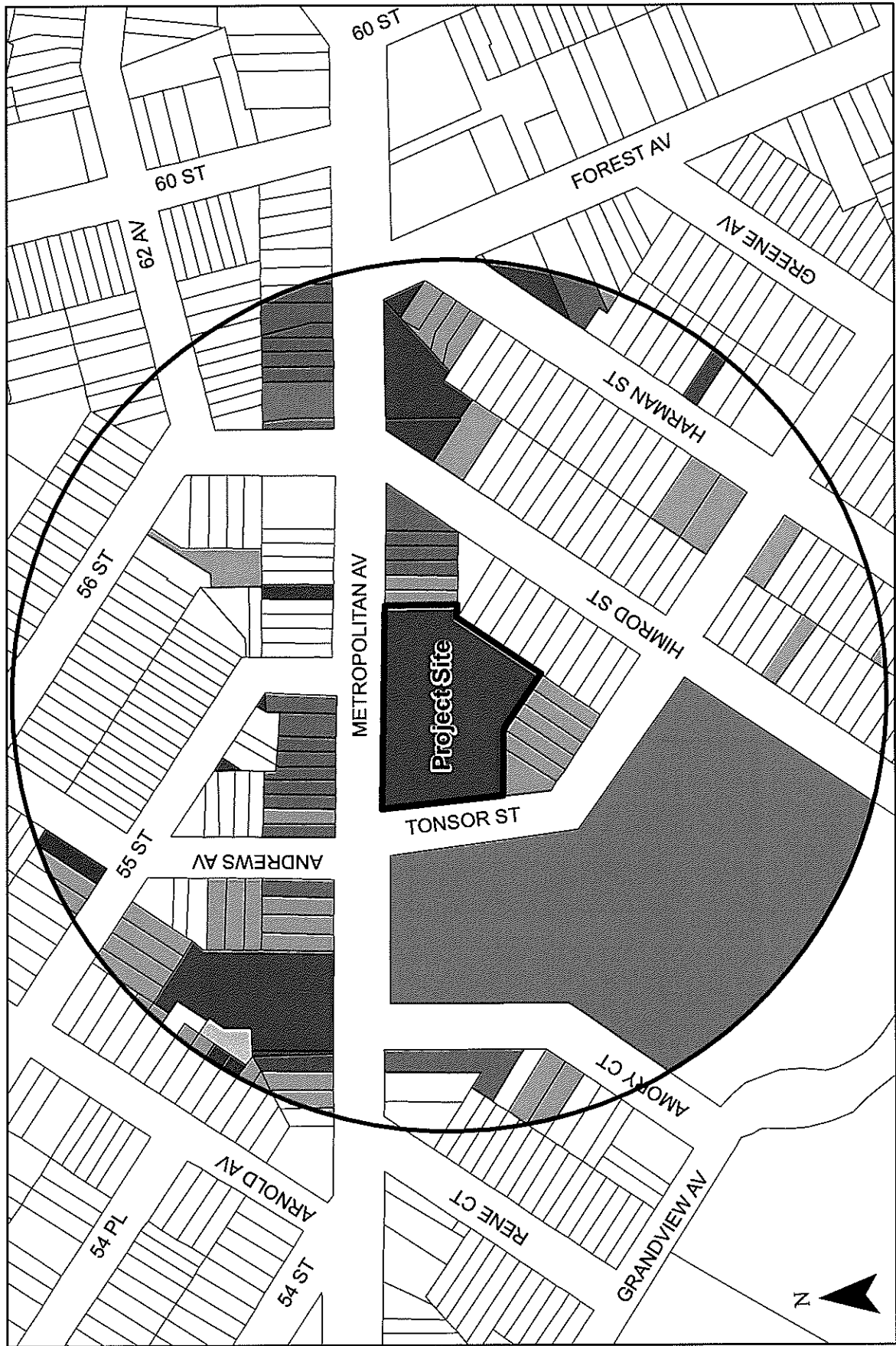
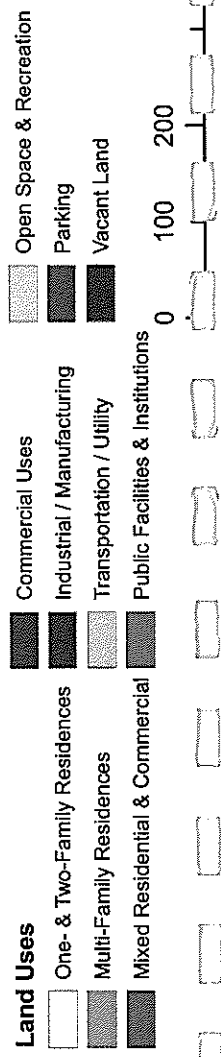


Figure 3.1-1 - Existing Land Use Map

P.S. 290

New York City School Construction Authority

400 Feet Prepared by AECOM



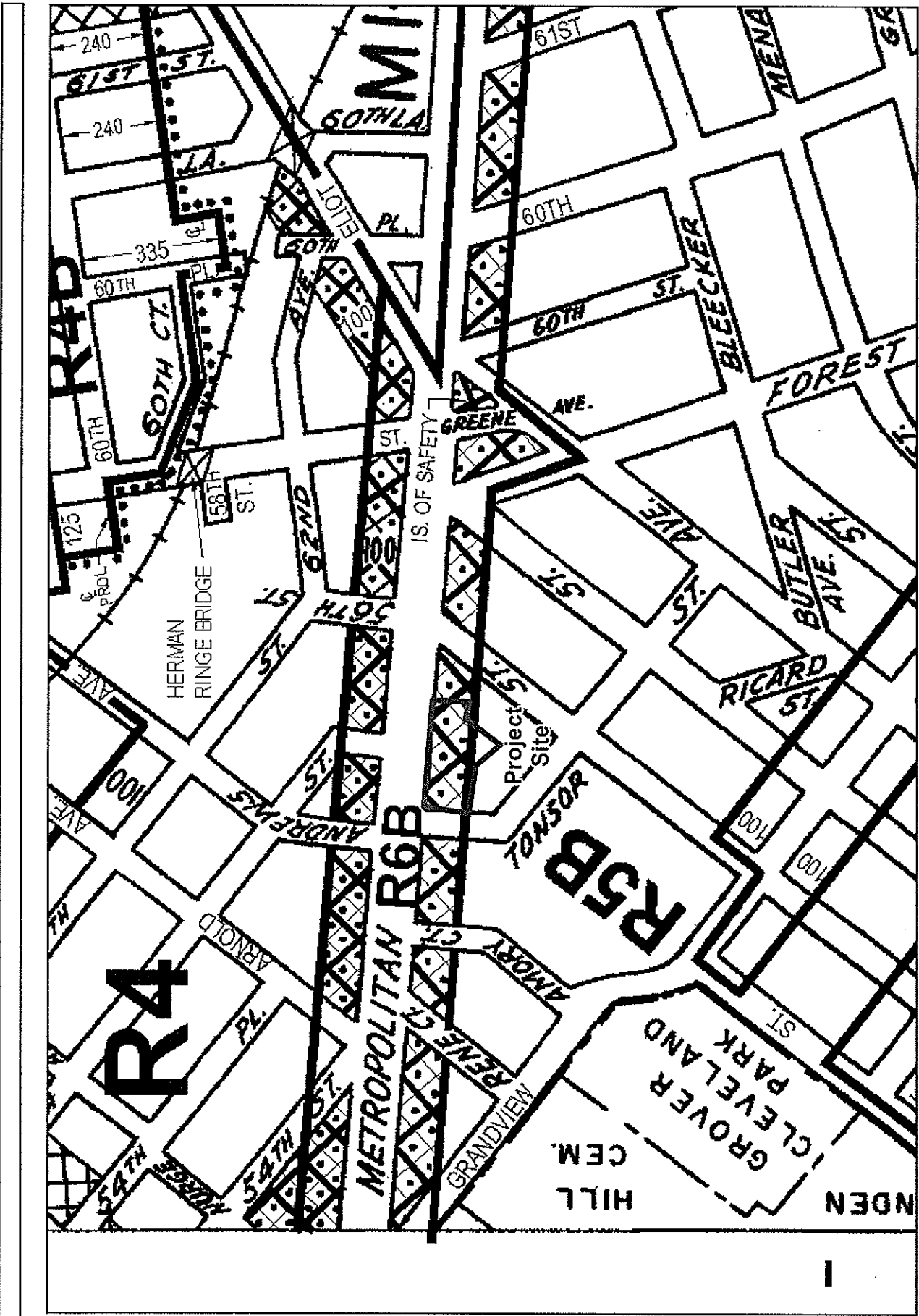


Figure 3.1-2 - Existing Zoning
P.S. 290

- C1-1 [diagonal lines /]
- C1-2 [diagonal lines \]
- C1-3 [diagonal lines /]
- C1-4 [diagonal lines \]
- C1-5 [diagonal lines /]
- C2-1 [diagonal lines /]
- C2-2 [diagonal lines \]
- C2-3 [diagonal lines /]
- C2-4 [diagonal lines \]
- C2-5 [diagonal lines /]

NOTE: Where no dimensions for zoning district boundaries appear on the zoning maps, such dimensions are determined in Article VII, Chapter 6 (Location of District Boundaries) of the Zoning Resolution.

3.1.2 The Future Without the Project

In the future without the proposed project, the project site is expected to remain in its current condition and it would not be redeveloped with a public school. Queens Community Board #5 and the Queens Office of the Department of City Planning (DCP) were contacted to identify other projects in the vicinity of the project site planned for completion by the school's build year of 2014. Both agencies confirmed that no major projects were planned for construction nor are there zoning changes proposed in the area. Therefore, the existing land use patterns are expected to remain unchanged in the future without the project.

3.1.3 Probable Impacts of the Proposed Project

3.1.3.1 Land Use

The proposed project would redevelop a former drugstore and accessory parking lot into a primary school with 612 seats. Current design plans call for the proposed school to be housed within a five-story (plus cellar) structure. This building would cover only a portion of the site, allowing the remainder of the site to be used for outdoor recreation. Given the site's irregular dimensions, the school building would be located toward the southern half of the site, and would adjoin several residential structures.

The proposed development would represent an improvement in the site's land use over current conditions. The development of the large, vacant site for the school would introduce a land use that would be appropriate and complementary to the surrounding residential community. The school would support the existing and growing residential community of Ridgewood, and the open recreational spaces planned for the school could, depending on operational decisions, provide additional open space opportunities to neighborhood residences.

3.1.3.2 Zoning

The proposed building would be located in a residential area where schools are permitted as-of-right. Preliminary conceptual designs show that the school would be five stories tall and would contain approximately 94,769 gross square feet within an approximately 43,950 square foot footprint (2.16 FAR).

The proposed facility would conform to the use requirements of both the R6B/C2-2 and R5B zoning districts, which permit community facility uses, including schools, as-of-right. However, under zoning, a maximum of 87,900 square feet of development is permitted for community facilities on the site (i.e., 2.0 FAR). Due to this zoning bulk non-compliance, the SCA would seek approval of a zoning override from the Deputy Mayor for Education and Community Development to permit the project to proceed.

Should the final design of the proposed building result in any other zoning bulk non-compliances, additional zoning overrides would be sought. If other the zoning overrides are granted, they would apply only to the project site and would have no impact on neighboring zoning or property. Therefore, the proposed project would have no significant adverse impacts to local zoning.

3.2 SOCIOECONOMIC CONDITIONS

According to the *CEQR Technical Manual*, socioeconomic impacts may occur when an action would directly or indirectly change population, housing stock, or economic activities in an area. A socioeconomic analysis is conducted if an action may be reasonably expected to create substantial socioeconomic changes within an area affected by the action that would not be expected to occur absent the action. The following are circumstances that would typically require a socioeconomic assessment:

- An action that would directly displace a residential population so that the socioeconomic profile of the neighborhood would be substantially altered;
- An action that would directly displace substantial numbers of businesses or employees; or one business or institution that is integral to the community for its social or economic role or particularly important to neighborhood character, or is unusually difficult to relocate successfully;
- An action that would result in substantial new development that is markedly different from existing uses, development, or activities within the neighborhood. Such an action could lead to indirect displacement; however, residential developments of 200 units or fewer or commercial development of 200,000 square feet or less would typically not result in significant socioeconomic impacts;
- An action that would affect conditions in the real estate market, not only within the site, but indirectly to the larger area;
- An action that would adversely affect economic conditions of a specific industry.

3.2.1 Existing Conditions

The emphasis of the analyses suggested by the *CEQR Technical Manual* is on assessing a project's potential for direct or indirect adverse impacts on residents or businesses. Direct socioeconomic impacts occur when residences or businesses would be directly displaced by the project. Indirect socioeconomic impacts occur when a project's completion would alter the socioeconomic status quo of a neighborhood, causing secondary impacts.

The project site is currently occupied a vacant building and parking lot. Based on records from the NYC Department of Buildings, the structure was constructed in 1964.

3.2.2 The Future Without the Proposed Project

If the proposed school is not constructed, it is assumed that the project site would remain as a vacant drugstore and parking lot.

3.2.3 Probable Impacts of the Proposed Project

The site is currently occupied by vacant building and former accessory parking lot. As the proposed project would not involve the relocation of existing residents or businesses in order to make space for the new school building, no direct socioeconomic impacts are expected. Additionally, as no residential or commercial development will occur on this site, no indirect socioeconomic impacts are expected and no further analysis is warranted.

3.3 COMMUNITY FACILITIES

The proposed school is located in the Ridgewood section of Queens. Queens Community District #5 includes the project site, as well as the adjoining communities of Maspeth, Middle Village, and Glendale. The *Community District Profile, Queens Community District #5* was used as the primary source of the following information. This document is published by the New York City Department of Planning.

3.3.1 Existing Conditions

The following community facilities serve the project site and immediate area.

3.3.1.1 Police Services

The 104th Precinct serves Queens Community District #5. The precinct's headquarters are located at 64-02 Catalpa Avenue, approximately one mile southeast of the project site.

3.3.1.2 Fire Services

The Fire Department maintains four facilities that serve and are located within CD #5: Engine 286 Ladder 135 (located at 66-44 Myrtle Avenue) approximately one and a half miles from the site; Engine 291 Ladder 140 (located at 56-07 Metropolitan Avenue) approximately one block east of the site; Engine 319 (located at 78-11 67th Road) approximately two miles east of the site; and Squad 288 Hazardous Materials (located at 56-29 68th Street) approximately one mile north of the site.

3.3.1.3 Health Care Services

There are no hospitals within CD #5; however, there are several nursing homes and healthcare centers in the area, including the Dry Harbor Nursing Home and the Elmhurst Hospital Center at Ridgewood Communicare Center.

3.3.1.4 Public Schools

There are 40 public primary schools in Queens CD #24. Within CD #24, most of the primary schools are operating at or above capacity, and a number of schools are overutilized. As discussed previously (see Section 2.1, Purpose and Need), during the 2008-2009 school year, 12 elementary schools in the Ridgewood, Glendale and Maspeth areas of CSD #24 operated at or above capacity. Overall, primary schools in these areas of CSD #24 averaged a 110 percent utilization rate (see Table 2.3-1).

3.3.2 The Future Without the Project

3.3.2.1 Police Services

No major developments are expected in the area by the project's build year of 2014, and no changes in the provision of police services to community residents or in the demand for these services is expected to occur.

3.3.2.2 Fire Services

No major developments are anticipated to occur by the school's 2014 build year, and no significant increase in the demand for firefighting services is expected.

3.3.2.3 Health Care Services

No major projects are to be built by the project's build year, and the demand on local health care facilities is expected to remain unchanged.

3.3.2.4 Public Schools

In the future without the action, the Department of Education projects that enrollment will increase in CSD #24, exacerbating the existing high utilization of primary schools that exist in CSD #24.²

3.3.3 Probable Impacts of the Proposed Project

3.3.3.1 Police Services

No significant change in the provision of services to community residents or in the demand for these services is expected to occur due to construction of the proposed school. Moreover, the Police Department routinely reviews its staffing levels at precincts throughout the city to satisfy operational needs and to ensure adequate distribution of personnel.

² The Grier Partnership, 2008. Summary Of Enrollment Projections For 2006, 2010, and 2015, by Community School District and Primary School Level, New York City Public Schools

3.3.3.2 Fire Services

Construction of the proposed school would be completed to meet all existing fire code regulations and would therefore only add a negligible increase to the potential demand for firefighting services.

3.3.3.3 Health Care Services

The proposed new school would have no impacts on health care services in the community because most of the students who will attend the school already live in the area and make use of these services.

3.3.3.4 Public Schools

Construction of the proposed school would help to alleviate the high utilization of primary schools located in CSD #24.

3.4 OPEN SPACE

According to the *CEQR Technical Manual*, open space is defined as publicly or privately owned land that is publicly accessible and has been designated for leisure, play, sport, or land set aside for the protection and/or enhancement of the natural environment.

Queens CD#5 has an abundant amount of open space due to the presence of numerous parks, including Highland Park, a 141-acre active open space area located approximately two miles south of the project site; Juniper Valley Park, a 55-acre park located approximately one and a half miles northeast of the project site; and Grover Cleveland Park, a 5.1-acre park located two-blocks west of the project site. According to the Department of City Planning, 35.6 percent of land use in the district in 2008 was open space.

Preliminary design plans for the proposed school include two open space areas on the project site for playgrounds. The proposed project will not have any direct adverse impacts on existing public open spaces in the vicinity of the project site, as it would not displace, damage, or alter existing open space resources; nor limit or affect the public's use of any open space resource. Furthermore, it is expected that many of the children who would attend the school already live in the surrounding neighborhoods and currently use the existing open spaces. No further impact assessment is necessary.

3.5 SHADOWS

The *CEQR Technical Manual* requires a shadow assessment of projects that are at least 50 feet in height or for projects directly adjacent to a park, light-sensitive historical resource, or important natural feature.

The existing building is a single-story structure. The proposed new school would be five stories plus a cellar, approximately 60 feet tall; therefore, a screening analysis is necessary. According to the *CEQR Technical Manual*, the longest shadow a structure would cast, except for periods close to dawn or dusk, is 4.3 times its height. Therefore, the longest shadow that could be cast from a new school building is approximately 258 feet for a 50-foot building. The closest light-sensitive resource is Grover Cleveland High School's school yard, about 200 feet away. However, as the school yard is paved, and lacking any light-sensitive resources, no further analysis is necessary and no significant impacts are expected.

3.6 HISTORIC AND ARCHAEOLOGICAL RESOURCES

3.6.1 Existing Conditions

The project site is not a designated New York City Landmark, is not located within an historic district designated by the Landmarks Preservation Commission, nor is it listed on the State and National Registers of Historic Places.

The site, situated in a fully-developed urban area, has already been extensively disturbed and no archaeological issues are expected to arise. The vacant retail structure located on the proposed school site has been in place since 1964, and was originally used as a grocery store. The project site is developed vacant land over large quantities of fill soil, which has rendered the site thoroughly disturbed.

3.6.2 The Future Without the Project

In the future without the proposed project, the project site is expected to remain in its current condition and it would not be redeveloped into a new public school.

3.6.3 Probable Impacts of the Proposed Project

A project review has been initiated with the New York State Historic Preservation Office (SHPO) to determine the potential for archeological resources on the project site. The *Archaeological Bibliography of the City of New York on File with the Landmarks Preservation Commission* was reviewed to determine if there is the potential for sensitive archeological resources on the project site that would be disturbed by the proposed action. The proposed project site does not overlap with any potential archeological sites listed in the aforementioned resource. In addition, it is the opinion of the New York City Landmarks Preservation Commission, presented in a letter dated April 16, 2010, that the project site contains no architectural or archeological significance. Thus, no significant adverse impacts to historic or archaeological resources are expected as a result of the proposed action.

