

NEW YORK CITY SCHOOL  
CONSTRUCTION AUTHORITY



September 11, 2008

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

Dear Mayor Bloomberg:

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

- P.S./I.S. 89, Brooklyn
- Block 3952, Lots 1, 2, 45 & 47
- Northeast Corner of Atlantic Avenue and Warwick Street
- Community School District No. 19
- Brooklyn Community Board No. 5

The project site contains a total of approximately 16,400 square feet (0.37 acres) in lot area, and is located at the northeast corner of Atlantic Avenue and Warwick Street in the Cypress Hills section of Brooklyn. The site contains vacant structures that were formerly occupied by manufacturing uses. Under the proposed project, the SCA would demolish all on-site structures and construct a new, approximately 430-seat primary/intermediate school facility on the site that would provide a permanent location for the P.S. 89 school organization, which currently shares space with another public school at 350 Linwood Street.

The Notice of Filing of the Site Plan was published in the New York Post and the City Record on May 23, 2008. Brooklyn Community Board No. 5 was notified on May 23, 2008, and was asked to hold a public hearing on the proposed Site Plan. Brooklyn Community Board No. 5 did not hold a public hearing, nor did it submit written comments on the Site Plan. The City Planning Commission was also notified on May 23, 2008, and recommended in favor of the proposed Site Plan.

The Honorable Michael R. Bloomberg  
Mayor, City of New York  
P.S./I.S. 89, Brooklyn  
September 11, 2008  
Page 2 of 2

The Authority has considered all comments received on the proposed project and affirms the Site Plan pursuant to §1731.5 of the Public Authorities Law. In accordance with §1732 of the Public Authorities Law, the Authority is submitting the Site Plan to your Honor and the Council for review. Enclosed also is a copy of the Amended Negative Declaration that has been prepared for this project pursuant to the State Environmental Quality Review Act.

The Authority 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,



Sharon L. Greenberger  
President & CEO

Encl.

c: Hon. Christine C. Quinn (w/o attachments)  
Hon. Dennis M. Walcott, Dep. Mayor for Education & Community Development  
Kathleen Grimm, Deputy Chancellor for Finance and Administration



# SITE PLAN FOR P.S. 89, BROOKLYN (AKA CYPRESS HILLS COMMUNITY SCHOOL)

Brooklyn Block 3952, Lots 1, 2, 45 & 47  
Community School District No. 19

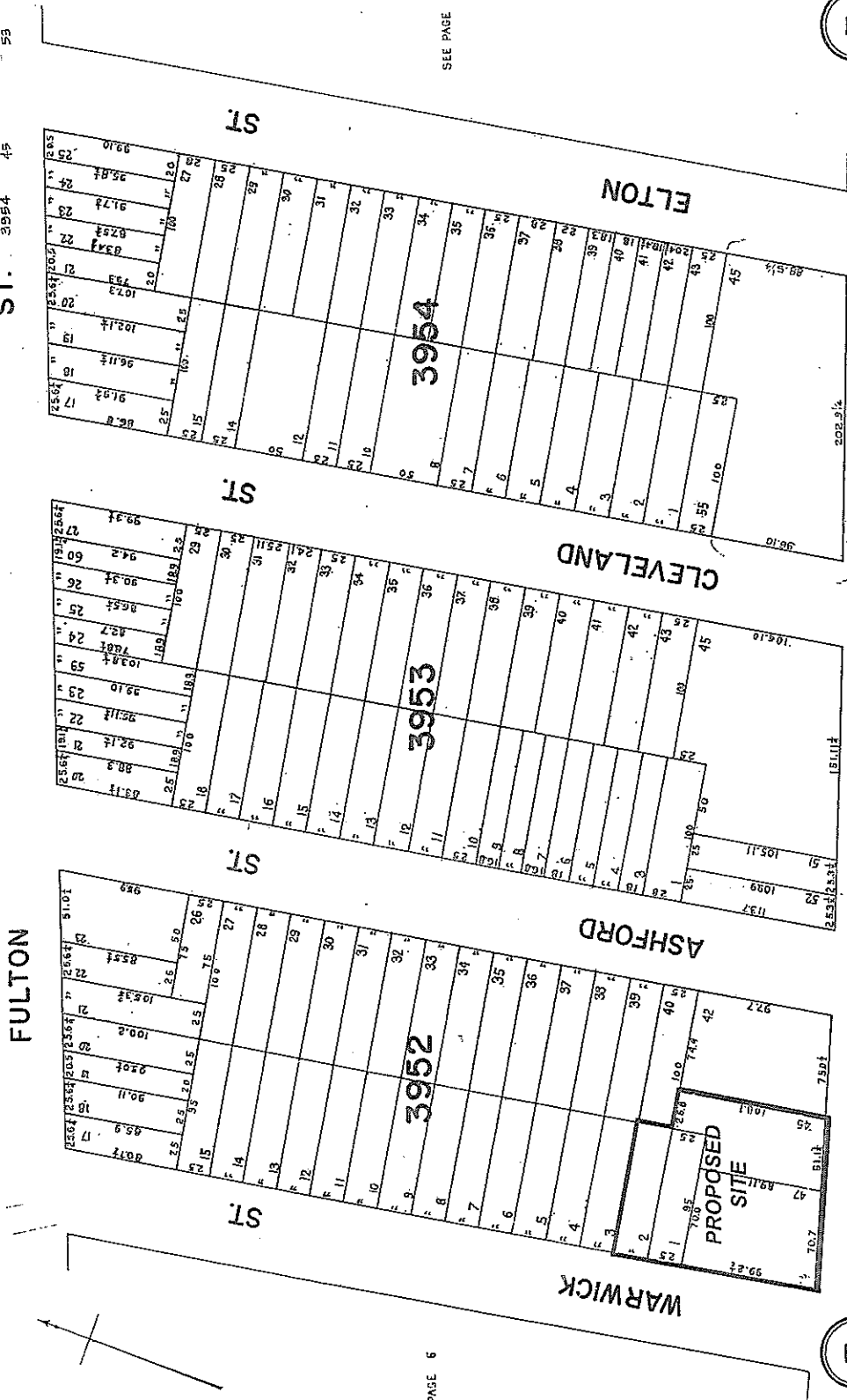
\$1731: 05/23/08-07/07/08  
\$1732: 09/11/08-09/30/08

SEE PAGE 3  
ST. BLOCK LOT NEW PROF  
3954 45 55

SEE PAGE 3

SEE PAGE 6

SEE PAGE 6



7

7

19/2

ATLANTIC AVE.

DT 141-48.5

SEE PAGE 13

SEE PAGE 12



CITY PLANNING COMMISSION  
CITY OF NEW YORK  
OFFICE OF THE CHAIR

July 7, 2008

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 May 23, 2008 in which notice was given to the City Planning Commission of the proposed site selection of Block 3952, Lots 1, 2, 45 and 47 in the borough of Brooklyn (Community District 5) for the construction of a 330-seat Elementary/Intermediate school facility for Community School District 19's P.S. 89.

In view of the need for this school facility for P.S. 89, the City Planning Commission recommends in favor of the proposed site.

Very sincerely,

A handwritten signature in black ink, appearing to read "A.M. Burden".

Amanda M. Burden

c: Ross J. Holden  
Kathleen Grimm  
Betty Mackintosh  
Purnima Kapur

## 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 3952, Lots 1, 2, 45 and 47, located in the Borough of Brooklyn, for the development of a new, approximately 330-seat primary/intermediate school facility to accommodate P.S 89, Brooklyn, in Community School District No. 19.

The proposed site is owned by the Cypress Hills Community School Development Corporation and contains a total of approximately 16,400 square feet of lot area (0.37 acres). 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 July 7, 2008.

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For publication in the New York Post (5 Borough Edition) and the City Record on Friday, May 23, 2008.



# SITE PLAN FOR P.S. 89, BROOKLYN (AKA CYPRESS HILLS COMMUNITY SCHOOL)

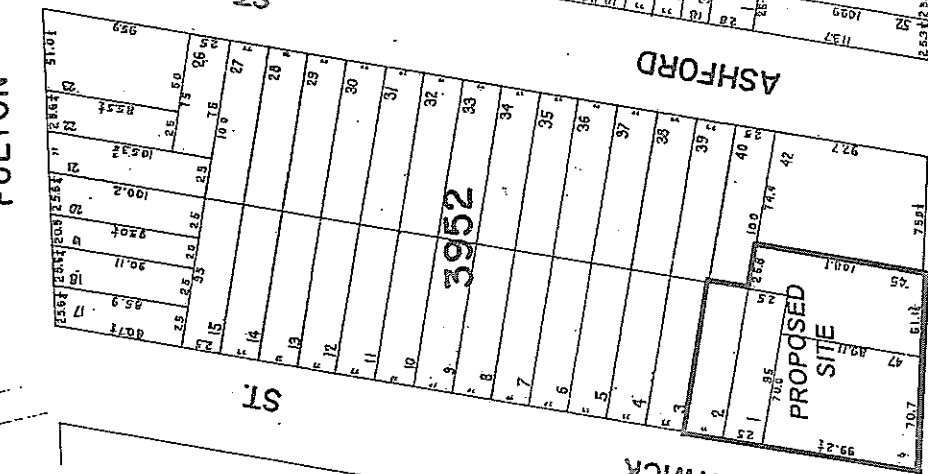
Brooklyn Block 3952, Lots 1, 2, 45 & 47  
Community School District No. 19

