NYPA

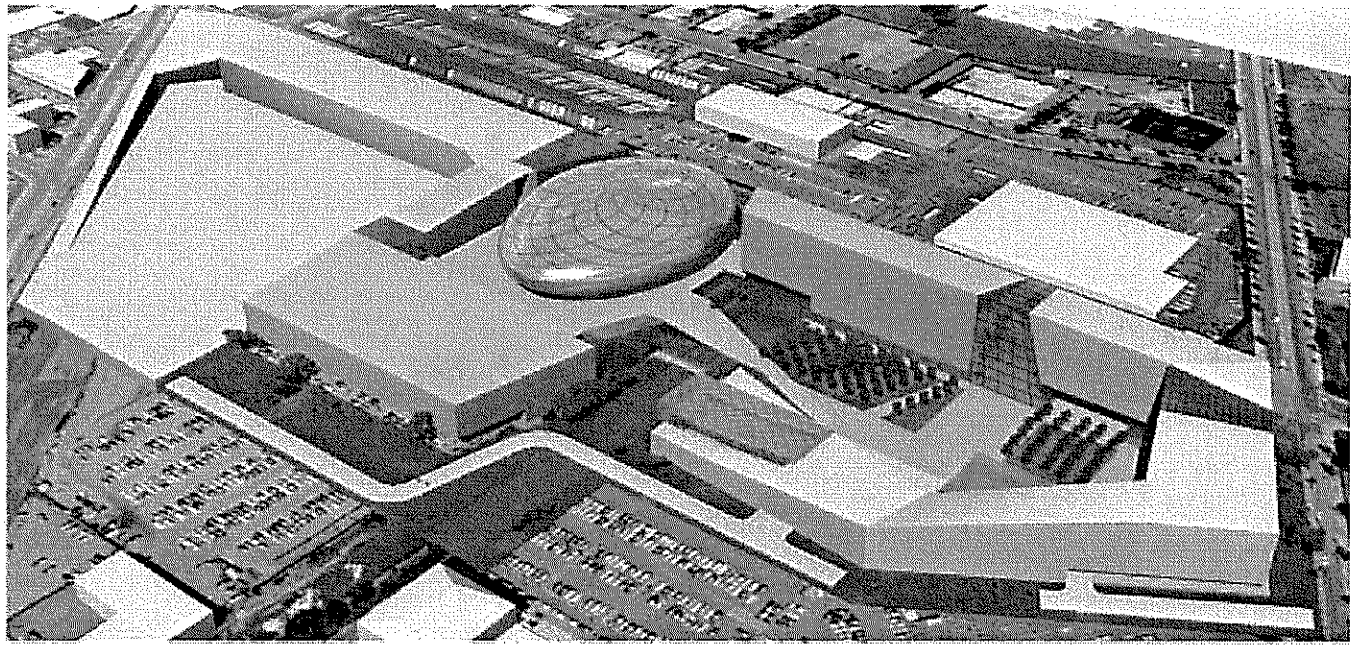
New York Police Academy

NEW YORK CITY DEPARTMENT OF DESIGN + CONSTRUCTION

PERKINS + WILL

Consulting Architect: Michael Fieldman Architect

New York Police Academy



Agenda

- Project goals
- Site plan and sequencing
- Design
- Impacts and mitigation

Why a New Police Academy?

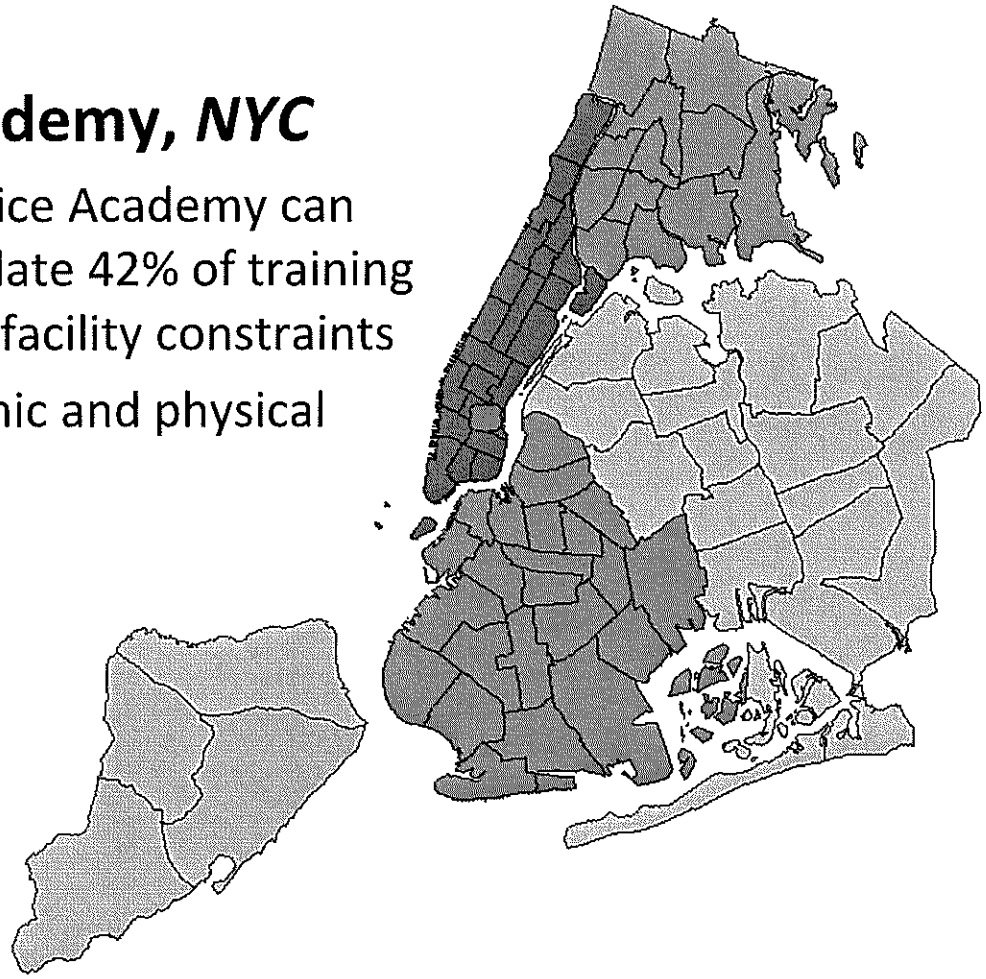
- Current facilities do not support the NYPD's operational needs
  - Designed to accommodate a much smaller police department with a narrower mandate
    - Gender ratio
    - Housing Police
    - Transit Police
    - School Safety
    - Traffic Enforcement
    - Counter-terrorism
  - Limited scenario-based training
  - Physical training facilities inadequate
  - Dispersed throughout the City

Needs Report Findings

- In a 2004 report commissioned by the NYPD, Perkins Eastman found:
  - Existing facilities inadequate
  - Tactical training is undermined by outmoded facilities
  - Significant advantages could be realized through consolidation

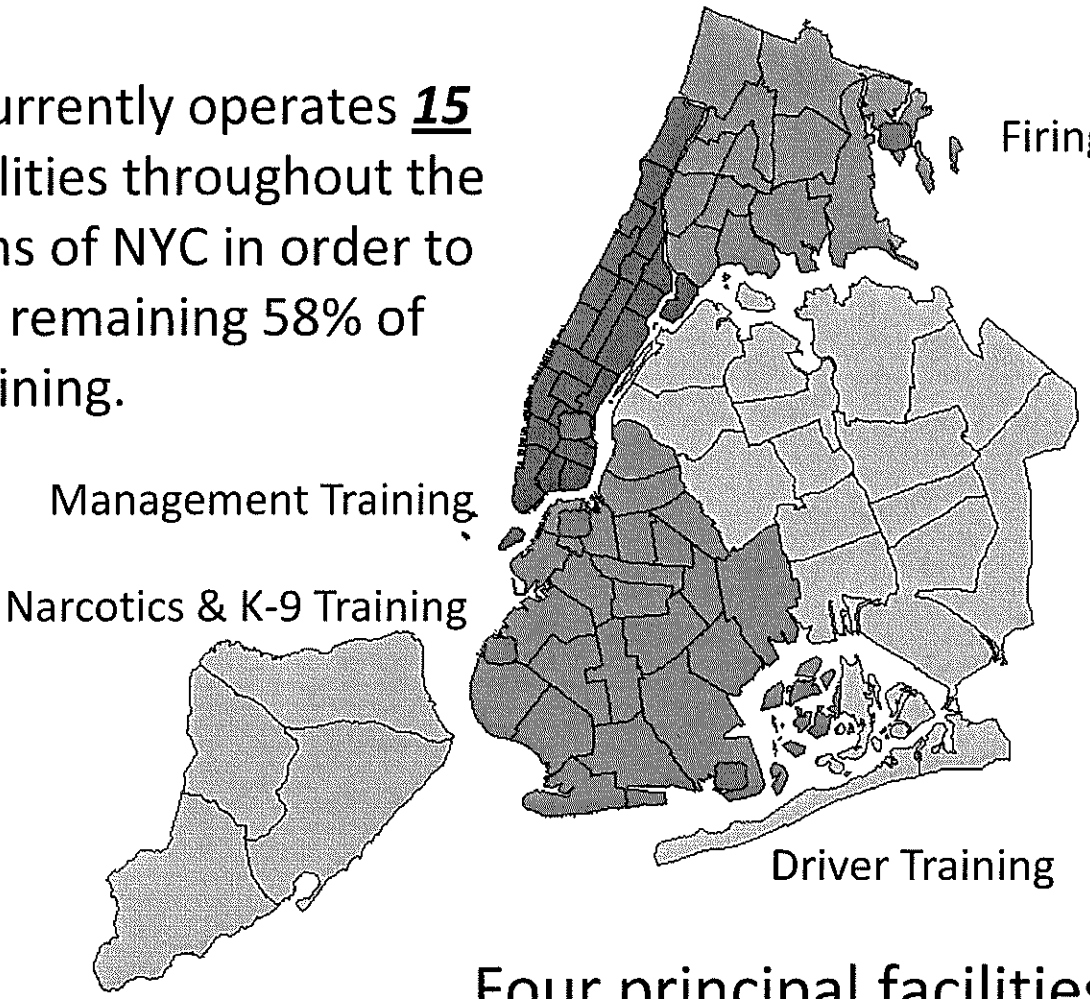
Current Police Academy

- **20th Street Academy, *NYC***
  - The current Police Academy can only accommodate 42% of training due to size and facility constraints
  - Primary academic and physical training facility



Satellite Facilities

- The NYPD currently operates ***15*** satellite facilities throughout the five boroughs of NYC in order to conduct the remaining 58% of required training.

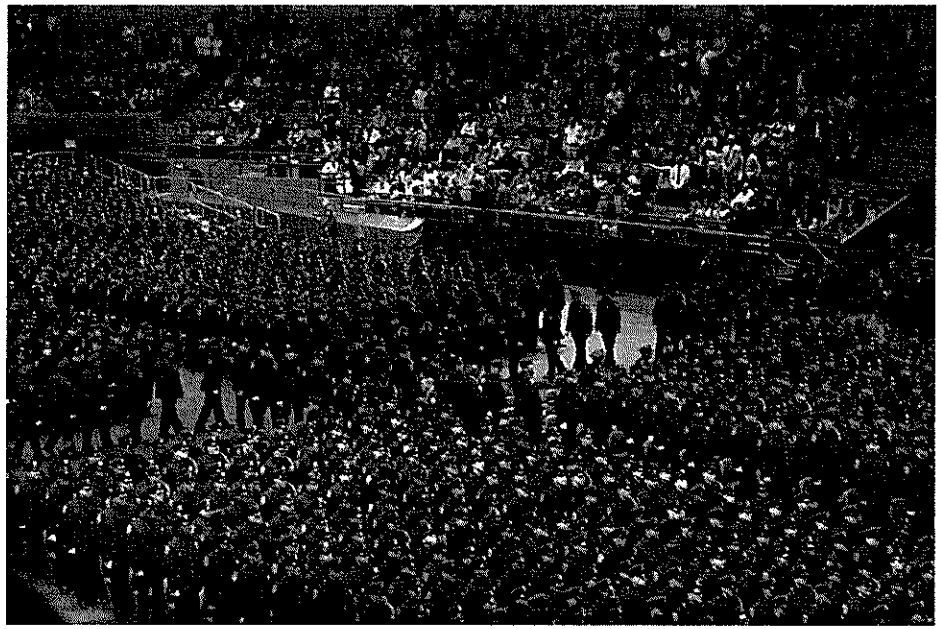


Four principal facilities

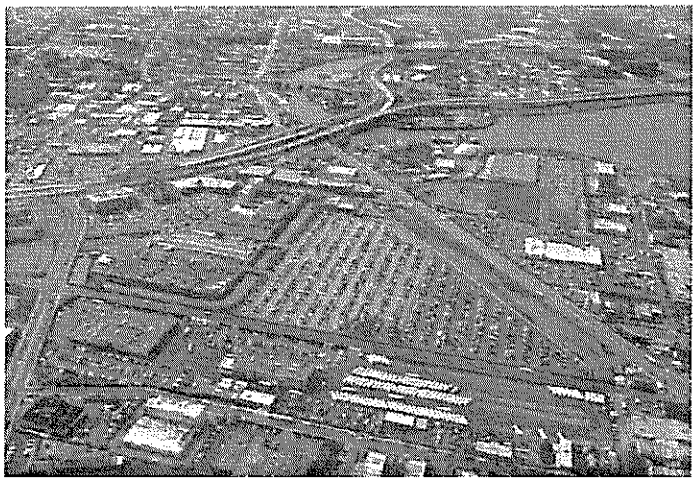
Training Population

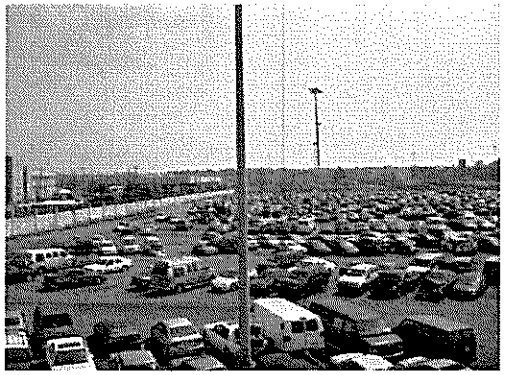
- In-Service: 50,000 total members of service to be trained
  - The NYPD is the largest municipal police agency in the nation

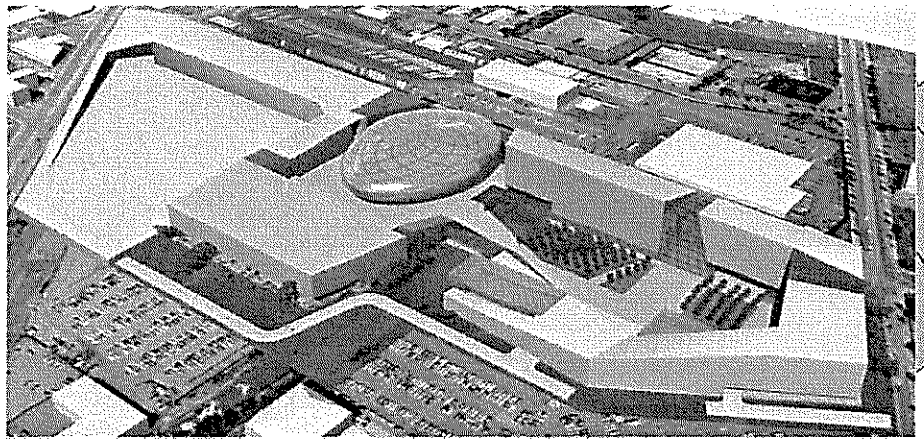
- Entry-level Training (approximately)
  - **Recruits**:
    - 10 year average 1,454
  - **Cadets**:
    - 300 per year
  - **School Crossing Guards**:
    - 200 per year
  - **Police Administrative Aid**:
    - 400 per year
  - **Evidence & Property Control Specialist**:
    - 40 per year
  - **School Safety**:
    - 1,100 per year
  - **Traffic Enforcement**:
    - 1,200 per year

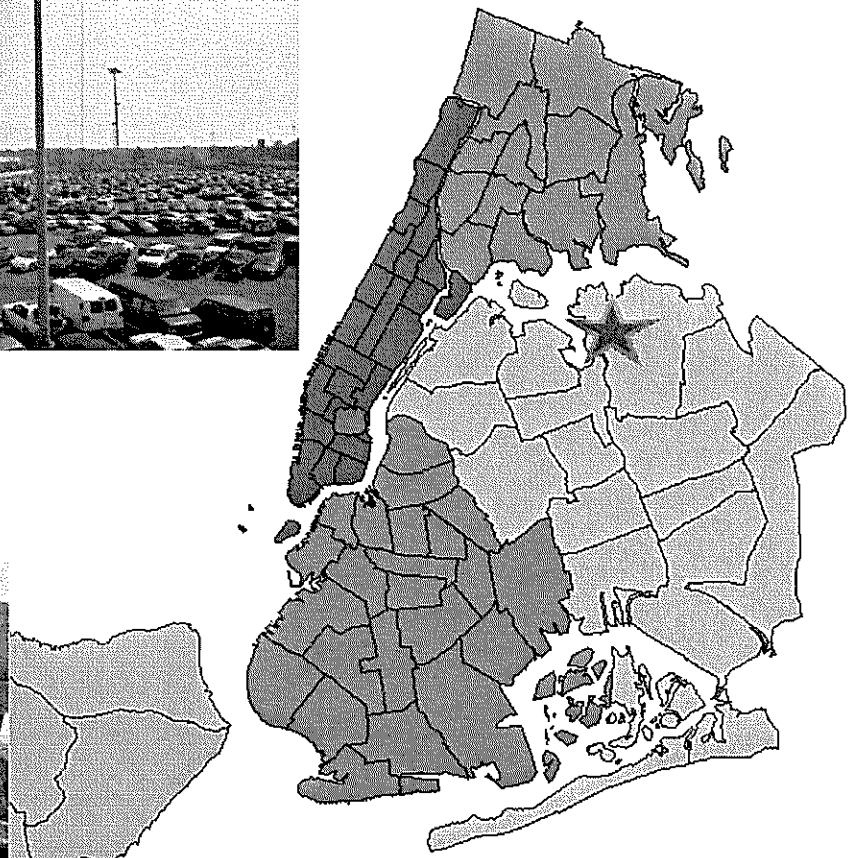


Proposed Site



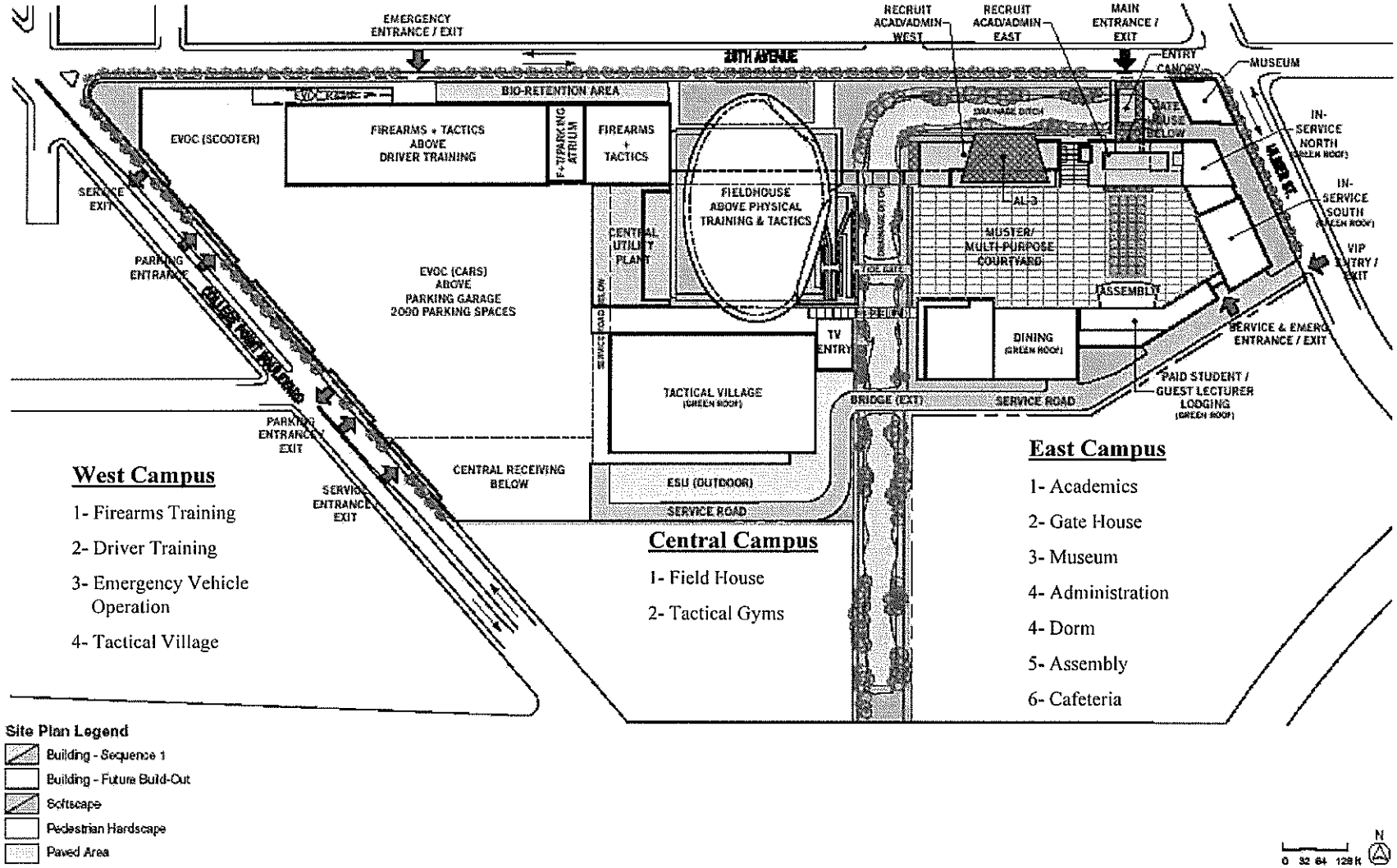




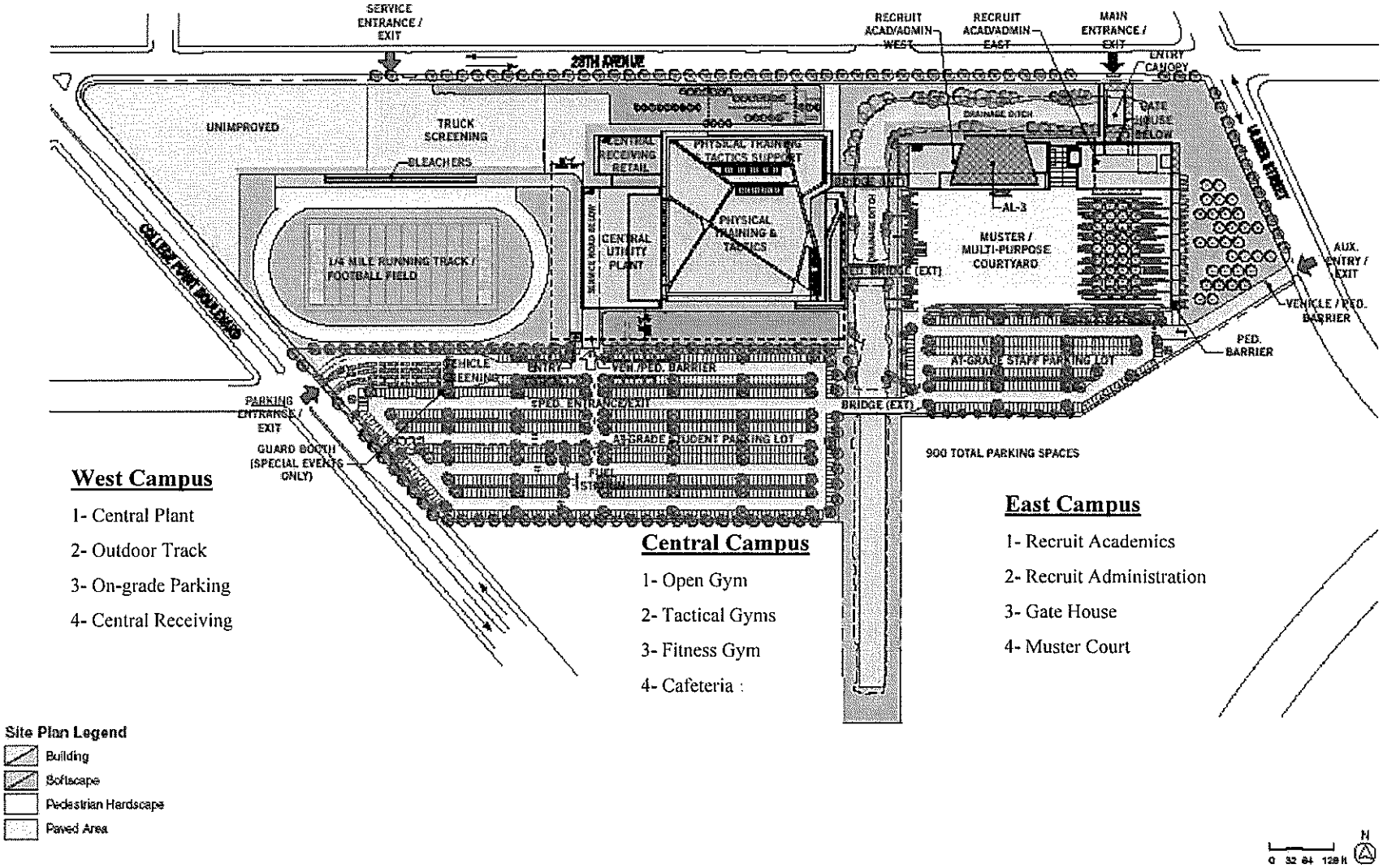


28th Avenue, College Point Boulevard, Ulmer Street, Queens

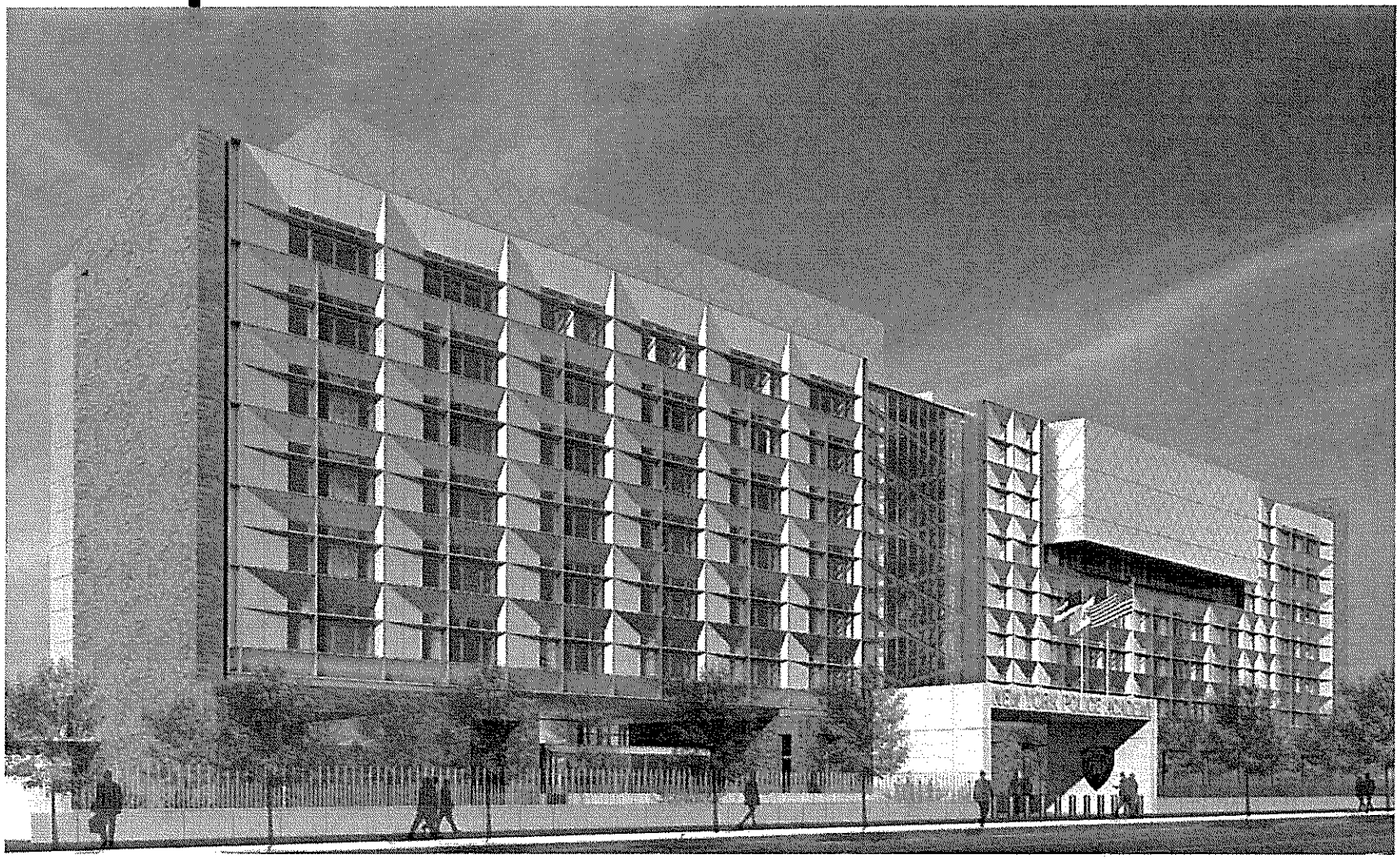
Full Build Out



Sequence 1

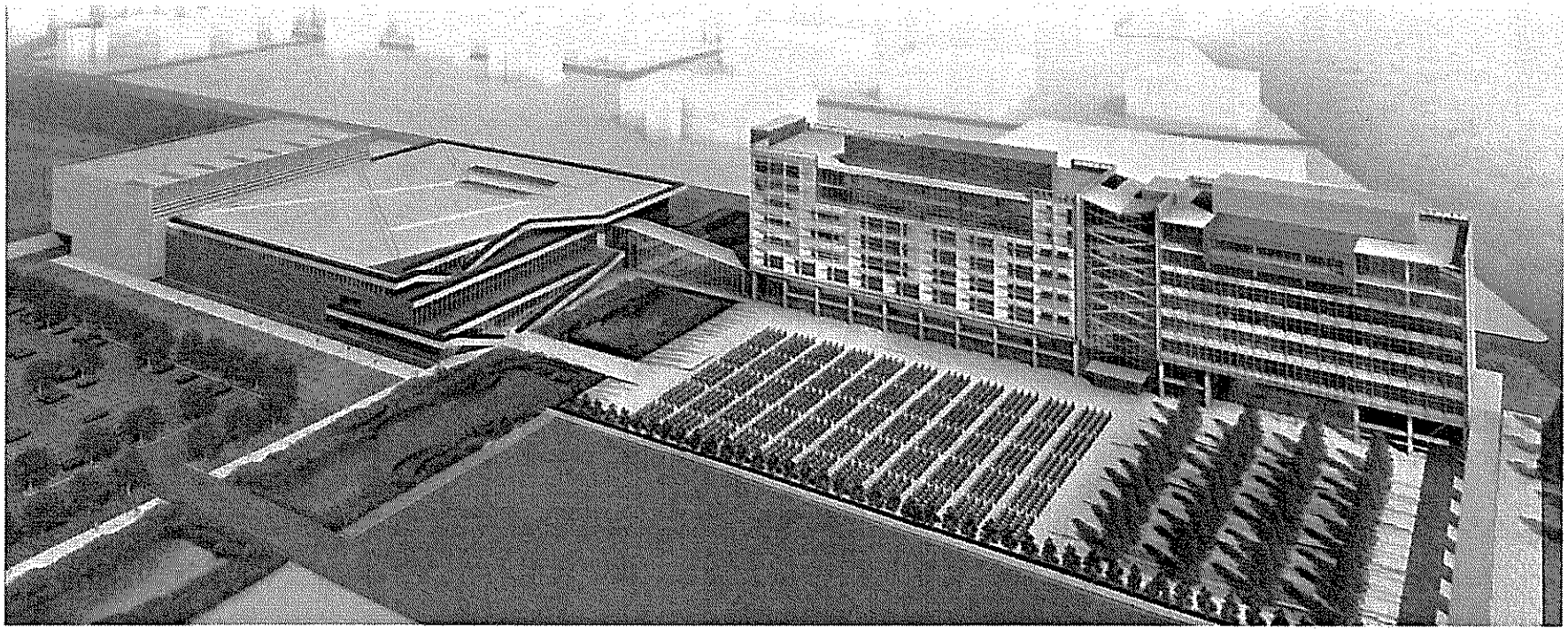

SERVICE ENTRANCE / EXIT
RECRUIT ACAD/ADMIN WEST
RECRUIT ACAD/ADMIN EAST
MAIN ENTRANCE / EXIT
ENTRY CANOPY
28TH AVENUE
UNIMPROVED
TRUCK SCREENING
BLEACHERS
CENTRAL RECEIVING RETAIL
PHYSICAL TRAINING TACTICS SUPPORT
1/4 MILE RUNNING TRACK / FOOTBALL FIELD
CENTRAL UTILITY PLANT
PHYSICAL TRAINING & TACTICS
MUSTER / MULTI-PURPOSE COURTYARD
AL-3
GATE HOUSE BELOW
AUX. ENTRY / EXIT
VEHICLE / PED. BARRIER
PED. BARRIER
AT-GRADE STAFF PARKING LOT
BRIDGE (EXT)
VEHICLE SCREENING
VEH./PED. BARRIER
PARKING ENTRANCE / EXIT
GUARD BOOTH (SPECIAL EVENTS ONLY)
AT-GRADE STUDENT PARKING LOT
900 TOTAL PARKING SPACES
COLLEGE POINT BOULEVARD
West Campus
1- Central Plant
2- Outdoor Track
3- On-grade Parking
4- Central Receiving
Central Campus
1- Open Gym
2- Tactical Gyms
3- Fitness Gym
4- Cafeteria
East Campus
1- Recruit Academics
2- Recruit Administration
3- Gate House
4- Muster Court
Site Plan Legend
Building
Softscape
Pedestrian Hardscape
Paved Area
N

Sequence 1- View from 28th Ave.