3.7 URBAN DESIGN AND VISUAL RESOURCES

The *CEQR Technical Manual* notes that an urban design/visual resource assessment is typically recommended when the proposed action would result in buildings or block forms substantially different from the existing context, or if important visual resources (e.g., historic landmarks, scenic views) would be obstructed.

3.7.1 Existing Conditions

Figures 3.7-1 and 3.7-2 provide a map key and photographs of the subject site and the surrounding area. The study area is bounded to the west by Rene Court, to the north by the intersection of 56th Street and Andrews Avenue, to the east by Forest Avenue, and to the south by the midblock of Himrod Street between Tonsor Street and Grandview Avenue.

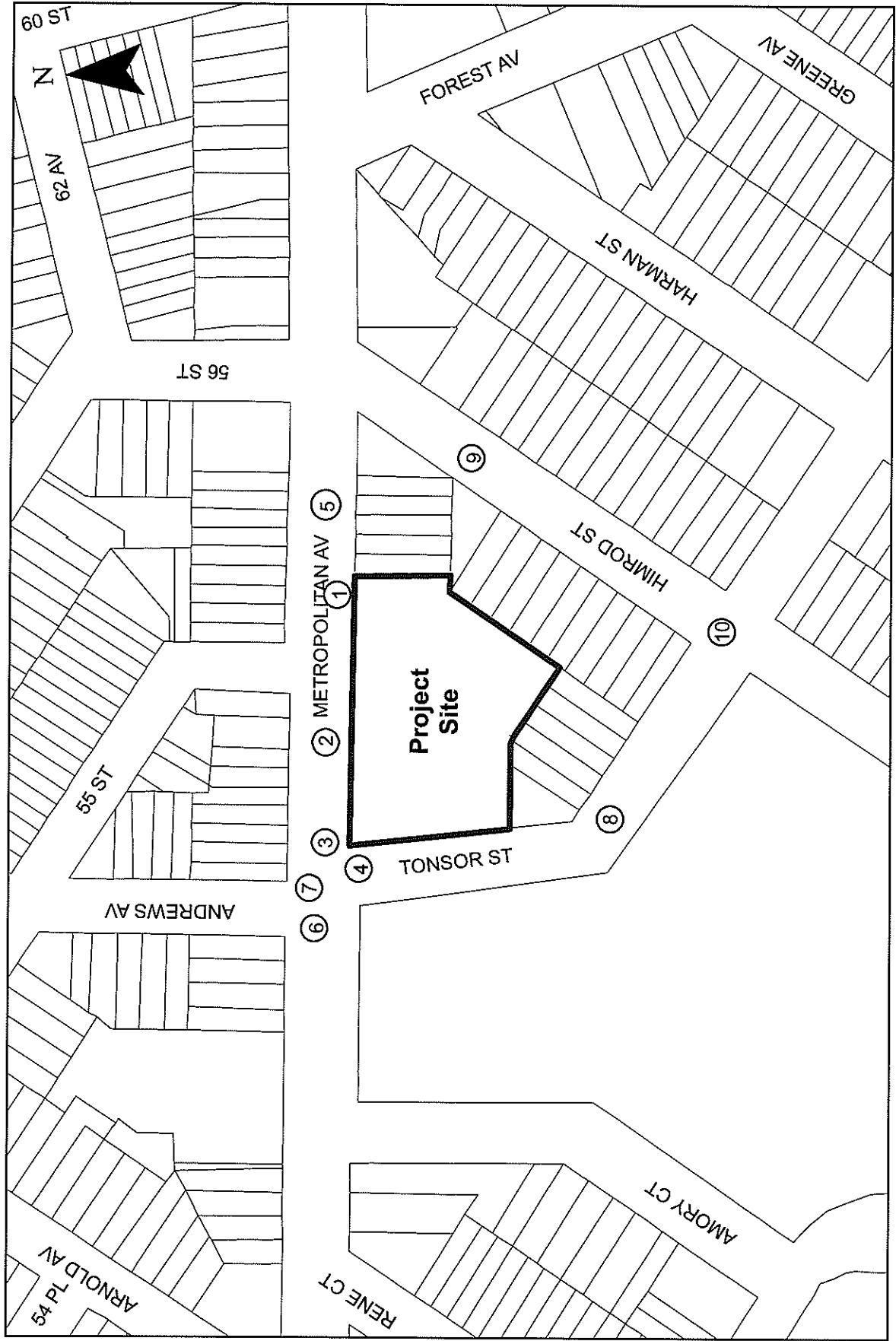
With the exception of the commercial uses along Metropolitan Avenue, the study area consists largely of residences. Housing consists of one- and two-family semi-detached houses that are two- or three-stories tall, and two- to three-story multi-family semi-detached houses, particularly along Himrod and Harmon Streets near the project site (see **Photos 3** and **7**). Several three- and four-story multi-family housing units are scattered throughout the study area, particularly on Harman Street in the southeastern portion of the study area, and 55th Street in the northwestern portion of the study area. This mix of housing lends a feeling of uniformity to each block, especially since this pattern is repeated throughout the study area. Most residences are built relatively close to the street with minimal setbacks. Some properties in the study area have small front lawns. An additional element of coherence is afforded by the area's architectural vernacular of gabled roofs and consistent building heights. Building facades are made of brick, stone and composite materials are all present within the study area.

Most of the housing in the study area was constructed in the 1940s through the 1960s. The age of the buildings is evident in their facades, though many have been refaced or otherwise updated. The older houses and apartment buildings contain decorative brickwork and other subtle stylistic elements, while the newer units lack architectural embellishments and are characterized by plain brick walls with simple fenestration. Buildings of similar heights and size share the same setbacks and do give uniformity to portions of blocks.

Nearby Grover Cleveland High School is one of two community facilities or institutions found within the study area. This school, which was built in 1931, is designed with gothic architectural elements including an arched doorway, gabled bays and heraldic statues. The stone and masonry façade is currently undergoing repairs. Much of the northern portion of the lot is paved and currently in use as a parking lot.

Slight elevation changes are noticeable within the study area. The project site is at a lower elevation than the abutting residences to the south, with the land sloping gradually upwards past the existing retaining walls on the project site. Sightlines of any significant natural or historic resources are not present within the study area.

Most of the roads are tree-lined, which offers a moderate amount of canopy coverage; though as a general rule the side streets have greater coverage than Metropolitan Avenue within the study area. Metropolitan and Andrews Avenues are two-lane roads and are of greater width than the other streets within the study area, which accommodate one-way traffic and are slightly narrower. However, all contain on-street parking on one or both sides.



Legend

○ - Photograph Location

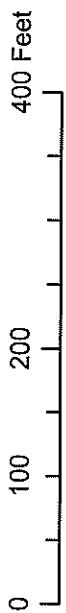


Figure 3.7-1 - Key to Photographs
P.S. 290

Figure 3.7-2 Photographs of the Project Site and Surrounding Area



Photograph 1 – Vacant Building on Project Site



Photograph 2 – Surface Parking on Project Site



Photograph 3 – Additional View of Vacant Building on Project Site



Photograph 4 – Tonsor Street Looking South



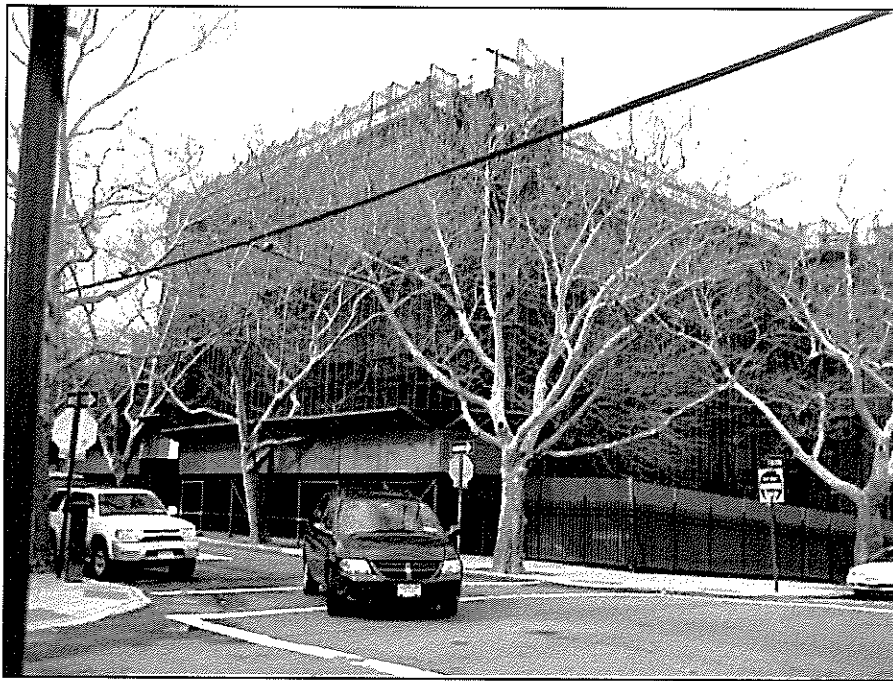
Photograph 5 – Mixed Residential and Retail East of Project Site



Photograph 6 – Commercial Uses Across Metropolitan Avenue from Project Site



Photograph 7 – Multi-Family Residential Buildings South of Project Site



Photograph 8 – Grover Cleveland High School West of Project Site



Photograph 9 – One- and Two-Family Residential Buildings on Tonsor Street



Photograph 10 – Retail and Residential Uses West of Project Site

3.7.2 The Future Without the Proposed Project

If the proposed school is not built, there would be no significant changes to the neighborhood's urban design, as no additional development projects were identified within the study area, and the project site would remain in its current state.

3.7.3 Probable Impacts of the Proposed Project

The proposed school is expected to be designed in such a manner as to be of similar height and appearance to the nearby Grover Cleveland High School.

It is expected that the structure would be larger than some neighboring two- and three-story houses. Since the site for the structure is located on a lot that contains a one and one-half story structure, it is not expected that the school would obscure any additional views.

The school's main entrance will be located on Metropolitan Avenue. Though plans have not yet been finalized, the school's design and use of material will consider the facade and visual elements of the surrounding area. It is likely that brick will be used to construct the proposed school, which will conform visually to the nearby Grover Cleveland High School.

3.8 NEIGHBORHOOD CHARACTER

As defined by the *CEQR Technical Manual*, neighborhood character is considered to be an amalgam of the various elements that give a neighborhood its distinct personality. The elements typically include land use, urban design, visual resources, historic resources, socioeconomic, traffic and noise.

The proposed action will not exceed any of the thresholds which would typically warrant a detailed assessment of the potential for neighborhood character impacts. As discussed in other sections of this environmental review, the proposed action was reviewed individually and would not result in:

- development that would conflict with existing uses, conflict with land use policy or other public plans for the area, change land use character, or result in a significant adverse land use impact;
- substantially different building form, size, scale, or arrangement; block form, street pattern, or street hierarchy; streetscape elements, such as street wall, landscaping, curb cuts, loading docks, and pedestrian activity and circulation; changes to natural features; or a significant adverse urban design impact;
- substantial direct changes to a visual feature, such as unique and important public view corridors and vistas, or to public visual access to such a feature;
- substantial direct changes to a historic resource; substantial changes to public views of a historic resource; or significant adverse impacts on historic resources;
- substantial direct or indirect displacement or addition of population, employment, or businesses; substantial changes in the character of businesses; substantial differences in population or employment density from the prevailing condition; or a significant adverse socioeconomic conditions impact;
- substantial changes to an aspect of traffic that contributes to the character of an area and change in level of service (LOS) to C or below including substantial changes in traffic patterns, roadway classifications, or vehicle mix, substantial increases in traffic volumes on residential streets, or a significant adverse traffic impact;
- significant adverse noise impacts or a change in acceptability category.

In addition, even when a proposed action does not lead to significant adverse impacts in the individual areas that contribute to neighborhood character discussed above, CEQR calls for an examination of the potential for several combined moderate changes in the elements that contribute to neighborhood character that could lead to a significant adverse neighbourhood character impact. Other sections of this document discuss in more detail the existing land use patterns, zoning regulations, visual character, transportation, and ambient noise located in the vicinity of the project site. These sections demonstrate that no significant adverse impacts are anticipated in each of these individual impact areas and no combined moderate changes are expected in the elements that contribute to neighborhood character. Inasmuch as these areas can be grouped under the common heading of "Neighborhood Character," the following section summarizes the existing character of the area surrounding the project site and assesses how it would change in the future both with and without the proposed project.

3.8.1 Existing Conditions

The project site currently contains a vacant one-story retail structure, and is located on Metropolitan Avenue between Tonsor and Himrod Streets, in the Ridgewood section of Queens. The block on which the site sits is irregularly shaped, as are most blocks in the study area. The block is developed with one- and two-family residential buildings along Himrod Street, multi-family homes along Tonsor Street, and mixed residential and retail uses along Metropolitan Avenue. The project study area is roughly bounded by the midblock of Himrod Street between Tonsor Street and Grandview Avenue to the south, Forest Avenue to the east, Rene Court to the west, and 56th Street to the north.

The project study area is primarily a residential district. Overall, the study area is well built with a mature stock of buildings. Bisecting the study area is Metropolitan Avenue, which is a dense commercial corridor. A wide variety of commercial uses are present along this corridor, including take-out food establishments, small grocers, Laundromats, and various other service-sector concerns. Several other community facilities and institutions are located within 400 feet of the project site, including the Grover Cleveland High School, which is located across Tonsor Street from the project site. Photographs of the site and surrounding neighborhood within the project study area are displayed in **Figure 3.7-2**.

The residential uses in the study area consist primarily of one- and two-family homes, with several pockets of multi-family residential buildings. The one- and two-family homes are generally built to their lot lines and without off-street parking. However, some multi-family buildings do have off-street parking spaces, including those on Tonsor Street south of the project site. On Himrod and Harman Streets south of Metropolitan Avenue, the residential buildings demonstrate a consistency in style and age, with well-preserved semi-detached brick structures reflective of 1940's to 1960's architecture. In contrast, the residential streets north of Metropolitan Avenue, such as 55th and 56th Streets, demonstrate a variety of ages, construction materials and architectural styles. North of the project site, on 55th Street between Metropolitan Avenue and Arnold Avenue, for example, are detached one- and two-family homes constructed of brick or wood siding.

While only a handful of exclusively commercial buildings are found in the study area, retail uses are present in mixed-use developments along Metropolitan Avenue. These commercial uses consist generally of small grocers, delis, Laundromats and various service-sector concerns located on the ground floor of multi-family residential buildings and complement the residential character of the area.

Two community facilities and institutions are present within the study area. Grover Cleveland High School occupies an entire irregular block across Tonsor Street from the project site, in the southwestern portion of the study area. The northern portion of this lot is paved and in use as a parking lot for the school. Northeast of the project site, on Metropolitan Avenue between 56th and 60th Streets, is the FDNY Engine 291 Ladder 140 station.

The sidewalks in the study area are maintained and well-used by pedestrians, which reflect the area's strong residential character. Metropolitan Avenue is classified as a principal arterial roadway in the neighborhood, and carries vehicular traffic in both directions. Forest Avenue, which lies in the farthest eastern portion of the study area, is classified as a minor arterial roadway, and carries vehicular traffic in both directions. The other roadways in the study area are quieter local roads carrying one-way traffic with parking on alternate or both sides of the street. The proposed project is not expected to significantly impact traffic operations on the local road network (see Section 2.15, "Traffic and Parking") and it is not expected to significantly increase the number of pedestrians or transit riders in the local area (see Section 2.16, "Transit and Pedestrians").

There are no vacant lots located within the study area. Several small or irregular lots are classified as parking facilities and are used as such. New development is also minimal, with several developments recently completed on Harman Street. No historic or visual resources are present within the study area, and the nearest designated historic resource—the Stockholm Street Historic District—is located approximately one-quarter of a mile southwest of the project site.

3.8.2 The Future Without the Project

If the proposed school is not built, the surrounding neighborhood would likely remain unchanged, as no major construction in the area is planned, the area is already heavily developed, and the neighborhood has been extensively built up and contains well-maintained and occupied housing. It is expected that the population will remain stable or increase slightly for Queens Community District #5, as it has within the last 30 years.

3.8.3 Probable Impacts of the Proposed Project

As detailed in other technical section chapters of this report, there are no significant adverse impacts as a result of the proposed action in any of the above categories. The proposed action would result in a structure that is consistent with the various mixed development in the surrounding study area, and would be developed on a parcel of vacant land. The proposed action would not conflict with existing or proposed land uses or public policies of the surrounding area, nor result in any substantially different urban design or visual elements in this section of Queens. No direct impacts on any historic resources or access to historic resources would occur as a result of the proposed action (see Section 3.6), nor would the action substantially change any socioeconomic characteristics of the surrounding area (see Section 3.2). The proposed school and playground would in fact add to the overall community of this area. Although the proposed action would result in slightly increased vehicular and pedestrian traffic on the surrounding network, significant adverse impacts are not anticipated (see Section 3.15). As such, no significant adverse impacts related to neighborhood character are anticipated as a result of the proposed action, and further analyses are not warranted.

3.9 NATURAL RESOURCES

The proposed project will not adversely affect natural resources. An assessment of a project's impact on natural resources is typically performed for actions that would either occur on or near natural resources (e.g., wetlands, woodlands, meadows, etc.) or for actions that would result in the direct or indirect disturbance of such resources.

The project site is in a disturbed urban environment. The habitat value of the project site for native species is low as a result of the extensive development and paving of the site, which no longer contains natural resources of any significance. Therefore, no significant adverse impacts on natural resources are expected and further analysis is not warranted.

3.10 HAZARDOUS MATERIALS

A hazardous material is any substance that poses a threat to human health or the environment. Substances that can be of concern include, but are not limited to, heavy metals, volatile and semi-volatile organic compounds, methane, polychlorinated biphenyls, and hazardous wastes (defined as substances that are chemically reactive, ignitable, corrosive, or toxic). According to the *CEQR Technical Manual*, the potential for significant impacts from hazardous materials can occur when: a) hazardous materials exist on a site; and b) an action would increase pathways to their exposure; or c) an action would introduce new activities or processes using hazardous materials.

A Phase I Environmental Site Assessment (ESA) of the proposed project site was completed by Fleming-Lee Shue, Inc. (FLS) on behalf of the SCA in November 2009. The main objective of the Phase I ESA was to identify the presence or likely presence, use, or release of hazardous substances or petroleum products which are defined in American Society of Testing and Materials (ASTM) Standard Practice E 1527-05 as recognized environmental conditions (RECs). In addition, other environmental issues or conditions such as radon, asbestos-containing materials (ACM), lead-based paint (LBP), and polychlorinated biphenyl (PCB) containing materials were evaluated. The Phase I ESA included a site inspection, a review of the existing data on the local geology and hydrology, a review of historical maps, local agency records, and other documents to assess past and current uses of the Site and nearby properties.

The Phase I ESA identified a recognized environmental condition (REC) associated with suspect buried structures associated with buildings formerly present at the site prior to 1950. Off-site RECs identified in the Phase I ESA include two nearby historic knitting mills, an historic clothing manufacturer, a historic lamp factory, several nearby petroleum bulk storage tanks, and three nearby petroleum spills. Suspect ACM, LBP, and PCB-containing fluorescent light ballasts and caulking materials associated with the site improvements were identified as environmental concerns. A Phase II Environmental Site Investigation (ESI) was completed by FLS on behalf of the SCA in February 2010 to assess the RECs identified in the Phase I ESA.

3.10.1 Existing Conditions

The site is located at 55-20 Metropolitan Avenue, Queens, New York 11385. The property has an alternate address of 55-08 Metropolitan Avenue. The legal description for the site is Queens County Tax Map Block 3365, Lot 27. The site consists of a 43,950 square-foot lot improved with an unoccupied one-story retail building. The site building is a 9,445 square-foot, one story building with a full basement that was constructed in 1964. An asphalt-paved parking lot is present across the remainder of the site. Historically, the site was developed with a two and a half-story dwelling built prior to 1902 and two garages built between 1914 and 1936. These structures were demolished by 1964, at which time the current site building was constructed.