\$1731: 05/23/08-07/07/08

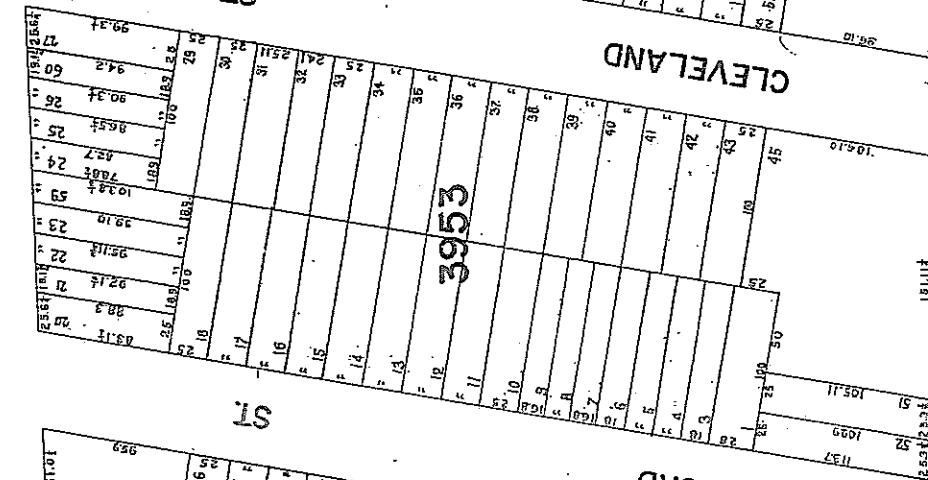
ST. BLOCK LOT NEW DROP  
45 3954 45

SEE PAGE 3

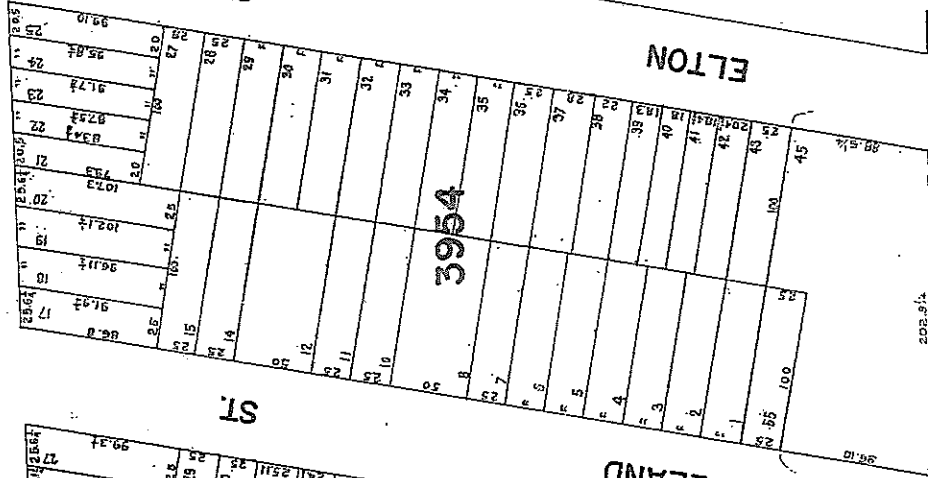
FULTON



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ATLANTIC

BT 141-48.5

AVE.

SEE PAGE 13

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7

13/2

**ALTERNATE SITES ANALYSES  
NEW, APPROXIMATELY 330-SEAT  
PRIMARY/INTERMEDIATE SCHOOL FACILITY  
FOR P.S. 89, BROOKLYN  
Block 3952, Lots 1, 2, 45 and 47  
School District No. 19, Brooklyn**

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The proposed site for the proposed new school facility is owned by the Cypress Hills Community School Development Corporation and has been leased to the New York City Department of Education for the purpose of providing a permanent home for the P.S. 89 school organization, which currently shares space with another public school at 350 Linwood Street, Brooklyn.

The Department of Education had originally planned to renovate two of the existing on-site structures into a permanent facility for P.S. 89. However, in the course of renovations, the extent of the existing structures' deterioration was revealed and it was determined that completion of the renovations would be less cost-effective than construction of an entirely new facility.

Since the site had been determined to be an appropriate permanent location for P.S. 89 and is under a long-term lease to the Department of Education for occupancy by P.S. 89, alternate sites are not being considered.

NEW YORK CITY SCHOOL  
CONSTRUCTION AUTHORITY

May 23, 2008



Mr. Earl Williams  
Chairperson  
Brooklyn Community Board No. 5  
127 Pennsylvania Avenue  
Brooklyn, New York 11207

**Re: P.S. 89, Brooklyn (aka Cypress Hills Community School)  
Community School District No. 19**

Dear Mr. Williams:

Pursuant to §1731 of the New York City School Construction Authority Act, notice is hereby given of the proposed site selection of Block 3952, Lots 1, 2, 45 and 47, located in the Borough of Brooklyn, for the construction of a new, approximately 330-seat facility for P.S. 89 in Community School District No. 19. The SCA had previously leased the site and planned to renovate the existing on-site structures for P.S. 89's occupancy. At this point, the SCA proposes to demolish the existing structures and construct an entirely new facility for P.S. 89.

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 July 7, 2008. 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 & CEO

c: Kathleen Grimm, Deputy Chancellor for Finance & Administration  
Walter Campbell, District Manager, Brooklyn Community District No. 5

30 - 30 Thomson Avenue  
Long Island City, NY 11101-3045  
TEL 718 472-8000  
FAX 718 472-8840  
Web Site: [www.nycsca.org](http://www.nycsca.org)



NEW YORK CITY SCHOOL  
CONSTRUCTION AUTHORITY



May 23, 2008

Amanda M. Burden, AICP  
Chairperson  
City Planning Commission  
22 Reade Street  
New York, New York 10007

**Re: P.S. 89, Brooklyn (aka Cypress Hills Community School)  
Community School District No. 19**

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 3952, Lots 1, 2, 45 and 47, located in the Borough of Brooklyn, for the construction of a new, approximately 330-seat facility for P.S. 89 in Community School District No. 19. The SCA had previously leased the site and planned to renovate the existing on-site structures for P.S. 89's occupancy. At this point, the SCA proposes to demolish the existing structures and construct an entirely new facility for P.S. 89.

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 July 7, 2008. 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,

Sharon L. Greenberger  
President & CEO

Attachments

c: Kathleen Grimm, Deputy Chancellor for Finance & Administration  
Sarah Whitham, NYC Department of City Planning

NEW YORK CITY SCHOOL  
CONSTRUCTION AUTHORITY

May 23, 2008



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

**Re: P.S. 89, Brooklyn (aka Cypress Hills Community School)  
Community School District No. 19**

Dear Speaker Quinn:

Attached please find copies of the site selection notification for the selection of Block 3952, Lots 1, 2, 45 and 47, located in the Borough of Brooklyn, for the construction of a new, approximately 330-seat facility for P.S. 89 in Community School District No. 19. The SCA had previously leased the site and planned to renovate the existing on-site structures for P.S. 89's occupancy. At this point, the SCA proposes to demolish the existing structures and construct an entirely new facility for P.S. 89.

This notification was sent to Brooklyn 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 and City Record on May 23, 2008, and the SCA will continue to accept public comments until July 7, 2008.

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 & CEO

Attachments

- c: Kathleen Grimm, Deputy Chancellor for Finance & Administration
- Hon. Melinda Katz, Land Use Committee
- Hon. Jessica Lappin, Subcommittee on Landmarks, Public Siting & Maritime Uses
- Hon. Erik Martin Dilan, District Councilmember
- Gail Benjamin, Director, Land Use Division
- Alonzo Carr, Land Use Division

NEW YORK CITY SCHOOL  
CONSTRUCTION AUTHORITY



May 23, 2008

The Honorable Marty Markowitz  
President, Borough of Brooklyn  
209 Joralemon Street  
Brooklyn, New York 11201

**Re: P.S. 89, Brooklyn (aka Cypress Hills Community School)  
Community School District No. 19**

Dear Borough President Markowitz:

Attached please find copies of the site selection notification for the selection of Block 3952, Lots 1, 2, 45 and 47, located in the Borough of Brooklyn, for the construction of a new, approximately 330-seat facility for P.S. 89 in Community School District No. 19. The SCA had previously leased the site and planned to renovate the existing on-site structures for P.S. 89's occupancy. At this point, the SCA proposes to demolish the existing structures and construct an entirely new facility for P.S. 89.

This notification was sent to Brooklyn 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 and City Record on May 23, 2008, and the SCA will continue to accept public comments until July 7, 2008.

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 & CEO

Attachments

c: Kathleen Grimm, Deputy Chancellor for Finance & Administration

NEW YORK CITY SCHOOL  
CONSTRUCTION AUTHORITY



May 23, 2008

The Honorable Darryl C. Towns  
New York State Assembly, 54<sup>th</sup> District  
District Office  
840 Jamaica Avenue  
Brooklyn, New York 11208

**Re: P.S. 89, Brooklyn (aka Cypress Hills Community School)  
Community School District No. 19**

Dear Assemblyman Towns:

Attached please find copies of the site selection notification for the selection of Block 3952, Lots 1, 2, 45 and 47, located in the Borough of Brooklyn, for the construction of a new, approximately 330-seat facility for P.S. 89 in Community School District No. 19. The SCA had previously leased the site and planned to renovate the existing on-site structures for P.S. 89's occupancy. At this point, the SCA proposes to demolish the existing structures and construct an entirely new facility for P.S. 89.

This notification was sent to Brooklyn 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 and City Record on May 23, 2008, and the SCA will continue to accept public comments until July 7, 2008.

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 & CEO

Attachments

c: Kathleen Grimm, Deputy Chancellor for Finance & Administration



May 23, 2008

The Honorable Martin Malave Dilan  
New York State Senate, 17<sup>th</sup> District  
District Office  
786 Knickerbocker Avenue  
Brooklyn, New York 11207

**Re: P.S. 89, Brooklyn (aka Cypress Hills Community School)  
Community School District No. 19**

Dear State Senator Dilan:

Attached please find copies of the site selection notification for the selection of Block 3952, Lots 1, 2, 45 and 47, located in the Borough of Brooklyn, for the construction of a new, approximately 330-seat facility for P.S. 89 in Community School District No. 19. The SCA had previously leased the site and planned to renovate the existing on-site structures for P.S. 89's occupancy. At this point, the SCA proposes to demolish the existing structures and construct an entirely new facility for P.S. 89.