View from 28th Avenue Looking Southwest

Sequence 1- Aerial View

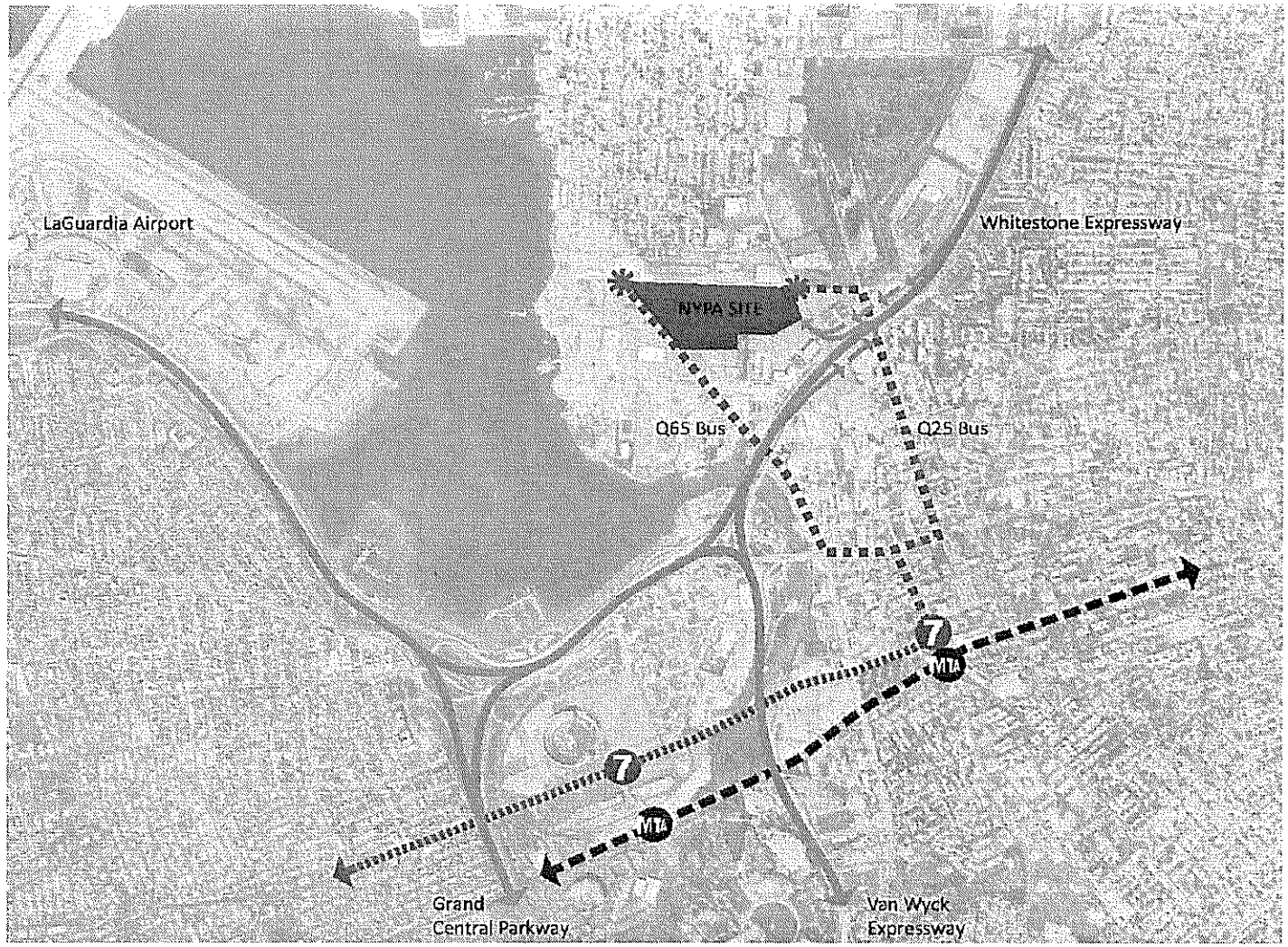


AERIAL VIEW FROM SOUTHEAST

Zoning Overrides

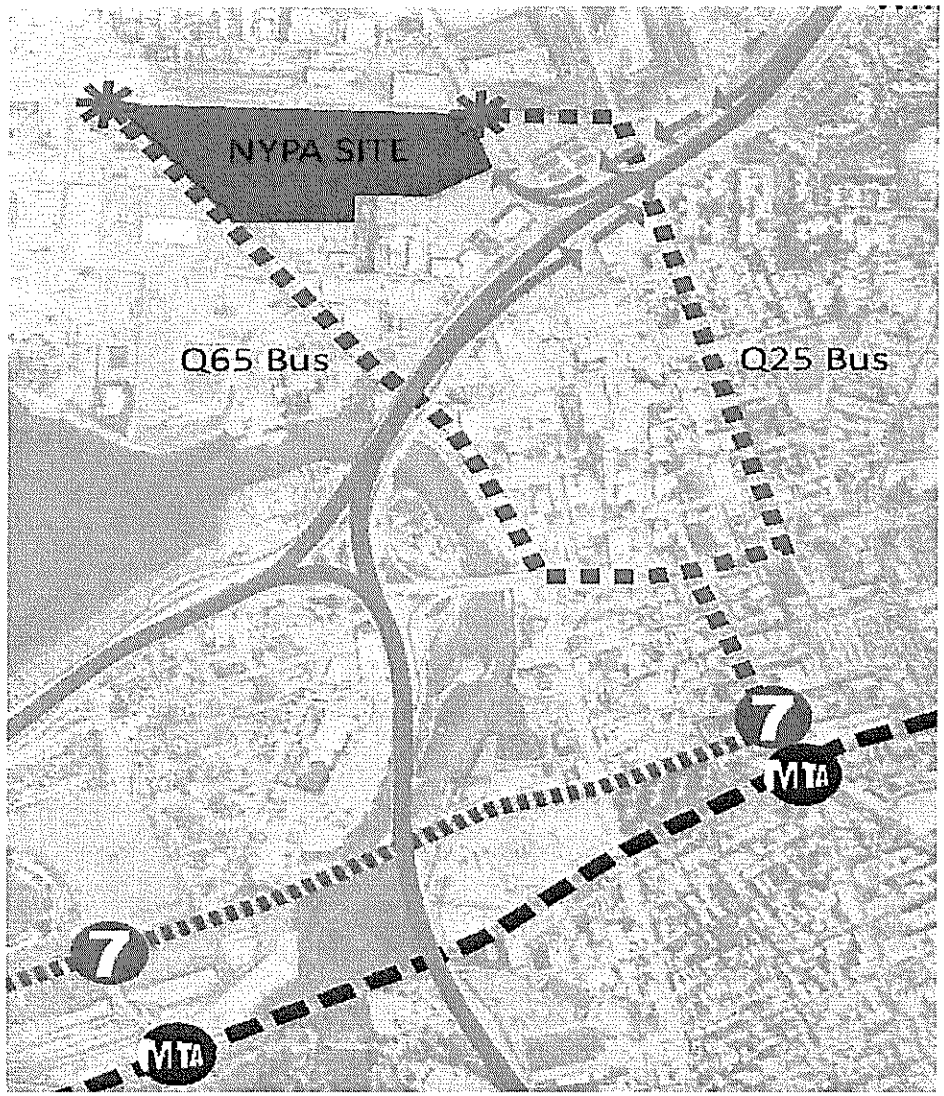
1. Use group 3A (dormitory and museum uses) in M2-1 in the Special College Point District
2. Floor area in excess of M2-1 district limits
3. Encroachment into required front yard
4. Parking in the required front yard, eliminating planting in areas with building footprint;
5. Encroachment into required side yard
6. Encroachments into required rear yard and rear yard equivalents
7. Encroachment into the required initial set back and sky exposure plane
8. Reduced required parking

Site Access



KEY

- Site
- Bus Lines
- Subway
- Long Island Rail Road
- Major Roadways



Q25 Bus Schedule

Q25 — Kissena Boulevard/127 Street

Operates between Sutphin Blvd/Archer Av (LIRR/AirTrain station), Jamaica, and 119 St/5 Av, College Point, daily:

	HOURS OF OPERATION		FREQUENCY OF SERVICE				
	Toward Jamaica	Toward College Point	AM	NOON	PM	EVE	NITE
WEEKDAYS:	All times	All times	12	12	15	15	60
SATURDAYS:	All times	All times	14	12	12	14	60
SUNDAYS:	All times	All times	30	15	15	20	60

Q25 — Limited-Stop Service

Limited-stop buses operate between Sutphin Blvd/Archer Av (LIRR/AirTrain station), Jamaica, and 119 St/5 Av, College Point, weekday rush hours:

	HOURS OF OPERATION		FREQUENCY OF SERVICE				
	Toward Jamaica	Toward College Point	AM	NOON	PM	EVE	NITE
WEEKDAYS:	6:00 AM – 9:00 AM	6:30 AM – 9:20 AM	10	–	–	–	–
	3:04 PM – 6:24 PM	3:00 PM – 6:40 PM	–	–	10	–	–

- 5 buses during the AM (325 People +/-)
- 4 buses during the PM (260 People +/-)

Q65 Bus Schedule

Q65 — 164 Street/College Point Boulevard

Operates between Sutphin Blvd/Archer Av (LIRR/AirTrain station), Jamaica, and 110 St/14 Av, College Point, daily:

	HOURS OF OPERATION		FREQUENCY OF SERVICE				
	Toward Jamaica	Toward College Point	AM	NOON	PM	EVE	NITE
WEEKDAYS:	All times	All times	10	12	10	15	60
SATURDAYS:	All times	All times	15	15	15	17	60
SUNDAYS:	All times	All times	30	20	23	30	60

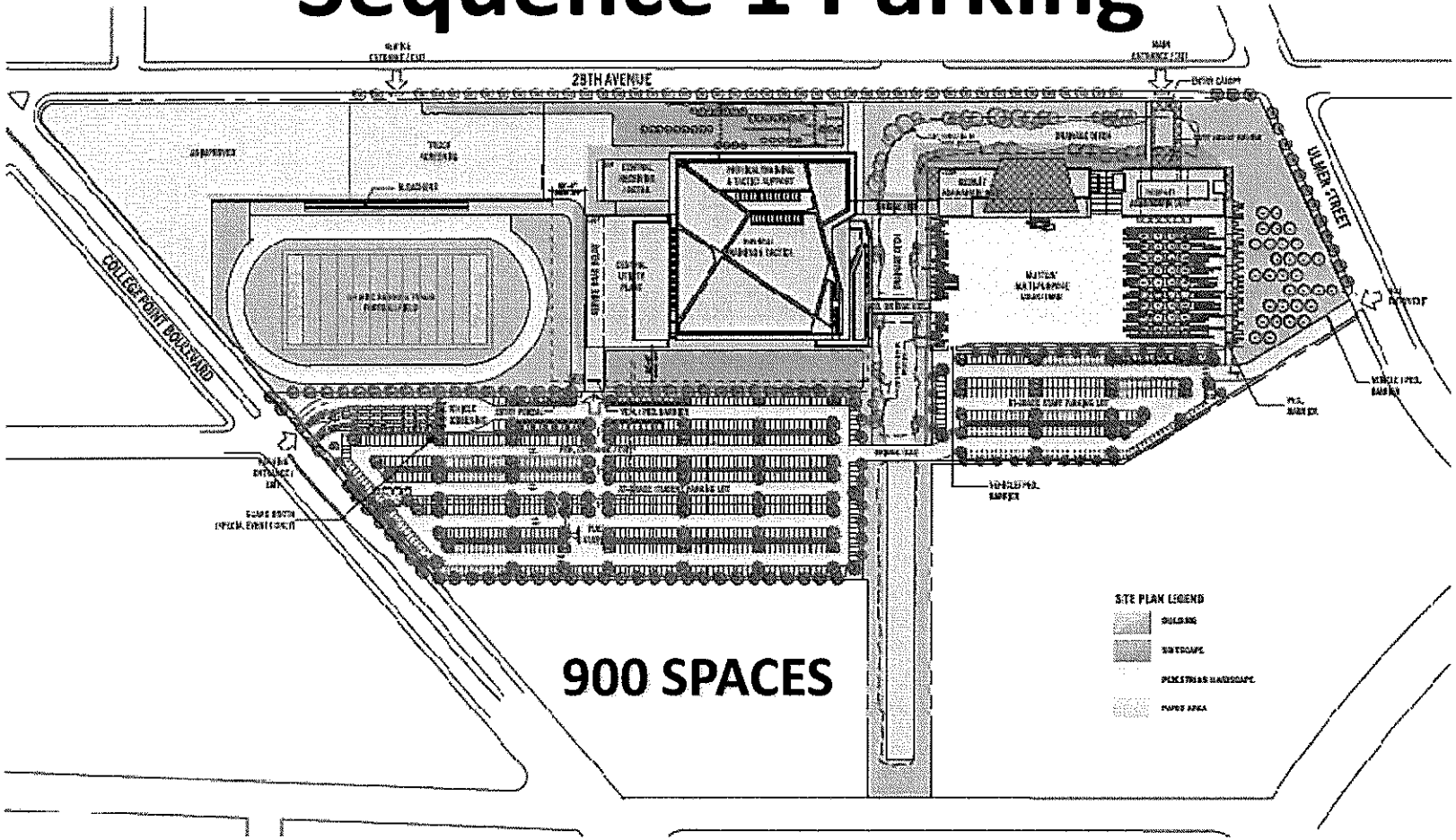
Q65 — Limited-Stop Service

Limited-stop buses operate between Sutphin Blvd/Archer Av (LIRR/AirTrain station), Jamaica, and 110 St/14 Av, College Point, weekday rush hours:

	HOURS OF OPERATION		FREQUENCY OF SERVICE				
	Toward Jamaica	Toward College Point	AM	NOON	PM	EVE	NITE
WEEKDAYS:	6:00 AM – 9:00 AM	6:25 AM – 9:25 AM	10	–	–	–	–
	3:00 PM – 6:00 PM	3:05 PM – 6:35 PM	–	–	10	–	–

- 6 buses during the AM (390 People +/-)
- 6 buses during the PM (390 People +/-)

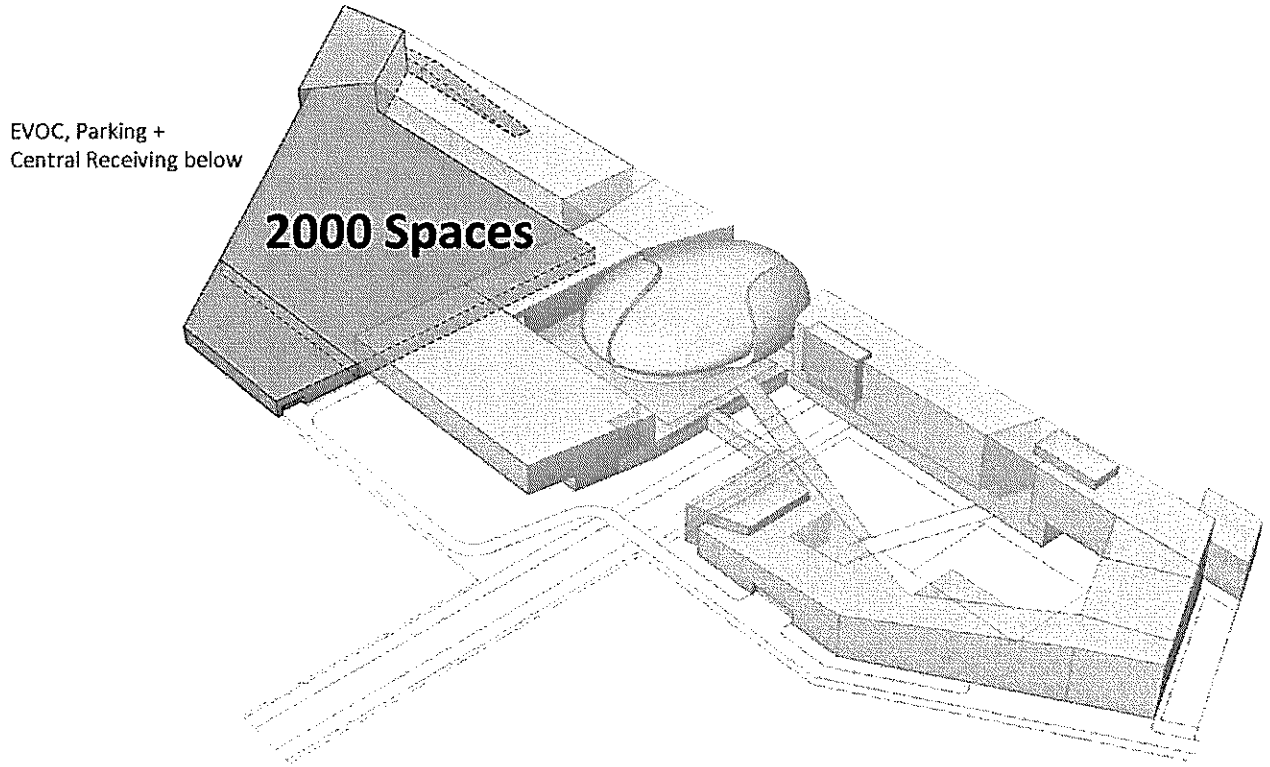
Sequence 1 Parking



1,620 Recruits

1. DEIS Assumption: 1.9 Recruits / Vehicle = 426 Recruit Parking Spaces
2. HOV Assumption: 3.0 Recruits / Vehicle = 270 Recruit Parking Spaces
3. HOV Assumption: 4.0 Recruits / Vehicle = 203 Recruit Parking Spaces

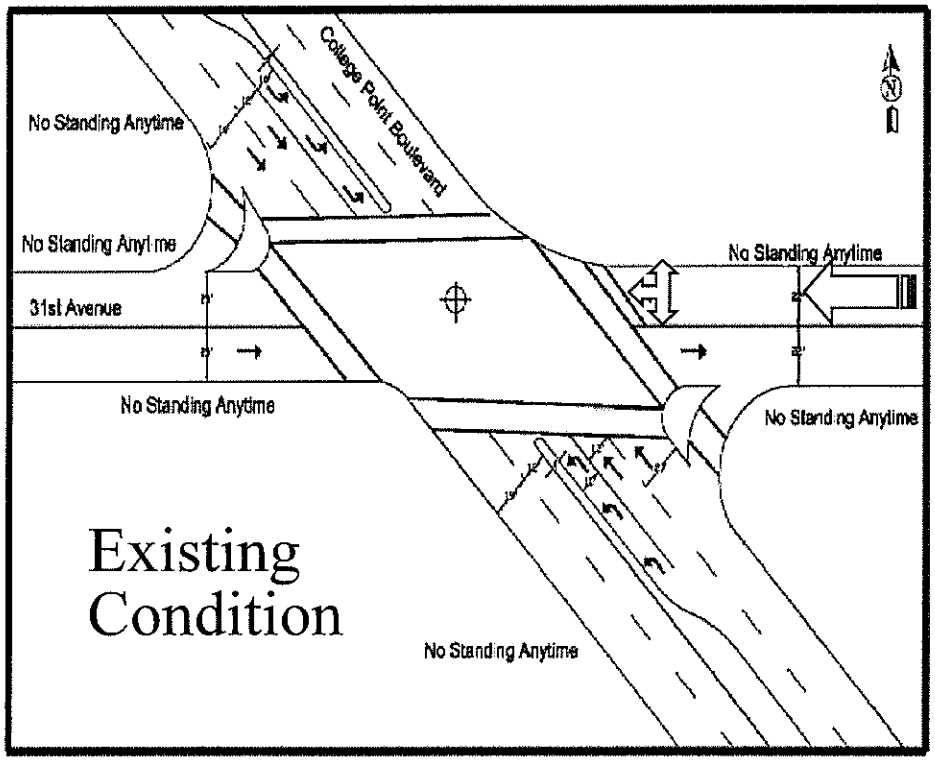
Full Build-Out Parking

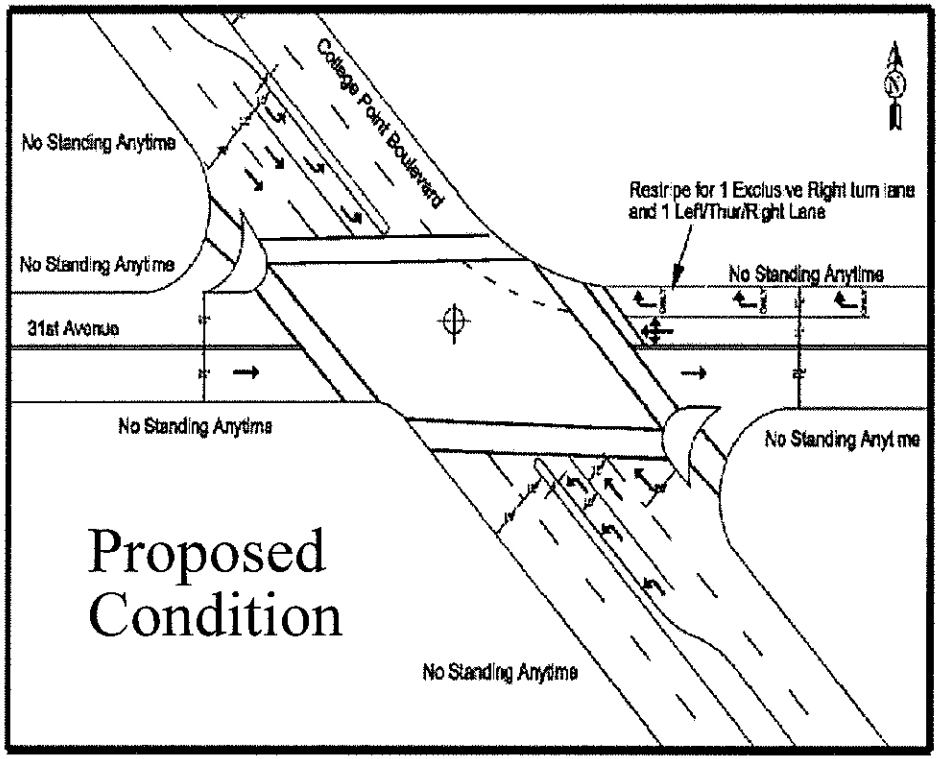


1,980 Recruits

1. DEIS Assumption: 1.9 Recruits / Vehicle = 521 Recruit Parking Spaces
2. HOV Assumption: 3.0 Recruits / Vehicle = 330 Recruit Parking Spaces
3. HOV Assumption: 4.0 Recruits / Vehicle = 248 Recruit Parking Spaces

31st Avenue at College Point Boulevard

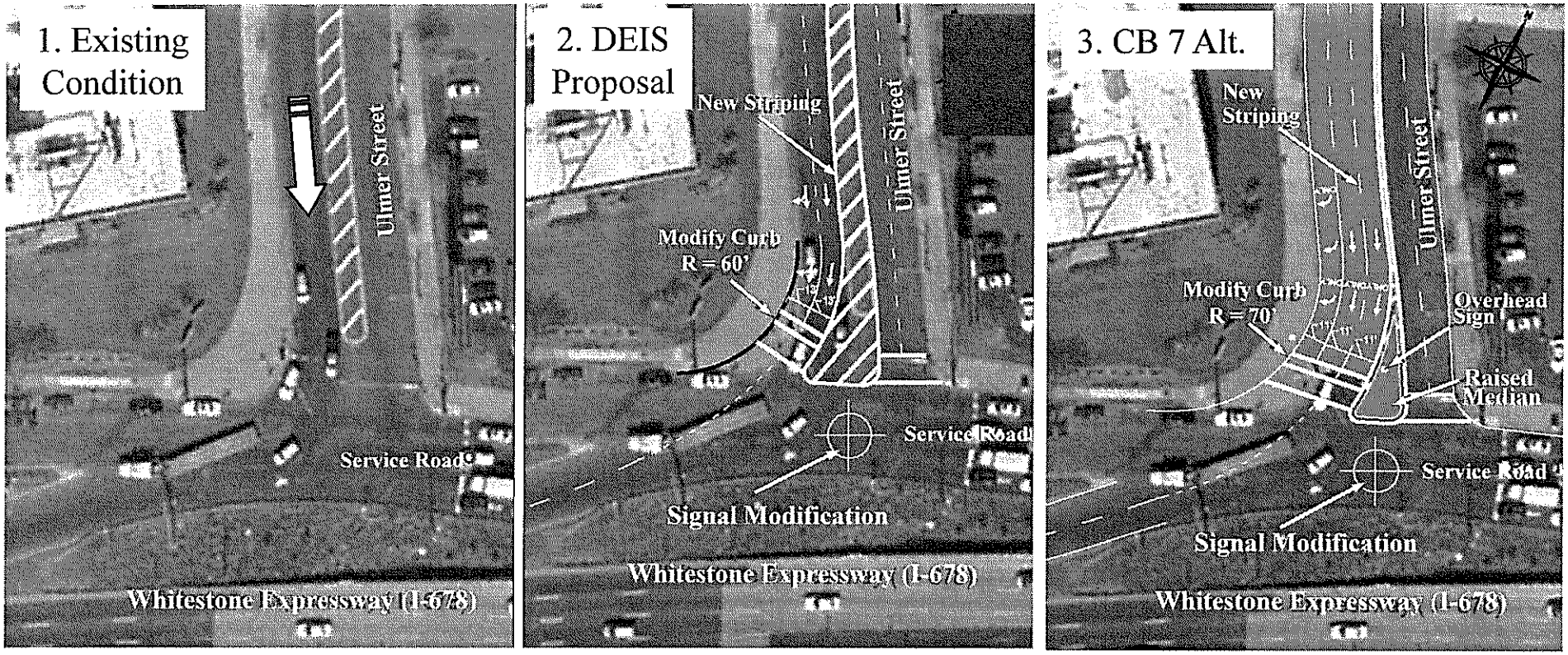




Proposed Mitigation:

- Re-stripe the 31st Avenue westbound approach to provide an exclusive right turn lane and a left / thru / right lane
- Modify signal timing

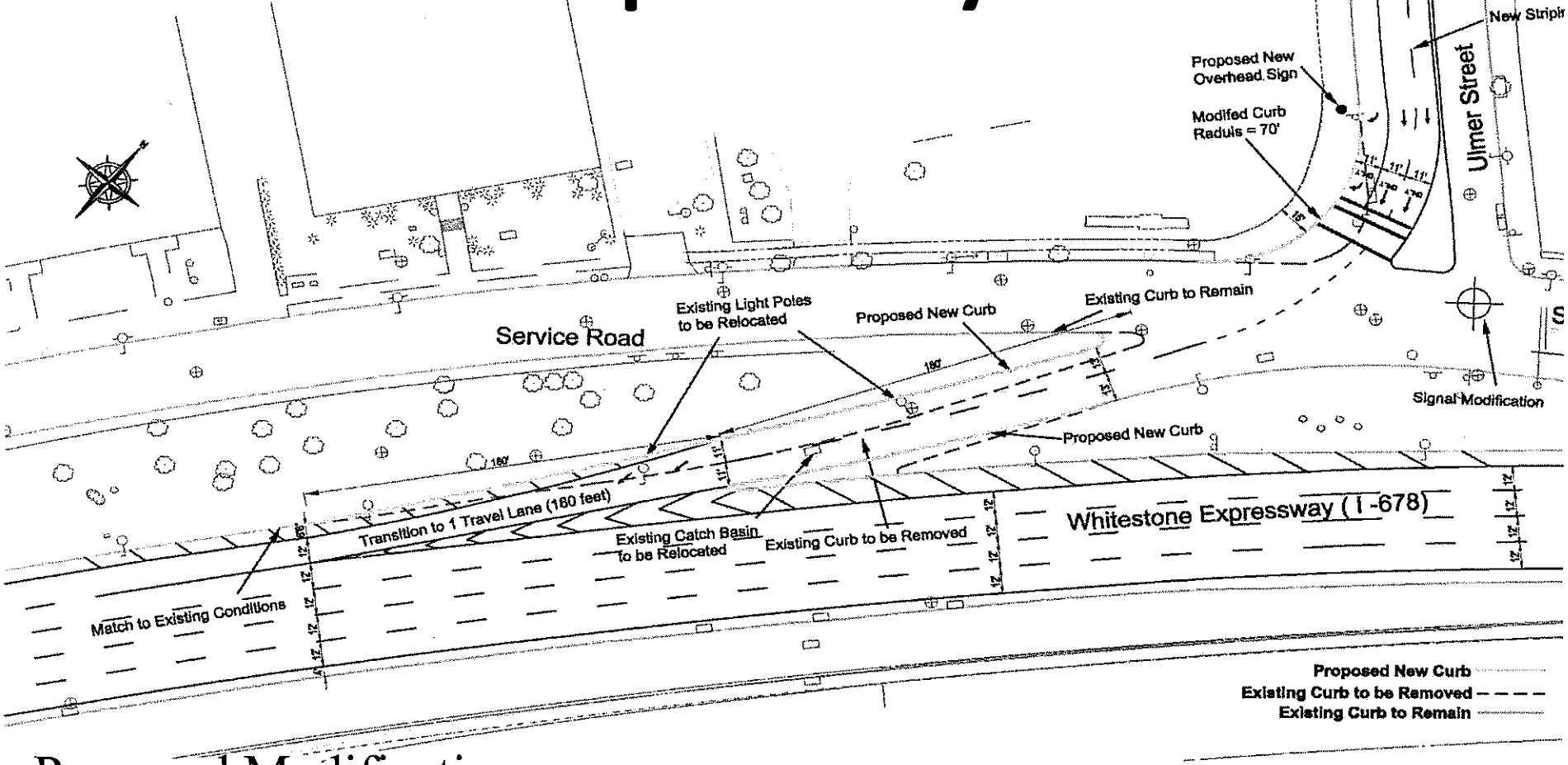
Ulmer Street at SB Whitestone Expressway Service Road



Mitigation:

- Re-stripe the Ulmer Street to provide an exclusive right turn lane and two thru lanes
- Reconfigure the ramp onto the Whitestone Expressway to accommodate two lanes
- Modify signal timing