A Phase II ESI was conducted to determine if the RECs identified in the Phase I ESA have affected the suitability of the site for construction of a public school facility. The Phase II ESI

field investigation consisted of a geophysical survey, advancement of nine (9) soil borings and the collection and laboratory analyses of six (6) soil vapor samples and nine (9) soil samples.

Based on observations during the Phase II ESI, beneath the asphalt and sub-base at grade, the site soils are apparent native sands with varying amounts of silt to depths of at least 25 feet. Groundwater was not encountered in the completed soil borings to a maximum investigation depth of 25 feet. The anticipated depth to groundwater is approximately 95 feet below grade with an anticipated flow direction to the northwest. The nearest surface water body is the Newtown Creek, located approximately 3,600 feet west northwest of the site. The geophysical survey identified three anomalies that are considered to be suspect underground storage tanks (USTs) east of the site building.

Soil vapor and soil samples were collected for laboratory analyses during the Phase II ESI. Six (6) soil vapor samples were analyzed for volatile organic compounds (VOCs). A total of nine (9) soil samples were analyzed for one or more of the following analytical parameters: Target Compound List (TCL) and New York State Department of Environmental Conservation (NYSDEC) Spill Technology and Remediation Series (STARS) list VOCs; combined TCL and STARS list semivolatile organic compounds (SVOCs); Resource Conservation and Recovery Act RCRA metals; TCL pesticides; TCL PCBs; and gasoline range organic (GRO) and diesel range organic (DRO) total petroleum hydrocarbons (TPHs).

A review of the soil sampling results indicates that no compounds were detected at concentrations above the corresponding NYSDEC Part 375 soil cleanup objectives (SCOs) for unrestricted use except the metal lead at one location. Lead was detected at concentrations ranging from 6.9 to 74.5 milligrams per kilogram (mg/kg). The concentration of lead above the Unrestricted Use SCO of 63 mg/kg at one location is attributed to site background levels.

A review of the TPH analytical results for the soil samples indicates that TPH in the diesel range was detected in one sample at a concentration of 26 mg/kg and TPH in the gasoline range was not detected in any of the soil samples. There are no local, New York State, or federal regulatory criteria for TPH in soil.

A review of the soil vapor sample analytical results indicates that 11 of the 26 VOCs analyzed were detected in one or more of the samples. The detected VOCs included 1,1,1-trichloroethane; 1,2,4-trimethylbenzene; 1,3,5-trimethylbenzene; benzene; chloromethane; ethylbenzene; methylene chloride; tetrachloroethene (PCE); toluene; (*m,p*) xylenes and (*o*) xylene. No VOCs were detected above the corresponding New York State Department of Health (NYSDOH) Air Guideline Values (AGVs). The detected VOCs in the soil vapor sample locations were not present at a level which represents a potential soil vapor intrusion concern.

3.10.2 The Future Without the Project

In the future without the proposed project, the project site is expected to remain in its current condition and it would not be redeveloped with a public school.

3.10.3 Probable Impacts of the Proposed Project

The proposed project would not result in impacts from contaminated media and building materials. The suspect USTs and any contaminated soil, if encountered, would be removed in accordance with all local, State and Federal regulations. As a preventative measure, a soil vapor barrier would be installed below the proposed school building in accordance with the SCA's standard protocol for new construction projects. Any suspect ACM, LBP, and PCB-containing materials affected by the preparation of the site for use as a public school would be identified prior to construction and properly managed during construction activities. All soil excavated during building construction would be properly managed in accordance with all applicable local, State and Federal regulations. For areas of the site where exposed soils may exist after building construction (i.e., landscaped areas), at least twenty-four (24) inch thick layer of environmentally clean fill would be placed over the soils. In addition, to minimize the potential for exposure by construction workers and the surrounding public, standard industry practices, including appropriate health and safety measures, would be utilized during construction activities.

3.11 WATERFRONT REVITALIZATION PROGRAM

Actions that are located within the designated boundaries of New York City's Coastal Management Zone are subject to an assessment for consistency with the City's Local Waterfront Revitalization Program (LWRP). The LWRP includes policy objectives that prioritize the development of water-dependent and water-enhancing uses on Coastal Management Zone properties, mandate public access to the waterfront within certain zoning districts, offer construction guidelines for flood zones, and address the maintenance of water quality.

The project site is not located within the Coastal Management Zone, so consistency review is not required. Since no impacts to waterfront revitalization are expected, a more detailed waterfront assessment is not warranted.

3.12 INFRASTRUCTURE

The city's infrastructure comprises the physical systems that support its population, including water supply, wastewater, sanitation, energy, roadways, bridges, tunnels, and public transportation. For the assessment of infrastructure, impacts related to the city's water supply, wastewater and stormwater runoff are discussed within this section.

3.12.1 Existing Conditions

3.12.1.1 Water Supply

New York City obtains its water from a network of three water supply systems composed of reservoirs and aqueducts. Water sources extend from as far north as the Catskill Mountains, about 125 miles from the city. In the city, water is conveyed through two tunnels to a grid of distribution mains. The City of New York's water consumption totals approximately 1.4 billion gallons per day.

3.12.1.2 Sewers

The project site is located in an area served by the combined sewer system which conveys both sanitary sewage and storm water runoff flows in the same mains. All sewage travels to the Newtown Creek facility, which is currently permitted by the New York State Department of Environmental Conservation to handle a maximum monthly average dry weather flow of 310 million gallons per day (mgd).

3.12.2 The Future Without the Project

3.12.2.1 Water Supply

The supply of water to New York City is sufficient to accommodate growth in demand forecast for the 21st Century. The city has implemented many conservation techniques to reduce the daily water consumption levels, such as installing water meters in residences so customers can be charged for actual use, thus encouraging frugal usage levels and quick repair of leaks and also requiring low-flow fixtures on all new construction. There are no known projects that will add to the existing local demand for water service.

3.12.2.2 Sewers

It is expected by the city that the implementation of water conservation and flow reduction measures will result in a decline to the Newtown Creek WPCP, improving conditions at the facility. Any generation of additional sewage in the project area should be minimal since there are no known large-scale developments.

3.12.3 Probable Impacts of the Proposed Project

3.12.3.1 Water Supply

According to the *CEQR Technical Manual*, approximately 30 gallons of water will be consumed each day for every seat that is occupied. The proposed school, with 612 students, would therefore have an increase in local water usage by 18,360 gallons per day (gpd). Actual usage rates at the proposed new school are negligible compared to the city's daily demands for water, and no further assessment is warranted.

3.12.3.2 Sewers

The proposed project would generate sanitary sewage flows to the Newtown Creek WPCP by a net amount comparable to the water used per pupil (i.e., 18,360 gpd). This increase is very small in comparison to the treatment plant's permitted capacity, so no adverse impacts are expected.

3.13 SOLID WASTE AND SANITATION SERVICES

In New York City, the City's Department of Sanitation (DSNY) collects and disposes of all wastes generated by residences and public institutions, as well as trash collected in curbside bins. DSNY collects over 12,000 tons of residential and institution refuse and recyclables per day, with private carting companies collecting another 13,000 tons of refuse per day. After collection, solid waste and other refuse is delivered to transfer stations in the city or adjoining communities for processing and transfer to disposal facilities (i.e. landfills) outside the city, subject to the city's Comprehensive Solid Waste Management Plan. Solid waste is then generally transported out of the city to private landfills. Private institutions and businesses are obliged to contract with private carriers to dispose of their wastes. However, because all solid wastes must be managed in conformance with the city's Comprehensive Solid Waste Management Plan (SWMP), updated in 2006, the *CEQR Technical Manual* recommends that the expected amount of waste generated by a proposed action be disclosed.

Based on calculations from the CEQR guidelines, public schools generate solid waste at three pounds per pupil per week for primary school students. With 612 seats, the proposed project would generate approximately 1,836 pounds of solid waste per week, which is negligible in light of the approximately 10,000 tons of municipal solid waste produced each day in the city. Because this facility will be funded by the city, waste will likely be disposed of by the Department of Sanitation and the incremental increase in waste generated would not create significant impacts.

3.14 ENERGY

According to CEQR guidelines, all new structures requiring heating and cooling are subject to the New York State Energy Conservation Code. A detailed assessment of energy impacts would be limited to actions that could significantly affect the transmission or generation of energy or that generate substantial indirect consumption of energy. While the proposed school is expected to increase the amount of energy used at the site, the existing infrastructure and connections to the site would be adequate for the proposed project. Therefore, no upgrades would be necessary and no further assessment of potential energy impacts is warranted.

3.15 TRAFFIC AND PARKING

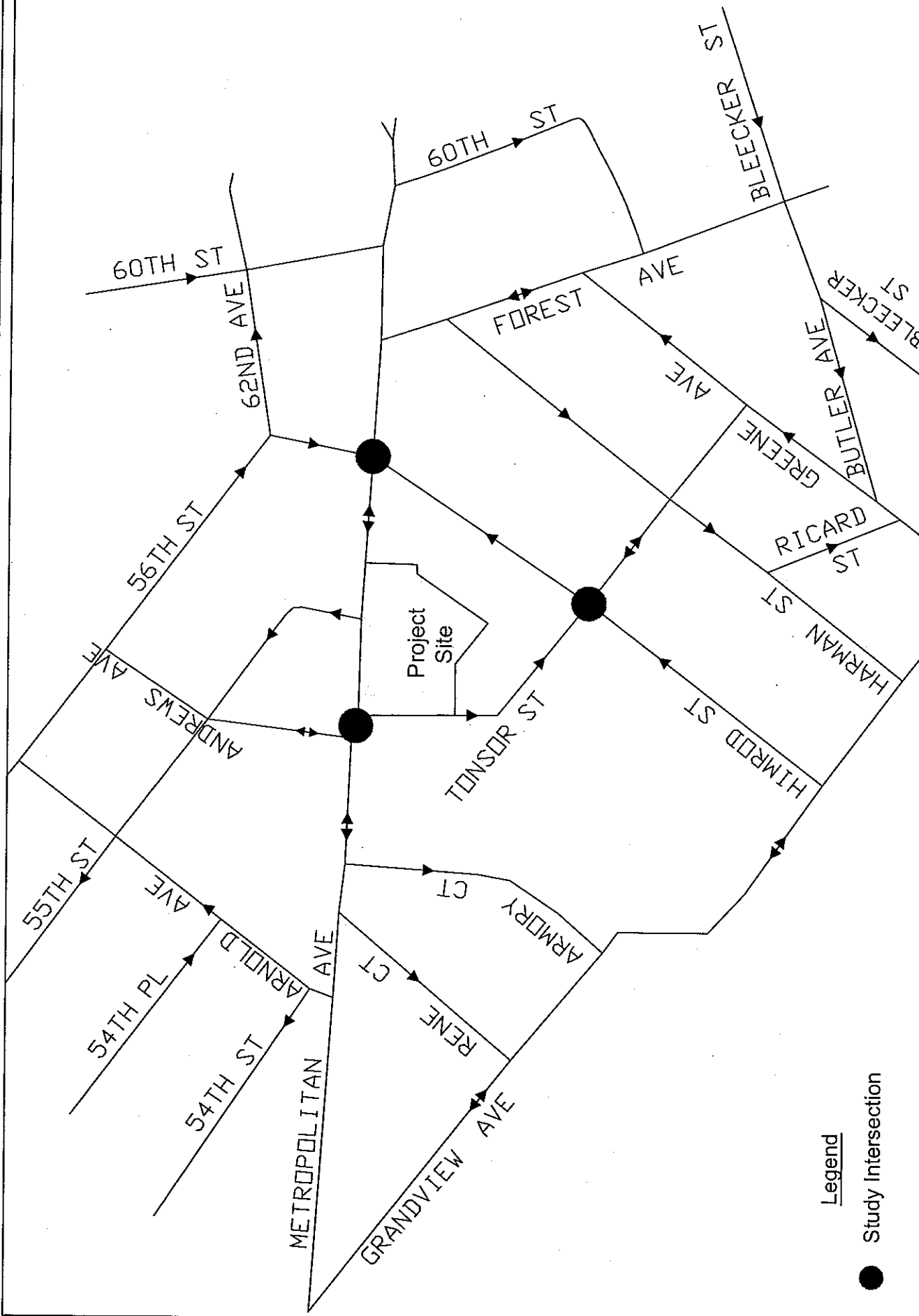
3.15.1 Traffic

This chapter examines potential future traffic conditions associated with the proposed construction of a new 612-seat primary school. The proposed project would include a new primary school and associated facilities and would be able to accommodate up to 612 students and up to 50 faculty and staff members.

The traffic study area was selected to include the intersections most likely to be used by concentrations of project-generated vehicles traveling to and from the school. As shown in **Figure 3.15-1**, the study area extends along Metropolitan Avenue from the signalized intersection at Tonsor Street to the signalized intersection at Himrod Street, and south to the stop-controlled intersection of Tonsor Street/Himrod Street. Outside of this identified study area, traffic volumes would be more dispersed and, therefore, the effects of project-generated traffic would be less significant.

As discussed later in this chapter, the proposed project is projected to generate approximately 204 vehicle trips during the weekday AM peak hour and approximately 95 vehicle trips during the weekday PM peak hour. Because the numbers of vehicle trips projected to be generated by the proposed action during the weekday AM and PM peak hours exceed the 50 vehicle-trips/peak hour threshold for a detailed analysis as established in the *CEQR Technical Manual*, detailed traffic analyses are provided here for both time periods.

The following section describes year 2009 existing traffic conditions in the study area. Year 2014 future conditions without the proposed project (i.e., "No-Action" conditions) are described next. The change in vehicular traffic resulting from the proposed school is then projected and added to the future No-Action conditions traffic volumes to develop the forecast year 2014 "Future with the Proposed Project" (i.e., "Action") conditions traffic volumes.



Legend
● Study Intersection

Figure 3.15-1 - Study Area and Study Intersections

P.S. 290

New York City School Construction Authority

Prepared by AECOM

3.15.1.1 Existing Conditions

Street Network

The physical and operational characteristics of the major streets comprising the roadway network within the study area are described as follows:

Metropolitan Avenue – Within the study area, Metropolitan Avenue is a two-way, east-west arterial-level roadway that extends between the East River to the west and Van Wyck Expressway to the east. In the study area, Metropolitan Avenue is approximately 40 feet wide, with two lanes in each direction. On weekday mornings, on-street parking is permitted only along the south side of Metropolitan Avenue, such that two travel lanes are available for moving traffic in the westbound direction, and one lane is available for moving traffic in the eastbound direction. On weekday afternoons, on-street parking is allowed on both sides of Metropolitan Avenue such that the roadway can accommodate only one travel lane for moving traffic in each direction.

Tonsor Street– Within the study area, Tonsor Street is a one-way, southbound, local roadway that extends between Metropolitan Avenue to the north and Greene Avenue to the southeast. In the study area, Tonsor Street is an unstriped roadway approximately 30 feet wide, with curbside allowed parking on both sides.

Andrews Avenue - Within the study area, Andrews Avenue is a two-way, north-south local roadway that extends from Metropolitan Avenue to the south, to 60th Road to the north. North of 60th Road continues as 59th Place, north to 59th Drive. In the study area, Andrews Avenue is an unstriped roadway approximately 29 feet wide, with curbside parking allowed on both sides.

Himrod Street – Within the study area, Himrod Street is a one-way, northbound, local roadway that extends between Bushwick Avenue to the south and Metropolitan Avenue to the north. In the study area, Himrod Street is an unstriped roadway approximately 30 feet wide, with curbside parking allowed on both sides.

56th Street – Within the study area, 56th Street is a one-way southbound, local roadway that extends between Grand Avenue to the northwest and Metropolitan Avenue to the south. In the study area, 56th Street is an unstriped roadway approximately 30 feet wide, with curbside parking allowed on both sides.

Study Area Intersections

The study area, shown in **Figure 3.15-1**, was defined to include three (3) study intersections in the proximity of the proposed school that have the potential to experience changes in traffic operations as a result of the proposed Action. These three study intersections are as follows:

- Metropolitan Avenue/Tonsor Street-Andrews Avenue (signalized);
- Metropolitan Avenue/Himrod Street-56th Street (signalized) and
- Tonsor Street/Himrod Street (two-way stop-controlled).

A comprehensive data collection effort was undertaken at these three intersections to obtain the necessary data required for traffic operations analyses.

Traffic Data Collection

Data was collected in the field at each of the three study intersections in November 2009. The traffic data collection effort included Automatic Traffic Recorder (ATR) counts, manual turning movement and vehicle classification counts, pedestrian counts at selected intersections, on-street parking inventory and utilization counts, and a comprehensive inventory of roadway geometrics and physical operating characteristics at each study intersection.

Intersection Inventory

The physical and operational characteristics of each study intersection were inventoried in the field. This inventory specifically included:

- Street directions;
- Number and configuration of lanes;
- Crosswalk locations and crosswalk widths;
- Curbside parking regulations;
- Turning restrictions and prohibitions;
- Type of intersection traffic control;
- Signal timing and phasing sequences as observed in the field; and
- Bus stop locations.

Official signal timings were provided by the New York City Department of Transportation (NYCDOT) for the signalized study area intersections at Metropolitan Avenue/Tonsor Street-Andrews Avenue and Metropolitan Avenue/Himrod Street-56th Street.

ATR Counts

For the one-week period beginning Tuesday, November 17, 2009, ATR counts were conducted continuously at 15-minute intervals along Metropolitan Avenue between Tonsor Street and Himrod Street/56th Street.

Manual Turning Movement and Vehicle Classification Counts

Manual turning movement and three-way vehicle classification counts were collected at each of the study intersections for three days on Wednesday, November 18, Thursday, November 19, and Tuesday, November 24, 2009. These counts were performed at 15-minute intervals during the weekday morning (7:00 to 9:00 AM) and afternoon (2:00 to 5:00 PM) peak periods. During the counts, vehicles were classified as autos, trucks, or buses. Based on the anticipated start and end times for classes at the proposed school, and traffic volumes on the study area roadways, the weekday AM and PM peak hours for the traffic analysis were determined to be the following:

- Weekday AM Peak Hour: 7:30 to 8:30 AM
- Weekday PM Peak Hour: 3:00 to 4:00 PM

Figures 3.15-2 and 3.15-3 show the turning movement volumes at each of the three study intersections during the weekday AM and PM peak hours, respectively, under year 2009 existing conditions.

Capacity Analysis

The capacity analyses for the study area intersections are based on the methodologies described in the *2000 Highway Capacity Manual (HCM)* and were conducted using *Highway Capacity Software (HCS+)* Release 5.21. Field data used for these analyses included vehicle turning movement and classification counts on each approach, lane configurations and lane widths on each approach, signal timing parameters and phasing sequences for signalized intersections, curbside parking regulations, and various other physical and operational characteristics. The official signal phasing sequences and timing plans used in the analyses of each signalized intersection were obtained from NYCDOT.

For signalized intersections, the *HCM* methodology calculates a volume-to-capacity (v/c) ratio for each approach or lane group. The v/c ratio represents the ratio of traffic volumes on the approach to the approach's vehicle-carrying capacity. At v/c ratios between 0.95 and 1.00, traffic volumes approach capacity and delays to motorists could become substantial. Volume-to-capacity ratios exceeding 1.00 indicate saturated conditions, typically characterized by long delays and building queues.

The *HCM* methodology also expresses the quality of flow for an approach or lane group in terms of level-of-service (LOS), a measure based on the average control delay that motorists

experience when traveling through the intersection. Control delay includes delays associated with acceleration, deceleration, and queue move-up time, in addition to stopped delay at the intersection. For signalized intersections, LOS ranges on a letter-grade scale from "A" (average control delays of 10 seconds or less per vehicle) to "F" (average control delays exceeding 80 seconds per vehicle).