This notification was sent to Brooklyn 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 and City Record on May 23, 2008, and the SCA will continue to accept public comments until July 7, 2008.

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 & CEO

Attachments

c: Kathleen Grimm, Deputy Chancellor for Finance & Administration

NEW YORK CITY SCHOOL  
CONSTRUCTION AUTHORITY



May 23, 2008

Mr. David Best  
President  
Community Education Council No. 19  
557 Pennsylvania Avenue, Room No. 315  
Brooklyn, New York 11207

**Re: P.S. 89, Brooklyn (aka Cypress Hills Community School)  
Community School District No. 19**

Dear Mr. Best:

Attached please find copies of the site selection notification for the selection of Block 3952, Lots 1, 2, 45 and 47, located in the Borough of Brooklyn, for the construction of a new, approximately 330-seat facility for P.S. 89 in Community School District No. 19. The SCA had previously leased the site and planned to renovate the existing on-site structures for P.S. 89's occupancy. At this point, the SCA proposes to demolish the existing structures and construct an entirely new facility for P.S. 89.

This notification was sent to Brooklyn Community Board No. 5 and the City Planning Commission. We have requested that Brooklyn 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 July 7, 2008.

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 & CEO

Attachments

c: Kathleen Grimm, Deputy Chancellor for Finance & Administration



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

**DATE:** September 10, 2008

**PROJECT NUMBER:** 03-004 (A)

**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 Section 1730(2) of the Public Authorities Law, the New York City School Construction Authority (SCA) is SEQR Lead Agency.

In December 2003, the SCA issued a Negative Declaration (Project No. 03-004) for the lease and conversion of two existing interconnected structures for public school use, and the demolition of an existing structure for schoolyard use. Following that determination, modifications to the project have been proposed, which call for demolition of all existing on-site structures and construction of an entirely new primary/intermediate school facility on the site with a capacity of approximately 430 seats.

The SCA, as Lead Agency, has determined that the project as currently proposed (and described below) will have no significant impact on the quality of the environment, and a Draft Environmental Impact Statement (DEIS) will not be prepared. Accordingly, this Revised Negative Declaration supersedes the previous Negative Declaration of December 12, 2003.

**NAME OF ACTION:** P.S./I.S. 89, Brooklyn  
Cypress Hills Community School

**LOCATION:** 2911-2923 Atlantic Avenue  
and 251-253 Warwick Street Brooklyn, New York  
Tax Block 3952, Tax Lots 1, 2, 45 & 47

**SEQR STATUS:** Unlisted

P.S./I.S. 89, Brooklyn  
SEQR Project No. 03-004 (A)  
Revised Negative Declaration  
September 10, 2008

## REVISED 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 to construct a new, approximately 430-seat primary and intermediate school facility at the northeast corner of Atlantic Avenue and Warwick Street in the Cypress Hills section of Brooklyn. The site is an assemblage of four tax lots that currently contain three vacant structures and a vacant lot. Under the proposed action, all on-site structures would be demolished to permit construction of the new school facility. This project would be undertaken pursuant to DOE's Five-Year Capital Plan for Fiscal Years 2005-2009.

The project's purpose is to create a permanent facility to house and accommodate the expected enrollment growth of the DOE's Cypress Hills Community School (also known as P.S. 89, Brooklyn). P.S. 89 currently operates on the grounds of I.S. 302, which is located two blocks east of the subject site, at 350 Linwood Street.

Approximately 250 students currently attend P.S. 89, which occupies portions of I.S. 302's building as well as Transportable Classroom Units located in the schoolyard. The project would provide approximately 430 seats of additional permanent capacity at the primary and intermediate levels within Community School District No. 19. According to the Capital Plan, District No. 19 needs a total of 1,030 seats at the primary and intermediate levels in order to address existing overcrowding and forecast changes in student enrollments, as well as to reduce the district's reliance on Transportable Classroom Units and minischool buildings over 20 years old.

According to preliminary plans, the proposed new school facility would be a four-story (plus cellar) structure containing a total of approximately 55,500 gross square feet. The school's main entrance would be located on the site's Warwick Street frontage, and its street-level schoolyard located on the Atlantic Avenue portion of the site. The new school facility would contain general education classrooms, science demonstration room/lab, gymnasium, library, administrative and support space, kitchen area, and student cafeteria to accommodate pre-kindergarten through eighth grade students.

The SCA would begin demolition of the on-site structures in Fall, 2008, with student occupancy of the new facility scheduled to begin in September, 2010.



P.S./I.S. 89, Brooklyn  
SEQR Project No. 03-004 (A)  
Revised Negative Declaration  
September 10, 2008

**Reasons Supporting This Determination:**

A comprehensive Environmental Assessment Form (EAF) and Supplemental Environmental Studies for this action were completed, and a Negative Declaration was issued on December 12, 2003. A Technical Memorandum was prepared to assess the modifications to the project since the issuance of the Negative Declaration. 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 and zoning; community facilities; neighborhood character; historic and archaeological resources; urban design and visual resources; infrastructure and energy; traffic and transportation; air quality; noise; soil and groundwater; and, construction-related impacts.

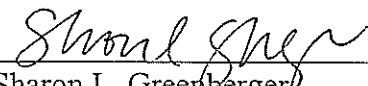
The proposed project would have the beneficial impact of providing a permanent facility for P.S. 89, and would also provide approximately 430 seats of capacity within Community School District No. 19.

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

  
\_\_\_\_\_  
Sharon L. Greenberger  
President & CEO

\_\_\_\_\_  
September 10, 2008  
Date

# Memo

**To:** Kenrick Ou, New York City School Construction Authority  
**From:** Robert Michel / Jordan Smith, Urbitran Associates  
**Re:** Revisions to Primary School 89, Cypress Hills, Brooklyn  
**Date:** 7/25/08

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An Environmental Assessment Form (EAF), supplemental studies, and State Environmental Quality Review (SEQR) analyses were originally prepared in December, 2003 for the relocation of P.S. 89 in Cypress Hills, Brooklyn. Since that time, several critical design changes have occurred that necessitate the preparation of this Technical Memorandum, which is intended to serve as an addendum to these previously-prepared materials. A revised SEQR Full Environmental Assessment Form has been included in **Appendix A**.

The following paragraphs explain the changes which would occur in the original assessment, if any.

## 1.1 PROJECT DESCRIPTION

Under the original proposal, P.S. 89 was to be moved from its original location at 350 Lynwood Street to an existing structure two blocks east at the northeast corner of Atlantic Avenue and Warwick Street (Block 3952, Lots 1, 2, 45 and 47). This structure was to be renovated and adapted for use as a 400-seat P.S./I.S. This is the scenario assessed in the original EAF.

In the course of renovation, it was learned that the structure intended to be retained had deteriorated more severely than expected. Therefore, the decision was made to demolish all structures and construct an entirely new school facility on the same site (see **Appendix B**). The proposed facility would serve pre-kindergarten through eighth grade students in Community School District 19. Design options note that the proposed building would be four stories tall and contain 54,115 square feet, and contain a student capacity of 430 seats (30 seats more than previously considered). Currently there are two structures on the four tax lots, including a three-story manufacturing building (Block 3952, Lots 45 and 47) and an associated two-story structure (Lot 1). Both are currently vacant. Lot 2 has not been improved with a structure.

Another design change is the placement of the playground on the lot fronting Atlantic Avenue (a portion of Lot 45) instead of the lot fronting Warwick Street (Lot 2). Possible noise impacts on adjoining neighbors and mitigation measures by the NYC SCA were previously considered and thoroughly discussed in the supplemental studies of the earlier EAF.

Although the updated design scheme includes demolition of all existing structures, as well as an increase in seating capacity, our review indicates no additional impacts are expected.



The previous report also discussed overcrowding at P.S. 89 and I.S. 302 to justify the need for additional capacity (both schools currently occupy the same building). At the time the previous EAF was submitted, it was noted that the north side of Community School District 19 was overcrowded. As of 2007, P.S. 89 and I.S. 302 (the intermediate school whose students occupy the on-site transportable units) operated at utilizations of 101% and 114%, respectively. Taken collectively, the school unit operates at a utilization of 106% (see **Table 1**).

**TABLE 1  
ENROLLMENT FIGURES FOR SCHOOL YEAR 2006-2007**

SCHOOL	ADDRESS	CAPACITY	ENROLLMENT	UTILIZATION
P.S. 89	350 Lynwood Street	140	141	101%
I.S. 230	350 Lynwood Street Transportable Classrooms	90	103	114
<b>TOTAL</b>		<b>230</b>	<b>244</b>	<b>106%</b>

Source: New York City Department of Education

As originally discussed, the proposed facility would directly alleviate overcrowding at P.S. 89 and I.S. 302, as well as the additional primary and intermediate schools throughout Community School District 19. Thus, the proposed project is still consistent with the "purpose and need" section, as outlined by the NYC SCA.

## 1.2. LAND USE AND ZONING

### 1.2.1 Land Use

The project site is located in the northern portion of Brooklyn Community District #5 (CD #5), which encompasses the neighborhoods of East New York, New Lots, Highland Park and Starrett City. The site was and currently still is developed with a vacant three-story manufacturing building. The lot north of this building, which the SCA proposes to acquire and demolish, contains an associated semi-attached two-story manufacturing structure. North of this lot is a vacant lot which the SCA also proposes to acquire and improve.

At the time of the completion of the previous EAF, the majority of land uses in CD #5, estimated by the New York City Department of City Planning (NYC DCP) for the 2002/2003 fiscal year, comprised predominantly of one and two-family residences (25 percent), multi-family residences (21 percent) vacant land (19 percent), and institutional uses (8 percent). The project study area (land uses within approximately one-quarter mile of the project site) contained a mix of residential, retail, commercial, open space and institutional uses.

Land uses have generally remained the same since the previous EAF was completed, as outlined below in **Table 2**. As of 2007, the distribution of land uses within CD #5 has remained around 26 percent for one and two-family residences and 20 percent for multi-family residences. Vacant land has decreased from 19 to 14 percent, open space has increased from 6 to 10.7 percent, and institutional uses have decreased from 8 to 7 percent.