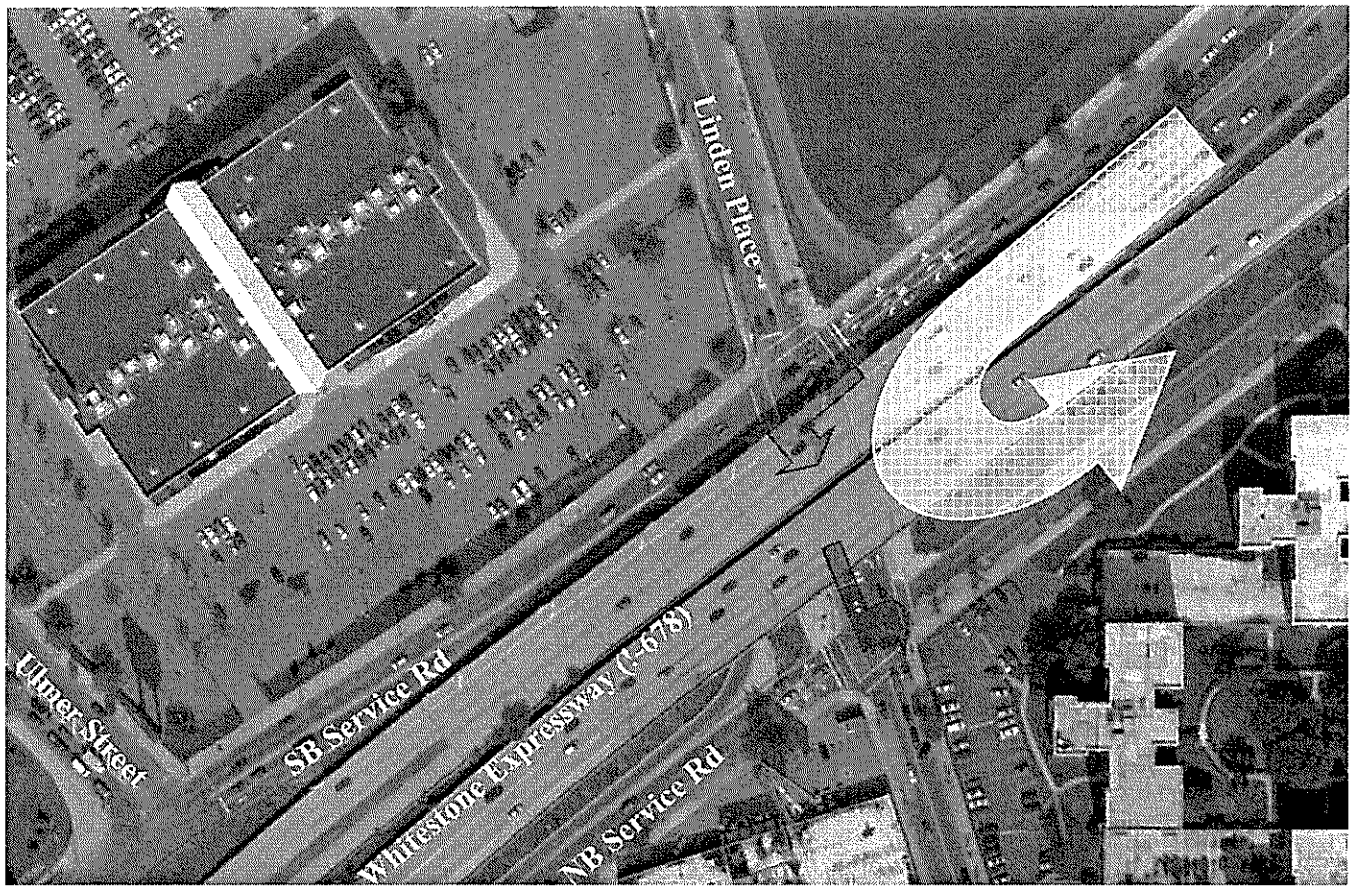
Ramp Widening at Ulmer Street & SB Whitestone Expressway Service Road



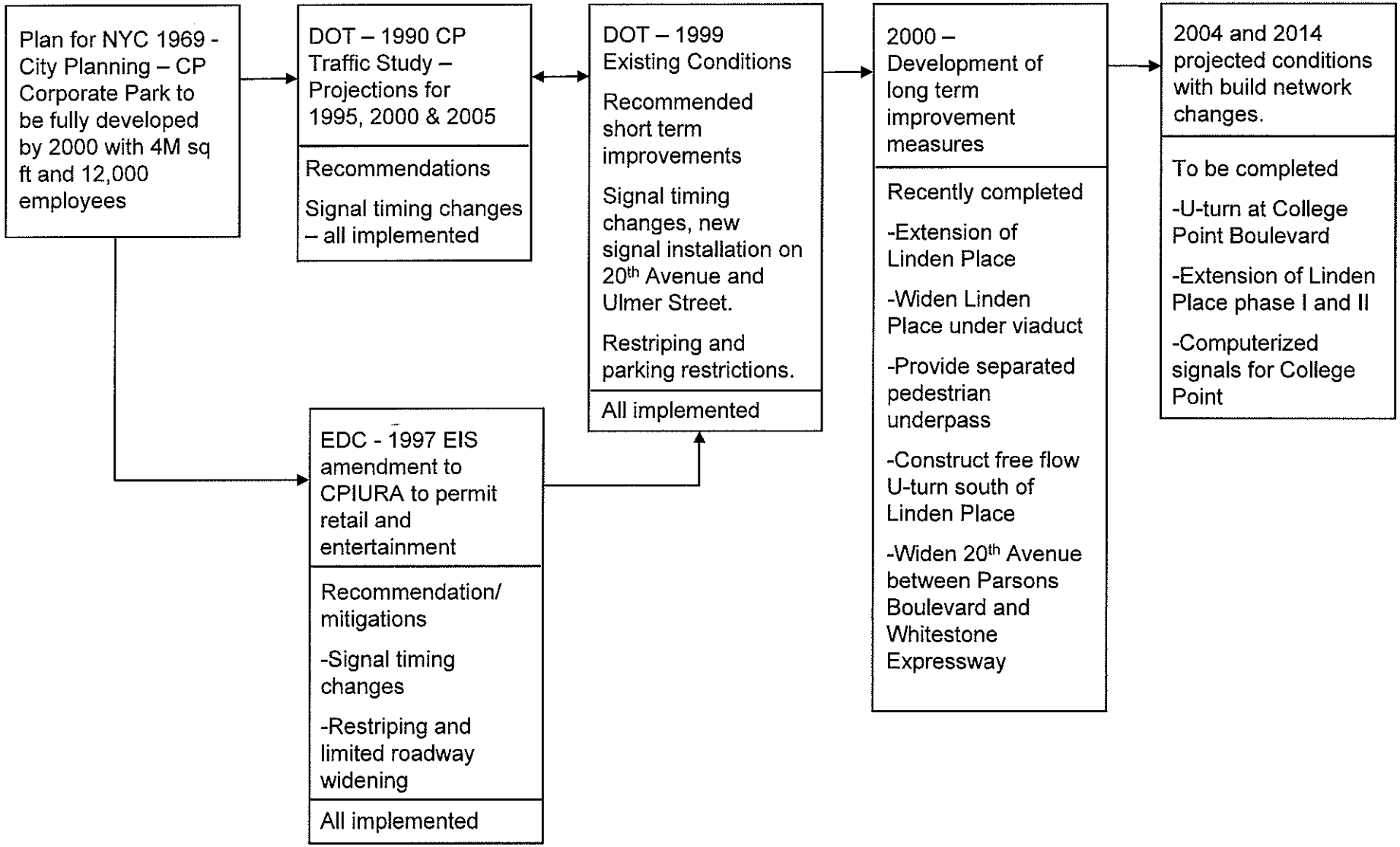
Proposed Modifications:

- Widen and stripe ramp to provide an adequate merge lane

SB to NB U-Turn at Linden Pl.



College Point (CP) Transportation Studies Process/Recommendations/Implementation



* CPIURA – College Point Industrial Urban Renewal Area

Traffic Mitigation Measures

- Beginning next spring, DDC will replace failed concrete slabs along College Point Boulevard from Fowler Avenue through 32nd Avenue and rehabilitate 32nd Avenue from College Point Boulevard to Linden Place.
- Next spring DOT will resurface College Point Boulevard between 7th and 25th Avenues in the spring and will coordinate scheduling with the Community Board, businesses and utilities.
- The Police Academy will abide by all no-standing regulations throughout the College Point Corporate Park.

Traffic Mitigation Timeline

- Sequence 1 construction would commence in November 2009 and be completed in late 2012/early 2013
- All traffic mitigation measures will be completed prior to completion of the Academy:
  - Rehabilitation and resurfacing along College Point Boulevard and 32nd Avenue in 2010
  - 31st Avenue and College Point Boulevard Re-stripings to occur in 2011
  - Ulmer Street work to occur from 2010 to 2011
  - Linden Place U-Turn work to occur from 2010 to 2011
  - Whitestone on-ramp work to occur from 2010 to 2012

Note: all years are calendar years

Flood Mitigation Measures

- DEP will implement a three phased project to address drainage issues in Whitestone. Design will commence in FY '10 and construction will commence immediately following design.
  - SE-809 will be initiated in FY '11
  - SE-810 will be initiated in FY '13
  - SE-811 will be initiated in FY '13
- DEP will implement two projects to address drainage issues in College Point. Design will commence in FY '10 and construction will commence immediately following design.
  - SEQ200467 will be initiated in FY '12
  - SE-807 will be initiated in FY '13
- DEP will investigate 20th Avenue north of Flushing Airport for opportunities to mitigate flooding.

Continued Community Involvement

- A Construction Taskforce Subcommittee within CB 7 will be formed. The NYPD and DDC will update the Taskforce on an as requested basis of construction status.
- CB 7 will be consulted on all potential major changes to the master plan.
- The Police Academy will attend all relevant College Point Corporate Park Taskforce and CB 7 District Service Cabinet meetings to ensure proper coordination with the community.

NYPA

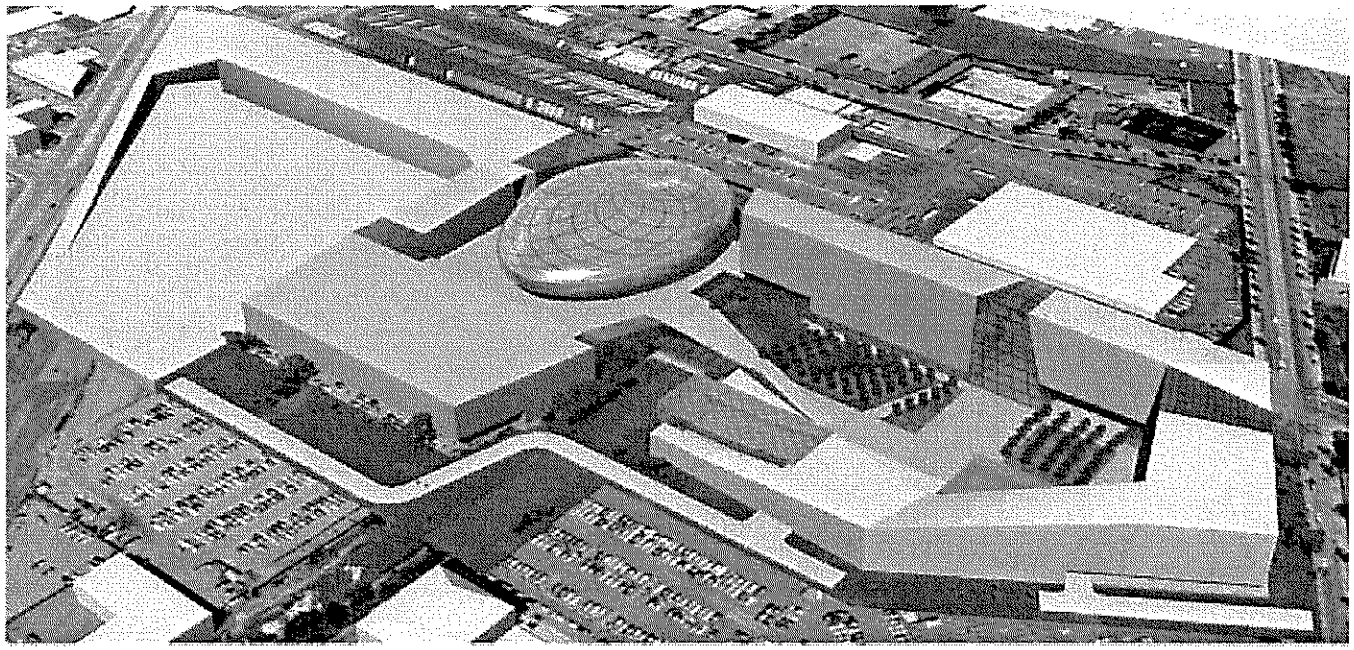
New York Police Academy

NEW YORK CITY DEPARTMENT OF DESIGN + CONSTRUCTION

PERKINS + WILL

Consulting Architect: Michael Feldman Architect

New York Police Academy



THE CITY OF NEW YORK
OFFICE OF THE MAYOR
NEW YORK, N.Y. 10007

EDWARD SKYLER
DEPUTY MAYOR FOR OPERATIONS

July 1, 2009

Queens Community Board #7
133-32 41st Road, Third Floor
Flushing, NY 11355

Dear Members of Community Board #7:

In accordance with Queens Community Board 7's support of the Police Academy's ULURP application, and in consultation with Borough President Marshall, please find a description of the City's proposal to mitigate the impact of the Police Academy (Academy) on the businesses and residents of College Point and surrounding communities.

Design & Construction

1. A Construction Taskforce Subcommittee within the Community Board will be formed. The New York City Police Department (NYPD) and the Department of Design and Construction (DDC) will update the Taskforce on the Academy's construction status on an as-requested basis.

2. Any potential future changes to the master plan must be within the scope of the Environmental Impact Statement (EIS) since the worst case scenario analysis relates to specific uses, the proposed floor area, projected traffic volumes, and parking as described in the project description. Should the NYPD intend to diverge from the master plan presented to the Community Board and outlined in the EIS, yet fall short of the worst case scenario analysis, DDC and NYPD will solicit input from the Community Board on an advisory basis. DDC and NYPD will present the revised design to the Community Board Construction Taskforce Subcommittee and attempt to address any concerns that may arise.

3. The design of the garage span abutting College Point Boulevard is being evaluated to address the Community Board's request to mitigate issues surrounding the garage. The project team is evaluating the feasibility of utilizing the four stair towers as a tool to breakdown the length of the garage. Under this scenario the façade between the stair towers could be setback by approximately 22 feet from the curb line. It is anticipated that this modification would further break down the length of the garage.

4. DDC will develop a community air monitoring plan (CAMP), which will include real-time monitoring for volatile organic compounds (VOCs) and particulates at the downwind perimeter of each designated work area. This system will be triggered when activities occur at sites determined to be contaminated and will provide the downwind community with a measure of protection from potential airborne contaminant releases that may result from investigative and remedial work activities. Specific measures will be developed in consultation with the New York State Department of Health to ensure proper applicability. A combustible gas indicator (CGI) will be utilized during construction activities to monitor the soils for methane concentrations. The CAMP will contain additional details on the methane monitoring program proposed for the site.

Traffic & Parking

5. DDC and NYPD will incorporate additional parking spaces to the Academy's plans. NYPD will impose driving restrictions (including mandatory car sharing for new recruits) to ensure that the number of spaces is adequate.
    a. In Sequence 1, parking will be increased from 700 to 900 spaces.
    b. At full build out, parking will be increased from 1,800 to 2,000 spaces.

6. The Police Academy and its visitors will be required to comply with all parking regulations (no parking, no standing, etc.) within the College Point Corporate Park.

7. The Mayor's Office, NYPD and DOT will pursue with the Metropolitan Transportation Authority (MTA) a change in the existing College Point Boulevard Q65 bus route to loop eastbound on 28th and directly access the main entrance to the Academy at Ulmer Street. The Mayor's Office, NYPD and DOT will pursue additional bus service on Q25 line if ridership warrants.

8. As outlined in the Draft Environmental Impact Statement (DEIS), the east leg of the intersection of College Point Boulevard and 31st Avenue will be re-striped to create an exclusive right turn lane from 31st Avenue onto College Point Boulevard for cars traveling westbound. This work will be completed by the end of FY '11. See figure 1 attached.

9. Building off of the plan described in the DEIS and incorporating the improvements suggested by the Community Board, the Ulmer Street southbound approach to the

Whitestone Service Road will be re-striped to create three southbound lanes. The Southwest curb will be modified to create an exclusive right turn lane. New York City Department of Transportation (DOT) will work with New York State Department of Transportation (NYS DOT) to realize the widening of the on-ramp to create two lanes. Traffic signals will be modified accordingly. Assuming NYS DOT's approval, design will commence in FY '10 and construction will commence in FY '11. The Department of Environmental Protection (DEP) is exploring drainage improvements in the area. See figures 2 and 3 attached.

10. Funding will be allocated to construct a free flowing u-turn for cars (not trucks) from the southbound Whitestone Expressway Service Road to the Northbound Service Road on the north side of Linden Place utilizing space within the existing underpasses that are currently blocked by curtain walls. Assuming NYS DOT's approval, design will commence in FY '10 and construction will commence in FY '12. See figure 4 attached.

11. Ulmer Street between the service road and 28th Avenue will be re-striped to create additional lanes in order to mitigate the impact of cars entering and exiting the Academy. See figure 5 attached.

12. By the end of calendar year 2009, DOT will update its traffic analysis of College Point to reflect current conditions and the build out of the Police Academy.

13. Beginning next spring, DDC under capital project HWQ1675 will replace all failed concrete slabs and as needed, seal cracks in the remaining concrete slabs on College Point Boulevard from Fowler Avenue to 32nd Avenue and reconstruct 32nd Avenue from College Point Boulevard to Linden Place.

14. Next spring DOT will resurface College Point Boulevard between 7th and 25th Avenues. DOT will coordinate scheduling with the Community Board, businesses and utilities.

Drainage

15. DEP will implement a three phased project to address drainage issues in Whitestone. Design will commence in FY '10 and construction will commence immediately following design completion. See figures 6 through 11 attached.
    a. SE-809 will be initiated in FY '11
    b. SE-810 will be initiated in FY '13
    c. SE-811 will be initiated in FY '17.

16. DEP will implement two projects to address drainage issues in College Point. Design will commence in FY '10 and construction will commence immediately following design completion. See figures 12 through 14 attached.
    a. SEQ200467 will be initiated in FY '12

b. SE-807 will be initiated in FY '13

17. DEP will investigate 20th Avenue north of the Flushing Airport site for opportunities to mitigate flooding.

General

18. Although not related to the Police Academy, during the course of meetings a request was made to improve lighting in College Point Park to improve public safety. As a first step, the Department of Parks and Recreation will prune the trees surrounding the existing lighting. Should that not prove sufficient, the City will install additional lighting.

The entire capital cost of the above roadway and sewer items is estimated to be well over $50 million. I believe this demonstrates a significant commitment to the College Point Community and Community Board 7. The NYPD will write to you regarding on-street parking and additional coordination measures. I look forward to continuing to work with you on this project.

Sincerely,

Edward Skyler

c: Helen M. Marshall, Queens Borough President
Raymond W. Kelly, Commissioner, Police Department
Amanda M. Burden, Chair, City Planning Commission
David Burney, Commissioner, Department of Design and Construction
Steven Lawitts, Acting Commissioner, Department of Environmental Protection
Janette Sadik-Khan, Commissioner, Department of Transportation

31st Avenue at College Point Boulevard

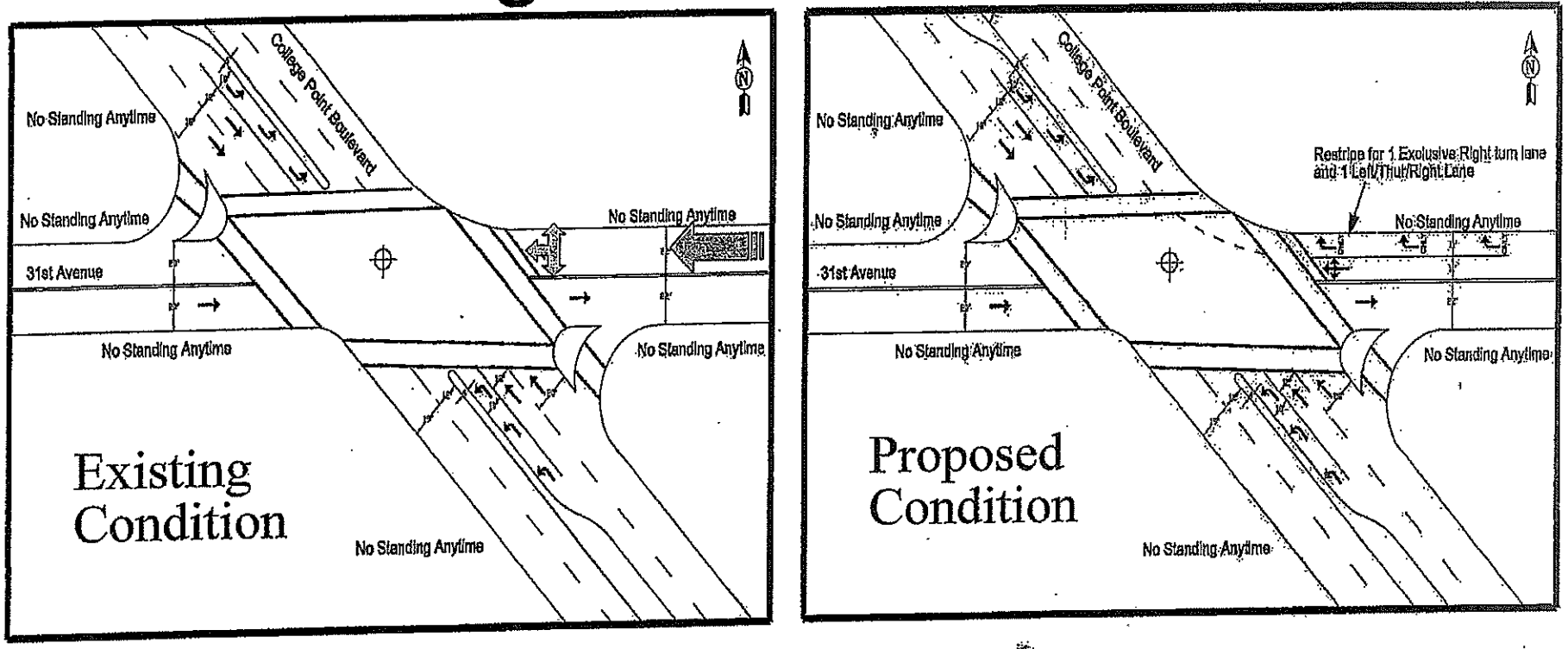


FIGURE 1

Proposed Mitigation:

- Re-stripe the 31st Avenue westbound approach to provide an exclusive right turn lane and a left / thru / right lane
- Modify signal timing

Ulmer Street at SB Whitestone Expressway Service Road

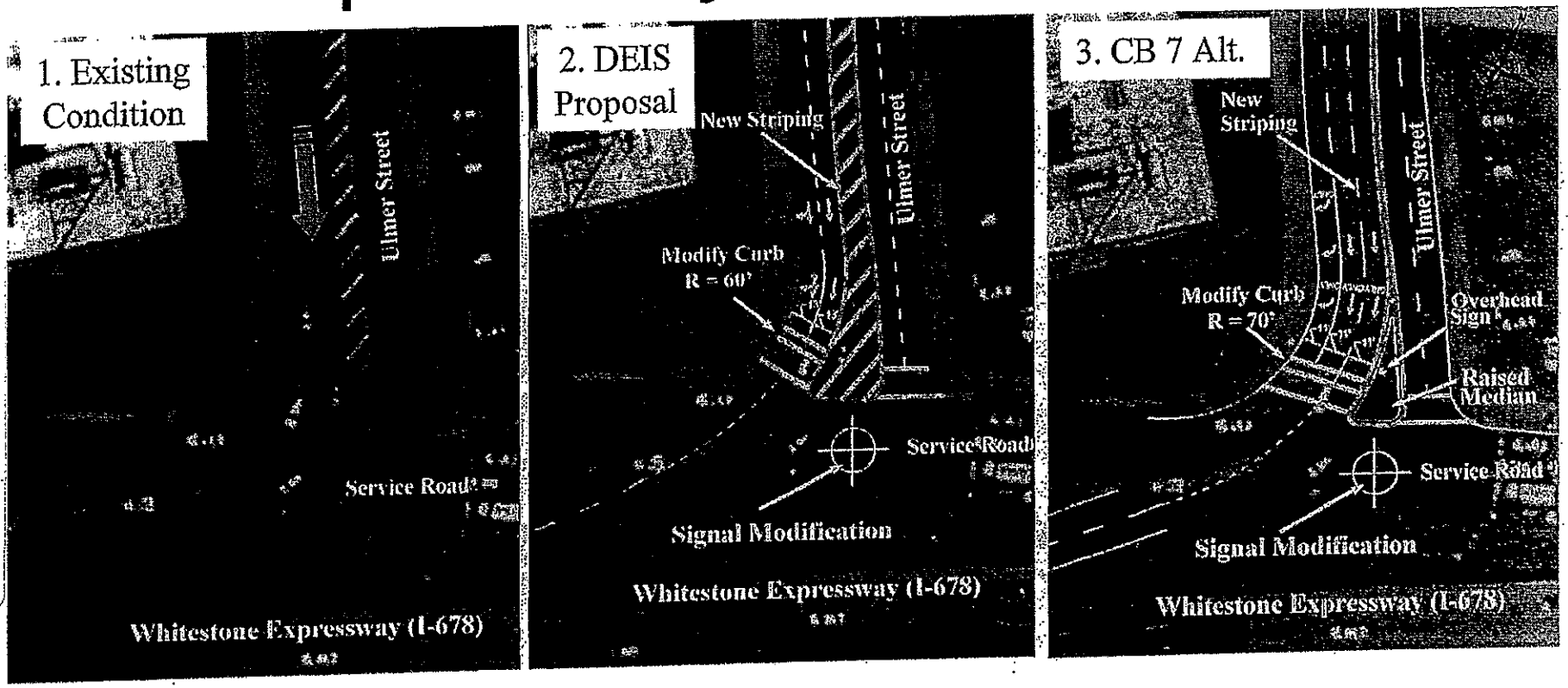


FIGURE 2

Mitigation:

- Re-stripe the Ulmer Street to provide an exclusive right turn lane and two thru lanes
- Reconfigure the ramp onto the Whitestone Expressway to accommodate two lanes
- Modify signal timing

Ramp Widening at Ulmer Street & SB Whitestone Expressway Service Road

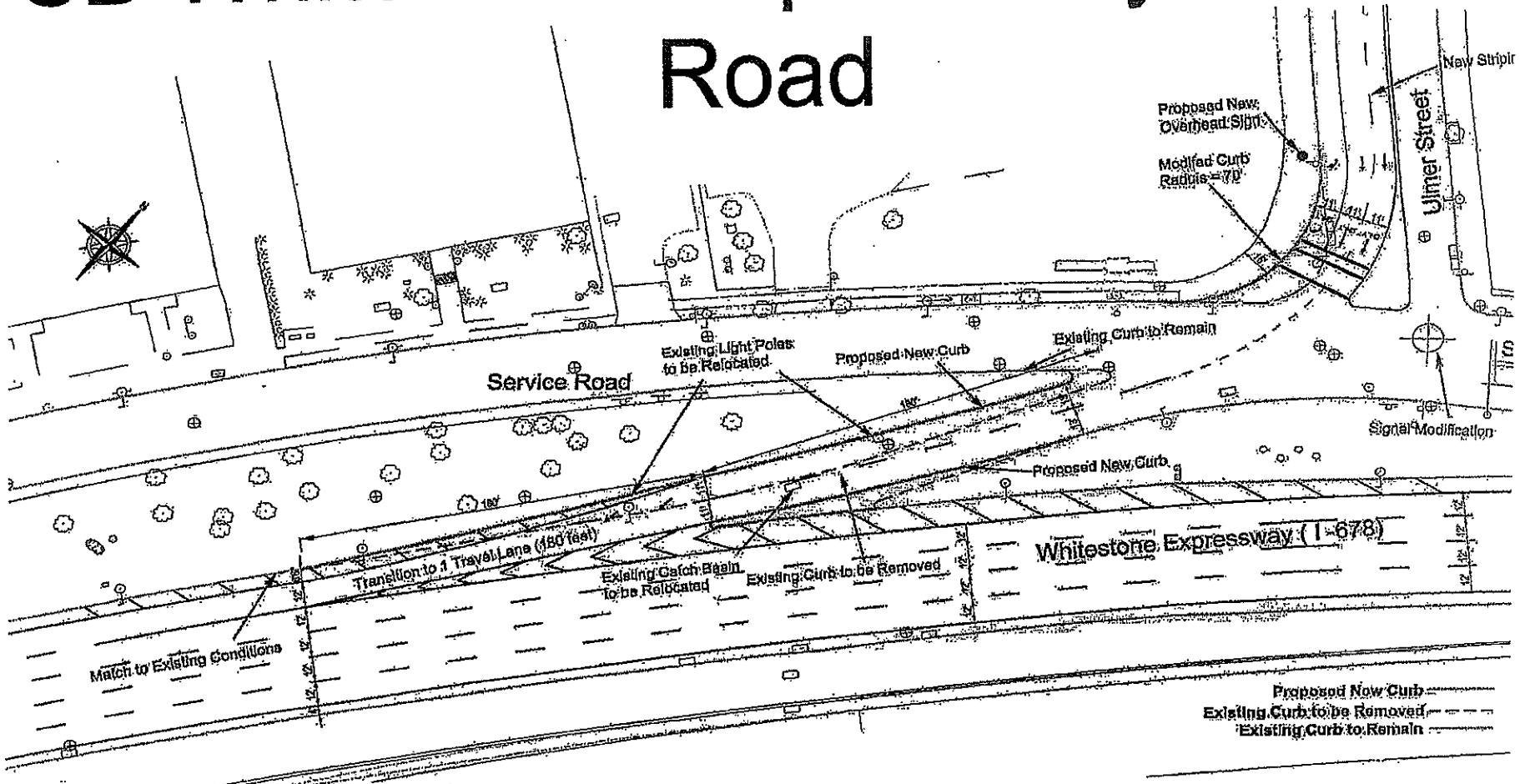


FIGURE 3

Proposed Modifications:

- Widen and stripe ramp to provide an adequate merge lane

SB to NB U-Turn at Linden Pl.