For unsignalized intersections, the *HCM* methodology assumes that major street through and right-turning traffic is unaffected by turning movements from the minor street. Left-turns from the major street are assumed to be affected by the opposing (oncoming) major street traffic flow. Minor street traffic movements are affected by all of the conflicting higher-priority movements described above.

As with signalized intersections, the *HCM* methodology for unsignalized intersections expresses the quality of flow in terms of both v/c ratio and a letter-grade LOS, with LOS based on the average control delay experienced by motorists making left-turns from the major street or turns from the minor street approach. However, the relationships between delay and LOS for unsignalized intersections are different from those for signalized intersections, primarily because motorists expect different levels of performance from these two types of intersections. For unsignalized intersections, LOS ranges from "A" (average control delays of 10 seconds or less per vehicle) to "F" (average control delays exceeding 50 seconds per vehicle).

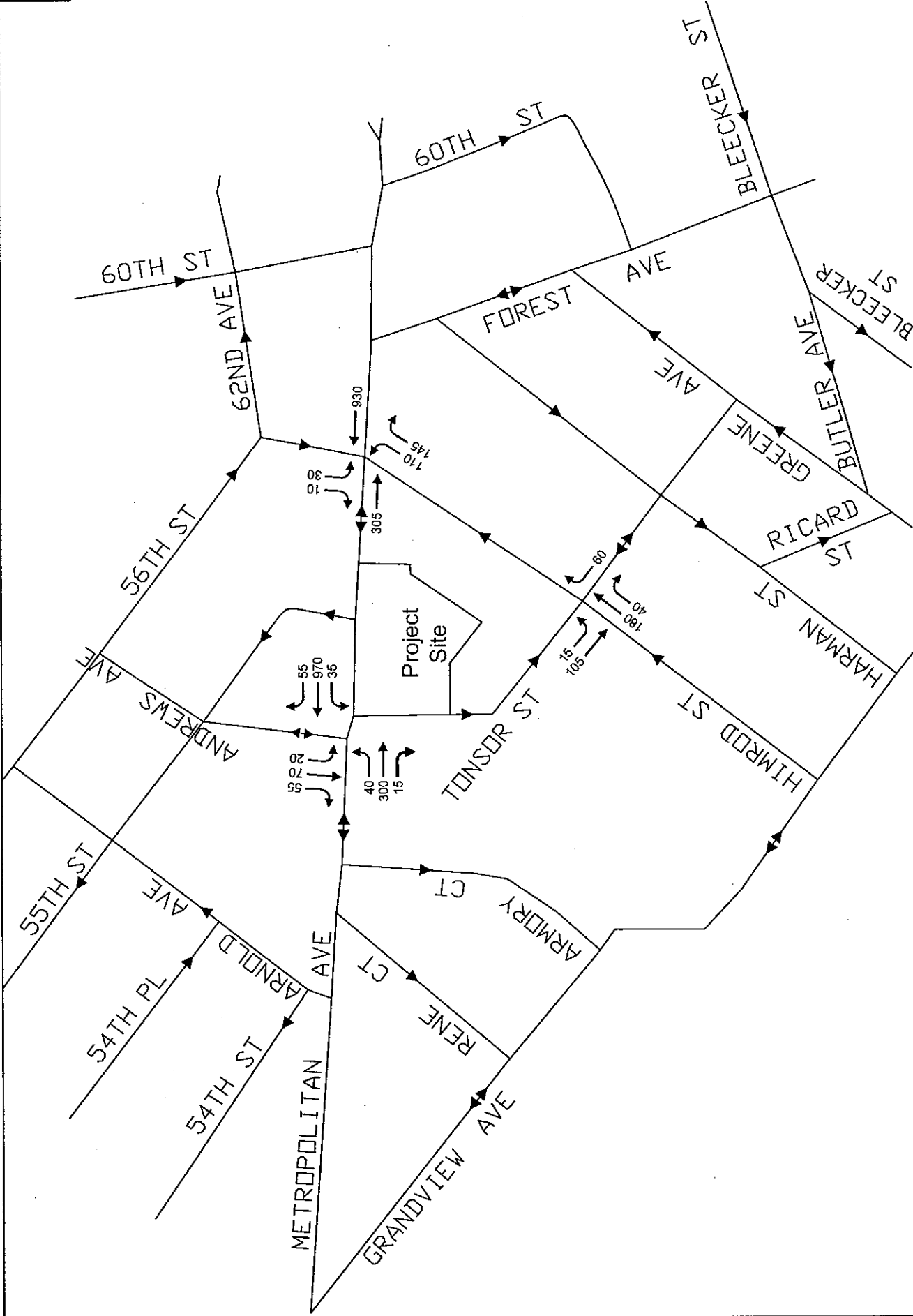


Figure 3.15-2 - Year 2009 Existing Conditions Traffic Volumes - Weekday AM Peak Hour (7:30 AM-8:30 AM)



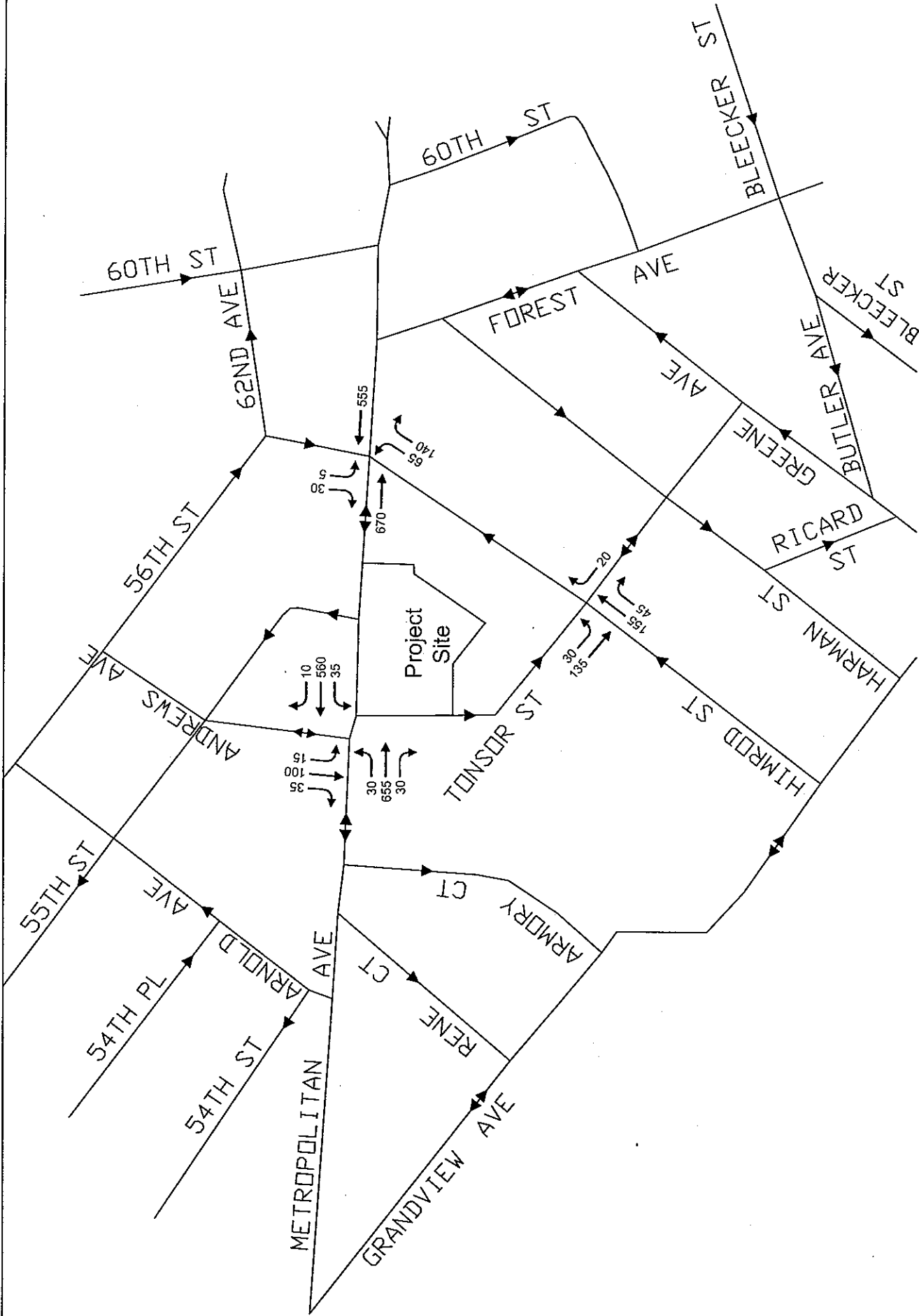


Figure 3.15-3 - Year 2009 Existing Conditions Traffic Volumes - Weekday PM Peak Hour (3:00 PM-4:00 PM)

Table 3.15.1 shows the relationships between average control delay and LOS for signalized and unsignalized intersections using the *HCM* methodologies. Levels-of-service “A”, “B” and “C” generally represent extremely favorable to fair levels of traffic flow. At LOS “D”, delays increase and the influence of congestion becomes noticeable. LOS “E” is considered to be the limit of acceptable delay for most motorists. LOS “F” is considered to be unacceptable to most motorists, with traffic flow at, or exceeding, the capacity of the roadway.

Table 3.15.1
Level-of-Service Criteria

Level-of-Service	Average Control Delay (seconds per vehicle)	
	Signalized Intersections	Unsignalized Intersections
A	≤ 10	≤ 10
B	> 10 and ≤ 20	> 10 and ≤ 15
C	> 20 and ≤ 35	> 15 and ≤ 25
D	> 35 and ≤ 55	> 25 and ≤ 35
E	> 55 and ≤ 80	> 35 and ≤ 50
F	> 80	> 50

Source: 2000 Highway Capacity Manual.

Using the existing turning movement volumes shown in **Figures 3.15-2 and 3.15-3**, traffic operations analyses were conducted for each of the study intersections for the weekday AM and PM peak hours. **Table 3.15-2** shows the results of these analyses, including volume-to-capacity (v/c) ratios, average control delays, and corresponding levels-of-service.

As shown in **Table 3.15-2**, the majority of the lane groups at the two signalized study intersections currently operate at LOS “C” or better during the weekday AM and PM peak hours. However, the northbound approach (on Himrod Street) at the signalized Metropolitan Avenue/Himrod Street-56th Street intersection currently operates at LOS “E” during the weekday AM peak hour, and at LOS “D” during the weekday PM peak hour. Overall, both signalized study intersections currently operate at LOS “B” or better during the weekday AM and PM peak hours. All movements at the unsignalized Tonsor Street/Himrod Street intersection currently operate at LOS “B” or better during the weekday AM and PM peak hours.

TABLE 3.15-2
Peak Hour Level-of-Service Analysis Results
Year 2009 Existing Traffic Conditions

INTERSECTION	APPROACH	LANE GROUP	WEEKDAY AM PEAK HOUR (7:30-8:30 AM)			WEEKDAY PM PEAK HOUR (3:00-4:00 PM)		
			v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS
SIGNALIZED INTERSECTIONS								
Metropolitan Avenue / Tonsor Street-Andrews Avenue	EB	LTR	0.61	7.9	A	0.83	13.6	B
	WB	LTR	0.68	6.8	A	0.89	20.5	C
	SB	LTR	0.52	34.6	C	0.53	34.6	C
	Overall			0.64	10.0	A	0.79	18.9
Metropolitan Avenue / Himrod Street-56th Street	EB	T	0.43	5.1	A	0.69	8.5	A
	WB	T	0.51	4.8	A	0.59	6.7	A
	NB	LR	0.94	70.7	E	0.76	47.0	D
	SB	LR	0.19	28.2	C	0.15	27.6	C
	Overall			0.63	17.2	B	0.71	14.4
UNSIGNALIZED INTERSECTIONS								
Tonsor Street / Himrod Street	EB	LT	0.01	7.4	A	0.03	7.4	A
	NB	TR	0.38	13.2	B	0.35	13.3	B

v/c = volume-to-capacity ratio; LOS = Level-of-Service

NB = Northbound; SB = Southbound; EB = Eastbound; WB = Westbound

L = Left-Turn; T = Through; R = Right-Turn;

LT = Left-Turn/Through; TR = Through/Right-Turn; LR = Left-Turn/Right-Turn; LTR = Left-Turn/Through/Right-Turn

Def L = Defacto Left-Turn = Left-turn volume from shared left/through lane is high enough that the lane operates as an exclusive left-turn lane

Average Control Delay shown in units of seconds/vehicle

3.15.1.2 *Future Without The Proposed Project (No-Action Conditions)*

The No-Action conditions traffic analysis identifies how the study area's transportation system is projected to operate in the future without the proposed school. As such, the No-Action traffic analysis includes anticipated future increases in traffic volume, but does not include traffic generated by the proposed school. The proposed school is anticipated to be fully constructed and open for public use in time for the start of the 2014-2015 school year. Therefore, the future horizon year for the No-Action (and Action) conditions traffic analyses is 2014.

NYCDOT Traffic Planning staff suggested contacting the project managers concerning two projects planned within the general area:

- Rehabilitation of the Metropolitan Avenue Bridge above the Long Island Railroad (LIRR) tracks; and
- Implementation of school safety improvements at P.S. 71.

The NYCDOT project managers for these two projects were contacted as suggested for more information. However, based on information provided by the project managers, the two projects listed above are not anticipated to significantly influence the study area roadway network or increase future traffic volumes through the anticipated 2014 horizon year for the following reasons:

- Rehabilitation of the Metropolitan Avenue Bridge is not expected to take place until 2016.
- The timing of the installation of safety improvements at P.S. 71 is uncertain and dependent upon the availability of funding.

During the 2009 to 2014 period, it is expected that transportation demands in the study area will increase over time. In order to forecast future traffic demands without the proposed project, an annual growth rate of 1.0 percent was applied over five years (five percent total growth) to the existing traffic volumes, in accordance with the growth rate recommendations for Queens described in the *CEQR Technical Manual*. The resulting future year 2014 No-Action traffic volumes are shown in **Figures 3.15-4** and **3.15-5** for the weekday AM and PM peak hours, respectively.

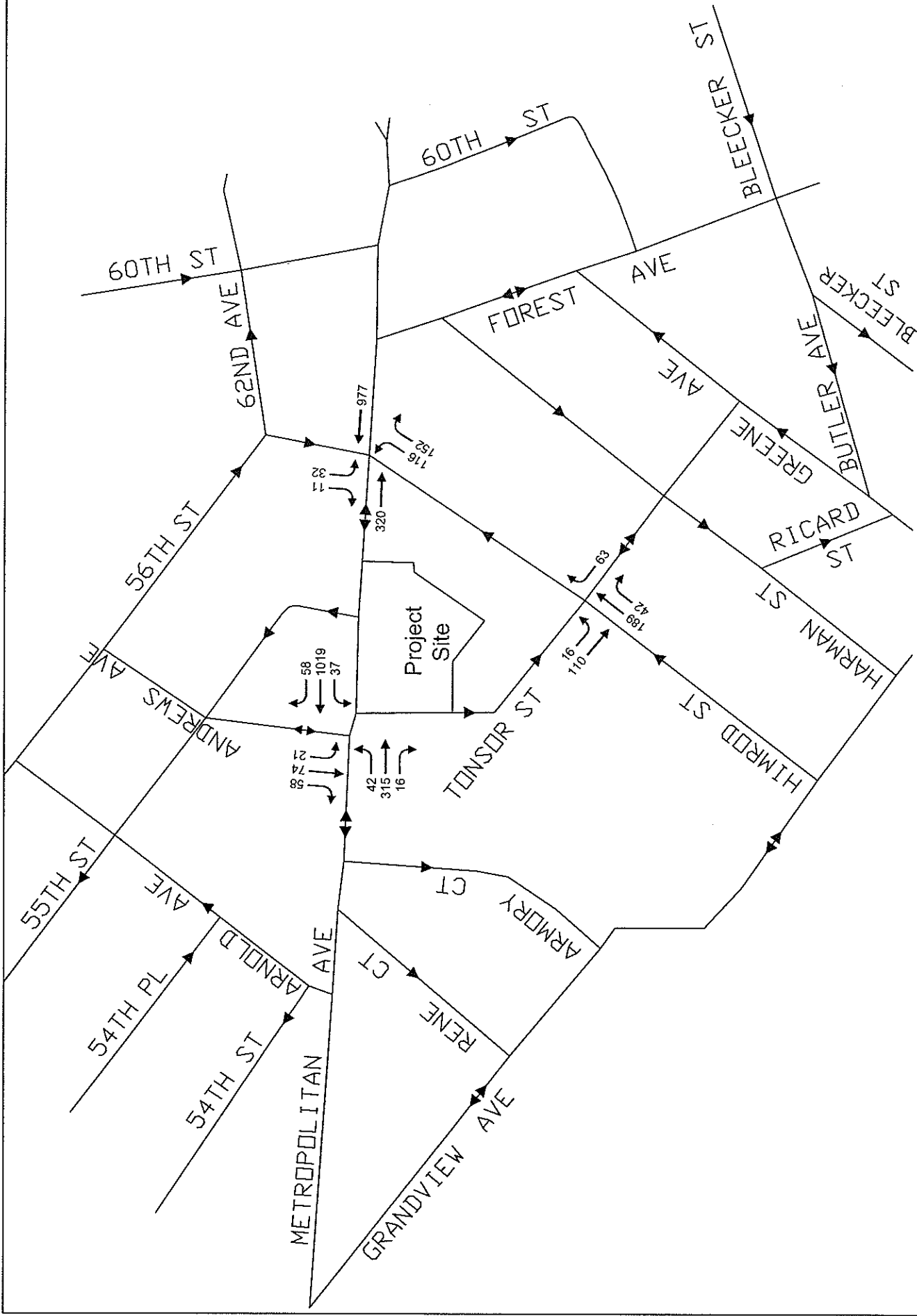


Figure 3.15-4 - Year 2014 No-Action Conditions Traffic Volumes - Weekday AM Peak Hour (7:30 AM-8:30 AM)