**TABLE 2  
DISTRIBUTION OF LAND USE FOR BROOKLYN  
COMMUNITY DISTRICT #5**

LAND USES	2002 <sup>1</sup>	2007 <sup>2</sup>
Residential Uses		
1-2 Family	25%	25.6%
Multi-Family	21%	20.4%
Mixed Residential/Commercial	3%	2.3%
Subtotal of Residential	49%	48.3%
Industrial/Manufacturing	7%	6.0%
Commercial/Office	3%	3.5%
Transportation/Utility	3%	3.2%
Public Facilities/Institutions	8%	7.2%
Open Space/Outdoor Recreation	6%	10.7%
Parking Facilities	4%	5.8%
Vacant Land	19%	14.2%
Miscellaneous	N/A	1.1%
<b>TOTAL</b>	<b>100.0%</b>	<b>100.0%</b>

As shown above in **Table 2**, the character and land uses of CD #5 have not significantly changed since the previous EAF was prepared five years ago. Though the area is still predominately comprised of residences and vacant land, an increase in open space has coincided with a decrease in vacant land. The proposed school would still be consistent with existing land uses within CD #5.

### **1.2.2 Zoning**

Although detailed design plans were not available at the time, the previous EAF listed a building footprint of approximately 12,302 square feet for an approximate 41,140 square feet building, with the remainder of the school grounds containing approximately 2,375 square feet of street level play area. The project site was and is located within an M1-1 residential zoning district, which allows community facilities, such as schools, libraries and hospitals, to be built at a greater bulk than manufacturing and commercial uses, up to a Floor Area Ratio (FAR) of 2.4.

The FAR of 2.4 allows up to 39,336 square feet of floor area on the project site. The preliminary design scheme proposes development over this amount, at 54,115 square feet (FAR 3.0). The proposed school would not comply with FAR, rear yard, front yard, and height and setback restrictions for this zoning district. A zoning waiver from the Deputy Mayor for Policy would therefore be required.

<sup>1</sup> Community District Needs, Brooklyn, Fiscal Years 2002/2003

<sup>2</sup> New York City Department of City Planning, Community District Profiles, 2007

## **1.2.2 COMMUNITY FACILITIES**

The revised plan for the proposed school increases the student capacity by 30 seats. Regardless of this change, the new facility would still not increase the number of local residents in the area, and therefore would not directly or indirectly impact community facilities (police, fire, parks and recreation, health and other public services) within the neighborhood. Furthermore, construction of the proposed school would positively impact other primary and intermediate schools within Community School District #19, and would allow more students to attend a school closer to their home.

In terms of solid waste, elementary schools typically generate solid waste at a rate of three pounds per week per student. Previously, with 400 seats, the proposed school could have generated up to 1,400 pounds (0.7 tons) of solid waste per week. The increase of 30 seats has the potential to increase this rate by 105 pounds per week, for a new net total of up to 1,505 pounds (0.75 tons) of solid waste per week. This decreased amount is negligible, given the amount of solid waste disposed of by the Department of Sanitation each week.

## **1.2.3 NEIGHBORHOOD CHARACTER**

The NYC SCA has acquired and proposes to demolish the joined commercial buildings at the northeast corner of Atlantic Avenue and Warwick Street (Block 3952, Lots 1, 2, 45 and 47) and construct the proposed school and playground. Design options for the proposed school were not available at the time the previous EAF was prepared. The NYC SCA has now selected a preliminary design for the proposed facility.

The character of the neighborhood has not significantly changed since the previous EAF was prepared five years ago. The majority of the study area still consists of residences, vacant land and local institutions and public facilities. The neighborhood had historically been a manufacturing area with many small factories; however, land uses over the last few decades have changed into the present-day residences, with commercial uses along the Atlantic Avenue and Fulton Street corridors.

The proposed school represents an improvement in the neighborhood, as the school would replace the existing manufacturing building with one more suitable for a residential neighborhood. The proposed design would positively complement the streetscape and surrounding residential neighborhood. The proposed four-story building would be similar in size to the existing structure and four-story commercial building located across Warwick Street, but would require a zoning waiver from the Deputy Mayor of Policy. Despite the need for a zoning waiver, the proposed school would not alter the character of the neighborhood. Additionally, the proposed school playground would increase the amount of active open space in the neighborhood.

## **1.2.4 HISTORIC AND ARCHEOLOGICAL RESOURCES**

The recent changes to PS 89 would not affect any historic or archeological resources. The buildings located on the northeast corner of Atlantic Avenue and Warwick Street were constructed in the first half of the 20<sup>th</sup> Century for use as a light manufacturing facility. The property has been vacant since July, 2002. The project site was not previously and has not since been designated a New York City Landmark, nor is it listed on the State and National Register of Historic Places. The proposed demolition of the existing on-site structures and construction of the school would still require review and approval from the State Historic Preservation Office (SHPO).

### **1.2.5 URBAN DESIGN AND AESTHETICS**

As previously stated, the character of the neighborhood has not significantly changed since the previous EAF was prepared five years ago. The majority of the study area still consists of residences, vacant land, local institutions and open space.

While the proposed four-story building would require a zoning wavier from the Deputy Mayor of Policy, the school would not alter the visual character of the neighborhood, nor disrupt the urban design of the blockfront. Although design plans were not available at the time, the previous EAF assumed, discussed, and analyzed that the proposed school facility would consist of a new four-story school building on the project site with approximately 41,140 square feet, representing the worst case scenario for development by the NYC SCA. No impacts were identified at that time. As the existing three-story manufacturing building will no longer be renovated and is instead proposed to be demolished, a new building design is being advanced that consists of a total gross area of 54,115 square feet.

The proposed school building would provide a unique visual distinction and appearance along Warwick Street and Atlantic Avenue. The final school design would consider the façade material and elements of the surrounding area, especially the four-story commercial building located across Warwick Street from the project site. The architectural treatment chosen would create a visual harmony between the visual elements of both school buildings and the surrounding residences, yet would retain an individual appearance. The proposed facility would thus still not adversely impact the urban design or visual quality of the surrounding neighborhood.

### **1.2.6 INFRASTRUCTURE AND ENERGY**

A small increase in the number of student capacity at the proposed school would not have a significant affect on the City's infrastructure (i.e. water supply and sewers) and energy levels.

#### **1.2.6.1 Water Supply**

According to the *CEQR Technical Manual*, each elementary school seat consumes approximately 30 gallons of water per day. Previously, P.S. 89 had the potential to increase local water usage by 4,410 gallons per day (gpd), for a total building consumption of 12,000 gpd. The *CEQR Technical Manual* also states that a building's air conditioning can consume approximately 0.10 gpd per square foot of floor area. Since the previous EAF assumed an approximate floor area of 41,140 square feet, the building's air conditioning had the potential to consume 4,114 gpd of water, with a total building usage of up to 16,114 gpd of water. This potential increase was deemed negligible given the City's daily demands for water, and no significant impacts were anticipated.

The changes to P.S. 89 would still not constitute a significant impact. With an increased capacity to 430 students, P.S. 89 would have the potential to increase local water usage by 5,580 gpd, approximately 1,170 gpd more than originally anticipated, for a total water usage of 12,900 gpd. Additionally, the proposed floor area has increased to a maximum of 54,115 square feet. Thus, the building's air conditioning has the potential to consume approximately 5,412 gpd of water, with a new total building usage of up to 18,312 gpd (an increase of approximately 2,468 gpd of water). This increase is still negligible compared to the City's daily demands for water.

#### **1.2.6.2 Sewers**

The project site is located in an area served by a combined sewer system which conveys both sanitary sewage and storm water runoff flows, in the same mains, to the 26<sup>th</sup> Ward Wastewater Pollution Control Plant (WPCP), which is permitted to handle a maximum monthly average of 85 million gallons per day of dry weather flow. Previously, P.S. 89 had the potential to increase capacity at the 26<sup>th</sup> Ward

WPCP by 12,000 gpd (which is comparable to the amount of water used per student). This potential increase was negligible compared to the plant's overall permitted capacity.

The increased capacity of P.S. 89 to 430 students would thus have the potential to increase flows into the Newtown Creek WPCP by 5,580 gpd, for a new total of up to 10,992 gpd. This increase is still negligible relative to the plant's permitted capacity.

### **1.2.6.3 Gas/Energy**

Very few projects in New York City have the potential to affect energy output. Natural gas service is already provided to the area and project site via KeySpan (formerly Brooklyn Union), and the proposed project would have created little impact to energy levels for the area and the City. The proposed decrease in student capacity would not constitute any impact on natural gas or energy levels.

## **1.2.7 TRAFFIC AND TRANSPORTATION**

### **1.2.7.1 Traffic and Parking**

#### **1.2.7.1.1 Existing Conditions**

##### **Local Street Network**

The existing P.S. 89 school location is bound by Atlantic Avenue on the north, Liberty Avenue to the south, Cleveland Street to the west, and Linwood Street to the east, with the school entrance on Linwood Street. Area streets in immediate proximity to the new school site include Fulton Street to the north, Jerome Street to the west, and Liberty Avenue to the South.

##### **Atlantic Avenue**

Atlantic Avenue is a major two-way east-west arterial beginning near Brooklyn's western shoreline south of Brooklyn Heights and extends eastward as far as Jamaica, Queens. In the study area, Atlantic Avenue traverses the entire school district and is comprised of six (6) travel lanes, (three in each direction) and two on-street parking lanes. A raised concrete median separates each side of the road with gaps in the median to permit northbound and southbound traffic to cross Atlantic Avenue only at specific locations. In the study area, properties on this roadway generally contain mixed residential over commercial, commercial, institutional, and industrial uses.

##### **Warwick Street**

Warwick Street is a one-way southbound local street that extends from Jamaica Avenue, at Highland Park, and goes as far south as Route 27. This street is comprised of one moving and two on-street parking lanes. The abutting properties generally contain one- and two-family, two-story residential buildings. Vehicles traveling on Warwick Street may cross directly across Atlantic Avenue through a signalized intersection.