FIGURE 4

Proposed Mitigation Between the Service Road and 28th Ave on Ulmer Street

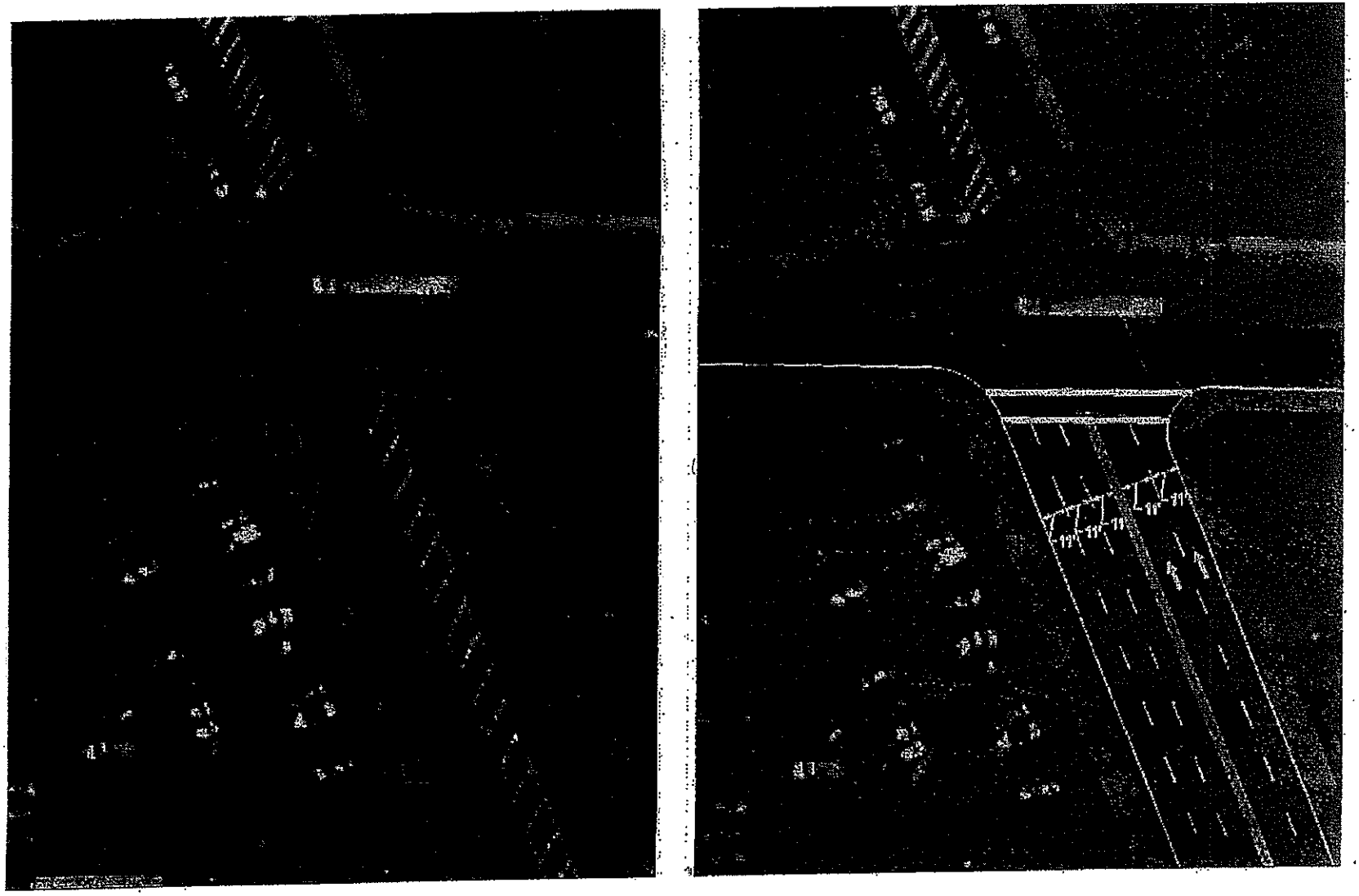
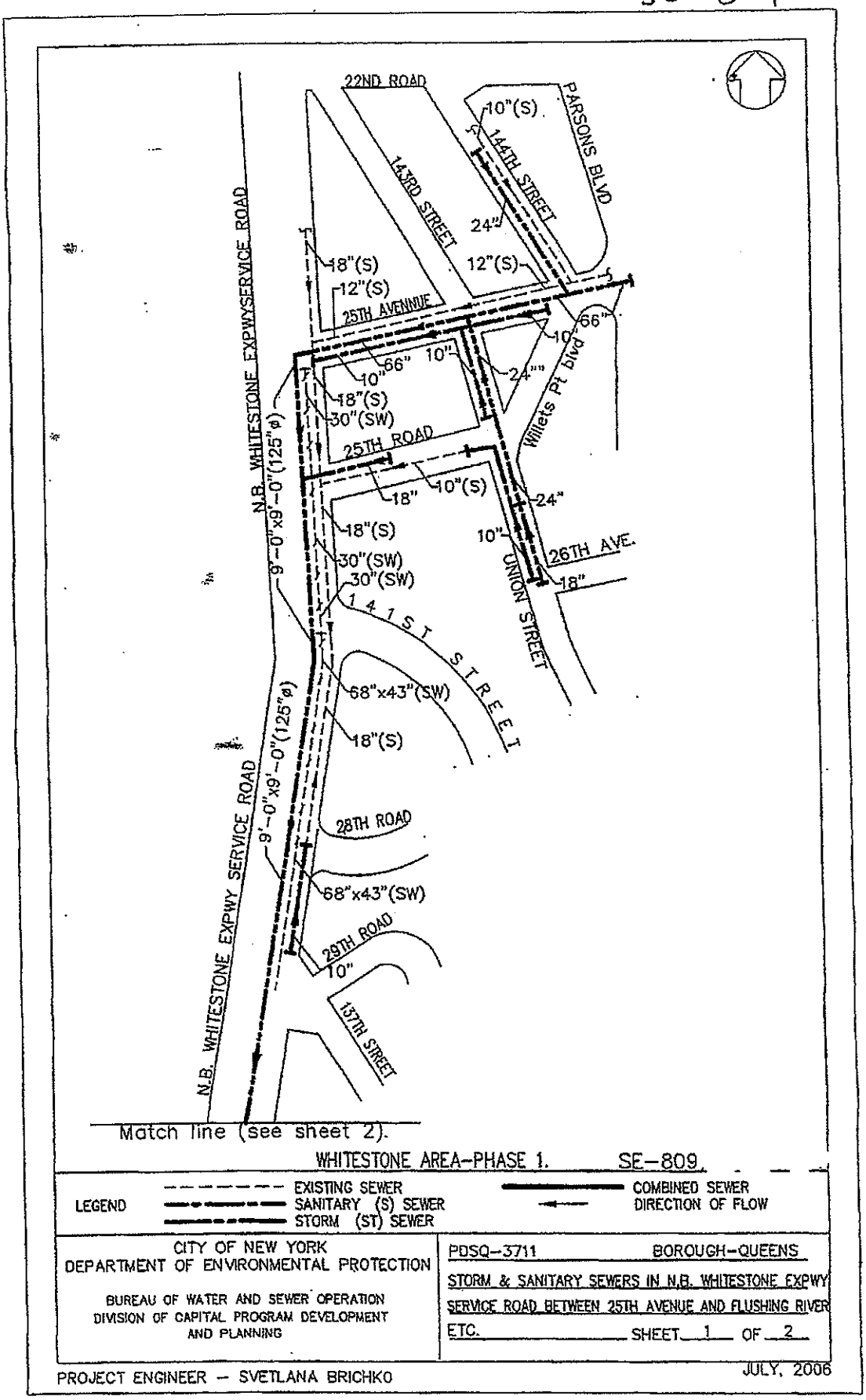


FIGURE 5

SE-809



WHITESTONE AREA-PHASE 1. SE-809

LEGEND
- EXISTING SEWER
- SANITARY (S) SEWER
- STORM (ST) SEWER
- COMBINED SEWER
- DIRECTION OF FLOW

CITY OF NEW YORK
DEPARTMENT OF ENVIRONMENTAL PROTECTION

BUREAU OF WATER AND SEWER OPERATION
DIVISION OF CAPITAL PROGRAM DEVELOPMENT
AND PLANNING

PDSQ-3711 BOROUGH-QUEENS

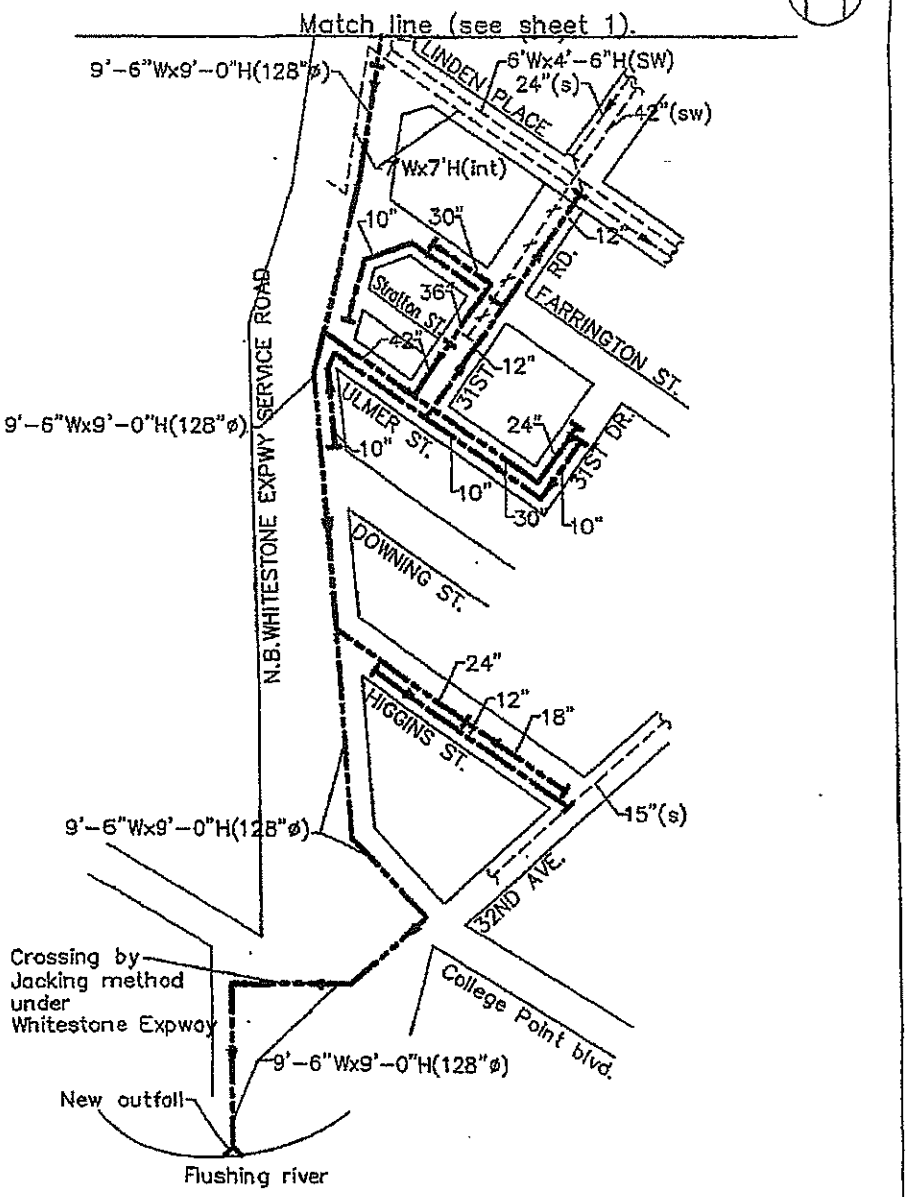
STORM & SANITARY SEWERS IN N.B. WHITESTONE EXPWY SERVICE ROAD BETWEEN 25TH AVENUE AND FLUSHING RIVER ETC. SHEET 1 OF 2

PROJECT ENGINEER – SVETLANA BRICHKO

JULY, 2006

FIGURE 6

SE-809



WHITESTONE AREA-PHASE 1. SE-809

LEGEND
- EXISTING SEWER
- SANITARY (S) SEWER
- STORM (ST) SEWER
- COMBINED SEWER
- DIRECTION OF FLOW

CITY OF NEW YORK
DEPARTMENT OF ENVIRONMENTAL PROTECTION

BUREAU OF WATER AND SEWER OPERATION
DIVISION OF CAPITAL PROGRAM DEVELOPMENT AND PLANNING

PDSQ-3711 BOROUGH-QUEENS

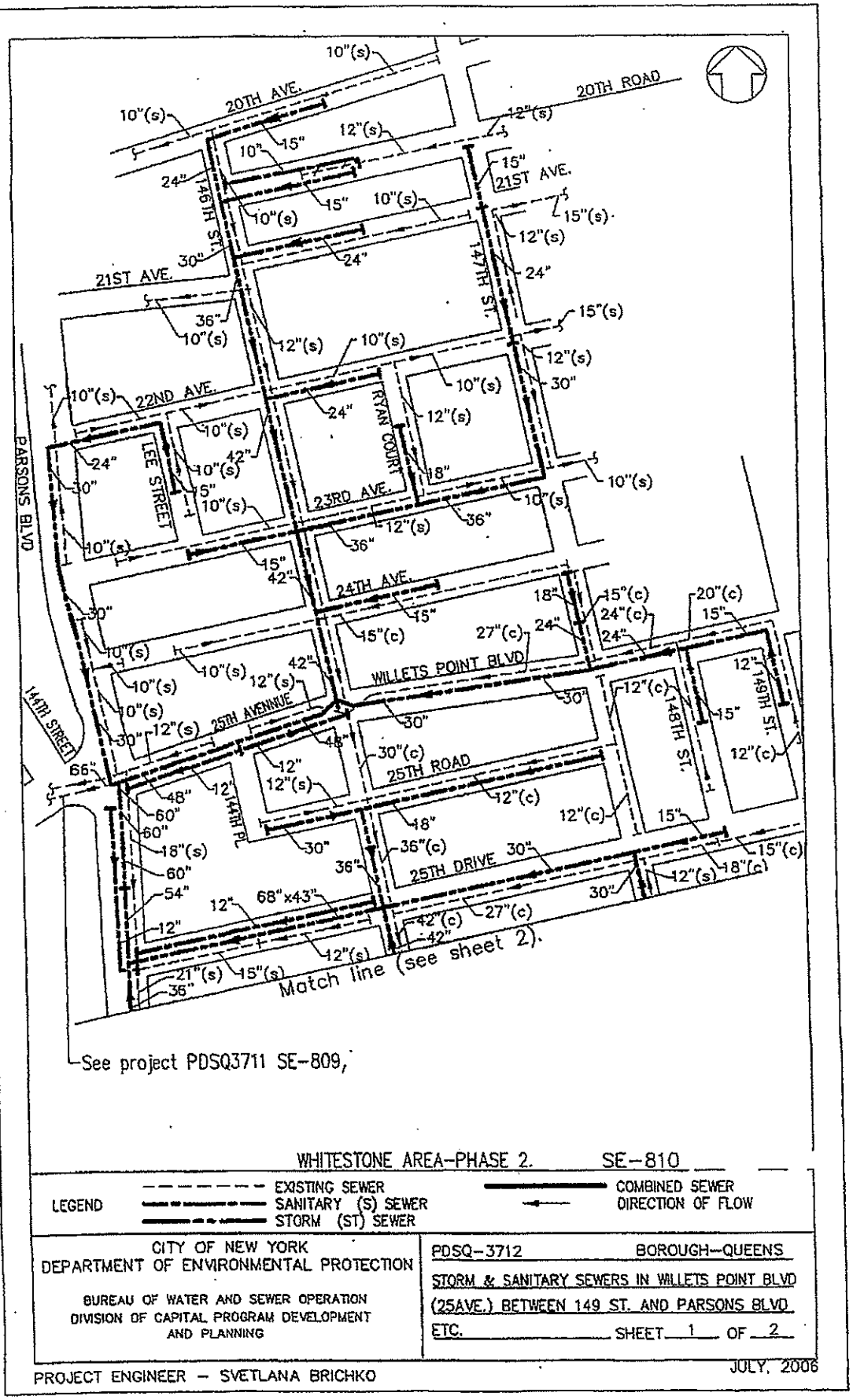
STORM & SANITARY SEWERS IN N.B. WHITESTONE EXPWY SERVICE ROAD BETWEEN 25TH AVENUE AND FLUSHING RIVER ETC. SHEET 2 OF 2

PROJECT ENGINEER - SVETLANA BRICHKO

JULY, 2006

FIGURE 7

SE-810



WHITESTONE AREA-PHASE 2. SE-810

LEGEND
- EXISTING SEWER
- SANITARY (S) SEWER
- STORM (ST) SEWER
- COMBINED SEWER
- DIRECTION OF FLOW

CITY OF NEW YORK
DEPARTMENT OF ENVIRONMENTAL PROTECTION

BUREAU OF WATER AND SEWER OPERATION
DIVISION OF CAPITAL PROGRAM DEVELOPMENT
AND PLANNING

PDSQ-3712 BOROUGH-QUEENS

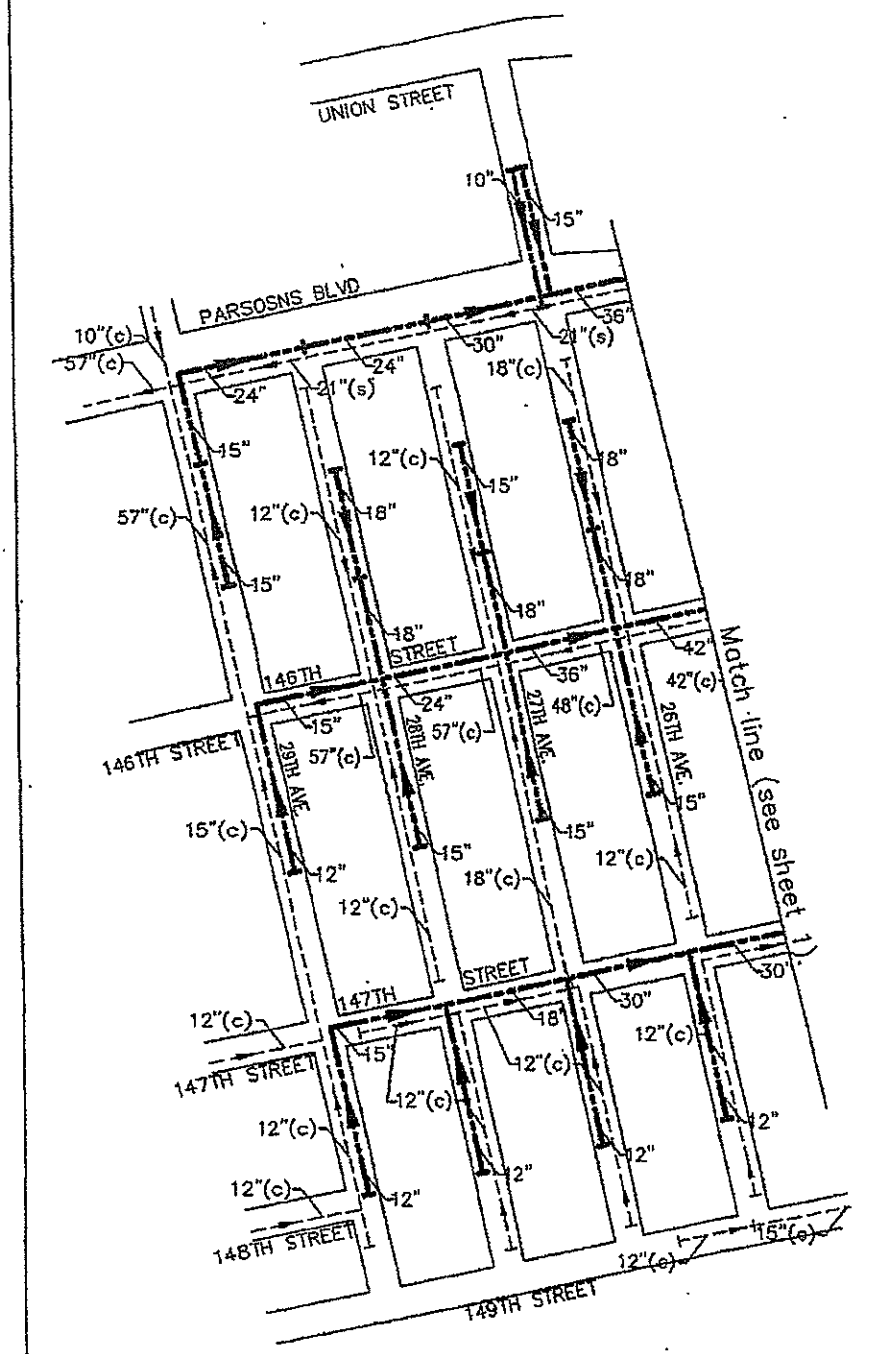
STORM & SANITARY SEWERS IN WILLETS POINT BLVD (25AVE.) BETWEEN 149 ST. AND PARSONS BLVD ETC. SHEET 1 OF 2

PROJECT ENGINEER – SVETLANA BRICHKO

JULY, 2006

FIGURE 8

SE-810



WHITESTONE AREA-PHASE 2. SE-810

LEGEND
- EXISTING SEWER
- SANITARY (S) SEWER
- STORM (ST) SEWER
- COMBINED SEWER
- DIRECTION OF FLOW

CITY OF NEW YORK
DEPARTMENT OF ENVIRONMENTAL PROTECTION

BUREAU OF WATER AND SEWER OPERATION
DIVISION OF CAPITAL PROGRAM DEVELOPMENT AND PLANNING

PDSQ--3712 BOROUGH--QUEENS

STORM & SANITARY SEWERS IN WILLETS POINT BLVD (25AVE.) BETWEEN 149 ST. AND PARSONS BLVD ETC. SHEET 2 OF 2

PROJECT ENGINEER – SVETLANA BRICHKO

JULY, 2006

FIGURE 9

SE-811

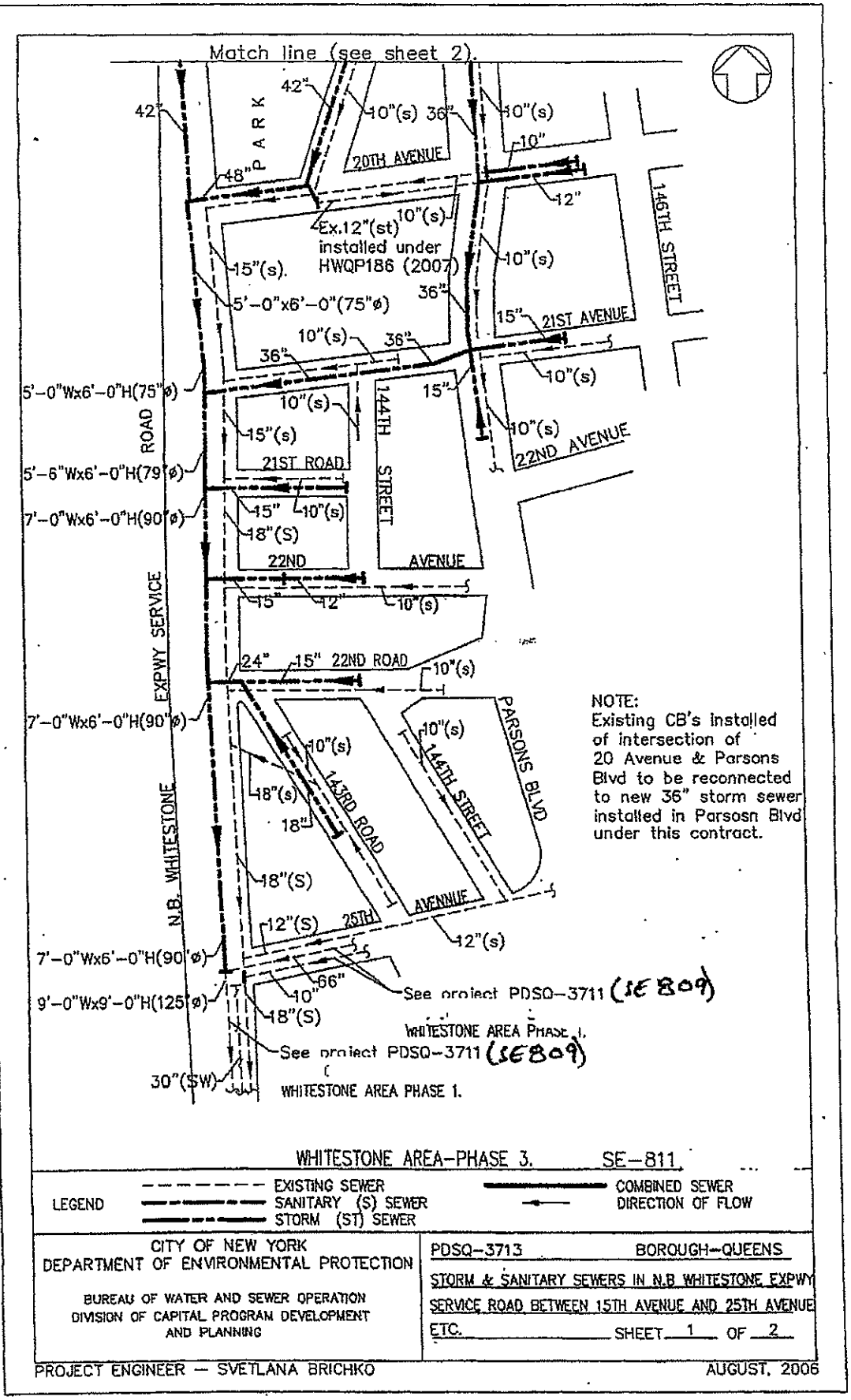
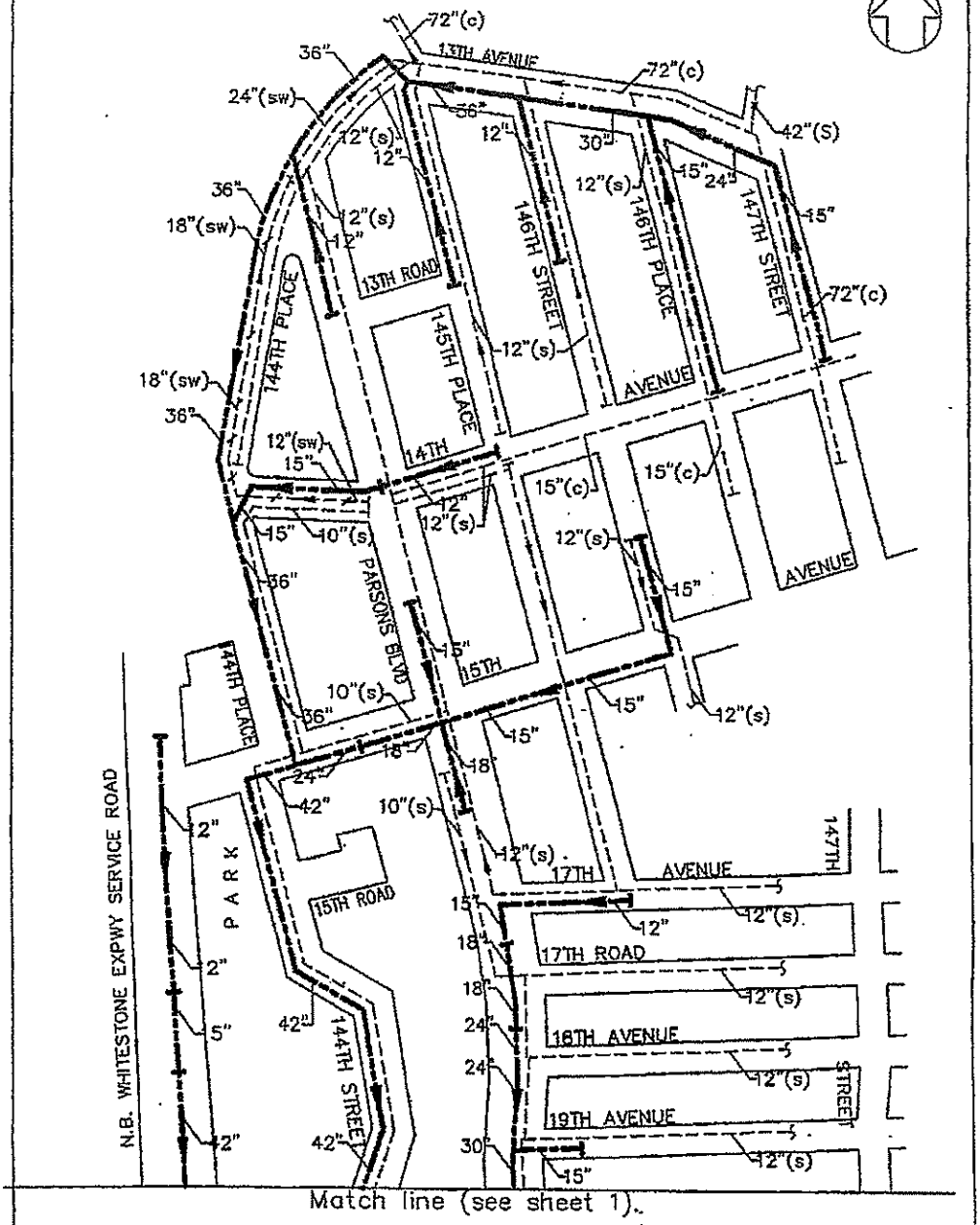


FIGURE 10

SE-811



WHITESTONE AREA–PHASE 3. SE–811

LEGEND
- EXISTING SEWER
- SANITARY (S) SEWER
- STORM (ST) SEWER
- COMBINED SEWER
- DIRECTION OF FLOW

CITY OF NEW YORK
DEPARTMENT OF ENVIRONMENTAL PROTECTION

BUREAU OF WATER AND SEWER OPERATION
DIVISION OF CAPITAL PROGRAM DEVELOPMENT AND PLANNING

PDSQ–3713 BOROUGH–QUEENS

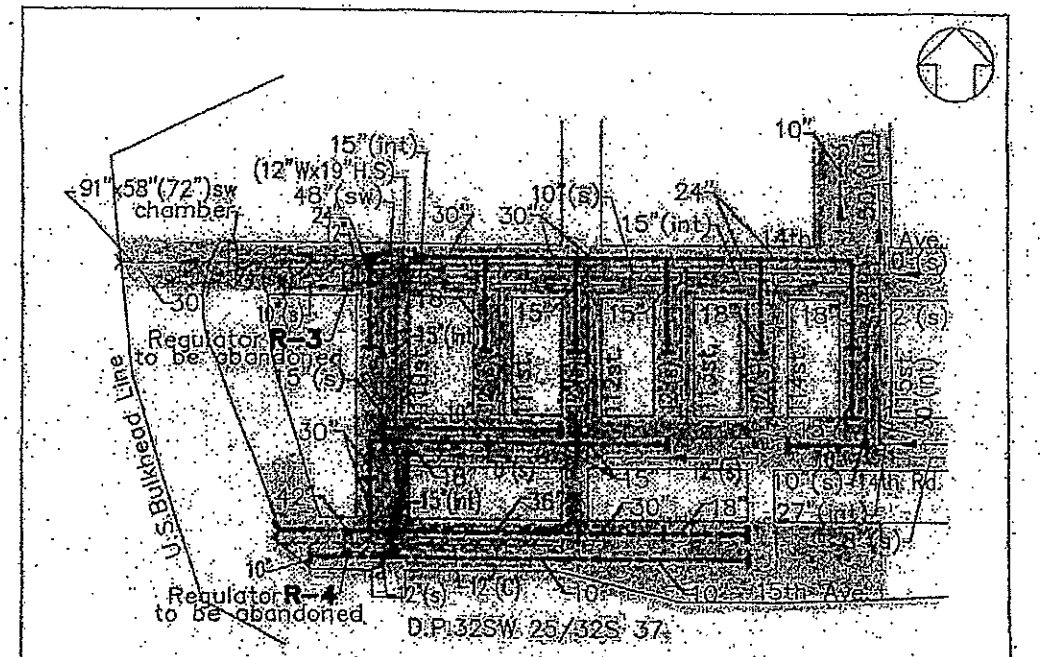
STORM & SANITARY SEWERS IN N.B.WHITESTONE EXPWY SERVICE ROAD BETWEEN 15TH AVENUE AND 25TH AVENUE ETC. SHEET 2 OF 2

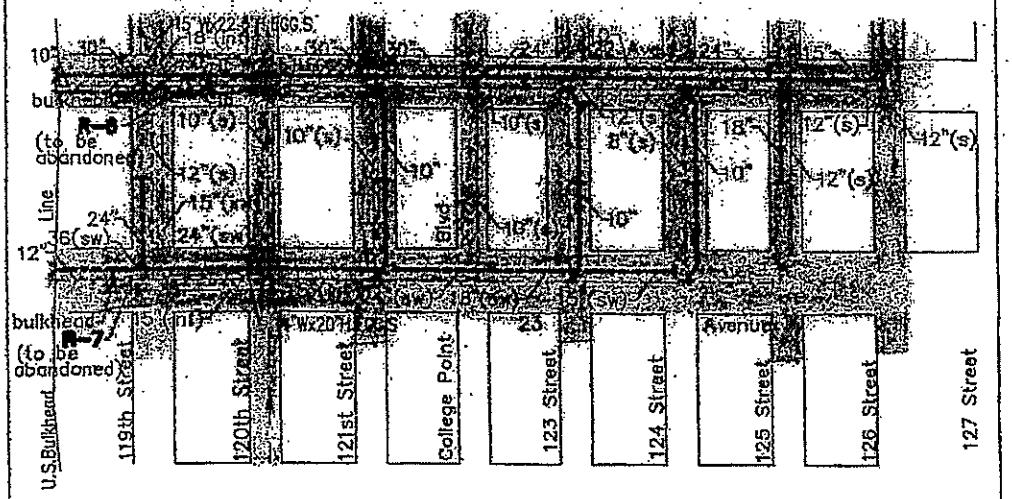
PROJECT ENGINEER – SVETLANA BRICHKO

AUGUST, 2006

FIGURE 11

SEQ200467





D.P.32SW 26/32S 38.