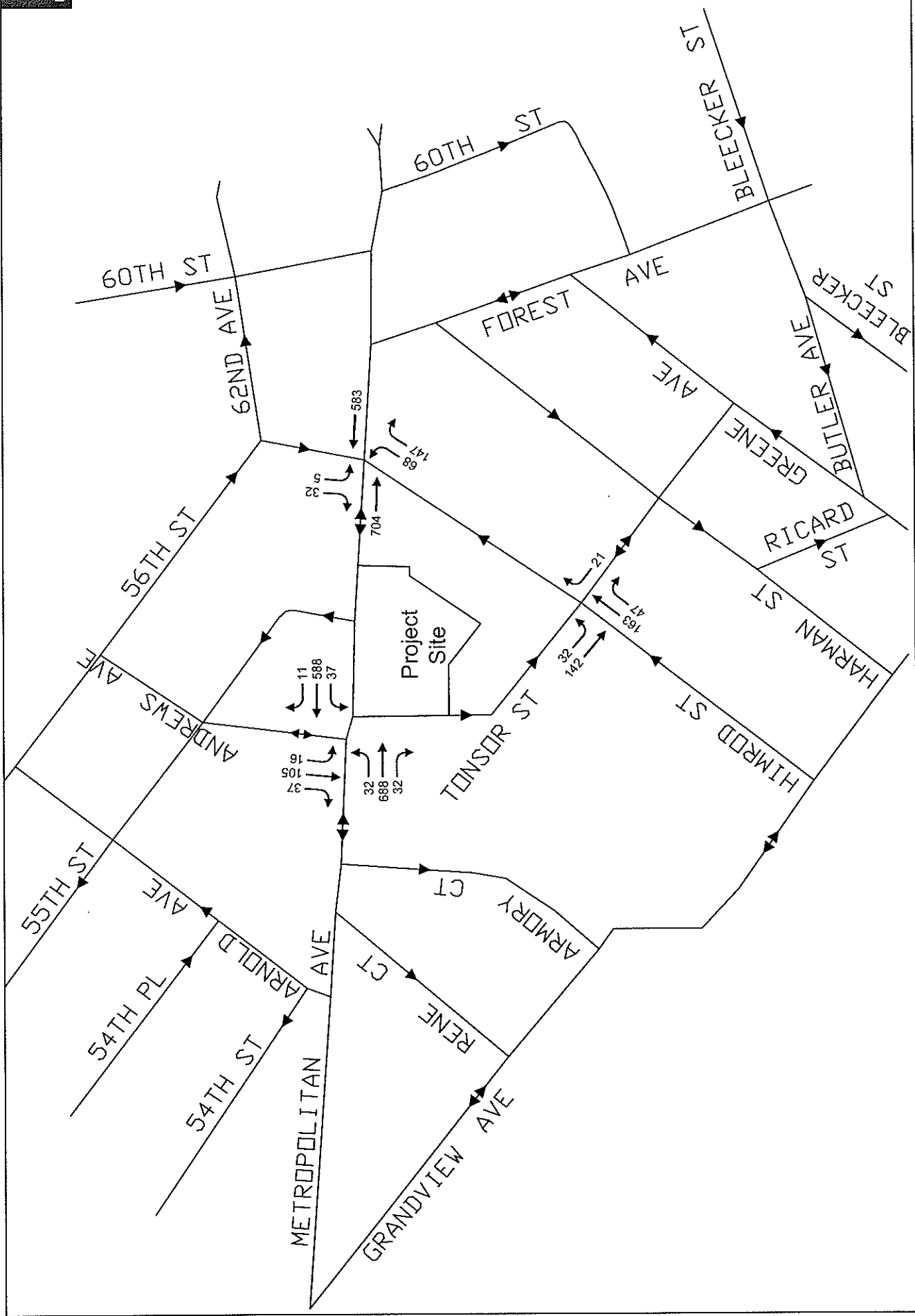


Figure 3.15-5 - Year 2014 No-Action Conditions Traffic Volumes - Weekday PM Peak Hour (3:00 PM-4:00 PM)

Capacity Analysis

Using the No-Action traffic volumes shown in **Figures 3.15-4** and **3.15-5**, intersection capacity analyses were conducted using the *HCM* methodologies. As shown in **Table 3.15-3**, the majority of the lane groups at the two signalized study intersections are projected to continue to operate at LOS "C" or better during the weekday AM and PM peak hours. However, the northbound approach (on Himrod Street) at the signalized Metropolitan Avenue/Himrod Street-56th Street intersection is projected to operate at capacity ($v/c = 1.00$) and at LOS "F" during the weekday AM peak hour, and at LOS "D" during the weekday PM peak hour. In addition, the southbound approach (on Andrews Avenue) at the signalized Metropolitan Avenue/Tonsor Street-Andrews Avenue intersection is projected to operate at LOS "D" during the weekday AM and PM peak hours. Overall, both signalized study intersections are projected to operate at LOS "C" or better during the weekday AM and PM peak hours. All movements at the unsignalized Tonsor Street/Himrod Street intersection are projected to continue to operate at LOS "B" or better during the weekday AM and PM peak hours.

TABLE 3.15-3
Peak Hour Level-of-Service Analysis Results
Year 2014 No-Action Traffic Conditions

INTERSECTION	APPROACH	LANE GROUP	WEEKDAY AM PEAK HOUR (7:30-8:30 AM)			WEEKDAY PM PEAK HOUR (3:00-4:00 PM)		
			v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS
SIGNALIZED INTERSECTIONS								
Metropolitan Avenue / Tonsor Street-Andrews Avenue	EB	LTR	0.65	9.0	A	0.88	16.9	B
	WB	LTR	0.72	7.4	A	0.94	27.9	C
	SB	LTR	0.55	35.5	D	0.56	35.6	D
	Overall			0.67	10.8	B	0.84	23.7
Metropolitan Avenue / Himrod Street-56th Street	EB	T	0.45	5.4	A	0.73	9.4	A
	WB	T	0.54	5.0	A	0.62	7.2	A
	NB	LR	1.00	84.0	F	0.80	50.6	D
	SB	LR	0.20	28.5	C	0.16	27.7	C
	Overall			0.66	19.7	B	0.75	15.6
UNSIGNALIZED INTERSECTIONS								
Tonsor Street / Himrod Street	EB	LT	0.01	7.4	A	0.03	7.4	A
	NB	TR	0.40	13.6	B	0.37	13.8	B

v/c = volume-to-capacity ratio; LOS = Level-of-Service

NB = Northbound; SB = Southbound; EB = Eastbound; WB = Westbound

L = Left-Turn; T = Through; R = Right-Turn;

LT = Left-Turn/Through; TR = Through/Right-Turn; LR = Left-Turn/Right-Turn; LTR = Left-Turn/Through/Right-Turn

Def L = Defacto Left-Turn = Left-turn volume from shared left/through lane is high enough that the lane operates as an exclusive left-turn lane

Average Control Delay shown in units of seconds/vehicle

3.15.1.3 Future With The Proposed Project (Action Conditions)

The Action conditions traffic analysis identifies how the study area's transportation system will operate in the 2014 horizon year with the addition of traffic generated by the proposed school. In this analysis, the projected weekday AM and PM peak hour vehicle trips associated with the proposed school—including parent drop-offs/pick-ups, faculty and staff trips, and school bus trips—were added to the respective future No-Action traffic volumes to arrive at projected future Action traffic volumes. Intersection level-of-service analyses were then repeated for both analysis peak hours based on the projected future Action traffic volumes, in order to evaluate the performance of the transportation system with the proposed new Metropolitan Avenue school. The results of the No-Action and Action conditions analyses were then compared to identify any potential transportation system changes needed in connection with the proposed school.

Proposed Development Plan

The proposed school includes new classrooms and associated facilities to accommodate up to 612 students and up to 50 faculty and staff members. No on-site accessory parking spaces would be provided.

Trip Generation

The majority of trips to and from the proposed school by faculty, staff, and students are expected to occur by walking, school bus, and passenger car (including parents dropping-off/picking up students, and faculty and staff parking in the surrounding neighborhood). The trip generation projections for each user group are discussed in more detail below.

Students

The proposed school is planned to accommodate up to approximately 612 students. On a typical school day, the SCA estimates that 90 percent of the student body would be in attendance. In addition, it was estimated that 90 percent of the students in attendance, on any given day, would arrive during the weekday AM peak hour, and depart during the weekday PM peak hour.

The mode split for the proposed school was estimated based on the results of a mode split survey conducted on Thursday, March 4, 2010 at P.S. 71, another local elementary school located in the Ridgewood neighborhood, less than ¼ mile from the proposed school site. The mode split survey at P.S. 71 revealed that approximately 76 percent of the students walked to the school in the morning, and 84 percent walked from the school in the afternoon; 17 percent were dropped-off in the morning, and 6 percent were picked-up in the afternoon; and 8 percent used the school bus in the morning, and 10 percent used the school bus in the afternoon. The reason fewer students take the bus and walk in the morning is that they are more likely to be dropped-off by a parent, presumably because the parent is likely to be traveling to work at that same time. In the

afternoon, a greater percentage of students walk or take the school bus because they are less likely to be picked-up by a parent (who may still be at work).

Faculty/Staff

The proposed school would accommodate up to approximately 50 teachers, administrators, and operational staff. It was assumed that, on a typical school day, 80 percent of the faculty and staff would arrive during the morning peak hour (7:30 to 8:30 AM), and 75 percent would depart during the afternoon peak hour (3:00 to 4:00 PM). Based on the results of mode split surveys conducted of the faculty and staff at P.S. 71, a total of approximately 92 percent of the faculty and staff are projected to arrive via car (i.e., drive alone, car-pool, or dropped-off/picked-up) in the morning, and 93 percent are projected to leave via car in the afternoon. Approximately 3 percent were projected to walk to and from the school during both the morning and afternoon peak hours, and 5 percent were projected to arrive via public transportation (i.e., bus or subway). An auto-occupancy rate of 1.1 persons per car was applied for the faculty/staff trips to reflect carpooling conditions.

Based on the parameters described above, **Table 3.15-4** shows estimated numbers of vehicle trips projected to be generated by the proposed school during the weekday AM and PM peak hours. As shown in **Table 3.15-4**, the proposed development is projected to generate approximately 204 vehicle trips (120 inbound, 84 outbound) during the weekday AM peak hour (7:30 to 8:30 AM), and approximately 95 vehicle trips (30 inbound, 65 outbound) during the weekday PM peak hour (3:00 to 4:00 PM).

Trip Distribution and Assignment

The nature of vehicle trip patterns for students and faculty/staff traveling to and from the proposed school are different. For example, in the morning, students are dropped-off by a parent who then continues to their next destination (i.e., home or work), resulting in one inbound trip and one outbound trip. In contrast, faculty and staff members who drive to school typically park in the surrounding neighborhood and then walk, resulting in one inbound trip in the morning (and, similarly, one outbound trip in the afternoon).

The proposed school will serve the Ridgewood, Glendale and Maspeth areas of Community School District 24. Consequently, the distribution of new “student” vehicle trips (i.e., drop-off/pick-up trips) generated onto the roadway network within the study area was estimated based on the location of the proposed school site within Community School District 24, and the location of other existing elementary schools in the area (e.g., P.S. 71) from which the proposed school is expected to draw students. To ensure a conservative analysis, the distribution of new “faculty/staff” vehicle trips assumed that all trips had their destination/origin on Metropolitan Avenue at the school site, although as described above, faculty and staff are more likely to park in the surrounding neighborhood and then walk to school without ever driving directly to the site. The resulting trip distribution estimates—for students, and for faculty/staff—are shown in

Figures 3.15-6A and 3.15-6B, respectively, and take into account the directional nature of the streets in the vicinity of the proposed school site.

Figures 3.15-7 and 3.15-8 illustrate the resulting assignments of project-generated traffic volumes during weekday AM and PM peak hours, based on the estimated trip distribution patterns shown in **Figures 3.15-6A and 3.15-6B**. **Figures 3.15-9 and 3.15-10** show the resulting total traffic volumes under the year 2014 Action condition for both analysis peak hours, which are the sum of the project-generated traffic volumes and the traffic volumes under the future No-Action condition.

Capacity Analysis

Using the Action traffic volumes shown in **Figures 3.15-9 and 3.15-10**, intersection capacity analyses were conducted using the *HCM* methodologies. As shown in **Table 3.15-5**, all movements at the unsignalized Tonsor Street/Himrod Street intersection are projected to operate at LOS "C" or better during the weekday AM and PM peak hours, and both signalized study intersections are projected to operate at LOS "C" or better, overall, during the weekday AM and PM peak hours. In addition, the majority of the lane groups at the two signalized study intersections are projected to continue to operate at LOS "C" or better during the weekday AM and PM peak hours.

However, the northbound approach (on Himrod Street) at the signalized Metropolitan Avenue/Himrod Street-56th Street intersection is projected to operate over-capacity ($v/c = 1.20$) and at LOS "F" during the weekday AM peak hour, and at LOS "E" during the weekday PM peak hour. In addition, the southbound approach (on Andrews Avenue) at the signalized Metropolitan Avenue/Tonsor Street-Andrews Avenue intersection is projected to operate at LOS "D" during the weekday AM and PM peak hours, and the westbound approach is projected to operate over-capacity ($v/c = 1.02$) and at LOS "D" during the weekday PM peak hour.

**Table 3.15-4
Estimated Peak Hour Trip Generation Characteristics
55-20 Metropolitan Avenue School, Queens**

STUDENTS				
Enrollment Figures	AM		PM	
Student Capacity	612		612	
Average Daily Attendance ¹	551	90%	551	90%
Peak Hour Arrival and Departures ²	496	90%	496	90%
Mode Split	No. of Students	Mode %	No. of Students	Mode %
School bus	38	8%	52	10%
Dropped-off	83	17%	29	6%
Walking	375	76%	415	84%
Public transit	0	0%	0	0%
FACULTY//STAFF				
Faculty/Staff	AM		PM	
Faculty and Staff Capacity	50		50	
Peak Hour Arrival and Departures ³	40	80%	38	75%
Mode Split	Number	Mode %	Number	Mode %
Drive Alone	36	89%	32	87%
Car Pool	1	3%	1	3%
Drop Off/Pick up	0	0%	1	3%
Walking	1	3%	1	3%
Public transit	2	5%	2	5%
PEAK HOUR VEHICLE TRIP GENERATION				
Two-way, by mode	Two-Way Vehicle Trips		Two-Way Vehicle Trips	
School Buses ⁴	2		2	
Students Drop-Off Auto	165		57	
Faculty and Staff Auto	37		35	
Total Generated Trips	Directional Vehicle Trips		Directional Vehicle Trips	
In	120		30	
Out	84		65	
Total	204		95	

Notes:

- 1 = Assumes 90% daily enrollment
- 2 = Assumes 90% of student arrivals and departures occur during AM and PM peak hours
- 3 = Assumes 80% of faculty/staff arrivals occur during AM peak hour and 75% during PM peak hour
- 4 = Assumes school bus capacity of 60 students