##### **Fulton Street**

Fulton Street is a busy one-way east-west commercial thoroughfare, located on block north of Atlantic Avenue. Fulton Street parallels Atlantic Avenue for most of its length throughout Brooklyn. In the study area, Fulton Street is one-way between Jamaica Avenue to the west and Norwood Avenue to the east where Arlington Avenue to the north joins into Fulton Street to create a two-way configuration. The roadway is comprised of one east-bound travel lane and two on-street parking lanes. Mixed use residential walk-up/commercial buildings comprise the vast majority of property use on this road. In the study area the roadway is covered by the elevated tracks of the "J" and "Z" subway lines.

### **Liberty Avenue**

Liberty Avenue is a relatively busy east-west two-way commercial thoroughfare, located one block to the south of Atlantic Avenue. Liberty Avenue extends from near East New York Avenue on the west and extends eastward to Jamaica, Queens. The roadway is comprised of two travel lanes and two on-street parking lanes. Mixed use residential walk-up/commercial buildings comprise the majority of property use on this road.

### **Jerome Street**

Jerome Street is a one-way northbound local street that extends from Jamaica Avenue at Highland Park to the north, to Route 27 to the south. This street is comprised of one moving and two on-street parking lanes. The abutting properties generally contain one- and two-family, two-story residential buildings. Traffic on Jerome Street can not cross Atlantic Avenue directly due to the presence of a concrete median between the eastbound and westbound travel lanes.

## **Travel Routes for Existing School Location**

As for student-generated trips, using the same assumption as in the previous EAF, it is assumed that vehicles from north of Atlantic Avenue would travel on Warwick Street southbound onto Atlantic Avenue eastbound and turn off onto Linwood Street to the school entrance. For vehicle trips south of Atlantic Avenue, it is assumed that the most direct path is taken, which is to travel northbound on Ashford Street to Atlantic Avenue eastbound to Linwood southbound to the school entrance. Please refer to **Figure 1: Trip Routes to Existing School Location** showing the aforementioned routes.

It is assumed that distribution of staff residences are not necessarily consistent with the student population as the regulation of living in the school district is not a requirement to working in the school district as student attendance is. As such, the staff origins have been distributed equally to the north and south of Atlantic Street and to the east and west of the school. Additionally, as no staff lot is present, staff are assumed to park on-street within a 3 block vicinity of the school. Their travel pattern is assumed to be consistent with the student-generated trips with the exception of the ultimate destination not being the student drop-off location but local on-street parking.

As for the existing bus route, the travel route currently proceeds southbound on Warwick Street to continue to the school.

### **1.2.7.1.2 Future No Action Condition**

No major area developments are planned by the project's proposed build date of 2009; therefore there are no significant anticipated increases in traffic or parking demand in the surrounding area.

### **1.2.7.1.3 Screening Methodology**

The objective of a traffic and parking analysis is to determine whether a proposed action can be expected to have a significant impact on street and roadway conditions and on parking facilities. In particular, the major areas are traffic flow and operating conditions, parking conditions, goods delivery, and vehicular and pedestrian safety.

The *CEQR Technical Manual* maintains that in all areas of the City, if the proposed action would generate fewer than 50 peak hour vehicle trip ends, no further traffic analysis is required.

The future project site is located at the northeast corner of Atlantic Avenue and Warwick Street, with a designated drop-off/pick-up area on Warwick Street between Fulton Street and Atlantic Avenue. Area



streets in immediate proximity to the new school site include Arlington Street to the north, Warwick Street to the west, Fulton Street to the South, and Ashford Street to the east.

Because the location of the new site for the school is in close proximity to the existing site, the majority of the travel route for vehicles will remain consistent with the existing travel pattern. It is the deviation from the old travel pattern and therefore the addition of new movements the new location that is what should be considered for the total number of project generated trip ends to see whether the 50 peak hour vehicle trip ends threshold is reached.

### **Trip Generation**

The trip generation estimate in this report is based on numbers and modal splits provided by Maria Jaya-Vargas of the Cypress Hill Community School that was provided for the previous EAF analysis. The 2003 enrollment included 253 students whose mode of transportation was split in the following way:

By foot:	150 students (59%)
By car:	27 students (11%)
By school bus:	71 students (28%)
By public transport (train):	5 students (2%)

As for students who must cross Atlantic Avenue to reach the existing school location, there are 98 students walk to school from the north side of Atlantic Avenue and 5 students who cross Atlantic Avenue after disembarking from public transportation. A total of 52 students live to the south of Atlantic Avenue.

The information gathered for the previous EAF for staff members resulted in the following mode split:

By foot:	3 staff (10%)
By car:	11 staff (32%)
By bicycle:	1 staff (2%)
By public transport (train):	19 staff (56%)

Based on the aforementioned modal splits and the new build plan the trip generation and modal splits estimated are as shown in **Table 1** below:



**Table 1: Trip Generation and Modal Split Estimates**




<b>P.S.89 Addition</b>	<b>AM Peak (7:00 - 8:00 AM)</b>		<b>PM Peak (3:00 - 4:00 PM)</b>	
Enrollment				
Student Capacity	430		430	
Faculty/Staff	54		54	
<b>STUDENT TRIPS</b>				
Daily Attendance	387	90%	387	90%
Peak Hour Arrivals/Departures	348	90%	348	90%
Auto Drop-off/Drive (1.3 occupancy rate) (PCE trip ends)	59	11%	59	11%
Public Transit - Subway	0	0%	0	0%
Public Transit - Bus	8	2%	8	2%
Walk	205	59%	205	59%
School bus (59 students/bus) Trip Ends	8	30%	8	30%
<b>Total Student Generated Auto Trip Ends</b>	<b>67</b>		<b>67</b>	
<b>Total Student Generated Transit Trips</b>	<b>7</b>		<b>7</b>	
<b>FACULTY/STAFF TRIPS</b>				
Peak Hour Arrivals/Departures	49	90%	49	90%
Auto (1.1 occupancy rate) (PCE trip ends)	14	32%	14	32%
Public Transit - Subway	17	35%	17	35%
Public Transit- Bus	10	21%	10	21%
<b>Total Staff Generated Auto Trip Ends</b>	<b>14</b>		<b>14</b>	
<b>Total Staff Generated Transit Trips</b>	<b>27</b>		<b>27</b>	
<b>Total Auto Trips</b>	<b>81</b>		<b>81</b>	
Peak Trips In	45		20	
Peak Trips Out	30		61	
<b>Total Transit Trips</b>	<b>34</b>		<b>34</b>	
Notes: Vehicles making stops at the site and then leaving generate two trip ends. Trips related to on-site delivery of goods and services are not expected during peak hours. Modal split data based on projections of actual school data. PCE = Passenger car equivalent				

**Travel Routes for New School Location**

For vehicles traveling from south of Atlantic Avenue and west of the school, the traffic pattern for student-generated auto trips would be to traverse Schenck Avenue northbound, turn right onto Fulton Street, and finally turn right on to Warwick Street southbound to the drop-off/pick-up location. For trips originating from south of Atlantic Avenue and east of the school, the traffic pattern would enter onto Atlantic Avenue using the access point at Berriman Street and proceed westbound to Jerome Street northbound, to Fulton Street eastbound, and finally turn right onto Warwick Street southbound to get to the drop-off/pick-up location. As for trips generated from north of Atlantic Avenue, the vehicles would funnel in southbound from Warwick Street, westbound from Arlington Avenue and eastbound from Fulton Street to traverse Warwick Street southbound to the drop-off/pick up location. Please refer to **Figure 2: Trip Routes to New School Location** showing the aforementioned routes.

Figure 2: Trip Routes to New School Location



-  Trip Route to school from locations north of Atlantic Avenue
-  Trip Route to school from locations south of Atlantic Avenue
-  Location of new school

For staff generated trips the travel route is expected to proceed as with the aforementioned student-generated trips with the exception of the final destination being a dispersed distribution of parking locations within a 3 block radius instead of the student drop-off/pick-up location.

The school bus would continue to utilize Warwick Street southbound along Fulton Street and Atlantic Avenue at the proposed drop-off/pick-up location.

The resulting traffic pattern for student-generated auto trips would result in the greatest density of volume occurring at the drop-off /pick-up location at Warwick Street between Fulton Street and Atlantic Avenue. This critical link is expected to attract 59 student-generated trip ends, in addition to the 7 bus trip ends (in PCE's) for a total of 66 trip ends. However, under existing conditions there are no less than 13 student generated trip ends, 4 staff generated trip ends, and 4 bus trip ends (in PCE's) for a total of 21 trip ends already on this critical link location (Warwick Street between Fulton Street and Atlantic Avenue) for the existing school.

Therefore, looking at the number of net new vehicular trips between the existing and future trip ends on the critical link, there are 45 PCE trip ends (66 new trips minus 21 existing trips) that are solely generated from the project and not recounting the student, staff and bus trips already on the link. The 45 trip ends generated is below the threshold of 50 project generated vehicle trip ends as defined in CEQR and as such does not warrant any further investigation.

#### **1.2.7.2 Public Transportation**

Public transportation in the immediate Ridgewood neighborhood consists of two New York City Transit bus lines (Q24 and B12) and the "J", "Z", "A" and "C" subway lines. The previous analysis estimated that the proposed school would generate 23 public transit trips from students and staff in both of the peak hour periods, as a majority of students were expected to either be bused, dropped-off or walk to the facility, and the majority of faculty members would arrive by private automobile, either driving alone or being dropped-off to the school. No significant public transportation impacts were thus anticipated.

The proposed school has the potential to increase staff at the facility to approximately 54 faculty members and administrators. This increase is negligible and would only add two additional trips via public transportation in the AM peak hour period and four during the PM peak hour period. Therefore, the proposed facility would still not significantly impact public transportation.