SEQ 200467/

LEGEND
- EXISTING SEWER
- SANITARY (S) SEWER
- STORM (ST) SEWER
- COMBINED SEWER
- DIRECTION OF FLOW

CITY OF NEW YORK
DEPARTMENT OF ENVIRONMENTAL PROTECTION.

BUREAU OF WATER AND SEWER OPERATION
DIVISION OF CAPITAL PROGRAM DEVELOPMENT AND PLANNING

PDSQ-3560 BOROUGH-QUEENS

STORM AND SANITARY SEWERS IN 14 AVENUE BETWEEN 115 STREET AND U.S BULKHEAD LINE, ETC.

SHEET 1 OF 1

PROJECT ENGINEER – SVETLANA BRICHKO

APRIL 2004
OCTOBER,2005

FIGURE 12

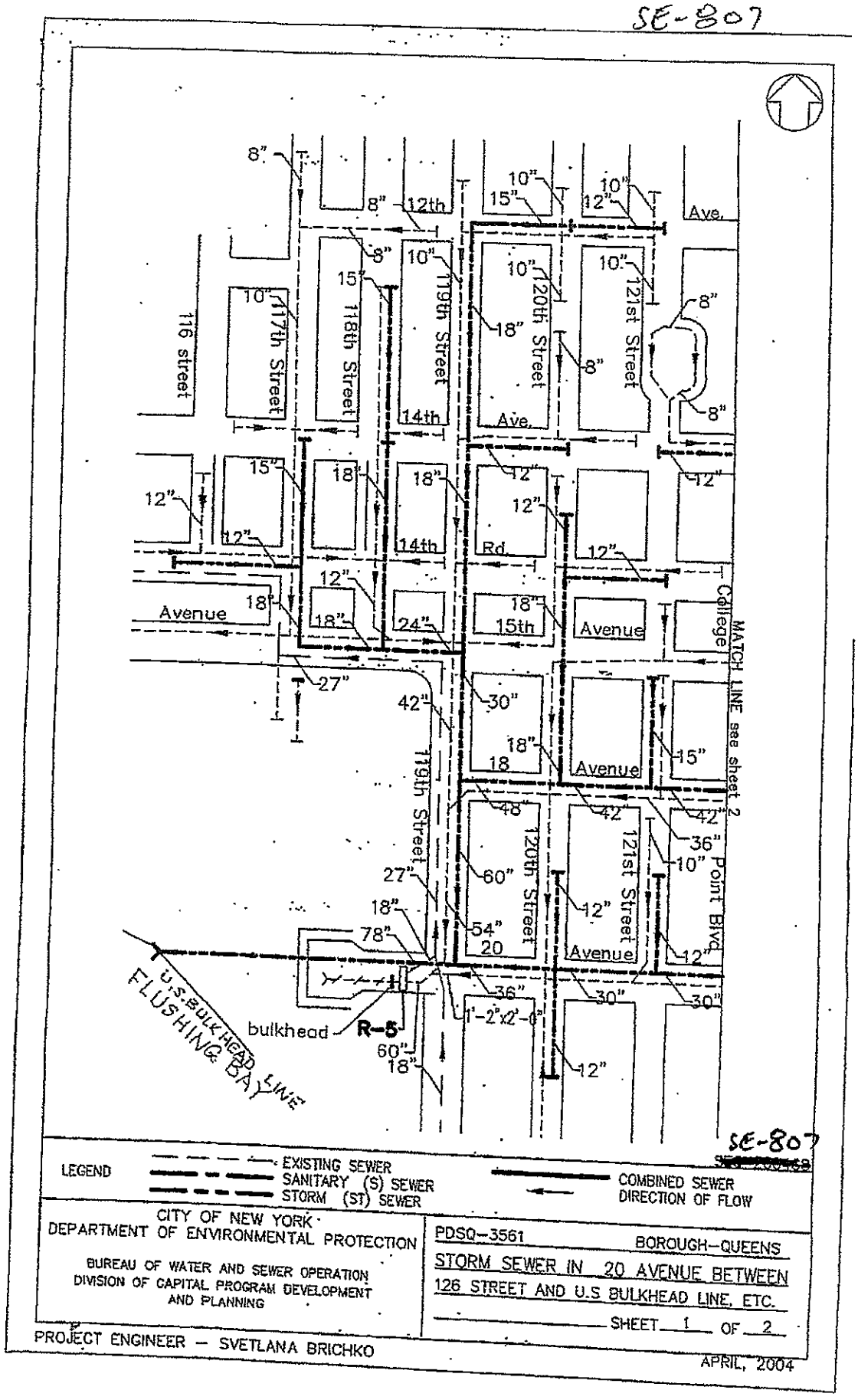
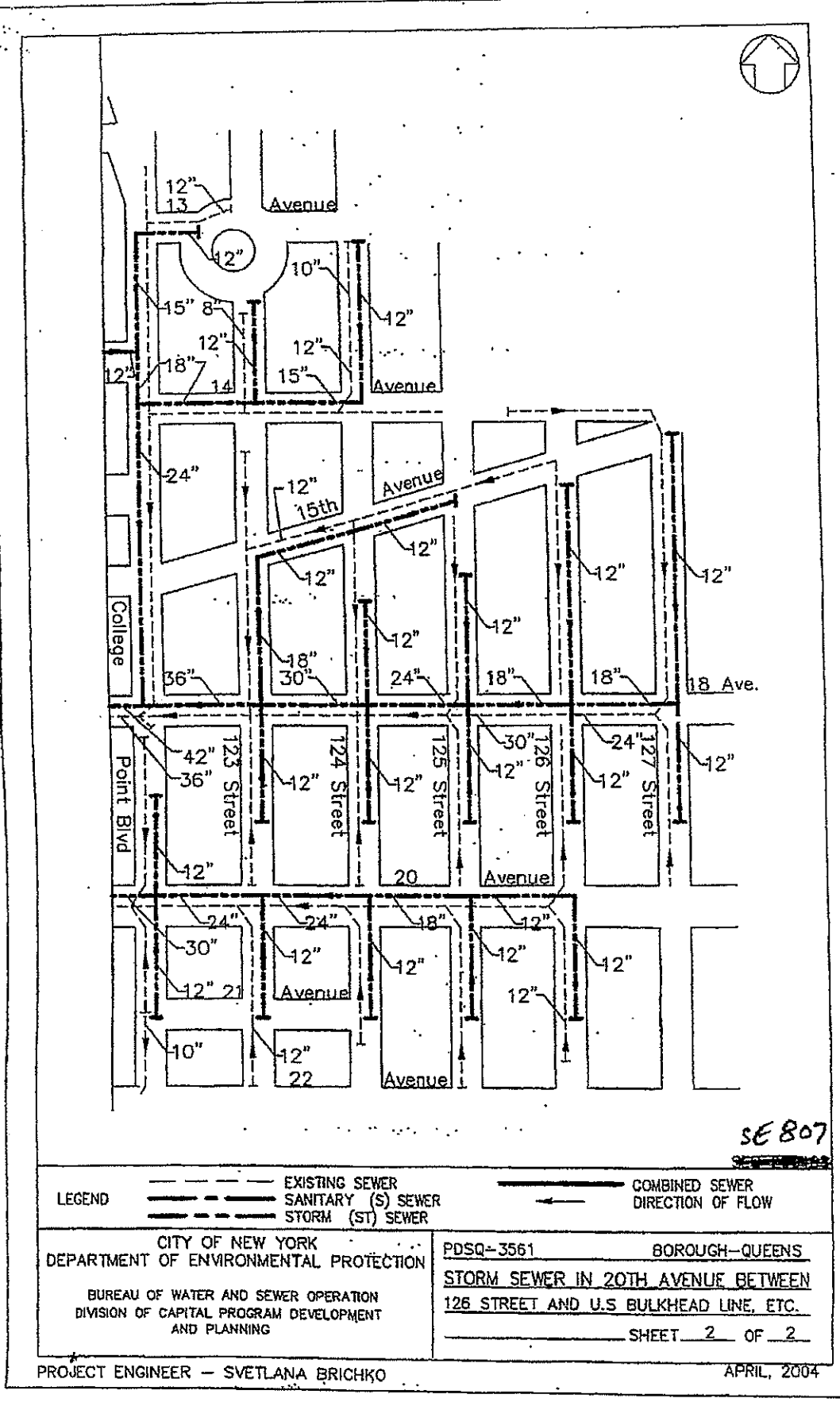

SE-807
8"
8"
12th
10"
15"
10"
12"
Ave.
8"
10"
15"
118th Street
119th Street
10"
120th Street
10"
121st Street
8"
18"
8"
8"
116 street
10"
117th Street
14th
Ave.
15"
18"
18"
12"
12"
12"
12"
12"
14th
Rd.
12"
12"
Avenue
18"
12"
18"
24"
18"
15th
Avenue
College
MATCH LINE see sheet 2
27"
42"
30"
18"
18
Avenue
15"
119th Street
48"
42"
42"
36"
10"
27"
60"
120th Street
121st Street
Point Blvd.
18"
78"
54"
20
12"
Avenue
12"
U.S. BULKHEAD LINE
FLUSHING BAY
bulkhead
R-5
36"
30"
30"
1'-2"x2'-0"
60"
18"
12"
SE-807
LEGEND
EXISTING SEWER
SANITARY (S) SEWER
STORM (ST) SEWER
COMBINED SEWER
DIRECTION OF FLOW
CITY OF NEW YORK
DEPARTMENT OF ENVIRONMENTAL PROTECTION
BUREAU OF WATER AND SEWER OPERATION
DIVISION OF CAPITAL PROGRAM DEVELOPMENT AND PLANNING
PDSQ-3561
BOROUGH-QUEENS
STORM SEWER IN 20 AVENUE BETWEEN 126 STREET AND U.S BULKHEAD LINE, ETC.
SHEET 1 OF 2
PROJECT ENGINEER – SVETLANA BRICHKO
APRIL, 2004

FIGURE 13

SE-807



LEGEND

EXISTING SEWER
SANITARY (S) SEWER
STORM (ST) SEWER
COMBINED SEWER
DIRECTION OF FLOW

CITY OF NEW YORK
DEPARTMENT OF ENVIRONMENTAL PROTECTION

BUREAU OF WATER AND SEWER OPERATION
DIVISION OF CAPITAL PROGRAM DEVELOPMENT
AND PLANNING

PDSQ-3561 BOROUGH-QUEENS

STORM SEWER IN 20TH AVENUE BETWEEN 126 STREET AND U.S BULKHEAD LINE, ETC.

SHEET 2 OF 2

PROJECT ENGINEER – SVETLANA BRICHKO

APRIL, 2004

FIGURE 14

The City of New York

POLICE DEPARTMENT
Michael J. Farrell
Deputy Commissioner, Strategic Initiatives
One Police Plaza – Room 1400
New York, New York 10038

July 7, 2009

Queens Community Board #7
133-32 41st Road, Third Floor
Flushing, NY 11355

Dear Members of Community Board #7:

Thank you for your unanimous support of the New York City Police Department's new Policy Academy ULURP application. This project will provide a world-class training campus for the nation's largest and most effective police department. It will also serve as a catalyst for the continued improvement of the College Point community.

I understand there have been concerns regarding the potential effect of the project on parking in the area surrounding the new Academy. I want to repeat and reinforce the assurances provided to you by Deputy Inspector Riley in his letter to you. As you know, the number of on-site parking spaces has been increased in the first phase from 700 to 900. At full build out, the number of spaces will be increased to 2,000. This has been done to assure that all authorized trainees, staff and visitors can be accommodated on site. There should be no reason why the presence of the new Academy would have a negative impact on area parking. In addition, the Department will maintain a policy of strict enforcement of the area parking regulations. This will be overseen by the Commanding Officer of the Police Academy.

As Deputy Inspector Riley noted in his letter, the Police Department looks forward to working with Community Board 7 as the project progresses and will send appropriate representatives to College Point Corporate Park Task Force meetings, as needs require.

Thank you again for your strong support of this most important project.

Sincerely,

Michael J. Farrell
Deputy Commissioner,
Strategic Initiatives

MJF/vrh

Statement of
Terrence M. Riley, NYPD
Scott Sigal, Office of the Mayor
Philip Habib, Philip Habib & Associates
New York City Council
Subcommittee on Landmarks, Public Siting and Maritime Uses
October 26, 2009

Good morning Chairperson Lappin, and members of the Subcommittee on Landmarks, Public Siting and Maritime Uses. My name is Scott Sigal, and I am Senior Advisor to the Deputy Mayor for Operations, Edward Skyler. I am joined today by Deputy Inspector Terrence Riley of the NYPD, Michael Plottel from the Department of Design and Construction, Philip Habib of Philip Habib and Associates, the traffic consultants for the project, and Gerard Vasisko of Perkins & Will, the architects for the project. Thank you for the opportunity to discuss the Police Academy.

Deputy Inspector Riley, Philip Habib and I will walk you through our presentation today. DDC and Perkins & Will are here today to assist us in answering your questions. We have provided you with a copy of today's PowerPoint presentation as well as written testimony, but before we turn to the presentation, I would like to briefly update you on the status of our ULURP application. After approximately fifteen meetings with Queens Community Board 7 and numerous discussions with the Borough President's Office and the City Planning Commission, I am pleased to report that we have received unanimous approval of the project through this point.

Nearly one year ago, we convened the NYPD, DDC, DOT, DEP and our architects and engineers, in an effort to engage the community in order to brief them of the project, its goals and most importantly, in order to understand from them the unique issues facing College Point residents and businesses. After significant dialogue and compromise, we were able to obtain the community's support – not only from the Community Board, but also from the College Point Taxpayer and Civic Association.

I hope that after today's presentation, the Subcommittee on Landmarks, Public Siting and Maritime Uses will endorse this project.

The New York City Police Department (NYPD) is one of the largest municipal police services in the world. The scope and scale of its mission is reflected in both the breadth and complexity of its training needs. For decades, the NYPD has trained tens of thousands of recruits, in-service officers, and civilian staff at numerous facilities throughout the five boroughs, including the current Police Academy on 20th Street in Manhattan. In the 1980s, when the NYPD first proposed building a larger, more modern consolidated training facility, the need for such a facility was evident. More than twenty years later, the need has become urgent.

The NYPD's training needs have expanded for several reasons. First, the NYPD has grown substantially, from approximately 27,000 officers in 1965 to over 35,000 officers and nearly 16,000 civilians today. The number of women in the Department has grown as well, and they

now comprise nearly 35% of uniformed and civilian staffing, necessitating expansion of separate facilities requiring privacy, such as locker rooms and washrooms. The current Police Academy trains recruit classes that can have as many as 2,000 students, as well as all of the Department's incoming civilian members and in-service officers and civilians. To meet its training needs when at full capacity, the Department is forced to train recruits in two shifts every day, holding classes from 7 am until midnight five days a week. Classrooms and physical training spaces are extremely crowded. Simply put, the NYPD has outgrown the current Academy.

Second, the NYPD's training programs are increasingly diversified and specialized. In the 1990s, large numbers of law enforcement personnel from other agencies became part of the NYPD, becoming the Housing Bureau, Transit Bureau, School Safety Division and the Parking Enforcement District. These mergers necessitated the development of specialized training programs. More recently, the NYPD's mission has expanded to include gathering intelligence, fighting terrorism and protecting New York City from international threats, as well as increasing its focus on quality-of-life issues and community relations.

Third, over the past few decades, advances in investigative science have precipitated new approaches to training. Consequently, the Department has adopted new methods that the current facilities are ill-equipped to provide, including specialized physical training, scenario-based training, tactical training, and simulation. While crowding at the facilities is a major problem, the outdated physical map of the facilities also hampers the Department's ability to deliver top-notch, state-of-the-art training.

Finally, the NYPD has a long-standing need for better coordination and consolidation of its training programs. The NYPD currently trains at more than fifteen sites throughout the five boroughs. Satellite training sites are decentralized and inaccessible, and the Department loses on-duty time to officers traveling long distances between training sites. Administrative and physical resources are inefficiently allocated to multiple training sites. Consolidating the sites will allow the Department to maximize the use of its resources.

Simply put, the current facilities do not support the operational needs of the NYPD of today, let alone that of tomorrow.

Current Facilities

The NYPD currently conducts more than half of its training activities at locations other than the Police Academy throughout the five boroughs. A study by Perkins Eastman found that the facilities are often unable to accommodate a full shift of recruits at a time, and that "the physical conditions present constraints to attracting and retaining recruits." The study also noted that many of the sites are outdated and code-deficient. Some of these facilities were intended to be temporary sites and many of them are operating over-capacity.

Among the training sites located throughout the City, a partial list of the current facilities includes:

- The 20th Street Police Academy (Manhattan)
- Rodman's Neck Firearms and Tactics Facility (Bronx)

- Driver Training at Floyd Bennett Field (Brooklyn)
- Traffic Enforcement Training at 28-11 Queens Plaza North (Queens)
- Management Training at 300 Gold Street (Brooklyn)
- Counterterrorism Training (Brooklyn)

Overall Plan for the New Police Academy in College Point, Queens

The site that the NYPD proposes for the new Police Academy is bordered by 28th Avenue, College Point Boulevard, and Ulmer Street in College Point, Queens. Until very recently, the site was occupied by an NYPD auto pound, which is in the process of relocating to alternate sites. In addition, the NYPD is in the process of changing its administrative procedures for seizing and storing cars and expects to drastically reduce its storage needs in the next few years. By the time the Academy is completed, the City expects to be operating only two auto pounds instead of its current four.

Since selecting the site, the Police Department has worked extensively with the Department of Design and Construction (DDC), the architecture firm Perkins + Will, and the College Point community to design a Police Academy that accommodates the Police Department's current training needs while also remaining flexible enough to respond to future changes in training and technology.

The new Police Academy campus is sized to accommodate nearly 2,000 recruits on a single shift and maximizes functional adjacencies by grouping buildings by function. The first and highest-priority section of the campus is the academic training complex, which will include the academic and administrative buildings, an auditorium, a dormitory for visiting lecturers and students, a muster courtyard capable of accommodating the entire recruit class, a new NYPD museum and a cafeteria. The second section of the campus is the physical training complex, which will include a Field House and tactical gyms. The last section of the campus is the tactical training complex, which will include a new indoor Firearms and Tactics training facility, emergency-vehicle operator's course, a large parking garage, and a state-of-the-art tactical village.

Owing to recent fiscal constraints, the latest construction plan for the Police Academy has been sequenced, which reflects both the funding available for the project and the Police Department's training priorities. Consequently, Sequence 1 will consist of structures critical to security and to entry-level recruit training, including the recruit administrative and academic building, the muster courtyard, the tactical gyms, and an indoor gym with a small running track. Sequence 1 also includes 1,000 parking spaces. At the conclusion of Sequence 1, the Police Academy will be able to accommodate 1,620 recruits. Construction will then move forward on the structures scheduled for later sequences. After the Police Academy is fully built-out, it will accommodate recruit classes of 1,980 as well as incoming civilian members and all uniformed and civilian in-service members.

Zoning

The NYPD and DDC have obtained a series of Mayoral overrides of zoning codes in order to plan more presciently for the construction of the new Police Academy. The NYPD worked hard

to ensure that the community had a voice in the decision to override the zoning codes and has reached agreements with Community Board 7 to invest in local traffic repairs and improvements. The zoning overrides include:

- Use group 3A (dormitory and museum uses) in M2-1 in the Special College Point District
- Floor area in excess of M2-1 district limits
- Encroachment into required front yard
- Parking in the required front yard, eliminating planting in area with building footprint
- Encroachment into required side yard
- Encroachment into required rear yard and the rear yard equivalents
- Encroachment into the required initial set back and the sky exposure plan
- Reduced required parking

Transit Access and Parking

The Final Environmental Impact Statement (FEIS) for the proposed Police Academy was prepared pursuant to City Environmental Quality Review (CEQR) Technical Manual criteria for evaluating the potential for a proposed project to result in significant adverse environmental impacts. Due to the size of the proposed Academy, site access was a key issue. As such, public transit serving the site, vehicular circulation along the major arterials to and from the site, and anticipated parking demand were evaluated.

Two bus routes, the Q65 and Q25, have bus stops in close proximity to the project site. Both of these bus lines connect the College Point neighborhood to the No. 7 subway line at the Flushing/Main Street station and the Flushing LIRR train station. The Q25 bus serves an existing bus stop near the northeast corner of 28th Avenue and Ulmer Street, a short distance east of the Academy gatehouse (the primary pedestrian access to the site). The Q65 bus serves an existing bus stop near the northeast corner of 28th Avenue and College Point Boulevard, a short distance to the west of the gatehouse. The combined frequency of service to the site is 11 buses per hour during the AM peak hour, resulting in an average wait time to board a bus at the Flushing/Main Street subway station of approximately 2.5 minutes. Trips heading in the direction of the Police Academy during the AM peak period would generally be in the opposite direction of the peak commuter flow; therefore, both bus lines are expected to have sufficient capacity to accommodate the anticipated increase in ridership. Further, the MTA has indicated that they regularly monitor these bus lines and typically increase bus frequency if the demand materializes over time.

At full build-out, the proposed Police Academy would consist of approximately 2.4 million gross square feet of indoor and outdoor training facilities supporting all aspects of police training. Accessory parking for 2,000 cars would be provided: 1,800 spaces in a two-story garage and 200 spaces along the interior roadways throughout the site. A maximum occupancy of 5,491 persons can be expected when the proposed Police Academy is operating at full capacity. This projection reflects the highest potential occupancy and includes all categories of persons on site during the afternoon peak period.

Based on the historical operation of the NYPD's training programs, it is unlikely that all of these populations would operate simultaneously at full capacity. The design conservatively accounts for the future growth of the NYPD. Additionally, not everyone would arrive at and depart from the proposed Police Academy at the same time. Schedules for recruits and in-service members are staggered across the day to allow for the most efficient use of staff, space, and training resources. Instructors, administrators, support staff and other populations similarly rotate throughout the day.

Peak parking demand during full build-out would occur between 2pm and 3pm and represents the time of day when the greatest portion of each population is on-site, totaling 5,491 persons. HOV parking restrictions for the recruit population, discussed below, will reduce on-site parking demand below the 2,000 spaces provided, totalling 1,894 parking spaces.

As stated during the August 19, 2009 DEIS public hearing, the NYPD is committed to accommodating 100% of the parking demand on-site for the proposed Academy. A key element to achieve this goal is the Department's ability to institute HOV requirements for the recruit population, that can be implemented to reduce and control recruit parking demand during times of maximum enrollment, during periods of construction, or when parking capacity would otherwise be constrained.

The NYPD HOV requirements are flexible and could require either 2, 3 or 4 recruits per vehicle, depending on the size of the recruit class and the parking demand that materializes over time for in-service officers, staff, and instructors. Parking on site and in the area surrounding the Academy would be closely monitored by Integrity Control Officers on an ongoing basis for compliance with Academy policies. This enforcement practice is currently in place at the existing Academy. If recruits do not follow the established regulations they are subject to both formal and informal disciplinary proceedings. Instances where a recruit fails to adhere to regulations can result in a command discipline. If a command discipline is issued, the recruit would be brought before the Commanding Officer of the Recruit Training Section for adjudication of the matter. The disciplinary action available to the Commanding Officer of the Recruit Training Section ranges from admonishment to termination and is based on a totality of the circumstances.

Traffic Mitigation Measures

The FEIS also evaluates the potential for the project to result in significant adverse traffic impacts at a total of 14 signalized intersections. The traffic analysis was based on conservative assumptions, including a worst-case scenario that the proposed Academy would operate at 100% design capacity (a condition that has never happened in the past). It was determined that 5 of the 14 analyzed intersections would experience significant adverse impacts in one or more peak hours as a result of the proposed Academy.

A variety of mitigation measures were developed to eliminate impacts, including signal timing adjustments and new lane markings to address modest impacts, and physical roadway changes at locations where the impacts were found to be more severe. Between the draft EIS and final EIS, the proposed Ulmer Street mitigation was modified, in consultation with community input, from

a two-lane approach to the southbound Whitestone Expressway service road to a three-lane approach. As a result of this change, it was determined that the slip-ramp onto the southbound Whitestone Expressway would need to be widened and lengthened to accommodate the proposed Ulmer Street configuration. Additionally, in order to improve traffic flow along Linden Place, a free-flow u-turn will be constructed beneath the mainline of the Whitestone Expressway to facilitate traffic flow from the southbound service road to the northbound service road. By removing this traffic volume from the signalized intersection of Linden Place and the Whitestone Expressway Service Roads, traffic conditions are expected to improve at this heavily utilized corridor connecting College Point and Flushing.

Continued Community Involvement

To date, the NYPD's collaboration with the College Point community has been fruitful, and ultimately the Police Academy Project received the unanimous recommendation of Community Board 7. As construction proceeds, the NYPD and DDC will provide construction updates to the new Construction Taskforce Subcommittee within Community Board 7 whenever updates are requested. In addition, the NYPD and DDC will consult Community Board 7 on all potential major changes to the master plan. Finally, Police Academy personnel will attend all relevant College Point Corporate Park Taskforce and Community Board 7 District Service Cabinet Meetings to ensure proper coordination with the community.

We would like to thank you for your support of this important project, which will help us to ensure that the NYPD remains one of the best-trained and most effective police departments in the world.

SCA
School Construction Authority

NYC
Department of Education

Sharon L. Greenberger
President & CEO

sgreenberger@nycsca.org

October 21, 2009

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

Dear Speaker Quinn:

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

- P.S. 292, Bronx
- Block 4293, Lot 31
- Southeast Corner of Barnes and Lydig Avenues
- Community School District No. 11
- Bronx Community Board No. 11

The project site contains a total of approximately 15,000 square feet (0.34 acres) of lot area located on the block bounded by Barnes Avenue, Lydig Avenue, Brady and Matthews Avenue in the Morris Park section of the Bronx. The site consists of the Young Israel of Pelham Parkway building, located at 2126 Barnes Avenue. Under the proposed project, the SCA would acquire the privately owned property, the existing on-site structure would be demolished, and would construct a new, approximately 380-seat primary school facility serving students in Community School District No. 11.

The Notice of Filing of the Site Plan was published in the New York Post and the City Record on June 19, 2009. Bronx Community Board No. 11 was notified on June 19, 2009, and was asked to hold a public hearing on the proposed Site Plan. Bronx Community Board No. 11 did not hold a public hearing or submit written comments on the proposed Site Plan. The City Planning Commission was also notified on June 19, 2009, and in a letter dated July 23, 2009 recommended in favor of the proposed site.

The Authority has considered all comments received on the proposed project and

30-30 Thomson Avenue
Long Island City, NY 11101-3045

718 472 8003 T
718 472 8009 F

SCA
School Construction Authority

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

The 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,

Ross J. Holden
Vice President and
General Counsel

Sharon L. Greenberger
President & CEO

Encl.

c: Hon. Michael R. Bloomberg (w/o attachments)
Hon. Melinda Katz, Land Use Committee
Hon. Jessica Lappin, Subcommittee on Landmarks, Public Siting and Maritime Uses
Hon. James Vacca, District Councilmember
Kathleen Grimm, Deputy Chancellor for Finance and Administration

SCA
School Construction Authority

NYC
Department of Education

Sharon L. Greenberger
President & CEO

sgreenberger@nycsca.org

October 21, 2009

The Honorable Michael R. Bloomberg
Mayor
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:

- P.S. 292, Bronx
- Block 4293, Lot 31
- Southeast Corner of Barnes and Lydig Avenues
- Community School District No. 11
- Bronx Community Board No. 11

The project site contains a total of approximately 15,000 square feet (0.34 acres) of lot area located on the block bounded by Barnes Avenue, Lydig Avenue, Brady and Matthews Avenue in the Morris Park section of the Bronx. The site consists of the Young Israel of Pelham Parkway building, located at 2126 Barnes Avenue. Under the proposed project, the SCA would acquire the privately owned property, the existing on-site structure would be demolished, and would construct a new, approximately 380-seat primary school facility serving students in Community School District No. 11.

The Notice of Filing of the Site Plan was published in the New York Post and the City Record on June 19, 2009. Bronx Community Board No. 11 was notified on June 19, 2009, and was asked to hold a public hearing on the proposed Site Plan. Bronx Community Board No. 11 did not hold a public hearing or submit written comments on the proposed Site Plan. The City Planning Commission was also notified on June 19, 2009, and in a letter dated July 23, 2009 recommended in favor of the proposed site.

30-30 Thomson Avenue
Long Island City, NY 11101-3045

718 472 8003 T
718 472 8009 F

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

The 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

Ross J. Holden
Vice President and
General Counsel

Encl.

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

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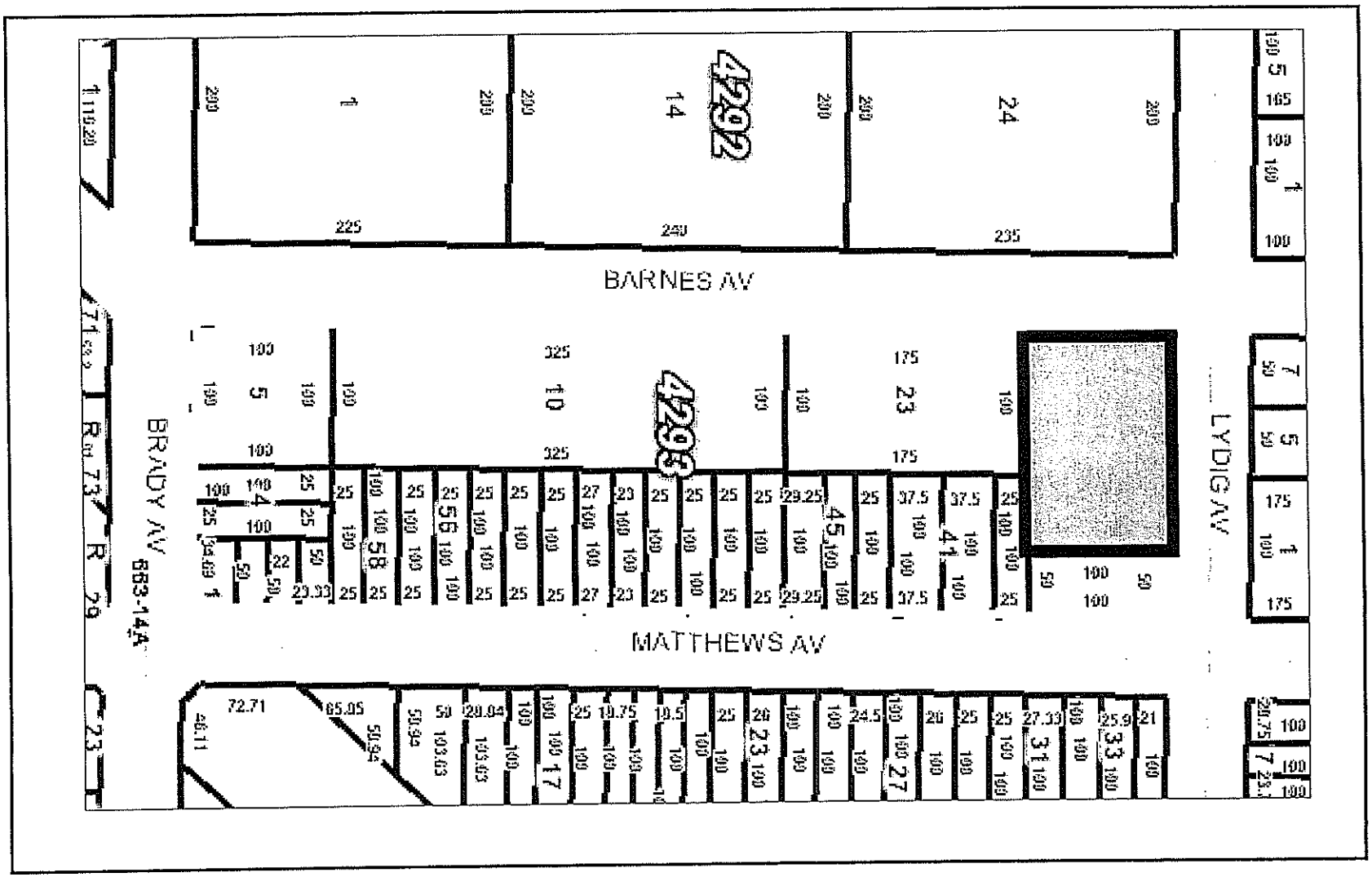
NYC School Construction Authority

SITE PLAN FOR 380 SEAT PRIMARY SCHOOL FACILITY, BRONX

Bronx Block 4293, Lot 31
Community School District 11



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 4293, Lot 31, and any other property in the immediate vicinity which may be necessary for the proposed project, located in the Borough of the Bronx, for the development of a new, approximately 380-seat primary school facility in Community School District No. 11.