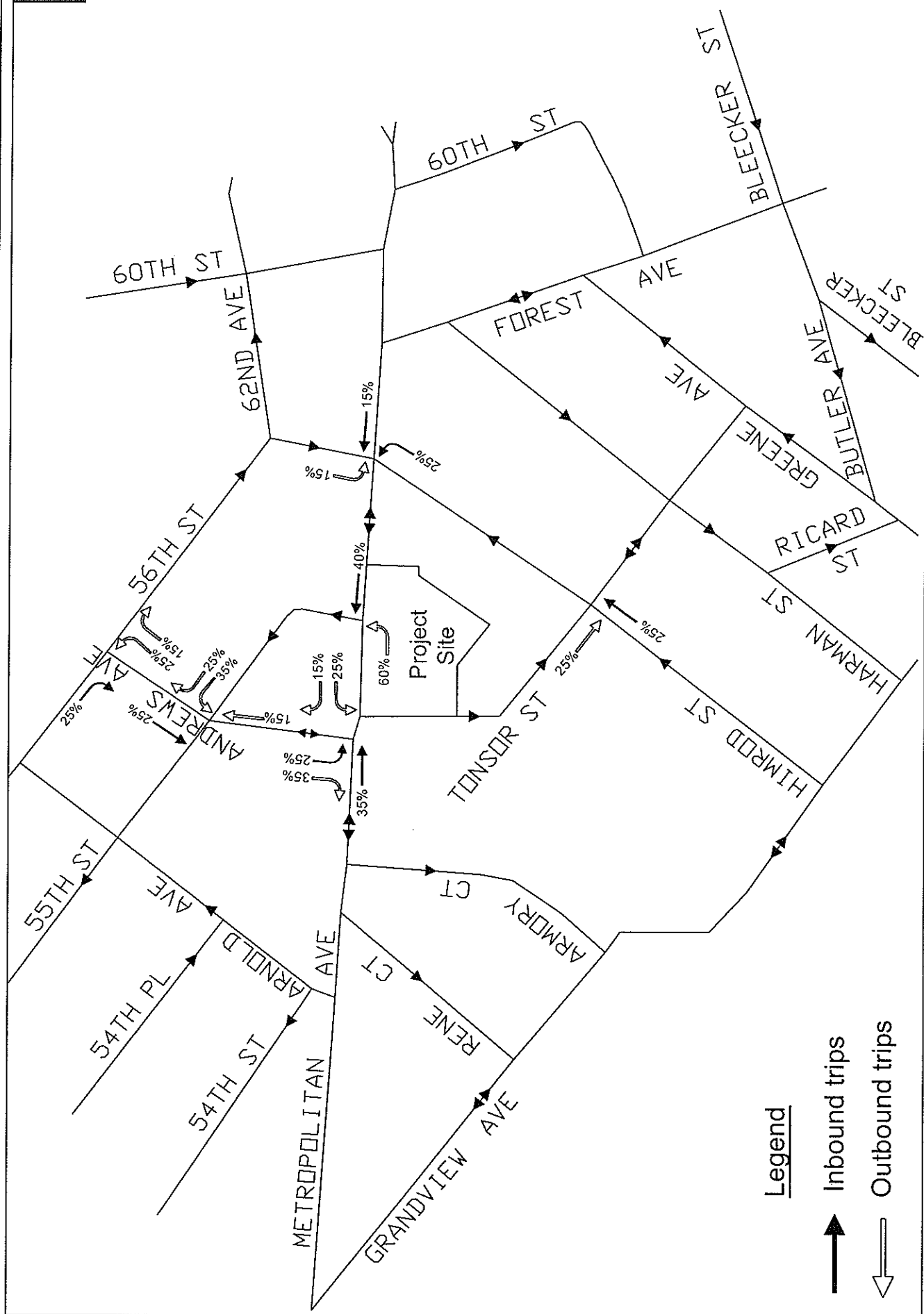


Figure 3.15-6A - Estimated Vehicle Trip Distribution Pattern: Students

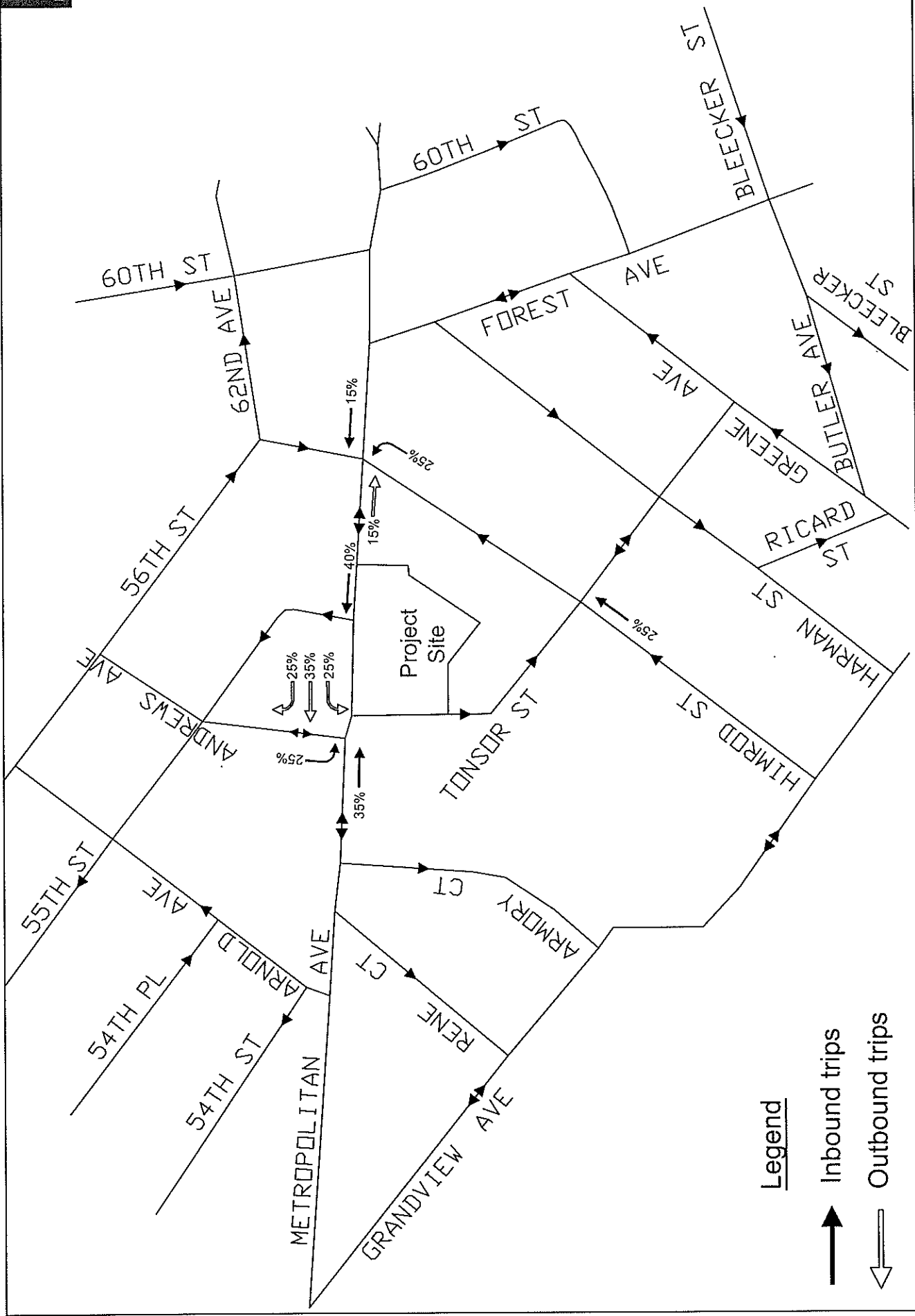


Figure 3.15-6B - Estimated Vehicle Trip Distribution Pattern: Faculty & Staff

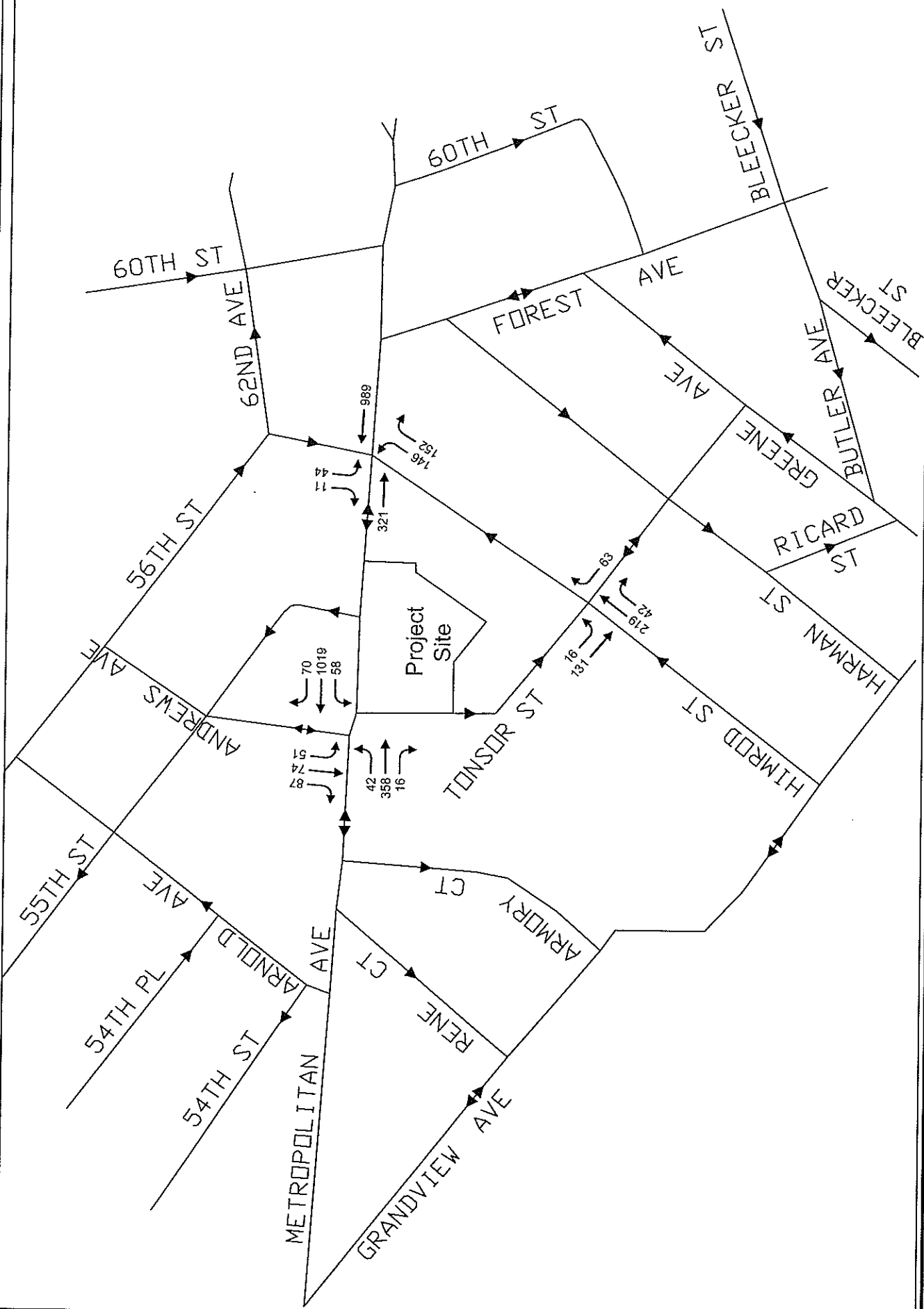


Figure 3.15-9 - Year 2014 Action Conditions Traffic Volumes - Weekday AM Peak Hour (7:30 AM-8:30 AM)

TABLE 3.15-5

Peak Hour Level-of-Service Analysis Results

Year 2014 Action Traffic Conditions - without signal timing adjustments

INTERSECTION	APPROACH	LANE GROUP	WEEKDAY AM PEAK HOUR (7:30-8:30 AM)			WEEKDAY PM PEAK HOUR (3:00-4:00 PM)		
			v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS
SIGNALIZED INTERSECTIONS								
Metropolitan Avenue / Tonsor Street-Andrews Avenue	EB	LTR	0.72	11.0	B	0.89	18.4	B
	WB	LTR	0.76	8.4	A	1.02	44.4	D
	SB	LTR	0.74	44.3	D	0.74	44.9	D
	Overall		0.76	13.6	B	0.94	32.7	C
Metropolitan Avenue / Himrod Street-56th Street	EB	T	0.45	5.4	A	0.73	9.6	A
	WB	T	0.54	5.1	A	0.62	7.3	A
	NB	LR	1.20	151.4	F	0.93	72.0	E
	SB	LR	0.28	30.0	C	0.23	29.3	C
	Overall		0.72	33.1	C	0.79	19.1	B
UNSIGNALIZED INTERSECTIONS								
Tonsor Street / Himrod Street	EB	LT	0.01	7.4	A	0.03	7.4	A
	NB	TR	0.47	15.1	C	0.32	14.1	B

v/c = volume-to-capacity ratio; LOS = Level-of-Service

NB = Northbound; SB = Southbound; EB = Eastbound; WB = Westbound

L = Left-Turn; T = Through; R = Right-Turn;

LT = Left-Turn/Through; TR = Through/Right-Turn; LR = Left-Turn/Right-Turn; LTR = Left-Turn/Through/Right-Turn

Def L = Defacto Left-Turn = Left-turn volume from shared left/through lane is high enough that the lane operates as an exclusive left-turn lane

Average Control Delay shown in units of seconds/vehicle

TABLE 3.15-6

Peak Hour Level-of-Service Analysis Results

Year 2014 Action Traffic Conditions - with signal timing adjustments

INTERSECTION	APPROACH	LANE GROUP	WEEKDAY AM PEAK HOUR (7:30-8:30 AM)			WEEKDAY PM PEAK HOUR (3:00-4:00 PM)		
			v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS
SIGNALIZED INTERSECTIONS								
Metropolitan Avenue / Tonsor Street-Andrews Avenue	EB	LTR	0.72	11.0	B	0.89	18.4	B
	WB	LTR	0.76	8.4	A	1.02	44.4	D
	SB	LTR	0.74	44.3	D	0.74	44.9	D
	Overall		0.76	13.6	B	0.94	32.7	C
Metropolitan Avenue / Himrod Street-56th Street	EB	T	0.47	7.3	A	0.76	11.8	B
	WB	T	0.57	7.0	A	0.65	8.9	A
	NB	LR	1.02	86.3	F	0.84	53.4	D
	SB	LR	0.23	26.8	C	0.20	27.2	C
Overall		0.71	22.5	C	0.78	17.7	B	
UNSIGNALIZED INTERSECTIONS								
Tonsor Street / Himrod Street	EB	LT	0.01	7.4	A	0.03	7.4	A
	NB	TR	0.47	15.1	C	0.32	14.1	B

v/c = volume-to-capacity ratio; LOS = Level-of-Service

NB = Northbound; SB = Southbound; EB = Eastbound; WB = Westbound

L = Left-Turn; T = Through; R = Right-Turn;

LT = Left-Turn/Through; TR = Through/Right-Turn; LR = Left-Turn/Right-Turn; LTR = Left-Turn/Through/Right-Turn

Def L = Defacto Left-Turn = Left-turn volume from shared left/through lane is high enough that the lane operates as an exclusive left-turn lane

Average Control Delay shown in units of seconds/vehicle

The undesirable operational conditions projected to occur at the signalized intersection noted above are primarily attributable to the existing allocation of green time at the intersection under projected future traffic conditions with the addition of vehicle trips from the proposed school. To reduce delays at the intersection and ensure the most efficient traffic signal operations, minor signal timing adjustments would be required as described below. Such improvements are subject to review and approval by the New York City Department of Transportation (NYCDOT).

Metropolitan Avenue and Himrod Street-56th Street

An impact due to project-generated traffic is expected to occur at the northbound approach of this intersection during the weekday AM and PM peak hours. Although the Level-of-Service (LOS) for the northbound approach during the weekday AM peak hour is projected to be LOS F in the future without the proposed project, the project-generated traffic would increase the average delay from 84.0 seconds to 151.4 seconds. An adjustment of three (3) seconds of green time from the eastbound/westbound phase to the northbound/southbound phase would avoid this impact.

During the weekday PM peak hour at this intersection, the northbound approach is projected to operate at LOS D in the future without the proposed action. The project-generated traffic would increase the average delay from 50.6 seconds under no-action conditions to 72.0 seconds in the future with the proposed action, resulting in LOS E conditions. An adjustment of two (2) seconds of green time from the eastbound/westbound phase to the northbound/southbound phase would avoid this impact.

Table 3.15-6 reflects the intersection capacity analysis results during the weekday AM and PM peak hours with the minor signal timing adjustments noted above at the Metropolitan Avenue/Himrod Street-56th Street intersection. With these signal timing adjustments in place, the approaches/lane groups at the Metropolitan Avenue/Himrod Street-56th Street intersection would operate at levels-of-service similar to the no-action condition.

3.15.1.4 Conclusions

In conclusion, this chapter presented an analysis of the effects of additional vehicle trips projected to be generated by the proposed school on the roadway network in the vicinity of the school site during the weekday AM and PM peak hours. The results of this analysis indicate that the additional trips generated by the proposed school can be accommodated on the roadway network during the weekday AM and PM peak hours without significant increases in delay, provided minor adjustments to signal timing parameters on Metropolitan Avenue (i.e., 2 seconds during the weekday PM peak hour and 3 seconds during the weekday AM peak hour) are made to ensure efficient signal operations. These adjustments can be investigated following the opening of the school as part of NYCDOT's periodic reviews of traffic signal timing parameters along arterial corridors.

3.15.2 Parking

3.15.2.1 Existing Conditions

A survey of existing parking conditions was conducted on all streets within ¼ mile of the proposed school site during the weekday morning and afternoon periods. This survey documented the total number of legal, on-street parking spaces on each block-face, based on available curb space and existing parking regulations, as well as the total number of legally and illegally parked vehicles on each block-face during the 7:00 to 9:00 AM and 2:00 to 5:00 PM periods. Illegally-parked vehicles included vehicles double-parked on the street, parked at fire hydrants, or blocking a driveway.

Based on the observed on-street parking regulations, a summary of the available legal spaces was prepared for each day of the week and time-of-day. The average number of available on-street parking spaces, by time-of-day, are:

- 7:00 to 8:00 AM: 1,492 legal spaces
- 8:00 to 9:00 AM: 1,389 legal spaces
- 2:00 to 3:00 PM: 1,539 legal spaces
- 3:00 to 4:00 PM: 1,539 legal spaces
- 4:00 to 5:00 PM: 1,495 legal spaces

As shown above, due to the alternate side of the street parking regulations for street cleaning, the number of available legal parking spaces fluctuates throughout the course of a typical weekday. **Table 3.15-7** summarizes the results of the on-street parking survey and identifies the existing number of legal, on-street parking spaces, as well as the existing parking utilization during each hour of the weekday AM and PM study time periods.

**Table 3.15-7
 Summary of Existing On-Street Parking Utilization**

Time Period	Number of Legal Spaces¹	Total Number of Parked Cars²	Utilization
Weekday AM (7:00 to 8:00 AM)	1,492	1,226	82%
Weekday AM (8:00 to 9:00 AM)	1,389	1,170	84%
Weekday PM (2:00 to 3:00 PM)	1,539	1,095	71%
Weekday PM (3:00 to 4:00 PM)	1,539	1,073	70%
Weekday PM (4:00 to 5:00 PM)	1,495	1,090	73%
		Average =	76%

1= Average weekday parking capacity, by time-of-day.

2 = Includes only legally-parked vehicles.

As shown in **Table 3.15-7**, on average, the curbside parking utilization is under capacity during the weekday AM hours (an average utilization of approximately 83 percent from 7:00 to 9:00 AM) and during the weekday PM hours (an average utilization of approximately 71 percent from 2:00 to 5:00 PM). Based on alternate side of the street parking regulations and the associated day-of-week parking capacities identified above, existing on-street parking demand does not exceed the available supply within a ¼ mile radius of the site during the study hours.

3.15.2.2 Future Without the Proposed Action

On-street parking demand is projected to continue to increase over time. For the purposes of the future No-Action conditions parking analysis, the on-street parking demand was estimated to increase at a background growth rate of one percent per year over five years (2009 to 2014), for a total increase of five percent by 2014, in accordance with the growth rate recommendations for Queens described in the *CEQR Technical Manual*. **Table 3.15-8** compares the projected future on-street parking utilization under the No-Action condition with the existing on-street parking supply, assuming the existing supply in the study area remains unchanged in the future (i.e. no changes to existing parking regulations).

**Table 3.15-8
Summary of No-Action Parking Utilization**

Time Period	Number of Legal Spaces ¹	Total Number of Parked Cars	Utilization
Weekday AM (7:00 to 8:00 AM)	1,492	1,287	86%
Weekday AM (8:00 to 9:00 AM)	1,389	1,229	88%
Weekday PM (2:00 to 3:00 PM)	1,539	1,150	75%
Weekday PM (3:00 to 4:00 PM)	1,539	1,127	73%
Weekday PM (4:00 to 5:00 PM)	1,495	1,145	77%
		Average =	80%

¹= Average weekday parking capacity, by time-of-day.

As shown in **Table 3.15-8**, the future on-street parking demand on a typical weekday is projected to continue to be under capacity under No-Action conditions, with an average daily parking utilization of approximately 80 percent.

3.15.2.3 Future With the Proposed Action

As shown in **Table 3.15-4**, it is projected that as many as 93 percent of the 50 faculty and staff members working at the proposed school would choose to drive to work, resulting in a maximum demand of approximately 46 parked cars. To arrive at the Action conditions parking demand, the projected school-generated demand of 46 parked cars was added to the projected total number of parked cars under future No-Action conditions, shown in **Table 3.15-8**. **Table 3.15-9**

compares the projected future on-street parking utilization under the Action condition with the existing on-street parking supply, assuming the existing supply in the study area remains unchanged in the future (i.e. no changes to existing parking regulations).

**Table 3.15-9
 Summary of On-Street Parking Supply and Utilization – Action Conditions**

Time Period	Number of Legal Spaces¹	Projected Total Number of Parked Cars	Utilization
Weekday AM (7:00 to 8:00 AM)	1,492	1,333	89%
Weekday AM (8:00 to 9:00 AM)	1,389	1,275	92%
Weekday PM (2:00 to 3:00 PM)	1,539	1,196	78%
Weekday PM (3:00 to 4:00 PM)	1,539	1,173	76%
Weekday PM (4:00 to 5:00 PM)	1,495	1,191	80%
		Average =	83%

¹= Average weekday parking capacity, by time-of-day.

As shown in **Table 3.15-9**, under Action conditions, the average future parking demand during the weekday AM peak period, within ¼ mile of the proposed school, is not projected to exceed the available on-street capacity.

3.16 TRANSIT AND PEDESTRIANS

The objective of the transit and pedestrian analyses is to determine whether a proposed action can be expected to have a significant impact on public transportation facilities and services as well as on pedestrian flows. According to the *CEQR Technical Manual*, a proposed action below the minimum development densities would typically not require further transit and pedestrian analyses.

A screening analysis was performed in order to determine the proposed action's potential to significantly impact transit and pedestrian conditions within the study area. The analysis considered the impact of the incremental difference of transit and pedestrian trips in the Future No-Action Scenario compared to the Future Action Scenario.

3.16.1 Transit

Existing Conditions

The study area is adequately served by the public transit system. There are no subway stops within a ¼-mile radius of the project site. However, there are four New York City Transit Bus routes within a ¼-mile of the project site as discussed below:

- **Q54** – The Q54 provides local bus service between Jamaica (Queens) and the Williamsburg Bridge Plaza (Brooklyn). The Q54 route passes to the north of the project site on Metropolitan Avenue.
- **Q39** – The Q39 provides local bus service between Ridgewood and Long Island City. The Q39 route travels along Forest Avenue, east of the project site.
- **B38** – The B38 provides local and limited-stop bus service between Ridgewood (Queens) and Downtown Brooklyn. The B38 route travels along Grandview Avenue, southwest of the project site.
- **B57** – The B57 provides local bus service between Maspeth (Queens) and Downtown Brooklyn. The B57 route travels along Flushing Avenue, northwest of the project site.

Future Without the Project

There are no expected service-related changes for the bus or subway systems in the vicinity of the proposed project site. Therefore, no significant change in the operational performance of the public transportation facilities is anticipated within the study area.

Future With the Project

The *CEQR Technical Manual* indicates that a project would likely need to generate 200 or more transit trips during any peak hour in order to warrant a detailed analysis of transit impacts. As shown in the trip generation estimate in **Table 3.15-4**, only approximately two transit trips would be generated by the proposed school during either peak hour, which is well below the 200 trip CEQR threshold. The proposed action is not expected to generate enough peak hour trips to warrant a more detailed transit analysis. Therefore, no significant adverse transit impacts are expected as a result of the project.

3.16.2 Pedestrians

The *CEQR Technical Manual* indicates that detailed pedestrian analyses should be performed for pedestrian elements (e.g., sidewalks, crosswalks, or street corners) that could experience an increase of 200 or more pedestrian trips during any peak hour. As shown previously in **Table 3.15-4**, the proposed action is projected to generate:

- Approximately 376 pedestrian trips during the weekday AM peak hour; and
- Approximately 416 pedestrian trips during the weekday PM peak hour.

The analysis of pedestrian flow involves quantifying the comfort level for pedestrians walking along sidewalks, waiting to cross at street corners, and crossing at intersection crosswalks. Based on observed levels of existing pedestrian activity in the site vicinity during the weekday AM and PM peak hours, and the numbers of peak hour pedestrian trips projected to travel between the school site and neighborhoods to the north, south, east and west during the weekday AM and PM peak hours, it is unlikely that significant adverse impacts would be realized at sidewalks and street corners in the vicinity of the site.