### 1.2.8 AIR QUALITY

Besides potential air pollutants associated with construction activities, there are two types of sources for pollutants that might impact the ambient air quality of the project site and surrounding area: mobile and stationary sources. The *CEQR Technical Manual* uses a screening level of 100 automobile trips; if fewer than this number are generated as a result of the proposed action, further analysis is generally not warranted. The previous EAF reviewed potential air quality impacts based upon mobile and stationary sources, and determined that the proposed school is expected to generate fewer than 100 vehicles at any intersection. The proposed changes to P.S. 89 would add approximately four additional automobile-related trips per peak hour, though the 100-vehicle threshold would still not be exceeded. Therefore this increase in mobile sources resulting from the proposed action is not anticipated to significantly adversely impact air quality.

The previous EAF also reviewed air quality impacts from any stationary sources (i.e. boiler emissions), which are analyzed as a function of fuel oil type, stack height, minimum distance from the source of the nearest building, and square footage of the proposed development. It was noted that the future uses of the project site are expected to keep stationary source emissions at or below current levels due to the use of modern natural gas-fired boilers, thus leading to an improvement in stationary source emission levels.

Alterations to the proposed facility, as indicated in the design scheme, would not constitute any significant changes from stationary sources that would impact air quality. The preliminary design proposes a four-story building with 54,115 square feet. As the proposed building is expected to utilize natural gas as a heating element, emissions vents will have to be at least 30 feet from the nearest building of greater height to avoid an air quality impact of the project site and surrounding land uses. The lot size and preliminary design are sufficient to accommodate a design construction of this type. Furthermore, the proposed school site is not located in the vicinity of an odor producing facility or within 400 feet of a stack associated with major fuel combustion. Thus, the surrounding land uses are not likely to adversely affect the suitability of the site for a school, nor are the changes to the proposed school likely to adversely affect air quality on the surrounding land uses.

### 1.2.9 NOISE

The proposed project has the potential to generate additional noise levels in two ways: through increased vehicular traffic (mobile sources), and from the playground proposed to be located on the rear of the project site (stationary sources). Using a noise monitoring program and screening analysis outlined by the New York City Noise Code, the previous EAF evaluated existing conditions and probable noise impacts of the proposed project.

The previous EAF evaluated mobile project-generated traffic levels, and determined that school-related traffic would not increase noise levels on affected roadway segments according to thresholds established in the *CEQR Technical Manual*. However, the previous EAF did state that stationary noise levels from proposed playground might negatively affect the adjoining residence at 249 Warwick Street that abuts the side of the project site. As a mitigation measure, the NYCSCA proposed to install a noise barrier on the north side of the building, as well as sound-attenuating windows and air-conditioning units in the residential units facing the proposed playground.

It is not anticipated that changes to the project would constitute any significant increase in noise levels on either affected roadway segments or those residences located directly adjacent to the proposed school playground. The slight increase in vehicular traffic associated from changes to the proposed school does not double Passenger Car Equivalent (PCE) levels from no-action volumes. In general, a doubling of traffic or a substantial change in the traffic mix would result in a 3 dBA increase.

Considering the change in the location of the proposed playground from the northernmost portion of the lot on Warwick Street to the eastern limit of the property line on Atlantic Avenue, it is possible that the stationary noise levels might affect the adjoining commercial building on Atlantic Avenue, as opposed to the residential building on Warwick Street. However, the current building on the project site abuts a brick commercial building to its east. This commercial building is likely to lack windows on its western façade, and therefore the outdoor-to-indoor attenuation margins are expected to be high as a result of its masonry construction materials. Therefore, no noise impacts are anticipated.

#### **1.2.10 SOIL AND GROUNDWATER**

As part of the previous EAF, a combined Phase I and Phase II Environmental Site Assessment (ESA) was conducted September, 2006, to identify and assess potential site contamination related to the presence of several on-site heating-oil underground storage tanks and the possible presence of asbestos-containing materials related to the existing building. The Phase I and II Report concluded that low levels of hydrocarbon and metals contamination existed in on-site subsurface soils and that these materials could remain on the property as long as they were covered by a barrier (i.e. the continuing presence of the building's concrete basement slab). It was also concluded that, other than the presence of this low-grade subsurface contamination, no conditions on-site or in the immediate vicinity would present a hazard to the students or staff who would attend the school.

It is not anticipated that changes to the project would affect soil and groundwater on the site. The NYC SCA has already committed to removing all asbestos containing materials and lead based paint from the site as the existing buildings are demolished. In addition, the Phase I and Phase II investigations would have identified any potential environmental conditions at the adjacent lots in their review of surrounding land uses. Therefore, no impacts on local soil and groundwater conditions are anticipated.

#### **1.2.11 CONSTRUCTION IMPACTS**

The previous EAF demonstrated that local noise and traffic impacts associated with the school's construction would occur primarily as a result of the demolition of the existing structure, construction of the foundation of the proposed school building, and from trucks delivering materials to the project site. None of these impacts were anticipated to be significant.

Changes to the proposed project, as discussed above, would not significantly impact construction activities associated with the project. The final design of the building would be consistent with the projected volume of automobile and truck traffic originally anticipated to be generated in the previous EAF.

## APPENDICES

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**APPENDIX A**

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**SEQR Environmental Assessment Form**

**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.

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**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. 89K

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Name of Action

New York City School Construction Authority

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Name of Lead Agency

Ross J. Holden

Vice President & General Counsel

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Print or Type Name of Responsible Officer in Lead Agency

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Title of Responsible Officer

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Signature of Responsible Officer in Lead Agency

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Signature of Preparer (if different from responsible officer)

**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. 89K

Location of Action (include Street Address, Municipality and County)

2911 Atlantic Avenue (a/k/a 2921 Atlantic Avenue and 251 & 255 Warwick Street)  
Borough of Brooklyn, Kings County, New York

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) City of New York

Address \_\_\_\_\_

City / PO \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_

Business Telephone \_\_\_\_\_

Description of Action:

The New York City School Construction Authority proposes to demolish all existing structures at 2911 Atlantic Avenue (a/k/a 2921 Atlantic Avenue and 251 & 255 Warwick Street) in order to relocate and expand the existing Cypress Hills Community School (P.S. 89). The current Cypress Hills Community School is located in the Rafael Cordero y Molina Intermediate School (I.S. 302) at 350 Linwood Street, and is relocating approximately three blocks to the west to the corner of Atlantic Avenue and Warwick Street. This action differs from the originally contemplated action, the EAF of which was submitted November, 2003. That action included a renovation of the existing three-story structure, while the new action provides to eliminate this structure. The capacity is also expanded under the updated project description, with 430 seats instead of 400 under the previous project details.

On behalf of the New York City Department of Education (DOE), the New York City School Construction Authority (SCA) would provide capital funds for the development of this new school addition.

**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
- 
- 
- 

2. Total acreage of project area: 0.38 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>0.38</u> acres	<u>0.38</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? \_\_\_\_\_ >10 (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: 0.38 acres.
- b. Project acreage to be developed: 0.38 acres initially; 0.38 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: 80 (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: 57' height; 110' width; 142' length.
- j. Linear feet of frontage along a public thoroughfare project will occupy is? 142 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  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 50 ; after project is complete 54

10. Number of jobs eliminated by this project 0 .

11. Will project require relocation of any projects or facilities?  Yes  No

If yes, explain:

The Cypress Hills Community School will be relocated (see "Description of Action")

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:

Empty rectangular box for explanation.

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? 3 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:

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 18,300 gallons/day.

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

If yes, explain:

The construction of the proposed school would be funded by the New York City Department of Education, as well as City Council directed funds.



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 checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<u>NYC Dept. of Education</u>	<u>TBD</u>
			<u>NYC Dept. of Buildings</u>	<u>TBD</u>
			<u>Deputy Mayor for Policy</u>	<u>TBD</u>
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?

M1-1

3. What is the maximum potential development of the site if developed as permitted by the present zoning?

Under the current M1-1 zoning with an FAR of 2.4, a building of a maximum of 40,106 square feet could be built for light manufacturing use.

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?

40,106

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?

Area land use is mixed and includes manufacturing, warehouses, commercial, institutional (churches and schools), mixed residential and commercial, and single and multifamily residential uses.

Zoning consists of manufacturing (M1-1), commercial (C8-2), and residential (R4 and R5) classifications.

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

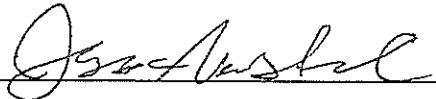
**D. Informational Details**

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 Jessica Newshel Date 7/25/08

Signature 

Title Senior Planner, Urbitran Associates, 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	2	3
Small to Moderate Impact	Potential Large Impact	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 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated by Project Change	
• 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

Existing two- and three-story on-site buildings will be demolished. Impacts from demolition and remodeling are expected to be minimal.

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:	<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 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.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes	<input type="checkbox"/> No
• Dredging more than 100 cubic yards of material from channel of a protected stream.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes	<input type="checkbox"/> No
• Extension of utility distribution facilities through a protected water body.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes	<input type="checkbox"/> No
• Construction in a designated freshwater or tidal wetland.	<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

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.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes	<input type="checkbox"/> No
• Construction of a body of water that exceeds 10 acres of surface 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



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 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated by Project Change
• Other impacts:	<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.	<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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

The proposed playground would introduce more open space to the area.

**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 Small to Moderate Impact	2 Potential Large Impact	3 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 |

Slight increases in ambient noise levels are expected during construction phase, during morning arrival and afternoon departure of students and staff, and during use of playground area.