The proposed site contains approximately 15,000 square feet of lot area (0.34 acres) and is located at 2126 Barnes Avenue, at the southwest corner of Barnes and Lydig Avenues. The site currently contains the Young Israel of Pelham Parkway building. Under the proposed project, on behalf of the New York City Department of Education, the New York City School Construction Authority would acquire the site, demolish the existing on-site structure, and construct a new public primary school facility.

Site plans and a summary thereof for the proposed action are available at:

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

Attention: Ross J. Holden

Comments on the proposed actions are to be sent to the New York City School Construction Authority at the above address and will be accepted until August 3, 2009.

For publication in the New York Post (5 Borough Edition) and the City Record on Friday, June 19, 2009.

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NYC
Department of Education

June 19, 2009

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

Re: New, Approximately 380-Seat Primary School Facility, Bronx Community School District No. 11

Dear Speaker Quinn:

Pursuant to §1731 of the New York City School Construction Authority Act, notice is hereby given of the proposed site selection of Block 4293, Lot 31, and any other property in the immediate vicinity which may be necessary for the proposed project, located in the Borough of the Bronx, for the development of a new, approximately 380-seat primary school facility in Community School District No. 11. The site is located at 2126 Barnes Avenue, at the southwest corner of Barnes and Lydig Avenues.

This notification was sent to Bronx Community Board No. 11 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 June 19, 2009, and the SCA will continue to accept public comments until August 3, 2009.

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

Sincerely,

Sharon L. Greenberger
President and CEO

Attachments

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

30-30 Thomson Avenue
Long Island City, NY 11101
718 472 8000 T
718 472 8840 F

CITY PLANNING COMMISSION
CITY OF NEW YORK

OFFICE OF THE CHAIR

July 23, 2009

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

Dear Ms. Greenberger,

This is in response to your letter of June 19, 2009 in which notice was given to the City Planning Commission of the proposed site selection of Block 4293, Lot 31 in the borough of Bronx (Community District 11) for the construction of a 380-seat Primary School facility for Community School District 11.

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

Very sincerely,

Amanda M. Burden

C: Kathleen Grimm
Ross Holden
Betty Mackintosh
Carol Samol

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

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NYC
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June 19, 2009

Mr. Dominic Castore
Chairperson
Bronx Community Board No. 11
1741 Colden Avenue
Bronx, New York 10462

Re: New, Approximately 380-Seat Primary School Facility, Bronx Community School District No. 11

Dear Mr. Castore:

Pursuant to §1731 of the New York City School Construction Authority Act, notice is hereby given of the proposed site selection of Block 4293, Lot 31 and any other property in the immediate vicinity which may be necessary for the proposed project, located in the Borough of the Bronx, for the development of a new, approximately 380-seat primary school facility in Community School District No. 11. The site is located at 2126 Barnes Avenue, at the southwest corner of Barnes and Lydig Avenues.

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 August 3, 2009. All comments will be taken into consideration in the Authority's final decision regarding this matter.

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

Sincerely,

Sharon L. Greenberger
President & CEO

Attachments

c: Kathleen Grimm, Deputy Chancellor for Infrastructure and Planning
John Fratta, District Manager, Bronx Comm. District No. 11

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718 472 8840 F

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June 19, 2009

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

Re: New, Approximately 380-Seat Primary School Facility, Bronx Community School District No. 11

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 4293, Lot 31 and any other property in the immediate vicinity which may be necessary for the proposed project, located in the Borough of the Bronx, for the development of a new, approximately 380-seat primary school facility in Community School District No. 11. The site is located at 2126 Barnes Avenue, at the southwest corner of Barnes and Lydig Avenues.

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 August 3, 2009. All comments will be taken into consideration in the Authority's final decision regarding this matter.

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

Sincerely,

Sharon L. Greenberger
President and CEO

Attachments

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

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Long Island City, NY 11101

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718 472 8840 F

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

DATE: October 19, 2009

SEQR PROJECT NO.: 10-002

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

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

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

NAME OF ACTION: New, Approximately 380-Seat
Primary School Facility

LOCATION: 2126 Barnes Avenue, Bronx, New York
Tax Block 4293, Tax Lot 31

SEQR STATUS: Unlisted

NEGATIVE DECLARATION

Description of Action:

On behalf of the New York City Department of Education (DOE), the New York City School Construction Authority (SCA) proposes the site selection, acquisition, acceptance of construction funding and construction of a new, approximately 380-seat primary school facility in the Borough of the Bronx. Construction of the proposed school facility would be conducted pursuant to DOE's Five-Year Capital Plan for Fiscal Years 2010-2014.

The proposed site, which is located at 2126 Barnes Avenue (Block 4293, Lot 31) at the southeast corner of Barnes and Lydig avenues in the Pelham Parkway section of the Bronx, contains approximately 15,000 square feet of lot area. The site is located in Community School District (CSD) No. 11 and is currently

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occupied by the Young Israel of Pelham Parkway synagogue. The site is located in an R7-1 zoning district; community facility uses such as schools are permitted as-of-right.

The proposed project is intended to provide additional permanent public school capacity that would alleviate current overcrowding in CSD 11. According to the DOE school utilization profile for 2008-2009, primary schools in CSD 11 are operating at 90 percent capacity. There are two primary school facilities in close proximity to the project site. P.S. 105, located at 725 Brady Avenue, approximately 0.4 mile from the proposed site, is operating at 106 percent capacity, and its temporary building is operating at 121 percent capacity. P.S. 83, located at 950 Rhinelander Avenue, approximately 0.6 mile from the proposed site, is currently operating at 97 percent capacity, and its annex building is operating at 110 percent capacity.

Under the proposed project, the SCA would construct a new, 380-seat primary school facility that would accommodate children in pre-kindergarten through grade five. The proposed school facility would contain approximately 56,200 gross square feet and would be approximately four stories in height. It would consist of general and special education classrooms, science laboratories, administrative and support space, a medical suite, a library, a cafeteria and kitchen facilities, a gymnasium, street-level and rooftop outdoor recreational spaces, common areas, custodial facilities, and storage areas. Construction activities would begin in 2010, with student occupancy of the facility expected to begin in 2013.

Reasons Supporting This Determination:

A comprehensive Environmental Assessment Form (EAF) and Supplemental Environmental Studies for this action were completed and issued on October 19, 2009. 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; socioeconomic and demographic conditions; community facilities; open space and recreational facilities; historic and archeological resources; urban design and aesthetics; neighborhood character; infrastructure and energy; solid waste; air quality; noise; soil and groundwater and hazardous materials; natural resources; and construction impacts.

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

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Traffic and Parking

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

White Plains Road and Pelham Parkway West

The traffic analysis indicated that the northbound approach of White Plains Road at Bronx and Pelham Parkway could experience significant adverse impacts due to project-generated traffic during the AM and PM peak hours. In the future without the proposed project, the northbound approach would operate at Level of Service (LOS) F with 97.2 seconds of delay per vehicle during the AM peak hour. This movement would continue to operate at LOS F in the future with the proposed project, but the average delay would increase to 112.8 seconds. During the PM peak hour, the northbound approach would operate at LOS F with 95.8 seconds of delay per vehicle in the future without the proposed project. In the future with the proposed project, the northbound approach would continue to operate at LOS F, but the average delay would increase to 115.7 seconds.

The impact at the northbound approach could be avoided by transferring one (1) second of green time from the westbound phase to the northbound/southbound phase during the AM peak hour. During the PM peak hour, the impact at the northbound approach could be avoided by transferring two (2) seconds of green time from the westbound phase to the northbound/southbound phase. These adjustments would avoid the potential for project-generated impacts to the northbound approach at this intersection.

White Plains Road and Lydig Avenue

The traffic analysis indicated that the westbound approach of Lydig Avenue at White Plains Road could experience significant adverse impacts due to project-generated traffic during the AM and PM peak hours. During the AM peak hour, the westbound approach would operate at LOS F with 82.1 seconds of delay per vehicle in the future without the proposed project. In the future with the proposed project, this movement would continue to operate at LOS F, but the average delay would increase to 98.0 seconds. During the PM peak hour, the westbound approach would operate at LOS E with 74.3 seconds of delay per vehicle in the

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future without the proposed project. In the future with the proposed project, the westbound approach would deteriorate to LOS F with 85.6 seconds of delay.

The impact at the westbound approach could be avoided by transferring two (2) seconds of green time from the northbound/southbound phase to the westbound phase during the AM peak hour. During the PM peak hour, the impact at the westbound approach could be avoided by transferring one (1) second of green time from the northbound/southbound phase to the westbound phase. These adjustments would avoid the potential for project-generated impacts to the westbound approach at this intersection.

Soil, Groundwater, and Hazardous Materials

A Phase I Environmental Site Assessment (ESA) was completed at the proposed project site in November 2008. A Phase II Environmental Site Investigation (ESI) was completed in December 2008, and February 2009 to evaluate the environmental conditions of the site. The site consists of a building constructed in 1952, an outdoor storage area, and a grassy area. The Phase I ESA identified recognized environmental conditions (RECs) associated with a New York City Fire Department (FDNY) record identifying a 5,000-gallon tank on-site, with no other information and an existing violation; off-site properties with documented spills resulting in soil and groundwater contamination; two active drycleaners; a former photo shop; and, a historic car service. The Phase I ESA revealed the presence of the following environmental concerns in connection with the site: the presence of suspect asbestos-containing material (ACM), lead-based paint (LBP), polychlorinated biphenyl (PCB)-containing window caulk, mold, and mildew; and an unidentified powder substance. Based on the results of the Phase I ESA, a Phase II ESI was completed. Phase II ESI activities included a geophysical survey, advancement of soil borings/soil vapor points, and the collection of soil vapor, ambient air, and soil samples for laboratory analyses.

The geophysical investigation conducted as part of the Phase II ESI identified the building's underground utilities and on-site 5,000 gallon, heating oil underground storage tank (UST). The results of the soil vapor sampling identified no volatile organic compounds (VOC) detected at concentrations greater than New York State Department of Health (NYSDOH) Air Guideline Values (AGV). Each soil vapor sample detected petroleum-related and/or solvent-related VOCs at concentrations greater than anticipated background levels. Trichloroethene was detected at a concentration greater than the NYSDOH AGV in the initial ambient air sample. As a result of this finding, the ambient air sampling was repeated and trichloroethene was not detected. Therefore, the initial trichloroethene concentration is attributed to a transient condition and not normal ambient air conditions at the site. The semi-volatile organic compounds (SVOC) benzo[a]anthracene, chrysene, benzo[b]fluoranthene, benzo[a]pyrene, and indeno[1,2,3-cd]pyrene; the pesticides 4-4'DDE and 4-4'-DDT; and the metals chromium and lead were detected at concentrations above New York State

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Department of Environmental Conservation (NYSDEC) Unrestricted Use Soil Cleanup Objectives (SCO) in one or more soil samples. These constituents are marginally above the SCOs and are representative of fill material. Groundwater was not encountered at its anticipated depth of 8 to 10 feet below ground surface due to refusal in soil borings at shallower depths; therefore, it was not sampled.

Based on the results of the Phase II ESI, a vapor barrier would be incorporated into the new school construction to prevent potential migration of organic vapors into the proposed school building. If dewatering is necessary for construction, the groundwater will need to be characterized for New York City Department of Environmental Protection (NYCDEP) sewer discharge parameters. Any dewatering activities should be minimized to prevent potential migration of contamination from off-site sources. During construction, the contractor would properly manage excavated soil in accordance with all applicable local, state and federal regulations. For areas of the site where exposed soils may exist (i.e., landscaped areas), a twenty-four (24) inch thick layer of certified-clean fill would be placed over the soil. In addition, to minimize the potential for construction workers' exposure, standard industry practices, including appropriate health and safety measures, would be utilized. The SCA would implement these measures in design and construction so that no impacts related to soil and groundwater conditions would occur.

The proposed project would have the beneficial effect of providing 380 primary school seats in Community School District 11.

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 and CEO~~

Ross J. Holden
Vice President and
General Counsel

October 19, 2009
Date

PS 292, Bronx
New Primary School
2126 Barnes Avenue

Environmental Assessment Form and Supplemental Environmental Studies

Submitted to:
New York City School Construction Authority
30-30 Thomson Avenue
Long Island City, NY 11101
(718) 472-8000

Submitted by:
Parsons Brinckerhoff
One Penn Plaza
New York, NY 10119
(212) 465-5000

In Association with:
Historical Perspectives, Inc.
P.O. Box 3037
Westport, CT 06880
(203)223-7654

October 20, 2009

Environmental Assessment Forms

617.20
Appendix A
State Environmental Quality Review
FULL ENVIRONMENTAL ASSESSMENT FORM

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

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

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

Part 1: Provides objective data and information about a given project and its site. By identifying basic project data, it assists a reviewer in the analysis that takes place in Parts 2 and 3.

Part 2: Focuses on identifying the range of possible impacts that may occur from a project or action. It provides guidance as to whether an impact is likely to be considered small to moderate or whether it is a potentially-large impact. The form also identifies whether an impact can be mitigated or reduced.

Part 3: If any impact in Part 2 is identified as potentially-large, then Part 3 is used to evaluate whether or not the impact is actually important.

THIS AREA FOR LEAD AGENCY USE ONLY

DETERMINATION OF SIGNIFICANCE -- Type 1 and Unlisted Actions

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

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

☒ A. The project will not result in any large and important impact(s) and, therefore, is one which **will not** have a significant impact on the environment, therefore **a negative declaration will be prepared.**

☐ B. Although the project could have a significant effect on the environment, there will not be a significant effect for this Unlisted Action because the mitigation measures described in PART 3 have been required, therefore **a CONDITIONED negative declaration will be prepared.***

☐ C. The project may result in one or more large and important impacts that may have a significant impact on the environment, therefore **a positive declaration will be prepared.**

*A Conditioned Negative Declaration is only valid for Unlisted Actions

New Primary School (PS 292), Bronx
Name of Action

New York City School Construction Authority
Name of Lead Agency

Ross J. Holden
Print or Type Name of Responsible Officer in Lead Agency

Vice President & General Counsel
Title of Responsible Officer

Signature of Responsible Officer in Lead Agency

Esther Schwalb
Signature of Preparer (If different from responsible officer)

October 20, 2009
Date

website

PART 1--PROJECT INFORMATION
Prepared by Project Sponsor

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

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

Name of Action New primary school, P.S. 292, Bronx

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

2126 Barnes Avenue, Bronx, New York

Name of Applicant/Sponsor New York City School Construction Authority

Address 30-30 Thomson Avenue

City / PO Long Island City State New York Zip Code 11101

Business Telephone (718) 472-8000

Name of Owner (if different) Young Israel of Pelham Parkway, Charles Landsberg, Pres.

Address 2126 Barnes Avenue

City / PO Bronx State New York Zip Code 10462

Business Telephone (718) 824-0630

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 400-seat primary school building at 2126 Barnes Avenue, Bronx, New York. The 15,000-square-foot project site is located at 2126 Barnes Avenue in Morris Park and occupies the northwestern portion of the block bounded by Barnes Avenue, Lydig Avenue, Brady Avenue and Matthews Avenue. The existing building takes up the majority of the site with only a small approximately 4-foot alley on the east and an approximately 8-foot alley on the south.

The existing building has an estimated 14,000 square feet of floor area and currently houses the Young Israel of Pelham Parkway Synagogue. The project would include the demolition of the current building and the construction of the new facility. The proposed new facility will provide capacity for a 400-seat school organization to relieve overcrowding in the nearby CSD 11 primary schools. The existing synagogue is planning to relocate to the Jewish Community Center on Holland Avenue between Lydig Avenue and the Pelham Parkway upon the sale of the building to DOE.

Based on the preliminary design, the proposed school building would be four stories with a cellar level and contain approximately 57,000 square feet of space. The new school building would be designed to meet the SCA's current design standards and program requirements for general classrooms, special education classrooms, specialized instruction spaces (e.g., art and music programs), science laboratories, physical education and general assembly areas, and administrative and student support space. Demolition and construction is expected to begin in 2010 and school occupancy is expected in 2013.

Please Complete Each Question--Indicate N.A. if not applicable

A. SITE DESCRIPTION

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

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

2. Total acreage of project area: 0.34 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	0.34 acres	0.34 acres
Other (Indicate type) _____	_____ acres	_____ acres

3. What is predominant soil type(s) on project site? Urban Land
   a. Soil drainage: ☐ Well drained ____% of site ☑ Moderately well drained 100 % 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? N/A acres (see 1 NYCRR 370).

4. Are there bedrock outcroppings on project site? ☐ Yes ☒ No
   a. What is depth to bedrock _____ (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:

N/A

a. Name of Stream and name of River to which it is tributary

16. Lakes, ponds, wetland areas within or contiguous to project area:

N/A

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: 0.34 acres.

b. Project acreage to be developed: 0.34 acres initially; 0.34 acres ultimately.

c. Project acreage to remain undeveloped: 0 acres.

d. Length of project, in miles: N/A (if appropriate)

e. If the project is an expansion, indicate percent of expansion proposed. N/A %

f. Number of off-street parking spaces existing 0 ; proposed 0

g. Maximum vehicular trips generated per hour: 32 (upon completion of project)?

h. If residential: Number and type of housing units: N/A

	One Family	Two Family	Multiple Family	Condominium
Initially				
Ultimately				

i. Dimensions (in feet) of largest proposed structure: approx. 60' height; approx. 150' width; approx. 70' length.

j. Linear feet of frontage along a public thoroughfare project will occupy is? _____ 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: 36 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 TBD ; after project is complete _____

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 school has already relocated and the synagogue will relocate upon the sale to the Department of Education (DOE).

12. Is surface liquid waste disposal involved? ☐ Yes ☒ No

   a. If yes, indicate type of waste (sewage, industrial, etc) and amount _____

   b. Name of water body into which effluent will be discharged _____

13. Is subsurface liquid waste disposal involved? ☐ Yes ☒ No Type _____

14. Will surface area of an existing water body increase or decrease by proposal? ☐ Yes ☒ No

If yes, explain:

15. Is project or any portion of project located in a 100 year flood plain? ☐ Yes ☒ No

16. Will the project generate solid waste? ☒ Yes ☐ No

   a. If yes, what is the amount per month? 2.4 tons

   b. If yes, will an existing solid waste facility be used? ☒ Yes ☐ No

   c. If yes, give name DSNY Services ; location New York City

   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 intermittent playground noise

21. Will project result in an increase in energy use? ■ Yes ☐ No

    If yes, indicate type(s)

Electric, Gas

22. If water supply is from wells, indicate pumping capacity N/A gallons/minute.

23. Total anticipated water usage per day 17,500 gallons/day.

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

    If yes, explain:

Capital funding from the SCA for construction of the school building. DOE will fund the schools' operating expenses.

25. Approvals Required:

			Type	Submittal Date
City, Town, Village Board	☐ Yes	☒ No		
City, Town, Village Planning Board	☐ Yes	☒ No		
City, Town Zoning Board	☐ Yes	☒ No		
City, County Health Department	☐ Yes	☒ No		
Other Local Agencies	☐ Yes	☒ No		
Other Regional Agencies	☐ Yes	☒ No		
State Agencies	☐ Yes	☒ No		
Federal Agencies	☐ Yes	☒ No		

C. Zoning and Planning Information

1. Does proposed action involve a planning or zoning decision? ☐ Yes ☒ No

If Yes, indicate decision required:

☐ Zoning amendment ☐ Zoning variance ☐ New/revision of master plan ☐ Subdivision

☐ Site plan ☐ Special use permit ☐ Resource management plan ☐ Other

2. What is the zoning classification(s) of the site?

The project site is located within an R7-1 zoning district.

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

Approximately 72,000 square feet of floor area could be developed on the site.

4. What is the proposed zoning of the site?

N/A

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

N/A

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

School uses are permitted as-of-right in residential zoning districts.

7. What are the predominant land use(s) and zoning classifications within a ¼ mile radius of proposed action?

The study area is zoned with a mix of R7-1 and R6, with a C1-1 commercial overlay that extends along Lydig Avenue from Matthews Avenue to Wallace Avenue but does not include the project site. The R7-1 zoning district, which includes the project site, contains mostly medium-density, multi-family residential buildings. The C1-1 commercial overlay along Lydig Avenue between Wallace Avenue and Matthews Avenue includes many mixed-use, medium-density, multi-family residential buildings with ground-floor local retail uses. The area east of the project site is zoned R6 and contains a mix of medium-density, multi-family and one- and two-family attached residential uses.

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? N/A

   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

The proposed project would result in significant traffic impacts at two intersections, which could be fully avoided by adjustments to the timing of existing traffic signals at those intersections..

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 Esther Schwalb Date October 20, 2009

Signature Esther Schwalb

Title Senior Supervising Planner

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

PART 2 - PROJECT IMPACTS AND THEIR MAGNITUDE

Responsibility of Lead Agency

General Information (Read Carefully)

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

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

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

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

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

Instructions (Read carefully)

a. Answer each of the 20 questions in PART 2. Answer **Yes** if there will be **any** impact.

b. **Maybe** answers should be considered as **Yes** answers.

c. If answering **Yes** to a question then check the appropriate box(column 1 or 2)to indicate the potential size of the impact. If impact threshold equals or exceeds any example provided, check column 2. If impact will occur but threshold is lower than example, check column 1.

d. Identifying that an Impact will be potentially large (column 2) does not mean that it is also necessarily **significant**. Any large impact must be evaluated in PART 3 to determine significance. Identifying an impact in column 2 simply asks that it be looked at further.

e. If reviewer has doubt about size of the impact then consider the impact as potentially large and proceed to PART 3.

f. If a potentially large impact checked in column 2 can be mitigated by change(s) in the project to a small to moderate impact, also check the **Yes** box in column 3. A **No** response indicates that such a reduction is not possible. This must be explained in Part 3.

	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated by Project Change
Impact on Land			
1. Will the Proposed Action result in a physical change to the project site? NO ☐ YES ☒			
Examples that would apply to column 2			
• Any construction on slopes of 15% or greater, (15 foot rise per 100 foot of length), or where the general slopes in the project area exceed 10%.	☐	☐	☐ Yes ☐ No
• Construction on land where the depth to the water table is less than 3 feet.	☐	☐	☐ Yes ☐ No
• Construction of paved parking area for 1,000 or more vehicles.	☐	☐	☐ Yes ☐ No
• Construction on land where bedrock is exposed or generally within 3 feet of existing ground surface.	☐	☐	☐ Yes ☐ No
• Construction that will continue for more than 1 year or involve more than one phase or stage.	☒	☐	☐ Yes ☐ No
• Excavation for mining purposes that would remove more than 1,000 tons of natural material (i.e., rock or soil) per year.	☐	☐	☐ Yes ☐ No

	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated by Project Change
• Construction or expansion of a santary landfill.	☐	☐	☐ Yes ☐ No
• Construction in a designated floodway.	☐	☐	☐ Yes ☐ No
• Other impacts:	☐	☐	☐ Yes ☐ No

2. Will there be an effect to any unique or unusual land forms found on the site? (i.e., cliffs, dunes, geological formations, etc.)
☒ NO ☐ YES

• Specific land forms:	☐	☐	☐ Yes ☐ No

Impact on Water

3. Will Proposed Action affect any water body designated as protected? (Under Articles 15, 24, 25 of the Environmental Conservation Law, ECL)
☒ NO ☐ YES

Examples that would apply to column 2

• Developable area of site contains a protected water body.	☐	☐	☐ Yes ☐ No
• Dredging more than 100 cubic yards of material from channel of a protected stream.	☐	☐	☐ Yes ☐ No
• Extension of utility distribution facilities through a protected water body.	☐	☐	☐ Yes ☐ No
• Construction in a designated freshwater or tidal wetland.	☐	☐	☐ Yes ☐ No
• Other impacts:	☐	☐	☐ Yes ☐ No

4. Will Proposed Action affect any non-protected existing or new body of water?
☒ NO ☐ YES

Examples that would apply to column 2

• A 10% increase or decrease in the surface area of any body of water or more than a 10 acre increase or decrease.	☐	☐	☐ Yes ☐ No
• Construction of a body of water that exceeds 10 acres of surface area.	☐	☐	☐ Yes ☐ No
• Other impacts:	☐	☐	☐ Yes ☐ No

	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated by Project Change
5. Will Proposed Action affect surface or groundwater quality or quantity? ☒ NO ☐ YES			
Examples that would apply to column 2 • Proposed Action will require a discharge permit.	☐	☐	☐ Yes ☐ No
• Proposed Action requires use of a source of water that does not have approval to serve proposed (project) action.	☐	☐	☐ Yes ☐ No
• Proposed Action requires water supply from wells with greater than 45 gallons per minute pumping capacity.	☐	☐	☐ Yes ☐ No
• Construction or operation causing any contamination of a water supply system.	☐	☐	☐ Yes ☐ No
• Proposed Action will adversely affect groundwater.	☐	☐	☐ Yes ☐ No
• Liquid effluent will be conveyed off the site to facilities which presently do not exist or have inadequate capacity.	☐	☐	☐ Yes ☐ No
• Proposed Action would use water in excess of 20,000 gallons per day.	☐	☐	☐ Yes ☐ No
• Proposed Action will likely cause siltation or other discharge into an existing body of water to the extent that there will be an obvious visual contrast to natural conditions.	☐	☐	☐ Yes ☐ No
• Proposed Action will require the storage of petroleum or chemical products greater than 1,100 gallons.	☐	☐	☐ Yes ☐ No
• Proposed Action will allow residential uses in areas without water and/or sewer services.	☐	☐	☐ Yes ☐ No
• Proposed Action locates commercial and/or industrial uses which may require new or expansion of existing waste treatment and/or storage facilities.	☐	☐	☐ Yes ☐ No
• Other impacts:	☐	☐	☐ Yes ☐ No

	1 Small to Moderate Impact	2 Potential Large Impact	3 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	☐	☐	☐ Yes	☐ No
• Proposed Action may cause substantial erosion.	☐	☐	☐ Yes	☐ No
• Proposed Action is incompatible with existing drainage patterns.	☐	☐	☐ Yes	☐ No
• Proposed Action will allow development in a designated floodway.	☐	☐	☐ Yes	☐ No
• Other impacts:	☐	☐	☐ Yes	☐ 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.	☐	☐	☐ Yes	☐ No
• Proposed Action will result in the incineration of more than 1 ton of refuse per hour.	☐	☐	☐ Yes	☐ 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.	☐	☐	☐ Yes	☐ No
• Proposed Action will allow an increase in the amount of land committed to industrial use.	☐	☐	☐ Yes	☐ No
• Proposed Action will allow an increase in the density of industrial development within existing industrial areas.	☐	☐	☐ Yes	☐ No
• Other impacts:	☐	☐	☐ Yes	☐ 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.	☐	☐	☐ Yes	☐ 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.	☐	☐	☐ Yes ☐ No
• Application of pesticide or herbicide more than twice a year, other than for agricultural purposes.	☐	☐	☐ Yes ☐ No
• Other impacts:	☐	☐	☐ Yes ☐ 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.	☐	☐	☐ Yes ☐ No
• Proposed Action requires the removal of more than 10 acres of mature forest (over 100 years of age) or other locally important vegetation.	☐	☐	☐ Yes ☐ No
• Other impacts:	☐	☐	☐ Yes ☐ 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.)	☐	☐	☐ Yes ☐ No
• Construction activity would excavate or compact the soil profile of agricultural land.	☐	☐	☐ Yes ☐ 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.	☐	☐	☐ Yes ☐ 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).	☐	☐	☐ Yes ☐ No
• Other impacts:	☐	☐	☐ Yes ☐ 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.	☐	☐	☐ Yes ☐ 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.	☐	☐	☐ Yes ☐ No
• Project components that will result in the elimination or significant screening of scenic views known to be important to the area.	☐	☐	☐ Yes ☐ No
• Other impacts:	☐	☐	☐ Yes ☐ 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.	☐	☐	☐ Yes ☐ No
• Any impact to an archaeological site or fossil bed located within the project site.	☐	☐	☐ Yes ☐ No
• Proposed Action will occur in an area designated as sensitive for archaeological sites on the NYS Site Inventory.	☐	☐	☐ Yes ☐ No

	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated by Project Change
• Other impacts:	☐	☐	☐ Yes ☐ 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.	☐	☐	☐ Yes ☐ No
• A major reduction of an open space important to the community.	☐	☐	☐ Yes ☐ No
• Other impacts:	☐	☐	☐ Yes ☐ No

IMPACT ON CRITICAL ENVIRONMENTAL AREAS

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

List the environmental characteristics that caused the designation of the CEA.

Examples that would apply to column 2

• Proposed Action to locate within the CEA?	☐	☐	☐ Yes ☐ No
• Proposed Action will result in a reduction in the quantity of the resource?	☐	☐	☐ Yes ☐ No
• Proposed Action will result in a reduction in the quality of the resource?	☐	☐	☐ Yes ☐ No
• Proposed Action will impact the use, function or enjoyment of the resource?	☐	☐	☐ Yes ☐ No
• Other impacts:	☐	☐	☐ Yes ☐ 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.	☐	☐	☐ Yes	☐ No
• Proposed Action will result in major traffic problems.	☐	☐	☐ Yes	☐ No
• Other impacts:	☒	☐	☒ Yes	☐ No

The proposed project would result in significant impacts at the the northbound approach of White Plains Road and Pelham Parkway West during the AM and PM peak hours, and also at the intersection of White Plains Road and Lydig Avenue westbound approach during the AM peak period. NYCDOT will review the suggested signal timing adjustments to these intersections. If these measures are not implemented, the signal traffic impacts will be unmitigated.

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.	☐	☐	☐ Yes	☐ 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.	☐	☐	☐ Yes	☐ No
• Other impacts:	☐	☐	☐ Yes	☐ 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.	☐	☐	☐ Yes	☐ No
• Odors will occur routinely (more than one hour per day).	☐	☐	☐ Yes	☐ No
• Proposed Action will produce operating noise exceeding the local ambient noise levels for noise outside of structures.	☒	☐	☐ Yes	☐ No
• Proposed Action will remove natural barriers that would act as a noise screen.	☐	☐	☐ Yes	☐ No
• Other impacts:	☐	☐	☐ Yes	☐ No

Intermittent playground noise would create small to moderate impacts at adjacent residential properties.