However, the operational performance of the crosswalks at the signalized intersections on Metropolitan Avenue, adjacent to the school site, are critical because of the anticipated concentrations of additional project-generated pedestrians crossing at these locations, coupled with the potential conflicts between pedestrians crossing the streets and turning vehicular traffic. Because many pedestrians (including students, faculty, and staff) walking to and from the proposed school are likely to cross the intersections of Metropolitan Avenue/Tonsor Street-Andrews Avenue and Metropolitan Avenue/Himrod Street-56th Street, detailed level-of-service analyses for all crosswalks at these key intersections were conducted. The analyses were conducted for the weekday AM and PM peak hours under year 2009 existing conditions, year 2014 conditions without the proposed project (i.e., No-Action conditions), and year 2014 conditions with the proposed project (i.e., Action conditions). A description of the detailed crosswalk analysis follows below.

Analysis Methodology

As described in the *Highway Capacity Manual (HCM)*, the level-of-service (LOS) methodology for crosswalks is based on pedestrian density (expressed in units of square-feet per pedestrian) during the peak 15-minute period of pedestrian activity at the intersection. Crosswalks are analyzed using parameters such as pedestrian flow rate, effective crosswalk area, conflicting traffic volumes, and pedestrian signal timings. The LOS ranges for crosswalks are shown below in **Table 3.16-1**. Typically, LOS "D" or better represents an acceptable operational level for pedestrians.

**TABLE 3.16-1
LOS CRITERIA FOR CROSSWALKS**

LOS	Square-Feet per Pedestrian
A	> 60
B	> 40-60
C	> 24-40
D	> 15-24
E	> 8-15
F	≤ 8

Source: 2000 *Highway Capacity Manual*

Existing Conditions

To analyze existing pedestrian operations, pedestrian crosswalk counts were conducted at the intersections of Metropolitan Avenue/Tonsor Street-Andrews Avenue and Metropolitan Avenue/Himrod Street-56th Street during the weekday AM (7:00 to 9:00 a.m.) and weekday PM (2:00 to 5:00 p.m.) peak periods on mid-week days in November 2009. Based on these counts, the peak 15-minute periods for pedestrian crossings at both intersections were determined to be 7:45 to 8:00 a.m. and 3:00 to 3:15 p.m. The pedestrian crossing counts revealed that there are currently relatively low levels of pedestrian activity at both intersections. Striped crosswalks extend across all four legs of both the Metropolitan Avenue/Tonsor Street-Andrews Avenue intersection and the Metropolitan Avenue/Himrod Street-56th Street intersections. **Table 3.16-2** shows the approximate length and width of the crosswalks at each intersection, as well as the existing conditions LOS analysis results.

As shown in **Table 3.16-2**, the results of the crosswalk analyses at the study intersections revealed that all crosswalks currently operate at LOS "A" during the peak 15-minute periods of the weekday AM and PM peak hours, which is better than the *CEQR Technical Manual* criterion of LOS "D" for acceptable pedestrian operations.

**TABLE 3.16-2
PEDESTRIAN CROSSWALK LOS ANALYSES
YEAR 2009 EXISTING CONDITIONS**

Intersection	Time Period	Crosswalk	Crosswalk Length (Feet - approx.)	Crosswalk Width (Feet -- approx.)	Pedestrian Operations	
					Feet ² /Ped	LOS
Metropolitan Avenue/ Tonsor Street- Andrews Avenue	Weekday AM	North	29.0	11.3	1,040.7	A
		South	30.3	10.5	736.9	A
		East	40.5	9.0	1,052.6	A
		West	39.5	12.3	399.6	A
	Weekday PM	North	29.0	11.3	734.4	A
		South	30.3	10.5	890.8	A
		East	40.5	9.0	463.8	A
		West	39.5	12.3	261.5	A
Metropolitan Avenue/ Himrod Street- 56 th Street	Weekday AM	North	29.5	10.5	640.1	A
		South	30.0	11.0	359.4	A
		East	39.2	11.5	143.0	A
		West	40.3	9.8	290.4	A
	Weekday PM	North	29.5	10.5	730.0	A
		South	30.0	11.0	382.0	A
		East	39.2	11.5	212.1	A
		West	40.3	9.8	295.6	A

Future Without the Proposed Project (No-Action Conditions)

Pedestrian activity in the study area was projected for the future without the proposed project (i.e. Future No-Action Condition) for the 2014 build year of the proposed action. The projected future pedestrian growth is typically a combination of background growth in pedestrian activity that is expected in the study area (one percent per year in this section of Queens, per the *CEQR Technical Manual*), and pedestrian activity generated through the study intersections by other planned projects expected to be in place by the 2014 build year. However, because there are currently no known projects planned in the vicinity of the school through the 2014 build year, future pedestrian volumes at the two study intersections under the No-Action condition were projected by applying the one percent per year background growth rate over a five-year period (2009 to 2014) to the existing pedestrian volumes.

The crosswalk LOS analyses at both study intersections were repeated using the projected future No-Action pedestrian volumes. The results of the pedestrian crosswalk LOS analyses under future No-Action conditions are shown in **Table 3.16-3**. As shown in **Table 3.16-3**, all crosswalks at both study intersections are projected to continue operating at LOS "A" during the peak 15-minute periods of the weekday AM and PM peak hours under year 2014 future No-Action conditions, which is better than the *CEQR Technical Manual* criterion of LOS "D" for acceptable pedestrian operations..

**TABLE 3.16-3
PEDESTRIAN CROSSWALK LOS
PROJECTED YEAR 2014 FUTURE NO-ACTION CONDITIONS**

Intersection	Time Period	Crosswalk	Crosswalk Length (Feet - approx.)	Crosswalk Width (Feet - approx.)	Pedestrian Operations	
					Feet ² /Ped	LOS
Metropolitan Avenue/ Tonsor Street- Andrews Avenue	Weekday AM	North	29.0	11.3	987.3	A
		South	30.3	10.5	700.0	A
		East	40.5	9.0	1,000.7	A
		West	39.5	12.3	378.4	A
	Weekday PM	North	29.0	11.3	697.5	A
		South	30.3	10.5	845.7	A
		East	40.5	9.0	440.8	A
		West	39.5	12.3	248.0	A
Metropolitan Avenue/ Himrod Street- 56 th Street	Weekday AM	North	29.5	10.5	609.1	A
		South	30.0	11.0	341.8	A
		East	39.2	11.5	133.4	A
		West	40.3	9.8	272.7	A
	Weekday PM	North	29.5	10.5	694.7	A
		South	30.0	11.0	363.3	A
		East	39.2	11.5	198.9	A
		West	40.3	9.8	278.8	A

Future With the Proposed Project (Action Conditions)

The pedestrian level-of-service analyses at both study intersections were then repeated to include the projected numbers of additional pedestrians generated by the proposed school. These pedestrians include faculty and staff members walking to and from the school, as well as students walking alone and those walking with parents or other adults.

In order to project future pedestrian volumes at the study intersections under future Action conditions, the number of pedestrian trips generated by the proposed school were estimated based on the trip generation and modal split estimates shown in **Table 3.15-4**. As shown in **Table 3.15-4**, the proposed Action is anticipated to generate approximately 376 pedestrian trips during the weekday AM peak hour, and approximately 416 pedestrian trips during the weekday PM peak hour. In addition, it is important to note that elementary school children are often walked to and from school by a parent or other adult, resulting in additional pedestrian volumes. Therefore, the projected future student pedestrian volumes shown in **Table 3.15-4** were increased to reflect the presence of adult accompaniment; based on data obtained as part of the mode split surveys conducted at nearby P.S. 71, an increase of 55 percent was applied. Furthermore, survey data from P.S. 71 revealed that, of the total weekday AM peak hour pedestrian arrival volume, 59 percent occurred during the peak 15-minute period. Similarly, of the total weekday PM peak hour departure volume, 39 percent occurred during the peak 15-

minute period. Therefore, corresponding adjustments were applied to the pedestrian trip generation estimates to arrive at the total number of projected future pedestrian volumes generated to and from the school. These volumes were assigned to the two study intersections based on anticipated future travel patterns to and from the surrounding neighborhoods.

The projected pedestrian volumes associated with the proposed school were superimposed over the future No-Action condition pedestrian volumes to arrive at the projected future Action condition pedestrian volumes. The crosswalk LOS analyses at the study intersections were then repeated using the projected future Action condition pedestrian volumes. The results of the pedestrian crosswalk LOS analysis in the future with the proposed Action are shown in **Table 3.16-4**.

**TABLE 3.16-4
PEDESTRIAN CROSSWALK LOS
PROJECTED YEAR 2014 FUTURE ACTION CONDITIONS**

Intersection	Time Period	Crosswalk	Crosswalk Length (Feet - approx.)	Crosswalk Width (Feet - approx.)	Pedestrian Operations	
					Feet ² /Ped	LOS
Metropolitan Avenue/ Tonsor Street- Andrews Avenue	Weekday AM	North	29.0	11.3	281.7	A
		South	30.3	10.5	155.7	A
		East	40.5	9.0	27.1	C
		West	39.5	12.3	95.5	A
	Weekday PM	North	29.0	11.3	309.3	A
		South	30.3	10.5	195.7	A
		East	40.5	9.0	41.2	B
		West	39.5	12.3	105.2	A
Metropolitan Avenue/ Himrod Street- 56 th Street	Weekday AM	North	29.5	10.5	238.8	A
		South	30.0	11.0	251.6	A
		East	39.2	11.5	84.5	A
		West	40.3	9.8	31.9	C
	Weekday PM	North	29.5	10.5	304.7	A
		South	30.0	11.0	219.8	A
		East	39.2	11.5	117.6	A
		West	40.3	9.8	52.8	B

For pedestrian crosswalk analyses, the *CEQR Technical Manual* defines a significant impact as a decrease of one (1) square-foot per pedestrian under future Action conditions, when the future No-Action condition has an average occupancy less than 20 square-feet per pedestrian (the threshold of mid-LOS "D"). As shown in **Table 3.16-4**, under the proposed Action condition, all of the analyzed pedestrian crosswalks operate better than mid-LOS "D". Therefore, there are no

projected significant adverse impacts at either study intersection during the weekday AM or PM peak hours.

3.16.2.5 Pedestrian Accidents

Accident data compiled by the New York State Department of Motor Vehicles (NYSDMV) were reviewed to identify the accident history at the following two intersections surrounding the school and proposed addition:

- Metropolitan Avenue/ Himrod Street-56th Street
- Metropolitan Avenue/ Tonsor Street-Andrews Avenue

As shown in **Table 3.16-5**, information available from the DMV for years 2007-2009 indicates that there were a total of 19 accidents at the listed intersections, two involved pedestrians, though none were school-related and no fatalities were reported.

**TABLE 3.16-5
 NYSDMV ACCIDENT DATA**

Intersection	Total	Pedestrian	Fatal	School Related
Metropolitan Avenue/ Himrod Street-56th Street	9	1	0	0
Metropolitan Avenue/ Tonsor Street-Andrews Avenue	8	1	0	0

Source: NYSDMV

3.17 AIR QUALITY

According to the *CEQR Technical Manual*, an analysis of air quality impacts is undertaken to determine a proposed action's effects on ambient air quality, as well as effects on development induced by the proposed project because of ambient air quality. Beside potential air pollutants associated with construction activities, there are two types of sources for pollutants that might impact the ambient air quality: mobile and stationary sources.

3.17.1 Mobile Sources

Air quality analyses were conducted, following the procedures outlined in the *CEQR Technical Manual*, to determine whether the proposed action would result in violations of ambient air quality standards or health-related guideline values. The methodologies and procedures utilized in these analyses are described below.

The following air pollutants have been identified by the U.S. Environmental Protection Agency (EPA) as being of concern nationwide: carbon monoxide (CO), nitrogen dioxide (NO₂), ozone, particulate matter (PM₁₀ and PM_{2.5}), sulfur dioxide (SO₂), and lead. National Ambient Air Quality Standards (NAAQS) are concentrations set for each of the criteria pollutants specified by the United States Environmental Protection Agency (USEPA) that have been developed to protect human health and welfare. New York has adopted the NAAQS as state ambient air quality standards. These standards, together with their health-related averaging periods, are presented in **Table 3.17-1**.

USEPA recently implemented a new one-hour NO₂ standard that is effective on April 12, 2010. The new one-hour NO₂ standard of 100 parts per billion (ppb) is based on the three-year average of the 98th percentile of the yearly distribution of 1-hour daily maximum concentrations. This standard is intended to supplement the existing annual standard of 53 ppb (or 0.053 ppm). Given the early stage of implementing this new standard and the lack of regulatory guidance in evaluating potential project-level NO₂ impacts, the NO₂ impact analysis is not required at this time.

**Table 3.17-1
Applicable National and State Ambient Air Quality Standards**

Pollutant	Averaging Period	National and NY State Standards	
		Primary	Secondary
Ozone	8 Hour	0.075 ppm (147 µg/m ³)	Same as Primary Standard
Carbon Monoxide	8 Hour	9 ppm (10 mg/m ³)	-
	1 Hour	35 ppm (40 mg/m ³)	-
Nitrogen Dioxide	Annual Average	0.053 ppm (100 µg/m ³)	Same as Primary Standard
	1 Hour	0.1 ppm (189 µg/m ³)	Same as Primary Standard
Sulfur Dioxide	Annual Average	80 µg/m ³ (0.03 ppm)	-
	24 Hour	365 µg/m ³ (0.14 ppm)	-
	3 Hour	-	1300 µg/m ³ (0.5 ppm)
Suspended Particulate Matter (PM ₁₀)	24 Hour	150 µg/m ³	Same as Primary Standard
Suspended Fine Particulate Matter (PM _{2.5})	24 Hour	35 µg/m ³	Same as Primary Standard
	Annual Arithmetic Mean	15 µg/m ³	Same as Primary Standard
Lead	Calendar Quarter	1.5 µg/m ³	Same as Primary Standard

Notes: ppm: parts per million

µg/m³: micrograms per cubic meter

Source: US Environmental Protection Agency, "National Primary and Secondary Ambient Air Quality Standards." (49 CFR 50). New York State Department of Environmental Conservation.

Localized increases in pollutant levels may result from increased vehicular traffic volumes and changed traffic patterns in the study area as a consequence of the proposed action. According to the *CEQR Technical Manual* screening threshold criteria for this area of the city, if more than 100 project-generated vehicles pass through a signalized intersection in any given peak period there is a potential for CO impacts and a detailed CO mobile source analysis is recommended. Additionally if 12 and/or greater number of project-generated heavy duty diesel trucks (HDDV), depending on roadway type, a refined PM_{2.5} analysis would be required.

Since the proposed action will not generate truck traffic, a refined PM_{2.5} analysis is not warranted. However, the trip generation conducted for the proposed residential development site indicates that the number of project-generated vehicles would be above *CEQR* CO screening threshold values during peak periods at affected intersections. Therefore, a detailed microscale modeling analysis was conducted that estimated CO levels near the intersections in the study

area that are anticipated to be affected by the proposed action. This refined CO analysis is described below.

The project's first year of operation (2014) was considered, and CO pollutant levels were estimated for future action conditions with and without the proposed action.

In order to select these analysis sites, traffic volumes and the traffic levels of service at the major signalized intersections were evaluated with and without the proposed action. Three intersections were selected for analysis – the intersection of Metropolitan Avenue and Tonsor Street, the intersection of Metropolitan Avenue and Himrod Street and the intersection of Himrod and Tonsor Streets.

Receptors

The locations at which pollutant concentrations are estimated are known as "receptors." Following guidelines established by the USEPA, receptors were located where the maximum concentration is likely to occur and where the general public is likely to have access. For this analysis, receptors were distributed along sidewalks near the intersections selected for analysis.

Traffic and Classification Data

Traffic data for the air quality analysis were derived from traffic counts and other information developed as part of the traffic study analysis, using *CEQR* guidelines. Weekday AM and PM peak periods were considered. These are the periods when the maximum changes in pollutant concentrations are expected based on overall traffic volumes and anticipated changes in traffic patterns.

The HCS+ software were used to develop the traffic data necessary for the air quality analysis. The New York State Department of Transportation (NYSDOT) published downstate default vehicle classification data was used. It is also conservatively assumed a 20-mile per hour average free flow speed along each traffic link considered.

Vehicular Emissions

CO emission factors were based on NYSDOT-published MOBILE 6.2-predicted CO emission factors.

Analysis Years

The proposed school is expected to be open for the 2014-2015 school year. The CO analysis was conducted for future 2014 conditions with and without the proposed action.

Dispersion Analysis

Mobile source dispersion models are the basic analytical tools used to estimate pollutant concentrations from the emissions generated by motor vehicles as expected under given conditions of traffic, roadway geometry, and meteorology. CAL3QHC Version 2 is a line-source dispersion model that predicts pollutant concentrations near congested intersections and heavily traveled roadways. CAL3QHC input variables include free flow and calculated idle emission factors, roadway geometries, traffic volumes, site characteristics, background pollutant concentrations, signal timing, and meteorological conditions. CAL3QHC predicts inert pollutant concentrations, averaged over a one-hour period near roadways. This model was used to predict concentrations at the intersections.

CAL3QHC predicts peak one-hour pollutant concentrations using assumed meteorology and peak-period traffic conditions.

The analyses followed the USEPA's Intersection Modeling Guidelines (EPA-454/R-92-005) for CO modeling methodology and receptor placement. All major roadway segments (links) within approximately 1,000 feet from each analysis site (i.e., congested intersection) were considered.

Results

A summary of the results of the mobile source air quality modeling analysis for the 2014 future with and without the proposed action are provided in Table 3.17.2.

According to the CEQR Manual, exceeding the NAAQS constitutes a significant air quality impact. Additionally, New York City has established de minimis criteria to assess the significance of CO impacts based on the CO increment that would result from a project. A significant CO increase is defined as:

- An increase of 0.5 ppm or more in the maximum 8-hour average concentration at a location where the predicted No Build 8-hour concentration is equal to or between 8 and 9 ppm; or
- An increase of more than half the difference between No Build 8-hour concentrations and the 8-hour standard, when No Build concentrations are below 8 ppm.

Based on the predicted CO concentration levels for 2014 with or without the proposed action, the total CO concentration levels are well below the NAAQS and furthermore the predicted incremental maximum, in the future with the action, is well below the New York City CO de minimis criteria. Therefore, the proposed action would not result in a significant air quality impact.

TABLE 3.17-2
2014 MAXIMUM MODELED CO CONCENTRATIONS

Averaging Time Period	Background Concentration (ppm) ¹	No Build		Build		Build w/ Mitigation	
		Maximum Concentration (ppm)	Total (ppm)	Maximum Concentration (ppm)	Total (ppm)	Maximum Concentration (ppm)	Total (ppm)
8-hr	1.7	0.7	2.4	0.7	2.4	0.7	2.4
1-hr	2.3	1.0	3.3	1.0	3.3	1.0	3.3

1) 2008 NYSDEC New York State Air Quality Report Ambient Air Monitoring System

TABLE 3.17-3
2014 FUTURE WITH AND WITHOUT THE PROPOSED ACTION
MAXIMUM 8-HOUR CO INCREMENTAL LEVELS

Site #	Analysis Site	CO Analysis			
		8-hour CO Level (ppm) (No-Action)	8-hour CO Level (ppm) (Action)	8-hour CO Increment (ppm)	De minimis Threshold (ppm)
1	Metropolitan Avenue and Tonsor Street/ and Himrod Street and Himrod and Tonsor Streets	2.4	2.4	0.0	3.5
2					
3					

3.17.2 Stationary Sources

Impacts from boiler emissions associated with the proposed school are a function of fuel oil type, stack height, minimum distance from the source to the nearest building, and square footage of the proposed development. The proposed school will use rooftop gas-fired HVAC system. Information on potential stack height and development size was plotted on the graph for commercial and other developments in the *CEQR Technical Manual* for natural gas. This graph indicates the minimum distance between the proposed school and buildings of a similar or greater height in order to avoid a potential impact. The proposed school would be five stories high, and stack height for the emissions vent was estimated as three feet higher than the building height. For a building of approximately 94,769 square feet, the emissions vents should be at least approximately 35 feet from the nearest building of equal or greater height. The lot size, estimated site layout and proximate building heights are sufficient to accommodate this design consideration.