	1 Small to Moderate Impact	2 Potential Large Impact	3 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.

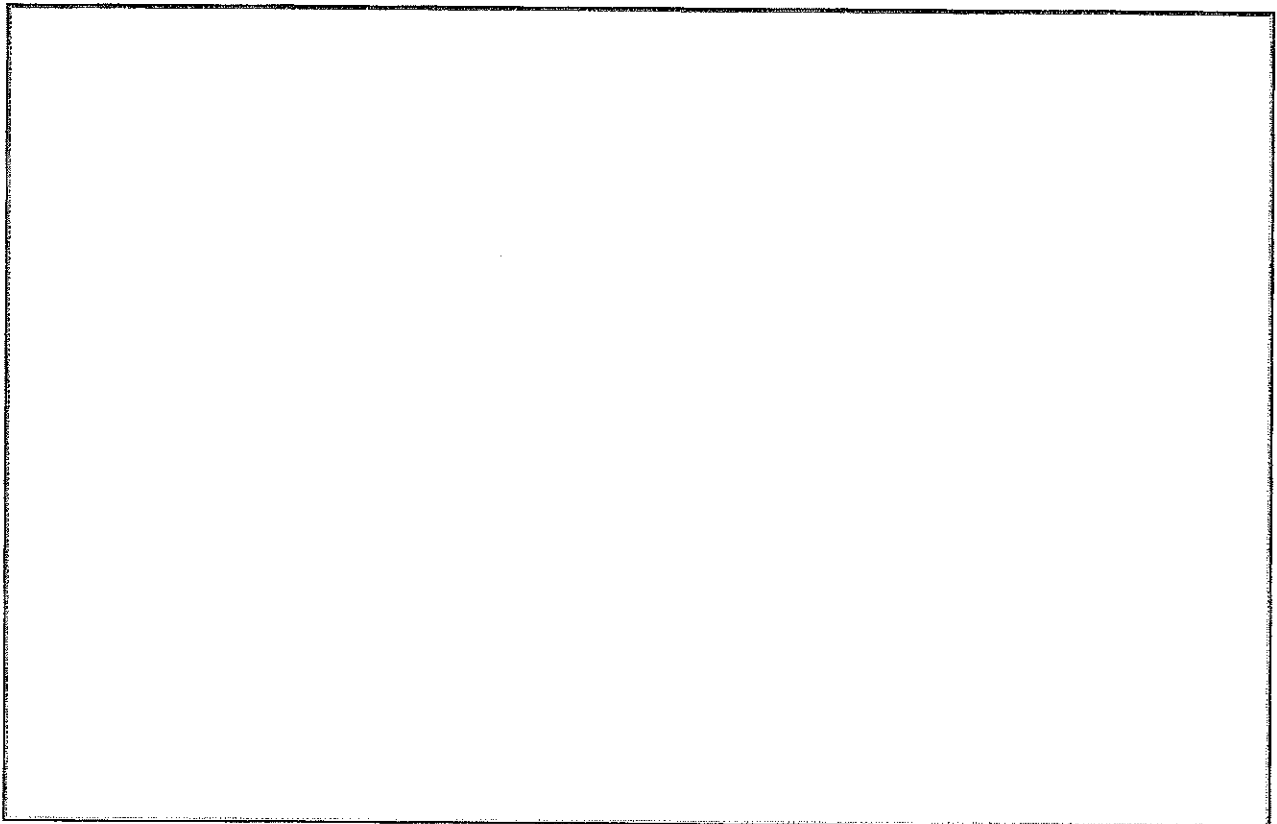
**Instructions** (If you need more space, attach additional sheets)

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:

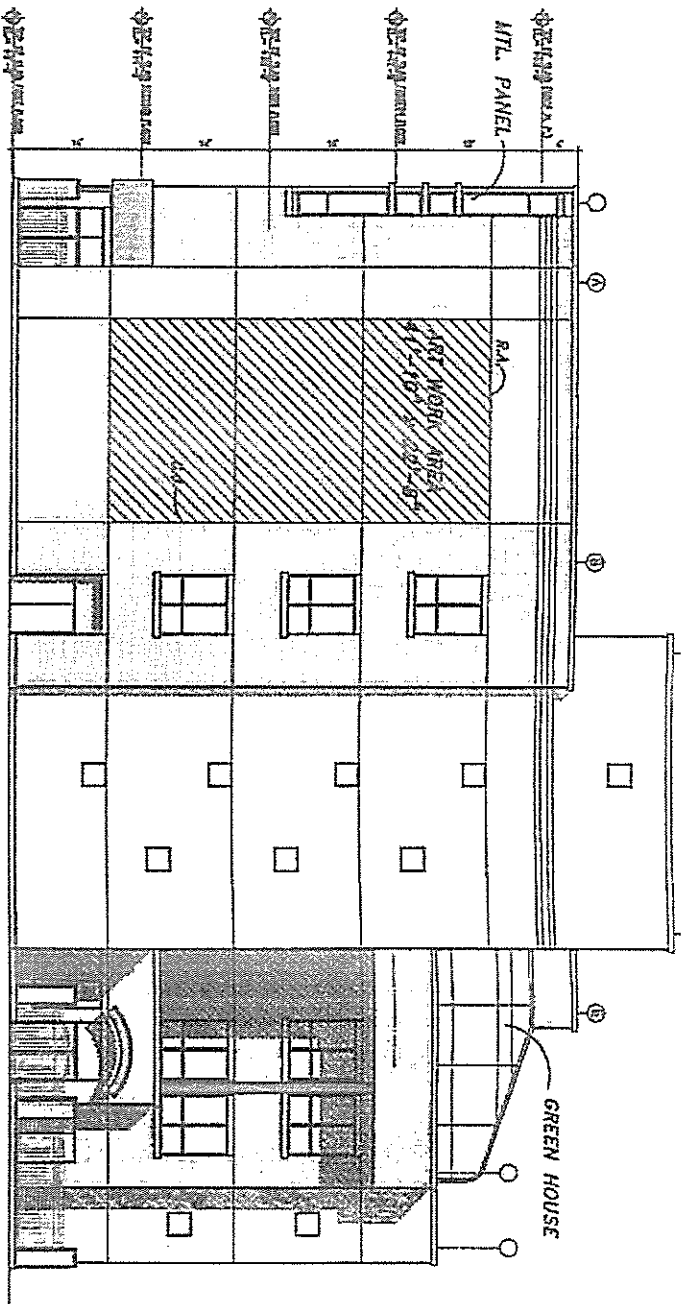
- ! The probability of the impact occurring
- ! The duration of the impact
- ! Its irreversibility, including permanently lost resources of value
- ! Whether the impact can or will be controlled
- ! The regional consequence of the impact
- ! Its potential divergence from local needs and goals
- ! Whether known objections to the project relate to this impact.



## **APPENDIX B**

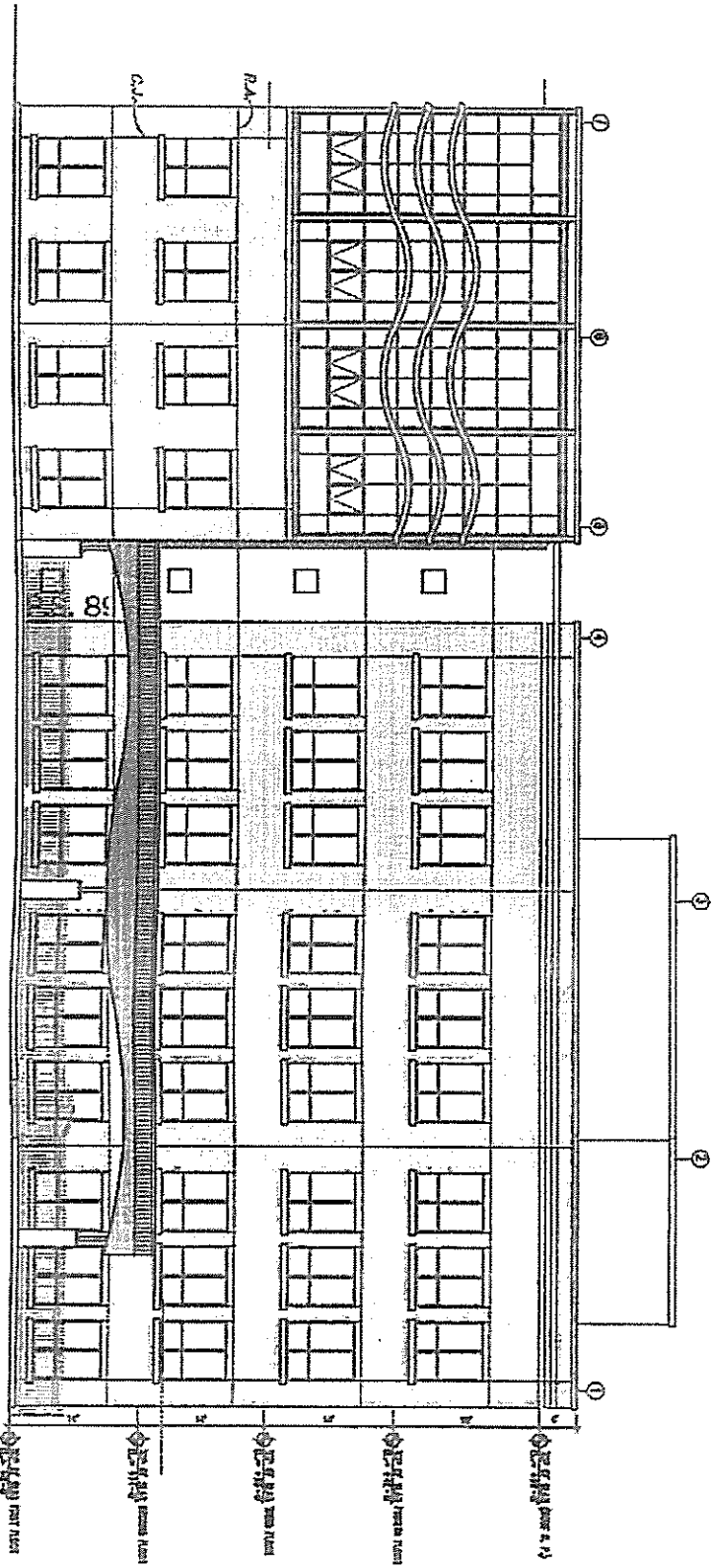
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**Proposed Building Design**



ATLANTIC AVENUE ELEVATION

SCALE 1/8" = 1'-0"





## **WHITNEY MUSEUM / HIGH LINE SUPPORT FACILITY**

### **City Council Landmarks, Public Siting & Maritime Uses Subcommittee**

#### **Sept. 16, 2008 Public Hearing**

#### **Testimony of Michael T. Sillerman**

This is a joint application by the Whitney Museum and several City agencies for various land use approvals that will enable the Whitney to construct a new museum facility on Gansevoort St. in Lower Manhattan, on a property that is presently owned by the City. As part of this project, the Whitney will also construct and convey to the City a new facility that will be used by the Parks Dept. for the operation and maintenance of the adjacent High Line public open space, which is now under development.