	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated by Project Change

IMPACT ON PUBLIC HEALTH

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

• Proposed Action may cause a risk of explosion or release of hazardous substances (i.e. oil, pesticides, chemicals, radiation, etc.) in the event of accident or upset conditions, or there may be a chronic low level discharge or emission.	☐	☐	☐ Yes	☐ No
• Proposed Action may result in the burial of "hazardous wastes" in any form (i.e. toxic, poisonous, highly reactive, radioactive, irritating, infectious, etc.)	☐	☐	☐ Yes	☐ No
• Storage facilities for one million or more gallons of liquefied natural gas or other flammable liquids.	☐	☐	☐ Yes	☐ No
• Proposed Action may result in the excavation or other disturbance within 2,000 feet of a site used for the disposal of solid or hazardous waste.	☐	☐	☐ Yes	☐ No
• Other impacts:	☐	☐	☐ Yes	☐ No

IMPACT ON GROWTH AND CHARACTER OF COMMUNITY OR NEIGHBORHOOD

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

Examples that would apply to column 2

• The permanent population of the city, town or village in which the project is located is likely to grow by more than 5%.	☐	☐	☐ Yes	☐ No
• The municipal budget for capital expenditures or operating services will increase by more than 5% per year as a result of this project.	☐	☐	☐ Yes	☐ No
• Proposed Action will conflict with officially adopted plans or goals.	☐	☐	☐ Yes	☐ No
• Proposed Action will cause a change in the density of land use.	☐	☐	☐ Yes	☐ No
• Proposed Action will replace or eliminate existing facilities, structures or areas of historic importance to the community.	☒	☐	☐ Yes	☒ No
• Development will create a demand for additional community services (e.g. schools, police and fire, etc.)	☐	☐	☐ Yes	☐ No

	1 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.	☐	☐	☐ Yes ☐ No
• Proposed Action will create or eliminate employment.	☐	☐	☐ Yes ☐ No
• Other impacts:	☐	☐	☐ Yes ☐ 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

Supplemental Environmental Studies

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Executive Summary

A. INTRODUCTION

On behalf of the New York City Department of Education (DOE), the New York City School Construction Authority (SCA) proposes to construct a new primary school in the Central Bronx neighborhood of Morris Park/Pelham Parkway. The proposed school facility would provide approximately 400 seats for Pre-Kindergarten (Pre-K) through Fifth grade serving Community School District (CSD) 11. Construction of the proposed school building would be conducted pursuant to the DOE's Five-Year Capital Plan for Fiscal Years 2010–2014.

The 15,000 SF site is located at 2126 Barnes Avenue on the northwestern portion of the block at Barnes Avenue and Lydig Avenue, and is currently occupied by the Young Israel of Pelham Parkway synagogue. The synagogue is planning to move elsewhere in the neighborhood upon the sale of the building to the DOE.

The proposed project is intended to provide additional public school capacity in the Morris Park/Pelham Parkway area of CSD 11 to meet the needs of the area's current and projected primary school enrollment. The proposed project is intended primarily to relieve current overcrowding at schools in the immediate study area such as: PS 83 and PS 105 which operated at 97 and 106 percent, respectively during the 2008–2009 school year. Even their supplementary spaces (an annex and temporary classrooms) were over capacity.

Based on the preliminary schematic designs, the proposed school building would be 4 stories tall (approximately 60 feet in height) and contain approximately 57,000 SF with a cellar level. The main entrance to the building would be on Lydig Avenue and a secondary entrance on Barnes Avenue. There would be an approximately 4,400 SF at-grade schoolyard as well as a 4,400 SF rooftop play area.

According to the SCA's program of requirements for the school facility, the proposed school building would contain approximately eighteen general instruction classrooms for grades Pre-K through 5, as well as a reading resource room and two special education classrooms. It would also feature specialized rooms for music and science instruction; a gymnasium, which would also serve as an auditorium; a library complex, a cafeteria and kitchen facility; an administrative suite; and student support spaces (including guidance offices and a medical suite).

The final construction schedule for the proposed project has not yet been determined; however, for the purpose of this environmental review, it is anticipated that construction would begin in 2010 and the proposed new facility would be ready for occupancy by September 2013.

B. ENVIRONMENTAL REVIEW FINDINGS

B.1 Land Use and Zoning

The proposed new school building is permitted as-of-right under the applicable zoning and would be compatible with the overall land use character of the study area, which contains a mix of residential, commercial, and community facility uses. Therefore, the proposed project would not result in significant adverse land use impacts. The proposed project would not result in a change to the site's existing R7-1 zoning. As the final design for the proposed project is advanced, efforts would be made to maintain compliance with the site's zoning regulations; however, it is possible that the final design may not comply with all of them (e.g., bulk requirements). If this occurs, the SCA would request a zoning override from the Deputy Mayor for Education and Community Development to allow the project to be developed in non-compliance with the applicable bulk requirements. If granted, the zoning override would apply only to the

proposed project and there would be no change to the site's or surrounding area's underlying zoning designations. Therefore, no zoning impacts would occur as a result of the proposed project.

B.2 Socioeconomic and Demographic Conditions

The proposed project would not directly displace any residents or businesses nor would it introduce a new residential population that could indirectly affect socioeconomic conditions in the area. The synagogue and is planning to move elsewhere upon the sale of the building to DOE. The proposed school would introduce approximately 31 faculty members and 400 primary level students to the area, who would potentially support local retail establishments near the project site, and thereby have a marginally positive effect on the local economy. Therefore, the proposed project would not result in significant adverse impacts to socioeconomic and demographic conditions.

B.3 Community Facilities

The proposed project is intended to relieve current overcrowding in neighboring elementary schools and accommodate additional growth in the neighborhood's primary level enrollment. The school would not place a substantial additional demand on community services. Therefore, the proposed project would not result in significant adverse impacts to community facilities and services.

B.4 Open Space and Recreational Facilities

The proposed project would not place any additional demand on the area's open space resources, as it would provide approximately 9,000 SF of outdoor recreation space—approximately half on the rooftop and half in an at-grade school yard—and new indoor recreation space to meet the recreational needs of the students. Therefore, the proposed project would have no effect on the study area's publicly accessible open spaces.

B.5 Historic and Archaeological Resources

Historic Resources

Since the existing building does not have historic significance, and there are no historic resources near the site, the building's removal and replacement with the new school would have no impact on cultural resources (see SHPO's letter in Appendix B).

Archaeological Resources

A preliminary assessment concluded that the project site does not retain precontact or historic period archaeological sensitivity given previous site disturbance. SHPO is in the process of reviewing these findings. Pending SHPO's concurrence, the development of the proposed project would not result in significant adverse impacts to archaeological resources.

B.6 Urban Design, Visual Quality, and Shadows

As conceptually designed, the proposed building would stand approximately 60 feet tall and cover approximately 10,000 of the 15,000-square-foot project site. Since the project site currently contains a 2-story school and synagogue, the proposed new facility would not significantly alter the site's visual appearance, though the new building would be taller and massed on Lydig Avenue. The proposed school building would conform to the general context of the built environment in the area and, therefore, would not alter street patterns, block shapes, or streetscape elements and would not have a significant adverse impact on urban design or aesthetic conditions.

Shadows from the new school building would not affect any open spaces resources or sunlight-dependent historic resources, since none exist in the immediate vicinity.

B.7 Neighborhood Character

The proposed development of an approximately 400-seat, 4-story primary school on the project site would be consistent with the primarily residential character of the neighborhood and mixed-use nature of Lydig Avenue. The proposed use of the site for a school would be compatible to the current use as well as with the residential and other community facilities in the study area. The density and height of the building would be comparable to existing residential buildings in the area. Overall, the proposed project would not result in significant adverse impacts to any of the various elements that contribute to neighborhood character, including land use, urban design, visual resources, historic resources, socioeconomic conditions, traffic, and noise levels. Therefore, the proposed project would not result in significant adverse impacts to neighborhood character.

B.8 Infrastructure and Energy

The proposed project would not result in significantly large water demands, nor would it generate significant wastewater flows. Therefore, no significant effects on the City's water supply system or wastewater treatment facilities would occur as a result of the proposed project. The proposed project would require a relatively small amount of energy consumption in relation to the total amount of energy used by the city as a whole. The proposed project would have no effect on the transmission or generation of energy, nor would it generate substantial indirect energy consumption.

B.9 Solid Waste

The proposed project would generate an incremental increase of approximately 1,200 pounds of solid waste per week during the school year, which is not considered a large amount. Therefore, the proposed project would not affect the delivery of sanitation services, or place a significant burden on the City's solid waste management system.

B.10 Traffic and Transportation

The proposed project would result in significant adverse traffic impacts at two intersections: the northbound approach to the intersection of White Plains Road and Pelham Parkway West during the AM and PM peak hours and the westbound approach to the intersection of White Plains Road and Lydig Avenue during the AM peak hour. The project's traffic impacts could be fully mitigated by signal timing and phasing adjustments, which would require approval from the NYC Department of Transportation (NYCDOT).

B.11 Air Quality

A mobile source air quality screening analysis determined that the number of vehicles generated by the project would not result in significant impacts and a detailed analysis was not required. A detailed dispersion analyses was conducted to estimate the potential impacts of the school's HVAC emissions on the nearby 6-story apartment buildings and determined there would be no significant impacts. Evaluation of other major emission sources and industrial sources also indicated no impact on the school. Therefore, the project would not directly or indirectly result in exceedances of applicable standards and not have significant adverse impacts to air quality.

B.12 Noise

A mobile source noise screening analysis was performed. Since there would be no doubling of passenger car equivalents (PCEs) with the project, the proposed project would not result in mobile source noise impacts.

The project's playground noise impact would not extend beyond the rear yards/spaces of the adjacent residences. Noise exposure from the rooftop playground noise would be limited to the fourth, fifth and sixth floors of the apartment building just south of the site, facing the playground and would not be perceptible with the windows closed. Moreover, elevated noise levels generated from outdoor play activities from both the ground level and rooftop playgrounds would be limited to intermittent times of the day and year when the playground is in use.

B.13 Soil, Groundwater, and Hazardous Materials

A Phase I Environmental Site Assessment (ESA) was completed at the Proposed Project Site in November 2008. A Phase II Environmental Site Investigation (ESI) was completed in December 2008, and February 2009 to evaluate the environmental conditions of the Site. The Site consists of a building constructed in 1952, an outdoor storage area, and a grassy area. The Site, currently occupied by Young Israel of Pelham Parkway, is on a 15,000-square foot lot. The building is a four-story structure encompassing approximately 51,600-square feet in total area, with an approximately 14,000-square foot footprint. The Phase I ESA identified recognized environmental conditions (RECs) associated with a New York City Fire Department (FDNY) record identifying a 5,000-gallon tank on-site, with no other information and an existing violation; off-site properties with documented spills resulting in soil and groundwater contamination; two active drycleaners; a former photo shop; and, a historic car service. The Phase I ESA revealed the presence of the following environmental concerns in connection with the Site: the presence of suspect asbestos-containing material (ACM), lead-based paint (LBP), polychlorinated biphenyl (PCB)-containing window caulk, mold, and mildew; and an unidentified powder substance. Based on the results of the Phase I ESA, a Phase II ESI was completed. Phase II ESI activities included a geophysical survey, advancement of soil borings/soil vapor points, and the collection of soil vapor, ambient air, and soil samples for laboratory analyses.

The geophysical investigation conducted as part of the Phase II ESI identified the building's underground utilities and on-site 5,000 gallon, heating oil underground storage tank (UST). The results of the soil vapor sampling identified no volatile organic compounds (VOCs) detected at concentrations greater than New York State Department of Health (NYSDOH) Air Guideline Values (AGVs). Each soil vapor sample detected petroleum-related and/or solvent-related VOCs at concentrations greater than anticipated background levels. Trichloroethene was detected at a concentration greater than the NYSDOH AGV in the initial ambient air sample. As a result of this finding, the ambient air sampling was repeated and trichloroethene was not detected. Therefore, the initial trichloroethene concentration is attributed to a transient condition and not normal ambient air conditions at the Site. The semi-volatile organic compounds (SVOCs) benzo[a]anthracene, chrysene, benzo[b]fluoranthene, benzo[a]pyrene, and indeno[1,2,3-cd]pyrene; the pesticides 4-4'-DDE and 4-4'-DDT; and the metals chromium and lead were detected at concentrations above New York State Department of Environmental Conservation (NYSDEC) Unrestricted Use Soil Cleanup Objectives (SCOs) in one or more soil samples. These constituents are marginally above the SCOs and are representative of fill material. Groundwater was not encountered at its anticipated depth of 8 to 10 feet below ground surface due to refusal in soil borings at shallower depths; therefore, it was not sampled.

Based on the results of the Phase II ESI, a vapor barrier would be incorporated into the new school construction to prevent potential migration of organic vapors into the proposed school building. If dewatering is necessary for construction, the groundwater would need to be characterized for the New York City Department of Environmental Protection (DEP) sewer discharge parameters. Any dewatering activities

should be minimized to prevent potential migration of contamination from off-site sources. During construction, the Contractor would properly manage excavated soil in accordance with all applicable local, state and Federal regulations. For areas of the Site where exposed soils may exist (i.e., landscaped areas), a twenty-four (24) inch thick layer of certified-clean fill would be placed over the soil. In addition, to minimize the potential for construction workers' exposure, standard industry practices, including appropriate health and safety measures, would be utilized.

B.14 Natural Resources

As confirmed by the New York State Department of Environmental Conservation (NYSDEC), no threatened or endangered species or critical habitats have been identified on the site or in the immediate area; therefore, the proposed project would not have a significant adverse impact on natural resources.

B.15 Construction Impacts

Construction of the proposed project is expected to take approximately three years. Construction is expected to begin in 2010 and the school would be completed and ready for student occupancy by the start of the school year in 2013. Construction activities on the project site and construction-related traffic on nearby streets would likely cause temporary disruptive effects on the site and immediate environs. However, the project's construction-related effects would be temporary and of a relatively short-term duration; therefore, construction of the proposed project would not result in significant adverse construction impacts.

B.16 Public Health Impacts

The proposed project would not generate any public heath concerns provided the measures described in Section 2.13 to avoid adverse health and safety impacts from on-site soil contamination are incorporated into the design and construction of the proposed school building. No impacts related to hazardous materials, air quality or sanitation services are anticipated as a result of the proposed project; therefore, the proposed project would not be expected to result in significant adverse public health impacts.

1.0 Project Description

1.1 INTRODUCTION

On behalf of the New York City Department of Education (DOE), the New York City School Construction Authority (SCA) proposes to construct a new primary school in the central Bronx neighborhood of Morris Park/Pelham Parkway. The new facility would provide approximately 400 seats for Pre-Kindergarten (Pre-K) through Fifth grade in Community School District (CSD) 11.

The site is located at 2126 Barnes Avenue on the northwestern portion of the block at Barnes Avenue and Lydig Avenue, and is occupied by the Young Israel of Pelham Parkway synagogue. The synagogue is planning to move elsewhere in the neighborhood upon the sale of the building to the DOE. The proposed project would entail the demolition of the current structure and the construction of the new school facility. Construction of the proposed school building would be conducted pursuant to the DOE's *Five-Year Capital Plan for Fiscal Years 2010–2014.*

1.2 PURPOSE & NEED

The proposed project is intended to provide additional public school capacity on the project site in order to meet the needs of the area's current and projected future elementary school students. The new facility would provide an elementary school program to accommodate 400 students in CSD 11. The proposed project is intended primarily to relieve current overcrowding at nearby schools such as PS 83 and PS 105, which operated at 106 and 97 percent, respectively, in the 2007–2008 school year (Table 1). Even their supplementary spaces (annex and temporary classroom) were over capacity as shown in Table 1.

TABLE 1
ENROLLMENT FIGURES FOR NEARBY DISTRICT 11 SCHOOLS (2008–2009)

School	Address	Capacity	Enrollment	Utilization
Within ¼-mile from Site				
PS 105 (Sen. A. Bernstein School)	725 Bradley Avenue	1,042	1,101	106%
PS 105 Temporary CR Building	725 Bradley Avenue	317	383	121%
Within ½-mile from Site				
PS 83 (Donald Hertz School)	950 Rhinelander Avenue	865	836	97%
PS 83 Annex	950 Rhinelander Avenue	691	763	110%

Source: New York City Department of Education School Facilities (2007–2008): Enrollment, Capacity & Utilization Traditional Report.

1.3 PROJECT SITE

The project site is located on the northwest corner of Block 4293, Lot 31 and has frontages on Barnes and Lydig Avenue (Figure 1 and Figure 2). The 15,000 SF project site currently contains a 2-story building that houses a synagogue (with basement) that was constructed in 1952. The building covers approximately 14,000 SF of the lot, and the remaining area consists of open alleys on the east and south sides, which are used for storage. The rest of the block contains an assortment of 3- to 6-story apartment buildings and one- and two-family homes. Immediately adjacent to the project site on the south on Barnes Avenue is a 6-story brick apartment building; to the east and south are smaller attached and detached homes on Matthews Avenue. Lydig Avenue is a local commercial street with a variety of retail storefronts and medical offices.

FIGURE 1 – PROJECT LOCATION

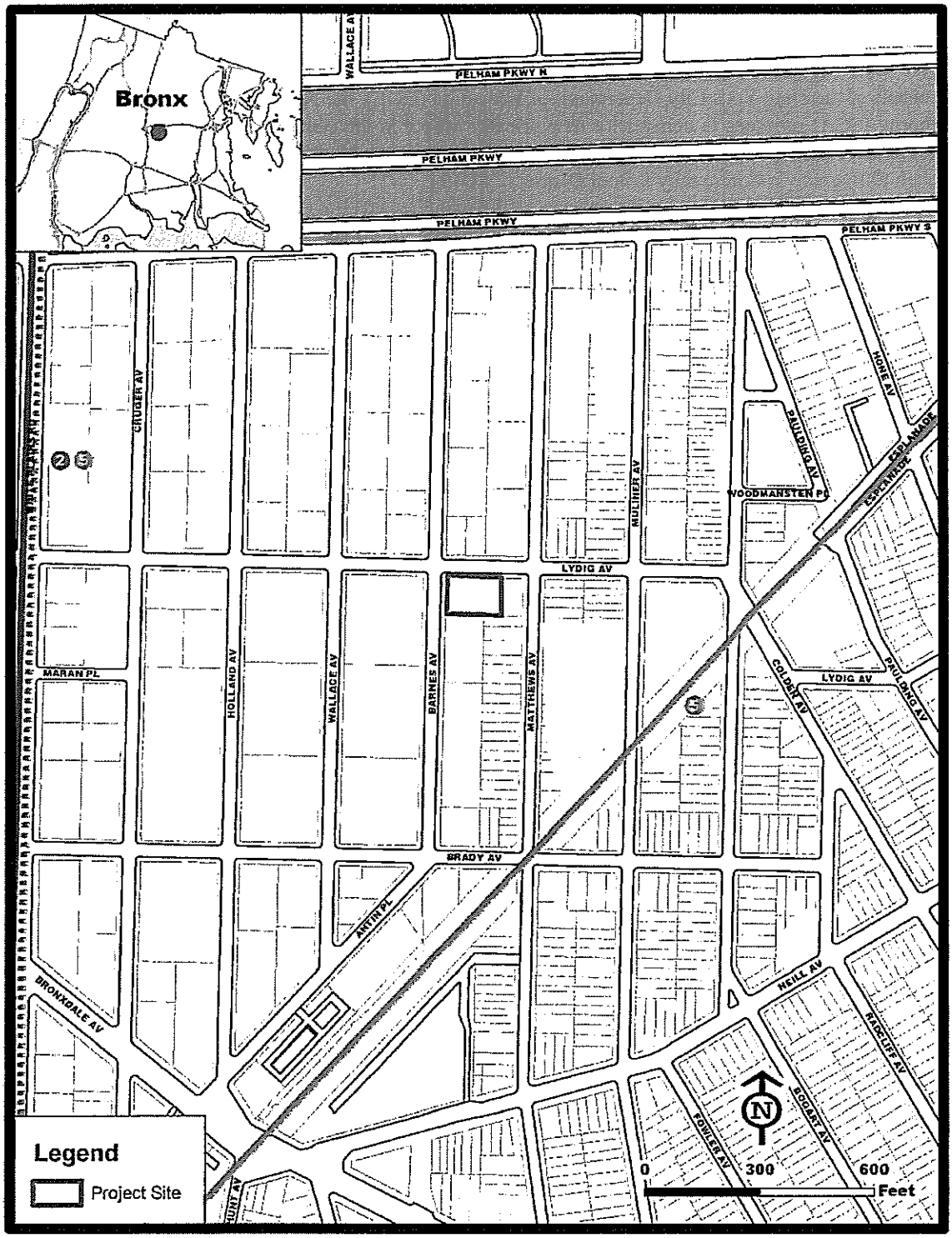
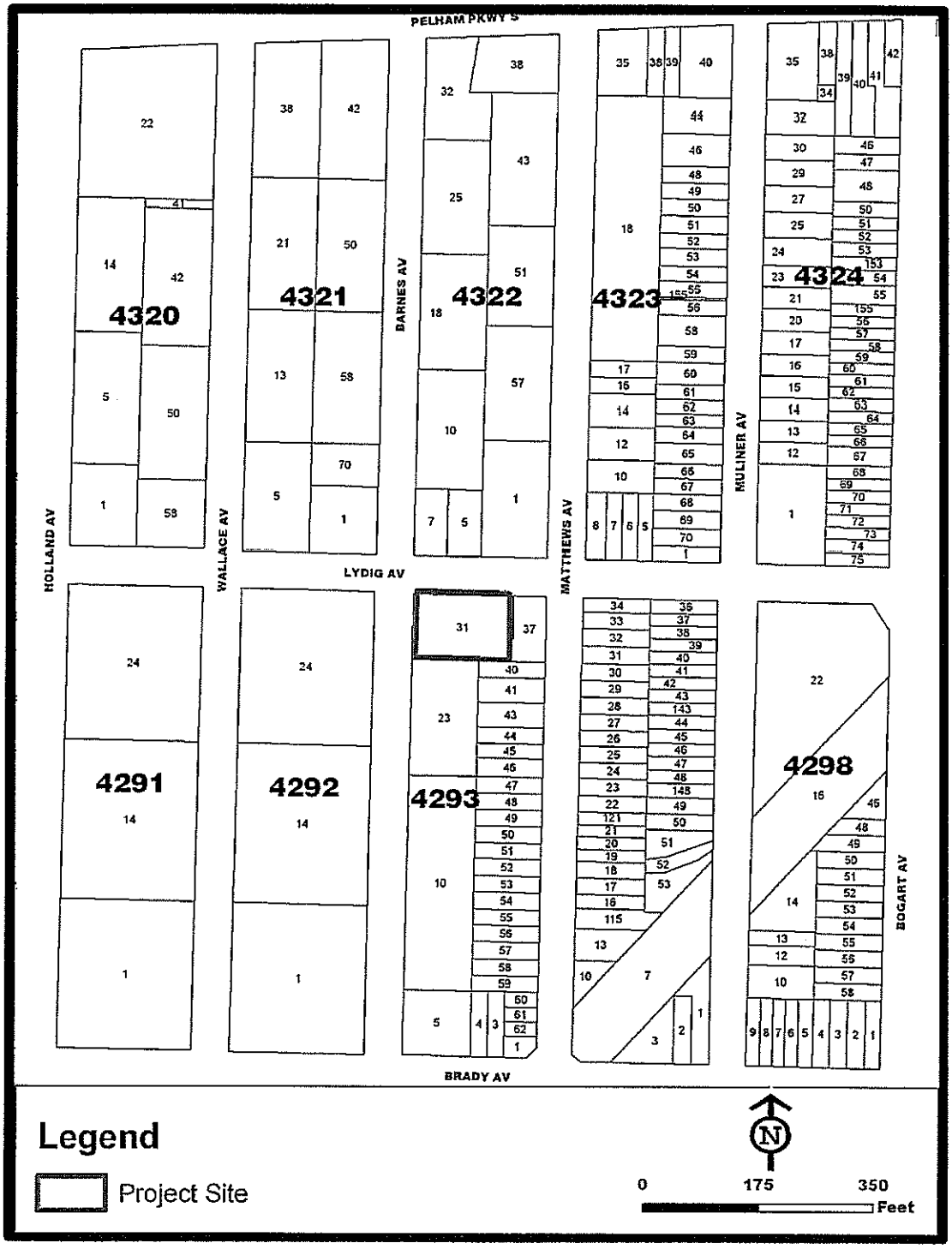


FIGURE 2 – TAX MAP



1.4 PROPOSED PROJECT

The proposed project entails the construction of an approximately 400-seat school serving Pre-K through Fifth grade. Preliminary design indicates that the proposed project would be 4-stories tall, contain approximately 57,000 SF with a cellar level, and feature an approximately 4,400 SF rooftop play area, and a 4,400 SF schoolyard at-grade behind the school (to the south). It is anticipated that the final design of the building would be informed by the finding of the project's environmental review.

1.5 PROJECT STATUS

The action is subject to New York State Environmental Quality Review Act (SEQRA), as mandated in Part 617 6NYCRR, per guidelines established in the New York City Environmental Quality Review (CEQR) procedures (Executive Order 91 of 1977, amended in 1991). Guidelines described in the *CEQR Technical Manual* were followed in the impact assessments conducted for this Environmental Assessment (EA).

2.0 Existing Conditions and Potential Impacts

2.1 LAND USE AND ZONING

The *CEQR Technical Manual* requires that a detailed analysis be prepared if actions would include the following conditions, which may result in a significant impact:

- Result in significant changes in land use or zoning, or would substantially affect regulations or policies governing land use; or
- If an analysis requiring land use or zoning information is being performed in any other technical area.

2.1.1 Existing Conditions

2.1.1.1 Land Use

The project site is situated in a predominately residential area of Bronx Community District 11, just south of Pelham Parkway, located in the Morris Park/Pelham Parkway section of the Bronx. The project site is located at 2126 Barnes Avenue and is bounded by Lydig Avenue to the north, Barnes Avenue to the west, Matthews Avenue to the east, and Brady Avenue to the south.

A detailed description of existing conditions on the project site is provided in the Project Description section of the report. As described in Chapter 1.0, the existing Young Israel of Pelham Parkway synagogue is housed in the 2-story brick and masonry building on the project site, with frontages on both Barnes Avenue and Lydig Avenue.

The land use study area includes the area within a 400-foot radius of the project site, as shown in Figure 3. The area immediately surrounding the school site is a dense residential neighborhood comprised of a mix of one- and two-family attached and detached houses with higher-density 6- and 7-story apartment buildings east, west, and north of the site. Small eateries, food markets and mixed-use residential buildings with ground-floor commercial uses are located on Lydig Avenue, the main commercial thoroughfare in the immediate project area. The historic Morris Park subway station carries the 5 (Dyre Avenue) line, which runs on elevated track two blocks east of the project site.

The nearest community facility is the New York Public Library-Van Nest Branch, located north of Lydig Avenue at 2147 Barnes Avenue. Bronx Park, located less than ½ mile west of the project site, is perhaps best known as the home of the Bronx Zoo and New York Botanical Garden, but it also has many public recreation areas. The 718-acre park also contains numerous playgrounds, bicycle paths, baseball diamonds, tennis and basketball courts and football and soccer fields.

2.1.1.2 Zoning

The project site is located in an R7-1 zoning district, which is a medium-density, residential zoning district. The R7-1 district extends to White Plains Road to the west, Matthews Avenue to the east, Bronxdale Avenue to the south and Pelham Parkway to the north. A C1-1 commercial overlay exists along Lydig Avenue between Wallace Avenue and Matthews Avenue. A R6 residential district is located to the immediate east of the project site. The study area's zoning designations are shown in Figure 4.

The existing school building on the project site appears to comply with the current applicable zoning regulations, though it was constructed prior to the adoption of the 1961 zoning regulations.

FIGURE 3 – LAND USE

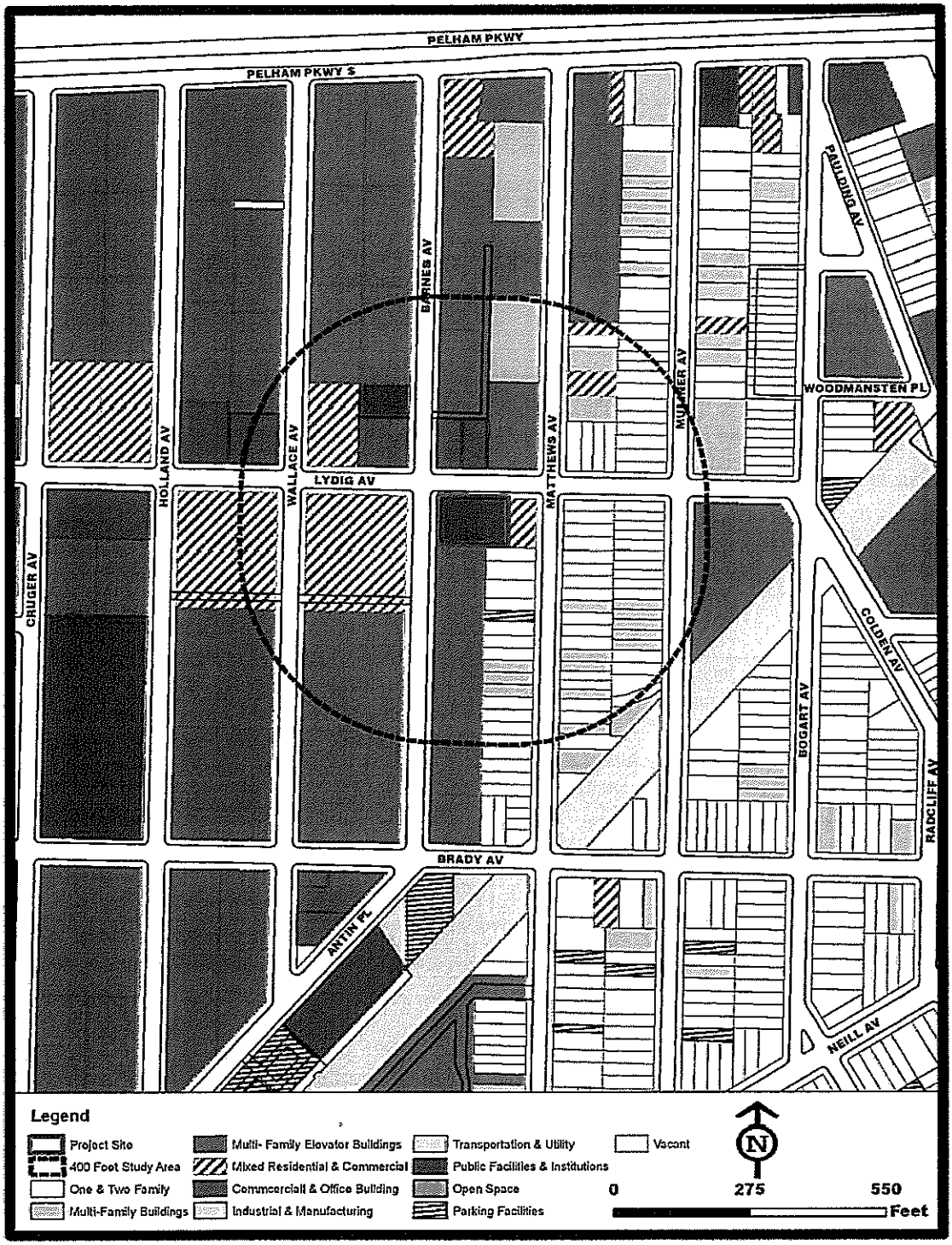
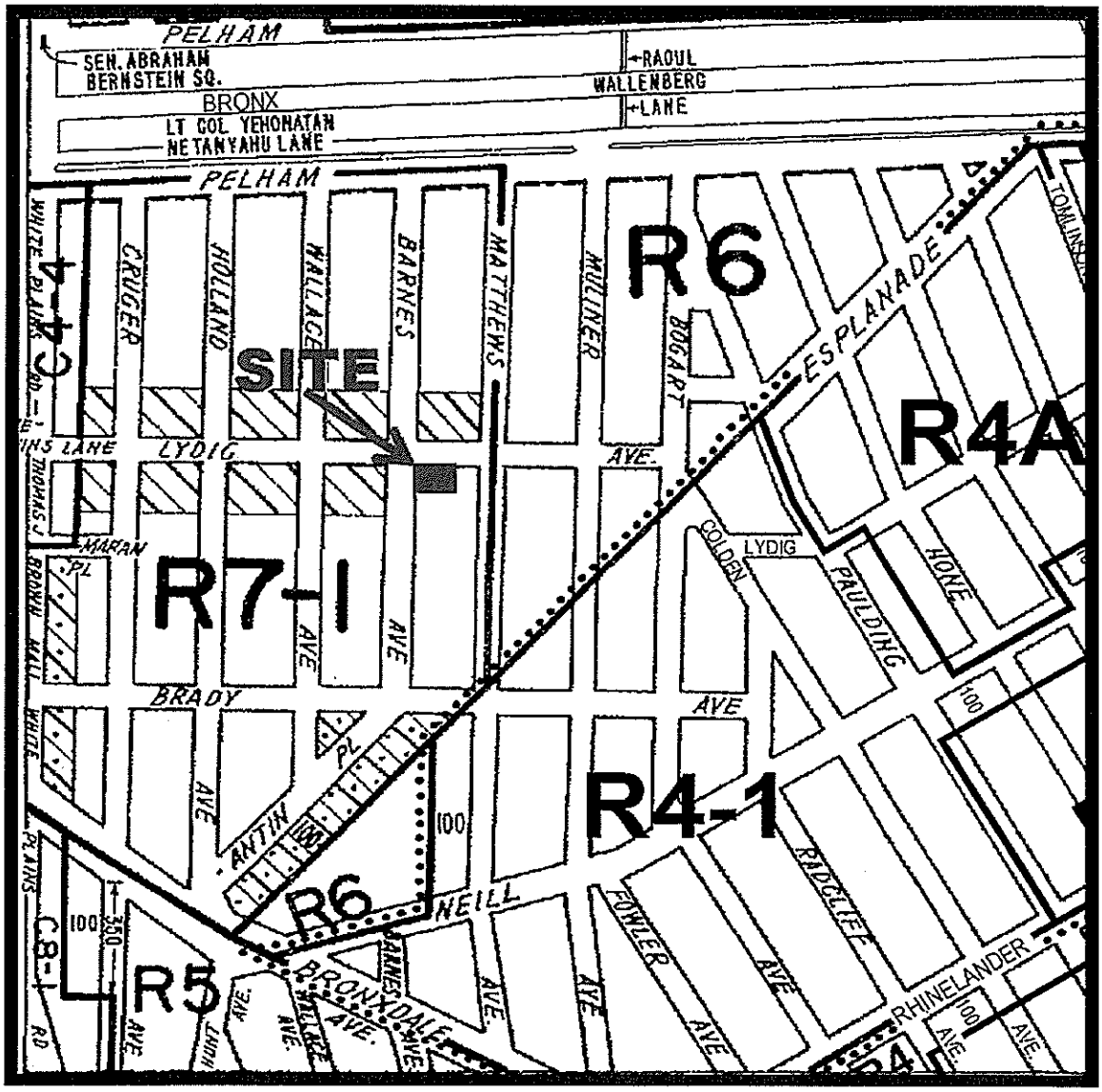


FIGURE 4 – ZONING



2.1.2 Future No-Action Conditions

Under Future No-Action Conditions, there would be no change in land use conditions on the project site. The proposed school building would not be built and the current site would continue to operate as described above under "Section 2.1.1: Existing Land Use in the Project Area". There would also be no change to the site's R7-1 zoning.