3.18 NOISE

This section evaluates the potential noise level impacts for a build year of 2014. The noise analysis includes an assessment of existing conditions (background noise) based on measured noise levels, an assessment of playground noise, and a determination of the level of building attenuation necessary to ensure that interior noise levels satisfy applicable interior noise criteria.

3.18.1 Noise Fundamentals

Noise is measured in sound pressure level (SPL), which is converted to a decibel scale. The decibel is a relative measure of the sound level pressure with respect to a standardized reference quantity. Decibels on the A-weighted scale are termed "dBA." The A-weighted scale is used for evaluating the effects of noise in the environment because it most closely approximates the response of the human ear. On this scale, the threshold of discomfort is 120 dB, and the threshold of pain is about 140. **Table 3.18-1** shows the range of noise levels for a variety of indoor and outdoor noise levels.

Because the scale is logarithmic, a relative increase of 10 decibels represents a sound pressure level that is 10 times higher. However, humans don't perceive a 10 dBA increase as 10 times or louder; they perceive it as twice as loud. The following is typical of human response to relative changes in noise level:

- 3 dBA change is the threshold of change detectable by the human ear,
- 5 dBA change is readily noticeable, and
- 10 dBA increase is perceived as a doubling of noise level.

Table 3.18-1				
Sound Pressure Level and Loudness of Typical Noises in Indoor and Outdoor Environments				
Noise Level (dBA)	Subjective Impression	Typical Sources		Relative Loudness (Human Response)
		Outdoor	Indoor	
120-130	Uncomfortably Loud	Air raid siren at 50 feet (threshold of pain)	Oxygen torch	32 times as loud
110-120	Uncomfortably Loud	Turbo-fan aircraft at take-off power at 200 feet	Riveting machine Rock band	16 times as loud
100-110	Uncomfortably Loud	Jackhammer at 3 feet		8 times as loud
90-100	Very Loud	Gas lawn mower at 3 feet Subway train at 30 feet Train whistle at crossing	Newspaper press	4 times as loud
80-90	Very Loud	Passing freight train at 30 feet Steamroller at 30 feet Leaf blower at 5 feet Power lawn mower at 5 feet	Food blender Milling machine Garbage disposal Crowd noise at sports event	2 times as loud
70-80	Moderately Loud	NJ Turnpike at 50 feet Truck idling at 30 feet Traffic in downtown urban area	Loud stereo Vacuum cleaner Food blender	Reference loudness (70 dBA)
60-70	Moderately Loud	Residential air conditioner at 100 feet Gas lawn mower at 100 feet Waves breaking on beach at 65 feet	Cash register Dishwasher Theater lobby Normal speech at 3 feet	as loud
50-60	Quiet	Large transformers at 100 feet Traffic in suburban area	Living room with TV on Classroom Business office Dehumidifier Normal speech at 10 feet	1/4 as loud
40-50	Quiet	Bird calls, Trees rustling, Crickets, Water flowing in brook	Folding clothes Using computer	1/8 as loud
30-40	Very quiet		Walking on carpet Clock ticking in adjacent room	1/16 as loud
20-30	Very quiet		Bedroom at night	1/32 as loud
10-20	Extremely quiet		Broadcast and recording studio	
0-10	Threshold of hearing			

Sources: *Noise Assessment Guidelines Technical Background*, by Theodore J. Schultz, Bolt Beranek and Newman, Inc., prepared for the US Department of Housing and Urban Development, Office of Research and Technology, Washington, D.C., undated; Sandstone Environmental Associates, Inc.; *Highway Noise Fundamentals*, prepared by the Federal Highway Administration, US Department of Transportation, September 1980; *Handbook of Environmental Acoustics*, by James P. Cowan, Van Nostrand Reinhold, 1994.

The sound pressure level (SPL) that humans experience typically varies from moment to moment. Therefore, a variety of descriptors are used to evaluate environmental noise levels over time. Some typical descriptors are defined below:

- L_{eq} is the continuous equivalent sound level. The sound energy from the fluctuating sound pressure levels is averaged over time to create a single number to describe the mean energy or intensity level. High noise levels during a monitoring period will have greater effect on the L_{eq} than low noise levels. The L_{eq} has an advantage over other descriptors because L_{eq} values from different noise sources can be added and subtracted to determine cumulative noise levels.
- L_{max} is the highest SPL measured during a given period of time. It is useful in evaluating L_{eq} s for time periods that have an especially wide range of noise levels.
- L_{10} is the SPL exceeded 10% of the time. Similar descriptors are the L_{50} , L_{01} , and L_{90} .

3.18.3 Noise Standards and Guidelines

In 1983, the New York City Department of Environmental Protection (NYCDEP) adopted the City Environmental Protection Order-City Environmental Quality Review (CEPO-CEQR) noise standards for exterior noise levels. These standards are the basis for classifying noise exposure into four categories based on the L_{10} : Acceptable, Marginally Acceptable, Marginally Unacceptable, and Clearly Unacceptable, as shown in **Table 3.9-2**. **Table 3.9-2** shows that the recommended interior noise level for a school is the same as for daytime residential noise: 65 dBA or less.

In 1994, based on research conducted by Allee King Rosen & Fleming, Inc., the New York School Construction Authority established an increase of 5 dBA as the impact criterion for noise from project-generated traffic and playgrounds. The level of 5.0 dBA was selected because it is an increase that is readily noticeable by residents and is the relative change at which sporadic complaints may be generated. It is a somewhat conservative criterion, given the fact that most state agencies in the metropolitan area have higher threshold criteria ranging from 6.0 dBA (New York State DOT) to 15 dBA (Connecticut DOT). Only New York City, with a variable threshold generally ranging from 3.0 to 5.0 dBA, has a lower criterion. For the purpose of determining potential project impacts, the SCA criterion of 5.0 dBA will be used.

Table 3-18.2
CEPO-CEQR Noise Exposure Guidelines for Use in City Environmental Impact Review

Receptor Type	Time Period	Acceptable General External Exposure	Airport ³ Exposure	Marginally Acceptable General External Exposure	Airport ³ Exposure	Marginally Unacceptable General External Exposure	Airport ³ Exposure	Clearly Unacceptable General External Exposure	Airport ³ Exposure
1. Outdoor area requiring serenity and quiet ²		$L_{10} \leq 55$ dBA	L _{dn} ≤ 60 dBA		L _{dn} ≤ 60 dBA		L _{dn} ≤ 60 dBA		L _{dn} ≤ 60 dBA
2. Hospital, Nursing Home		$L_{10} \leq 55$ dBA		$55 < L_{10} \leq 65$ dBA		$65 < L_{10} \leq 80$ dBA		$L_{10} > 80$ dBA	
3. Residence, residential hotel or motel	7 am to 10 pm	$L_{10} \leq 65$ dBA		$65 < L_{10} \leq 70$ dBA		$70 < L_{10} \leq 80$ dBA		$L_{10} > 80$ dBA	
	10 pm to 7 am	$L_{10} \leq 55$ dBA		$55 < L_{10} \leq 70$ dBA		$70 < L_{10} \leq 80$ dBA		$L_{10} > 80$ dBA	
4. School, museum, library, court house of worship, transient hotel or motel, public meeting room, auditorium, out-patient public health facility		Same as Residential Day (7 AM-10 PM)		Same as Residential Day (7 AM-10 PM)		Same as Residential Day (7 AM-10 PM)		Same as Residential Day (7 AM-10 PM)	
5. Commercial or office		Same as Residential Day (7 AM-11 PM)		Same as Residential Day (7 AM-11 PM)		Same as Residential Day (7 AM-11 PM)		Same as Residential Day (7 AM-11 PM)	
6. Industrial, public areas only ⁴	Note 4	Note 4	Note 4	Note 4	Note 4				
<p>Notes:</p> <p>(i) In addition, any new activity shall not increase the ambient noise level by 3 dBA or more;</p> <p>1 Measurements and projections of noise exposures are to be made at appropriate heights above site boundaries as given by American National Standards Institute (ANSI) Standards; all values are for the worst hour in the time period.</p> <p>2 Tracts of land where serenity and quiet are extraordinarily important and serve an important public need and where the preservation of these qualities is essential for the area to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks or open spaces dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet. Examples are grounds for ambulatory hospital patients and patients and residents of sanitariums and nursing homes.</p> <p>3 One may use the FAA-approved L_{dn} contours supplied by the Port Authority, or the noise contours may be computed from the federally approved INM Computer Model using flight data supplied by the Port Authority of New York and New Jersey.</p> <p>4 External Noise Exposure standards for industrial areas of sounds produced by industrial operations other than operating motor vehicles or other transportation facilities are spelled out in the New York City Zoning Resolution, Sections 42-20 and 42-21. The referenced standards apply to M1, M2, and M3 manufacturing districts and to adjoining residence districts (performance standards are octave band standards).</p> <p>Source: New York City Department of Environmental Protection (adopted policy 1983).</p>									

3.18.4 Noise Monitoring

Noise monitoring was carried out near the intersection of Metropolitan Avenue and Tonsor Street to establish existing noise levels in the vicinity of the proposed playground site. One noise monitoring site was on the south side of Metropolitan Avenue approximately 180 feet east of Tonsor Street, with the second noise monitoring site on the east side of Tonsor Street 150 feet south of Metropolitan Avenue. These locations were chosen to determine noise levels in the

vicinity of the adjacent residential building at 55-36 Metropolitan Avenue and 61-19 Tonsor Street, respectively. Figure 3.18-1 shows the noise monitoring locations.

To determine ambient noise levels, noise measurement was carried out between 12:00 and 1:00 pm, which is believed to be the peak usage hour for the proposed play area, on March 24, 2010. Noise levels were measured with a Bruel and Kjaer 2250 Sound Level Meter, which was mounted on a tripod at a height of 5 feet above the ground. The noise monitor was calibrated before and after use. A wind screen was used during all sound measurements except for calibration. All measurement procedures conformed to the requirements of ANSI Standard S1.13-1971 (R1976).

On Metropolitan Avenue, the sources of noise included local traffic, birds chirping, an emergency siren, pedestrian voices and 11 aircraft flyovers. Based on the L_{eq} of 68.9 dBA, the site would be in NYCDEP's Marginally Acceptable category of external noise exposure. On Tonsor Street, noise sources included local traffic, pedestrian voices, seven aircraft flyovers and car horns honking. The noise monitoring results are summarized in **Table 3.18-3**. The L_{10} of 64.9 dBA would place that site in NYCDEP's Marginally Acceptable Category.

Table 3.18-3
Monitored Noise Levels (dBA)

Site	Time of Day	Leq	L10	MinL	MaxL	L01	L90
Metropolitan Avenue	12:27-12:47 pm	68.9	71.6	52.1	87.1	78.8	57.0
Tonsor Street	12:05-12:25 pm	62.1	64.9	53.1	79.7	70.8	56.1

3.18.5 Future Without the Proposed Action

In the future without the proposed action, traffic within the study area is expected to increase by about one percent per year between 2009 and 2014. However, this traffic increase is not expected to result in a perceptible change in ambient noise levels. As no known development projects are expected in the future without the proposed action, it can be assumed that any changes in the ambient noise level in the study area would be imperceptible.

3.18.6 Future With the Proposed Action

3.18.6.1 Vehicular Traffic

The mobile source screening analysis addresses potential noise impacts associated with vehicular traffic generated by the proposed action. According to the *CEQR Technical Manual*, if existing passenger car equivalent (PCE) values are increased by 100 percent or more due to a proposed action, a detailed analysis is generally performed. As discussed in **Section 3.15, Traffic and**

Parking, PCE values are not projected to double at any local intersections under with-action conditions. As a result, no significant adverse mobile source noise impacts due to vehicular traffic are anticipated as a result of the proposed action.

3.18.6.2 Playground Noise

Estimates of playground noise associated with schools are based on research carried out in 1992 by James Cowan and Stephen Holley. The study showed that noise levels at the boundary of a playground would peak during the period from 11 am to 1 pm with an L_{eq} of:

- 71.4 dBA for an elementary school,
- 71.0 dBA for an intermediate school, and
- 68.2 dBA for a high school.

Based on the study by Cowan and Holley, the peak L_{eq} noise level at the boundary of a primary school playground would be 71.4 dBA. The location of the proposed playground has not yet been finalized, and although design plans are still preliminary, this analysis assumes two separate outdoor playgrounds as part of the proposed action. One would be located on the western edge of the project site, near the residential building at 61-19 Tonsor Street, with an additional playground proposed on the northern side of the project site, along Metropolitan Avenue and adjacent to the residential building at 55-36 Metropolitan Avenue. Both residential buildings currently abut the project site and would have windows facing the proposed playgrounds. The edge of the playground would be about 10 feet from a window at either abutting building. Based on the formulas provided by Cowan and Holley, noise from the playground would attenuate to 68.9 dBA at a distance of 10 feet. Adding this value to the traffic noise of 67.4 dBA at the receptor (68.9 dBA at the source) results in a total noise level of 70.9 dBA at the window of the residential building at 55-36 Metropolitan Avenue, as shown in **Table 3.9-8**. This is an increase of 3.5 dBA compared to No-Action conditions. Adding 68.9 dBA to the traffic noise of 60.6 dBA (62.1 at the source) at the receptor window at 61-19 Tonsor Street results in a total L_{eq} of 68.9 dBA at the receptor location. This is an increase of 8.3 dBA when compared with No-Action conditions.



Legend

★ - Noise Monitoring Location

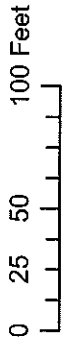


Figure 3.18-1 - Noise Monitoring Locations

P.S. 290

New York City School Construction Authority

Prepared by AECOM

As with most projects in the city, the proposed project would result in significant short-term impacts on adjacent properties. These temporary construction noise impacts would occur during the 8:00 a.m. to 3:00 p.m. period on weekdays. Construction noise is regulated by the New York City Noise Code and by the U.S. Environmental Protection Administration noise emission standards for construction equipment. These local and federal controls require that certain types of construction equipment and vehicles meet specific noise emission standards. Except under exceptional circumstances, City regulations limit construction activity to weekdays between the hours of 7:00 a.m. and 6:00 p.m., and construction materials must be handled and transported in a manner that avoids unnecessary noise.

3.19.3 Air Quality

Construction of the proposed project would result in increases in particulate matter from construction activity (primarily fugitive dust created by demolition, excavation, earth moving operations, etc.). Since the majority of the particles within construction-related fugitive dust are relatively large in size, much of the fugitive dust would settle to the ground within a short distance from the site and would not significantly affect nearby land uses.

To insure that the increases in ambient concentrations of particulate matter caused by construction would be reduced to minimal levels, dust control measures, such as watering of affected areas and the use of dust covers on trucks, would be used. In addition, all necessary measures would be implemented to insure compliance with the New York City Air Pollution Control Code regulating construction-related dust emissions. If these measures are implemented and sufficiently enforced by contractors, no significant air quality impacts due to fugitive dust emissions would be anticipated.

The carbon monoxide (CO) emissions from construction workers driving to the site and construction equipment operating at the site would not substantially change air quality conditions in the area. Heavy construction vehicles are typically diesel-powered and therefore emit relatively low amounts of CO. Other emissions from this equipment would not be sufficient to cause any significant problems in adjacent areas. However, every effort should be made to avoid placing equipment close to nearby residences to further minimize potential nuisance or health problems.

All construction at the site should be coordinated through the Mayor's Transportation and Construction Coordination Council to ensure that traffic lanes and pedestrian pathways are maintained to the maximum extent practicable.

3.20 PUBLIC HEALTH

A *CEQR* assessment of public health considers the effects of a proposed project on the health of the local community—the Ridgewood section of Queens in this case—and the City as a whole. Many public health concerns are closely related to air quality, hazardous materials, construction, and natural resources (water quality). Although these impact areas are discussed in earlier EAF sections, they are reviewed under *CEQR* in light of their specific impact on public health.

The screening assessment for public health impacts focuses on the following urban health concerns:

- Increased vehicular traffic or emissions from stationary sources resulting in significant air quality impacts;
- Increased exposure to heavy metals and other contaminants in soil/dust resulting in significant adverse impacts;
- The presence of contamination from historic spills or release of substances that might have been affected or might affect groundwater to be used as a source of drinking water;
- Solid waste management practices that could attract vermin and result in an increase in pest populations; and
- Potential significant adverse impacts to sensitive receptors from noise and odors.

The proposed school would not significantly increase vehicle numbers, according to the *CEQR Technical Manual* guidelines. Nor would the proposed school introduce significant adverse air quality or soil and groundwater contaminants impacts. Furthermore, construction traffic, air, and noise impacts will be minimal or in the allowed boundaries. Therefore, no impacts are expected and a more detailed public health analysis is not warranted.

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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in favor in opposition

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Name: Katherine Cancublo Johnson

Address: 420 104 Avenue

I represent: FS 51 Community

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

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in favor in opposition

Date: 6/15/10

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Name: Lucas Shapiro

Address: 777 10th Ave NYC

I represent: Housing Coordination Coordinator

Address: _____

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127

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(PLEASE PRINT)

Name: Jesse MOTICA

Address: 851 Grand Concourse - A/C

I represent: BRONX BP RUBEN DIAZ JR

Address: _____

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Appearance Card

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Name: Cynthia Williams

Address: 1008 Summit Avenue, BSMT

I represent: United Parents of Highbridge

Address: 979 Ogden Avenue Bx, NY 10452

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Name: Jesse Monica

Address: _____

I represent: Bronx Bus Pres Ruben Diaz, Jr

Address: 851 Grand Conc.

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P.S. 290
P.S. 287
PS 285

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Name: ANNA CIECIERSKA

Address: _____

I represent: NYCSCA

Address: 30-30 THOMSON AVE, LIC NY 11101

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P.S. 240
P.S. 250
P.S. 287
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Appearance Card

[]

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 in favor in opposition
Date: 6/15/10 P.S. 287

(PLEASE PRINT)

Name: Gregory P. Shaw
Address: 30-30 Thomson Ave LIC NY
I represent: NMCSCA
Address: 30-30 Thomson Ave LIC NY

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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I intend to appear and speak on Int. No. _____ Res. No. _____
 in favor in opposition
Date: _____

(PLEASE PRINT)

Name: Gregory Shaw
Address: _____
I represent: SCA, Principle Attorney
Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____
 in favor in opposition
Date: _____

(PLEASE PRINT)

Name: Kenrick Ou
Address: Director, Real Estate SCA
I represent: _____
Address: Gregory Shaw

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 in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Jose Gonzalez

Address: 939 Woodcrest Ave

I represent: H. G. Bridge Community

Address: _____

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Appearance Card

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 in favor in opposition

Date: 6/15/2010

(PLEASE PRINT)

Name: Chauncy Young

Address: 1177 Anderson Ave, Apt 4F Bronx NY 10452

I represent: Highbridge United / United Parents of Highbridge

Address: 979 Ogden Ave Bronx NY 10452

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THE CITY OF NEW YORK**

Appearance Card

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 in favor in opposition

Date: 6/15/10

(PLEASE PRINT)

Name: Kenrick on

Address: 30-30 Thomson Ave

I represent: Schoor Constr. Astoria

Address: _____

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THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. LU.123 Res. No. _____

in favor in opposition

Date: 10.15.2010

(PLEASE PRINT)

Name: Jenny Fernandez

Address: 1 Centre Street

I represent: Landmarks Preservation Comm.

Address: S/A/A

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THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. LU No. 127 Res. No. _____

in favor in opposition
not in favor hear appeal

Date: _____

(PLEASE PRINT)

Name: Edu Hermelyn / NYS Assemblywoman

Address: 930 Grand Conc. Vanessa Gibson

I represent: NYS Assemblywoman Vanessa L. Gibson

Address: _____

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