The zoning lot on which this project will be constructed occupies all of the block bounded by West St., Little West 12<sup>th</sup> St., Washington St. and Gansevoort St. The entire block is City-owned. It has been part of Manhattan's wholesale meat market for a number of years and is a designated agricultural market. The northern portion of the block is occupied by a two-story building that is leased to the Gansevoort Meat Market. The eastern portion of the block is occupied by the southern terminus of the High Line. The entire zoning lot, which has an area of approximately 108,000 square feet, is located in an M1-5 zoning district and is subject to a maximum FAR of 5.0 for commercial uses and 6.5 for community facility uses.

The Whitney is proposing to acquire a portion of this zoning lot, located on its southwest corner, which has an area of approximately 42,000 square feet. The terms of the Whitney's acquisition of this parcel are now being negotiated with EDC. Renzo Piano, in collaboration with Cooper, Robertson & Partners, has designed an elegant and sensitive six-story building for this parcel, which will contain the new Whitney Museum and a facility for the Parks Dept. staff and equipment that will maintain and operate the adjacent High Line. The building, inclusive of the Museum and the High Line support facility, will contain up to 186,033 square feet of floor

area. Upon completion of this project, the relevant zoning lot will be developed with about 267,000 square feet of floor area, inclusive of the existing market building, which represents only about 38 percent of the mixed community facility and commercial floor area that is permitted on the zoning lot.

The portion of the zoning lot that is not being acquired by the Whitney will remain in City ownership. It will continue to be designated as an agricultural market and leased to the Gansevoort Meat Market. If a private redevelopment is proposed for this remaining parcel at any future time, additional action by the City approving its disposition and the removal of its market designation would be required.

In addition to its acquisition of the building site, the Whitney is proposing that the City grant several easements over the remaining portions of the zoning lot in order to buffer the new building from any future development immediately to the north and preserve sight lines to and from the building, particularly along West St. and the High Line. The location and maximum dimensions of these proposed easements are illustrated in our application drawings. The Whitney and EDC are now negotiating the specific dimensions and duration of these easements.

This project will require several land use actions, which have been approved by the City Planning Commission (the "Commission").

**Property Dispositions:** The Commission approved a disposition of the project site from the City to EDC, which will then convey the property to the Whitney. The Commission limited the uses of the disposition property to a museum and a maintenance and operations facility for the High Line. The Commission also approved the City's conveyance of easements over the remainder of the zoning lot for the benefit of the project site.

**High Line M & O Site Selection and Acquisition:** The Commission approved the site selection for the new High Line support facility and the City's re-acquisition from the Whitney of a condominium unit consisting of the support facility.

**Zoning Text Amendment:** The Commission approved a text amendment of Zoning Resolution §74-921. This section now authorizes the Commission to grant a special permit allowing a museum use in an M1-5 district, which will be required for this project. The new museum building will produce relatively minor encroachments upon the required height and setback envelope in order to achieve several important design goals, while also meeting the Whitney's programmatic needs. In order to allow these encroachments, the Commission approved a targeted amendment of the text of §74-921 to also authorize the Commission to grant a special permit modifying the applicable height and setback regulations for a building containing a Use Group 3A museum in an M1-5 district, which is located on a zoning lot over which the High Line passes. In order to grant such a special permit, the Commission will be required to make specified findings, which are intended to ensure optimal site planning and the public's use and enjoyment of the High Line.

**Use and Bulk Special Permits:** Finally, in conjunction with its approval of the requested text amendment of §74-921, the Commission granted the use and height and setback special permits required for the new building.

**Rebecca Asser**  
**Committee Testimony: Whitney Museum**  
**City Hall**  
**September 16, 2008**

Good morning. My name is Rebecca Asser. I am a Vice President in the Transaction Services Group at the New York City Economic Development Corporation.

NYCEDC has been working closely with the Whitney and other City agencies on a plan to develop a new museum on Gansevoort Street between West and Washington Streets.

On behalf of NYCEDC, I would like to say that we are very excited about this project and its contributions to the neighborhood and to the City.

This project will complement the new High Line park and create a great new public amenity for this community, while allowing one of our City's eminent cultural institutions to expand its facilities and programs.

In addition, the plan includes construction of an essential maintenance and operations facility for the High Line park.

I hope that you will join me in support of the Whitney and its efforts.



# City of New York Parks & Recreation



New York City Council  
Sub-committee on Landmarks, Public Siting, and Maritime Uses

September 16, 2008

Testimony by  
Michael Bradley, High Line Administrator

Good morning, Madame Chair and members of the committee, my name is Michael Bradley and I am the Parks Department's High Line Administrator, with overall responsibility for design, construction, and operation of the High Line Park in the meat market and West Chelsea areas of Manhattan. I'm here to give you a brief overview of the planned High Line Maintenance and Operations facility to be constructed together with the new Whitney Museum building at Gansevoort and Washington Street, at the southern end of the High Line, and to answer any questions you may have,

Construction of the first section of the park, between Gansevoort Street and West 20<sup>th</sup> Street, began in early 2006 and we hope to be able to open this section of the park by the end of this year. Construction of the second section, from 20<sup>th</sup> to 30<sup>th</sup> Street, is also underway and should be finished in late 2009.

When the High Line was built in 1932, it connected to a number of factories and warehouses with heavy-duty freight elevators; goods were unloaded from freight trains on the line into these buildings and from there to trucks on the street. We no longer have that ability, and so park construction equipment and materials, and debris being removed from the line, must be lifted up or down from the line by cranes parked on the street. Until we have a permanent M&O facility, Parks will operate the High Line from a fenced yard with office trailers up on the line and use cranes to deliver plants and other materials and to remove garbage and debris. Operating the park in this manner will be difficult, inefficient, and expensive, and we will not be able to complete the area of the park used for the M&O yard until the permanent facility has been completed.

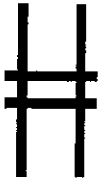
The site at Gansevoort Street is the only City-owned space adjacent to or under the High Line and so has been part of the City's planning for the maintenance of the High Line from the beginning. We have designed the M&O building to serve both the public using the High Line and the staff maintaining it. The building will have 4 floors totaling about 20,000 square feet, with service vehicle parking on the ground level, maintenance and storage areas on floors 2 and 3, and offices on the 4<sup>th</sup> floor, above the High Line. Park vehicles will enter the High Line from the 3<sup>rd</sup> floor via a cantilevered drive over the meat market courtyard on the north side of the building. A glass elevator on the southeast corner of the building will serve the M&O floors and also allow the public to reach the High Line via a short bridge from the 3<sup>rd</sup> floor. There will also be public restrooms on the 3<sup>rd</sup> floor connected to the High Line. On the 4<sup>th</sup> floor overlooking the

High Line will be a meeting space for 60 people available for High Line programming and for community meetings.

The M&O building will be built as part of the larger Whitney building but will be a separate building-within-a-building with its own utilities, mechanical equipment, and entrances. There will be no access to the Whitney building from the M&O building, or from the High Line to the Whitney building; to get to the Whitney from the High Line, you will need to take either the public elevator in the M&O or the High Line stairs down to the plaza below and enter the museum from there.

We expect to be able to occupy the building in mid-2012, slightly earlier than the Whitney.

I will now be happy to answer any questions.



## FRIENDS OF THE HIGH LINE

### **PUBLIC STATEMENT REGARDING THE PROPOSED WHITNEY BUILDING AND HIGH LINE MAINTENANCE AND OPERATIONS FACILITY AT GANSEVOORT STREET AND WASHINGTON STREET SEPTEMBER 16, 2008**

We are excited about the Whitney's proposal to build a new museum at the corner of Gansevoort and Washington Streets, at the southern terminus of the High Line, soon to be one of the main entrances to the new park. We are encouraged by what we have seen of Renzo Piano's design. It promises to be a fitting complement to the industrial history of the High Line and the Gansevoort Market Historic District. We believe that when the High Line and the Whitney are both complete, this corner will be one of the most vibrant places in New York City.

The new Whitney will be a cultural anchor for the High Line. It will reinforce and expand upon the High Line's longstanding link with the art community in Chelsea. Friends of the High Line and the Whitney have already begun to host art-related public programs together, and we look forward to collaborating on programming in the future.

The primary Maintenance and Operations facility for the High Line will be located on the site and built as part of the Whitney construction project. This facility will be critical for the High Line, and essential to its long term maintenance. While the High Line covers a

lot of ground - 1.5 miles of Manhattan - it is also constrained by a lack of space for maintenance support. The City-owned block at the southern end of the High Line, where the Whitney will be located, is our only opportunity to create a facility from which the High Line can be served and maintained for the long term. The facility will include a large freight elevator to move materials up from, and garbage down to the street level; space for vehicle storage and repair, maintenance shops, general storage, and security control, and space for operations and administrative staff. In conjunction with the Parks Department, we are actively working with the Whitney to create a facility that will serve the long term needs of the High Line.

This new facility will also contain public amenities, including an elevator to the High Line and public bathrooms at the High Line level. These facilities are critical to the future success of the High Line. We are working with the Whitney to make sure that they are designed to the same high standard as the rest of the High Line.

In terms of schedule, the High Line is a few years ahead of the Whitney. Section 1 of the High Line, (Gansevoort Street to 20th Street), is scheduled to open within a few months. We expect that the Maintenance and Operations facility, public bathrooms, and elevator will be operational in 2012. As the process moves forward, we look forward to working with the Whitney to plan the facilities on this site that fully serve the needs of the High Line.