2.1.3 Potential Impacts of the Project

2.1.3.1 Potential Land Use Impacts of the Project

The proposed action would result in a similarly developed institutional use on site, covering approximately 10,000 square feet of lot area. The 4-story school would be compatible with the predominantly residential character of the study area and have no impacts on the surrounding land uses.

2.1.3.2 Potential Zoning Impacts of the Project

The proposed new school use is permitted as-of-right under the applicable zoning and according to preliminary designs developed thus far, would be compliant with applicable use, height, and setback zoning regulations. As the final design for the proposed project is advanced, efforts would be made to maintain compliance with the site's zoning bulk regulations; however, it is possible that the final design may not comply with all of the bulk regulations. If this occurs, the SCA would request a zoning override from the Deputy Mayor for Education and Community Development to allow the project to be developed in non-compliance with the applicable bulk requirements. If granted, the zoning override would apply only to the proposed project and there would be no change to the site's or surrounding area's underlying zoning designations. Therefore, no zoning impacts would occur as a result of the proposed project.

2.2 SOCIOECONOMIC AND DEMOGRAPHIC CONDITIONS

The *CEQR Technical Manual* indicates that a detailed socioeconomic analysis is appropriate if the proposed action is expected to result in substantial socioeconomic changes within the impact area. Such changes would occur if the action had any one of the following results:

- A direct displacement of residential populations changing the socioeconomic profile of a neighborhood;
- Directly displace a substantial number of businesses or employees;
- Create substantial new development (200 units residential, 200,000 SF commercial space);
- Affect real estate market over a large area;
- Adversely affect economic conditions of a specific industry.

2.2.1 Existing Conditions

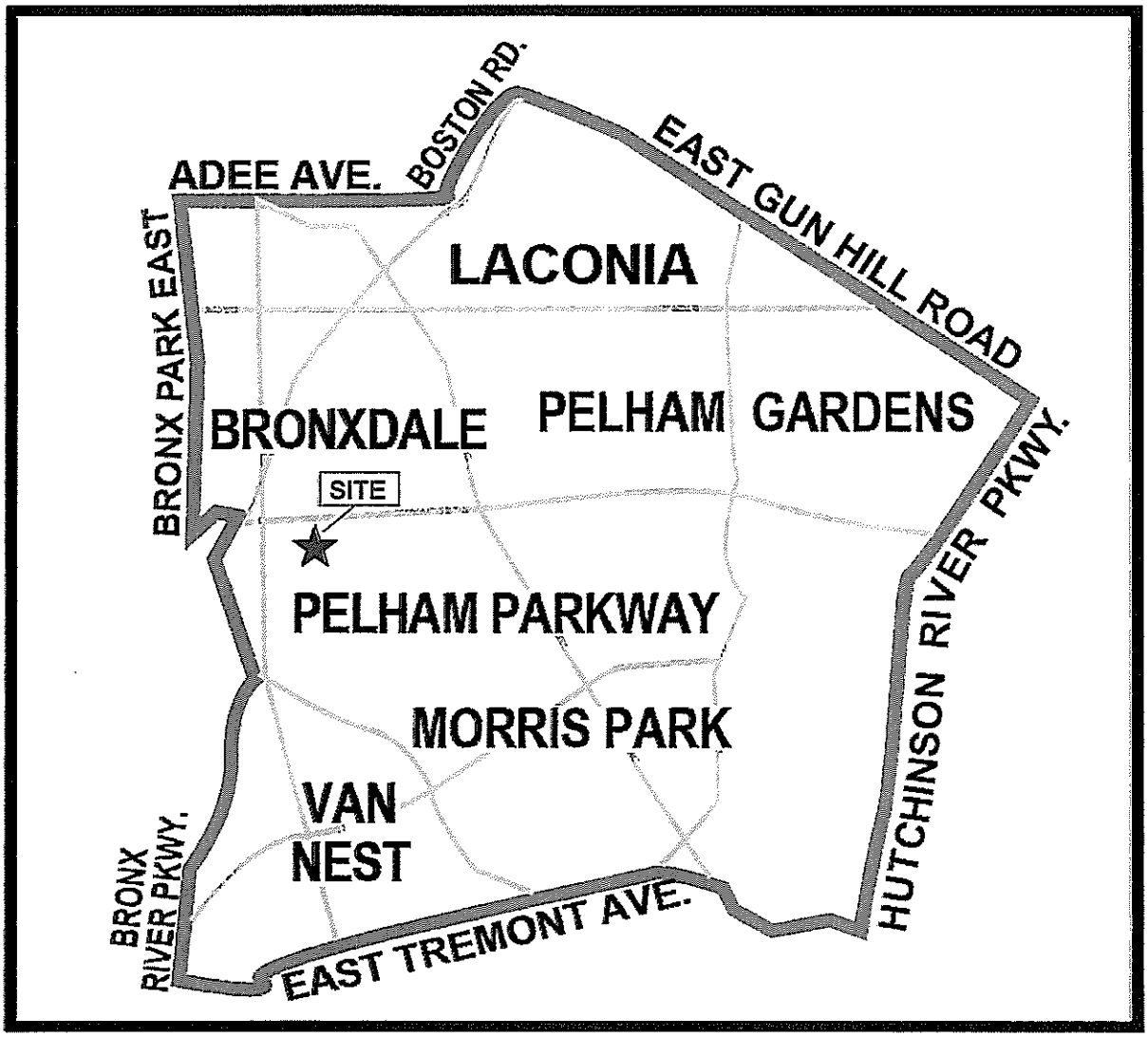
The project site is located in the Bronx Community District (CD) 11, which covers the north-central section of the Bronx. It is bound by the Bronx River and the Hutchinson River Parkway on the east, Tremont Avenue on the south, and East Gun Hill Road, Boston Road and Adee Avenue on the north. CD 11 encompasses the neighborhoods of Morris Park, Van Nest, Pelham Parkway, Allerton, Pelham Gardens and Bronx Park East. Demographic information from the U.S. Census Bureau (2000 and 1990, as stated in the *2009 Community District Needs* report) was used to describe the existing demographic conditions in CD 11.

The project site is located in the center of Census Tract 228, which is bounded by Neil Avenue to the south, Pelham Parkway to the north, Muliner Avenue to the east, and Wallace Avenue to the west. The 400-foot study area extends slightly beyond Census Tract 228, therefore, only this tract was evaluated for pertinent existing demographic conditions.

The 2000 Census reports that the population within CD 11 was 110,706, a 13.2 percent increase from 1990, indicating significant population growth when compared to both Bronx County and New York City overall, which increased by 10.7 percent and 9.4 percent, respectively, during the same time period. Approximately 34.3 percent of CD 11 population was of Hispanic or Latino descent in 2000, compared to 48.4 percent in the Bronx and 27 percent in New York City overall. About 37.8 percent of the non-Hispanic or Latino population is White, with about 18 percent Black or African American. Comparatively, the Black or African American population makes up about 31.2 percent of the total population of the Bronx and 25 percent in New York City as a whole. There were 41,517 households in CD 11 as of 2000, an increase of about 6 percent from 1990.

According to the 2000 Census, Census Tract 228 has a total population of 5,777, an increase of 11.5 percent from 5,111 in 1990. The racial composition of the population in Census Tract 228 is approximately 11 percent African American, 33.7 percent White, 10.6 percent Asian, and 39.3 percent Hispanic (all races). The median household income in Census Tract 228 is $32,877 (compared to $27,971 in the Bronx and $38,519 in New York City), and about 18.8 percent of the population lives below the poverty line. Housing occupancy trends within Census Tract 228 show that nearly all of the dwelling units are renter-occupied at 92.3 percent with only 7.7 percent of the dwelling units as owner-occupied. Comparatively, 80.5 percent of the dwelling units in the Bronx are renter-occupied and 69.8 percent of the dwelling units in New York City overall are renter-occupied.

FIGURE 5 – SOCIOECONOMIC AND DEMOGRAPHIC STUDY AREA (CD 11)



Source: New York City Department of City Planning, December 2007. Available at http://www.nyc.gov/html/dcp/pdf/lucds/cd11profile.pdf

2.2.2 Future No-Action Conditions

Under Future No-Action Conditions, the proposed school project would not be built on the site. It is assumed that the building would be occupied by either existing or new owners.

2.2.3 Potential Impacts of the Project

The proposed project would not result in substantial socioeconomic changes in the study area. The proposed new building would better serve students of nearby overcrowded schools. The proposed project would not directly displace any residents or businesses nor would it introduce a new residential population that could indirectly affect socioeconomic conditions in the study area. The proposed project would introduce approximately 31 faculty and staff to the area. These new staff members would potentially support local retail establishments near the school, and thereby have a marginally positive impact on the local economy. The proposed project would therefore result in no significant adverse impacts to socioeconomic conditions in the study area.

2.3 COMMUNITY FACILITIES

The *CEQR Technical Manual* requires that a detailed analysis be performed if actions would:

- Increase service demands by adding more than 100 residents; or
- Physically alter a community facility

2.3.1 Existing Conditions

Police Services. The site is located within the 49th Police Precinct, whose precinct house is situated at 2121 Eastchester Avenue, approximately 0.9 miles west of the site.

Fire Services. The unit serving the site is Engine 90 Ladder 41, located at 1843 White Plains Road, situated approximately .56 miles southwest from the project site. The proposed action would not require an increase in personnel or equipment at the engine or ladder company.

Health Care Services. The nearest health-care facility to the site is Jacobi Medical Center, located at 1400 Pelham Parkway South, approximately 0.8 miles east of the project site.

Public Schools. There are two public elementary schools located less than ½-mile from the site and two public high schools located within ½ mile from the site, which serve the neighborhood within CSD 11. The two elementary schools, PS 105 and PS 83, are currently over-utilized.

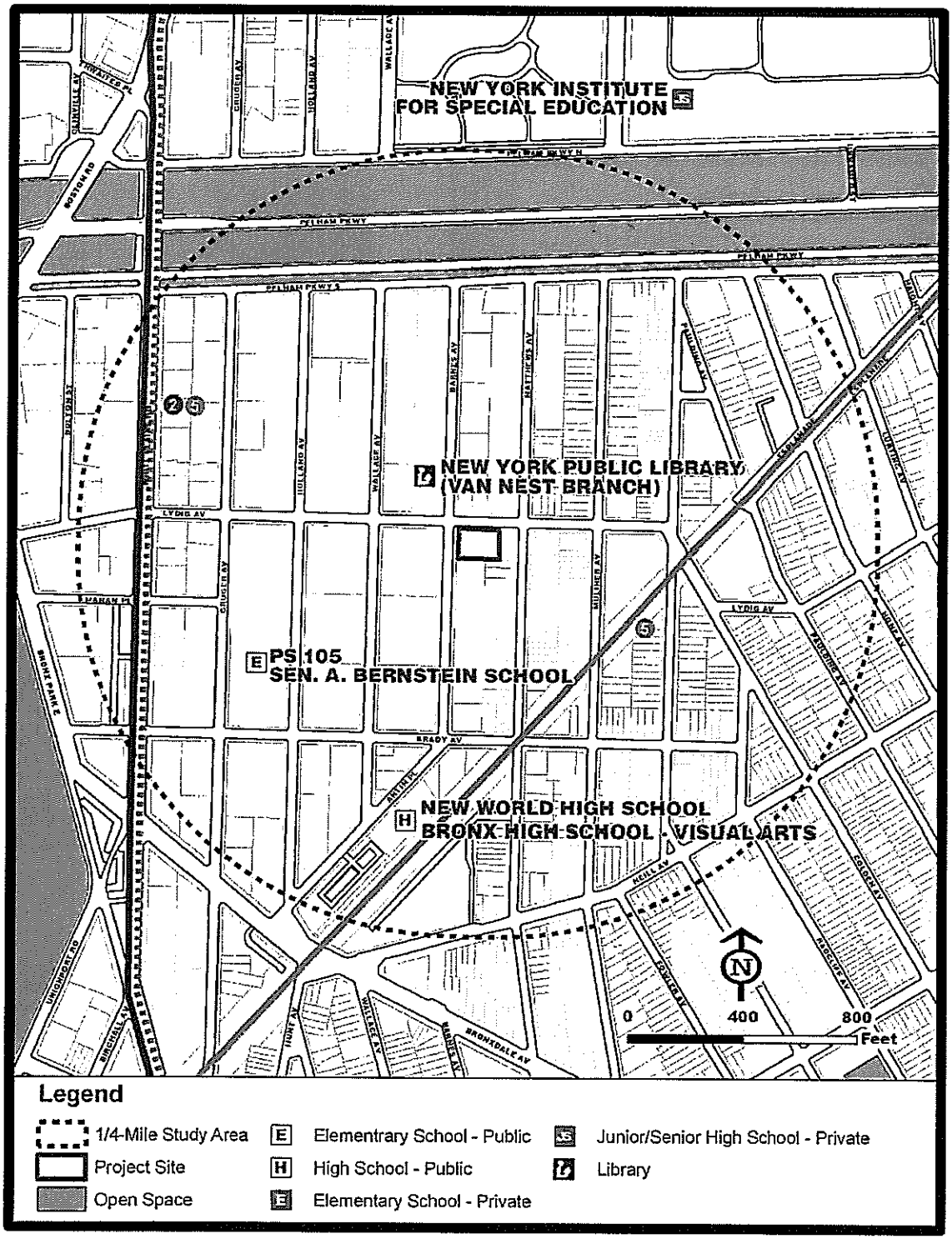
2.3.2 Future No-Action Conditions

Under Future No-Action Conditions, the proposed school project would not be built on the site. It is assumed that the building would be occupied by either existing or new owners.

2.3.3 Potential Impacts of the Project

The proposed project is intended to improve the provision of school services in the area by relieving current overcrowding in neighboring elementary schools and accommodating additional growth in the neighborhood's primary level enrollment. The proposed project would not add residents to the area who could place an additional demand on community services. Therefore, the proposed project would not result in significant adverse impacts to community facilities and services.

FIGURE 6 – COMMUNITY FACILITIES



2.4 OPEN SPACE AND RECREATIONAL FACILITIES

The *CEQR Technical Manual* requires that an open space analysis be performed if actions would:

- Displace or result in a physical change to a public open space or reduce its utilization or aesthetic value; or
- Increase demands on area open space by adding more than 200 residents or 500 workers or similar number of other temporary user populations

2.4.1 Existing Conditions

There are no open spaces or recreational activities located within the 400-foot study area. Bronx Park, located less than ½-mile west of the project site, is perhaps best known as the home of the Bronx Zoo and New York Botanical Garden, but it also has many recreation areas. The 718-acre park also contains numerous playgrounds, bicycle paths, baseball diamonds, tennis and basketball courts and football and soccer fields. The Bronx Zoo, also known as the Wildlife Conservation Park, opened in 1899 and is one of the largest wildlife conservation parks in the United States. A two-mile stretch of the Bronx River is located in Bronx Park, approximately 3,700 feet west of the project site and offers scenic and recreational opportunities within the park.

2.4.2 Future No-Action Conditions

In the future without the proposed project, no significant changes to open space resources within the study area are expected to occur and conditions would generally remain unchanged.

2.4.3 Potential Impacts of the Project

The proposed project would not place any additional demand on the area's open space resources, as it would provide approximately 9,000 square feet of outdoor recreation space—approximately half on the rooftop and half in an at-grade schoolyard—and new indoor recreation space to meet the recreational needs of the students. Therefore, the proposed project would have no effect on the study area's publicly accessible open spaces.

2.5 HISTORIC AND ARCHAEOLOGICAL RESOURCES

Historic resources include historically important buildings, structures, objects, sites, and districts. They also may include bridges, canals, piers, wharves, and railroad transfer bridges that may be wholly or partially visible above ground. Archaeological resources are physical remains, usually subsurface, of the prehistoric and historic periods such as burials, foundations, artifacts, wells, and privies. An assessment of both historic and archaeological resources requires consultation with the appropriate city, state, and federal agencies.

The *CEQR Technical Manual* requires an evaluation of a project's potential effect on archaeological resources if it would potentially result in an in-ground disturbance to an area not previously excavated. It further requires an assessment of historical resources if a proposed action would result in a direct or indirect adverse effect on historic buildings, structures, objects, sites, or districts.

2.5.1 Existing Conditions

2.5.1.1 Historic Overview

The project site and 400-foot study area is not located within a historic district, and does not contain any New York City designated landmarks, nor properties listed on the National and State Registers of Historic Places (Figure 7).

2.5.1.2 Historic Resources

There are no historic resources located within the 400-foot study area listed on the National and State Registers of Historic Places. However, just beyond the study area to the east, is the Morris Park Subway Station and approximately ¼ mile to the northwest is the elevated Pelham Parkway Subway Station; both are listed on the National Register of Historic Places. The elevated Pelham Parkway Station is noted for its Art Deco design, ceramic tile inlays, and mosaic bands and signage. The Morris Park Station is noted as an example of early 20th-century railroad Italianate station design, built for an earlier railroad system (the New York, Westchester & Boston Railway). There are several early 20th-century apartment buildings of historical merit west and north of the proposed school site on Wallace Avenue, Cruger Avenue, Brady Avenue, and fronting the south side of Pelham Parkway. These brick apartment buildings are mostly 6-stories tall and represent a range of architectural styles—Italian Renaissance and Spanish Revival to Neo-Gothic and Mediterranean-influenced.

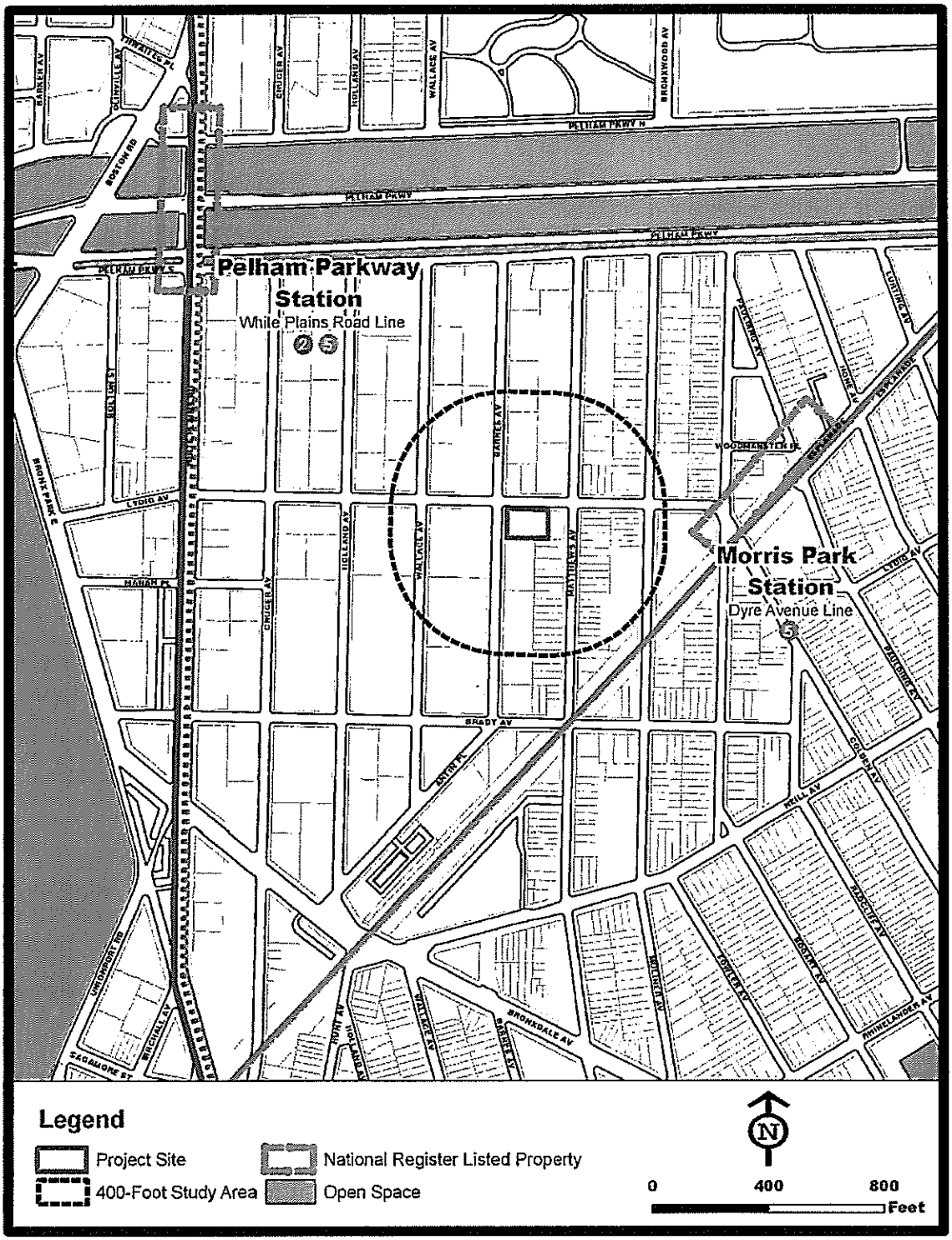
2.5.1.3 Archaeological Resources

From what is known of precontact period settlement patterns in New York City, most habitation and processing sites are found in sheltered, elevated sites close to wetland features, major waterways, and with nearby sources of fresh water. The project site is approximately 500 feet west of a former perennial stream. In its natural state, therefore, the project site would have had a moderate precontact sensitivity. However, because the original land surface was previously disturbed by the synagogue's construction in 1952, precontact sensitivity on the site today is unlikely.

In terms of historical period archaeological sensitivity, it appears that the project site was undeveloped until 1952, when the current building on the lot was constructed. Although there have been various alterations and updates to the building on the project site since then, the overall footprint and use of the building does not appear to have changed.

The project site, therefore, is not sensitive for precontact or historic period archaeological remains and no further archaeological investigations are recommended.

FIGURE 7 – HISTORIC RESOURCES



2.5.2 Future No-Action Condition

Under Future No-Action Conditions, the proposed school would not be built and it is assumed that the building would be occupied by either existing or new owners. No significant changes to the study area's historic and archaeological resources would be expected. Therefore, Future No-Action Conditions are expected to resemble existing conditions.

2.5.3 Potential Impacts on the Project

2.5.3.1 Historic Resources

Since the existing building does not have historic significance, and there are no other historic resources in the area that might be affected by the project, removal of the existing building and construction of the new school would have no adverse effect historic resources (see SHPO letter dated July 27, 2009 in Appendix B).

2.5.3.2 Archaeological Resources

As described above under Section 2.5.1, a preliminary assessment concluded that the project site does not retain precontact or historic period archaeological sensitivity. SHPO is in the process of reviewing these findings. Therefore, pending SHPO's concurrence, the development of the proposed project would not result in significant adverse impacts to archaeological resources.

2.6 URBAN DESIGN AND AESTHETICS

The *CEQR Technical Manual* requires a detailed urban design and visual resources analysis when the action would result in buildings or structures substantially different in height, bulk, form, setbacks, size, scale, use or arrangement than exists and potential significant adverse impacts may occur.

If a building is greater than 50 feet tall or may cast a shadow on a park, sunlight-dependent historic resource, or important natural feature, then there is a potential for a significant shadow impact and an analysis is required. A shadow screening evaluation was conducted based on the location of sun-dependent uses and no significant impact is expected.

2.6.1 Existing Conditions

The project site is currently occupied by a 2-story red brick, glass and masonry building, whose massing is oriented on Barnes Avenue. Its main entrance is on Barnes Avenue and there is a secondary one on Lydig Avenue.

The rectangular building was constructed in 1952 for the Young Israel of Pelham Parkway and has a strong modernist façade on Barnes Avenue, nearly all of which is glass with some blue-metal panels. The shorter Lydig Avenue façade has less fenestration, though there are stained glass windows set into the brick facade.

The areas to the south, north, and west of the project site are characterized predominately by mid-rise (generally between 6 and 7 stories), early 20th-century apartment buildings. Most of these buildings are built to the lot line creating a solid streetwall along the blocks. Apartment buildings from the late 1920s on Wallace Avenue, Cruger Avenue, and Brady Avenue represent a range of architectural styles—Italian Renaissance and Spanish Revival to Gothic and Mediterranean—and feature interior landscaped courtyards. There are also many 1- and 2-story attached homes and some newer apartment buildings located east of the project site, built in the mid-20th century. These brick homes are set back form the lot line, and tend to have small front yards to accommodate parking areas or garages. Local retail uses are located along Lydig Avenue, both in the ground floor of apartment buildings and within single-story commercial structures. On some of the more densely residential streets, like Matthews Avenue and Lydig Avenue just east of the project site, some apartment buildings contain ground-floor medical offices as well. The streets in the project area follow a regular pattern, though the Dyre Avenue elevated subway line crosses diagonally through the area before descending into a tunnel at the historic Morris Park Station, two blocks east of the site. Pelham Parkway is located one block north of the project site, carries three lanes of traffic in either direction and features a wide tree-covered median.

Overall, the mix of building forms and land uses in the study area creates a varied aesthetic quality and urban design character (Figure 8 for a key map and Photos 1–12 for views of the site and study area).

FIGURE 8 – MAP KEY TO VIEWS OF PROJECT SITE AREA

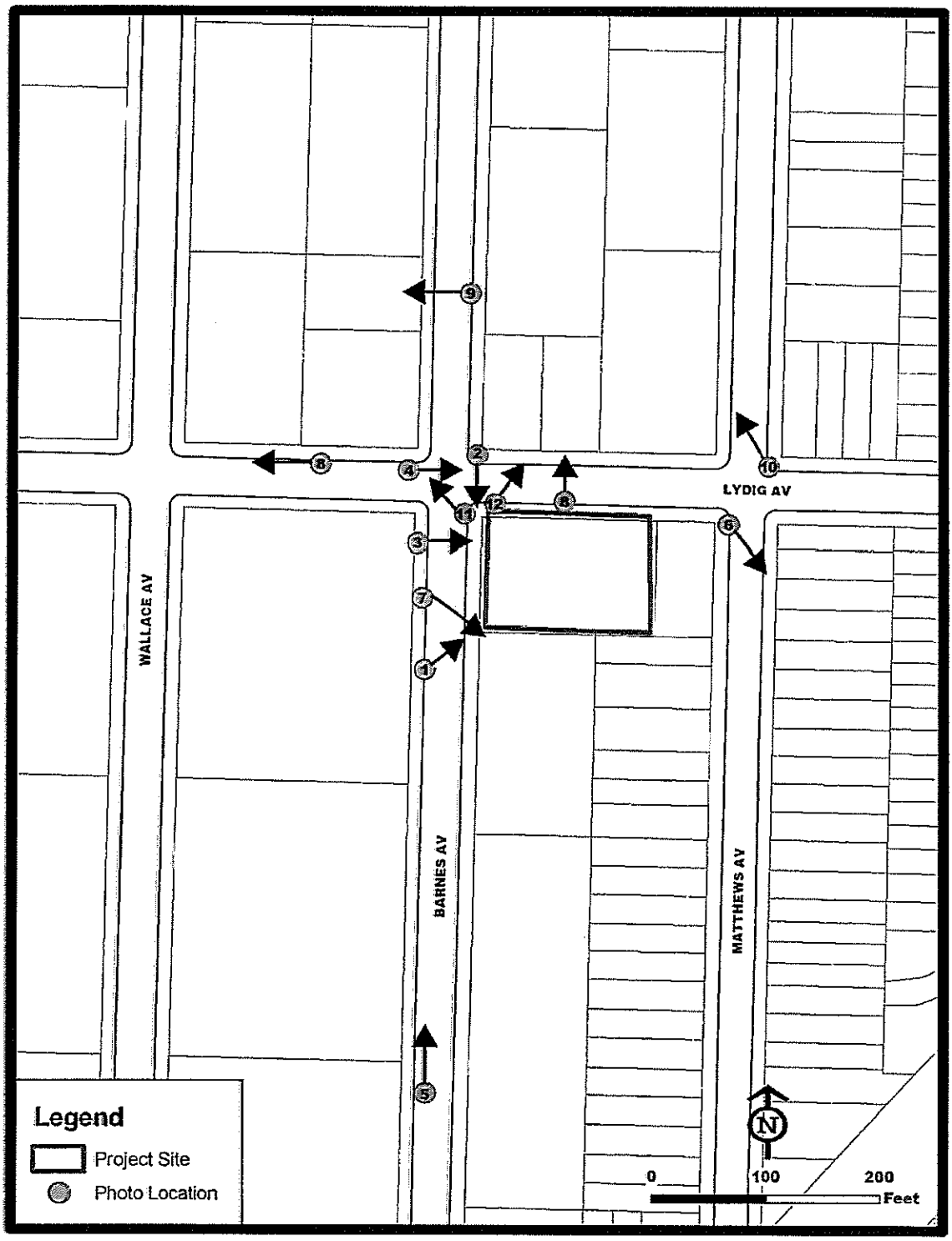


FIGURE 9 – VIEWS OF PROJECT SITE AREA

Photo 1 – Existing building at 2126 Barnes Avenue, looking northeast from Barnes Avenue

Photo 2 – Existing building at 2126 Barnes Avenue, looking south on Lydig Avenue

Photo 3 –Barnes Avenue entrance to the existing building on the site

Photo 4 – Lydig Avenue, looking east from Barnes Avenue (site on right)

Photo 5 – Tree-lined Barnes Avenue, south of the site

Photo 6 – Attached houses on Matthews Avenue, east of the site

Photo 7 – Apartment buildings on Barnes Avenue, immediately south of the site

Photo 8 – Commercial storefronts on Lydig Avenue, west of the school site

Photo 9 – Van Nest Branch of the New York Public Library on Barnes Avenue, north of the site

Photo 10 – Four-story apartments on Matthews Avenue, just north of Lydig Avenue

Photo 11 – Lydig Avenue and Barnes Avenue, looking northwest from the site

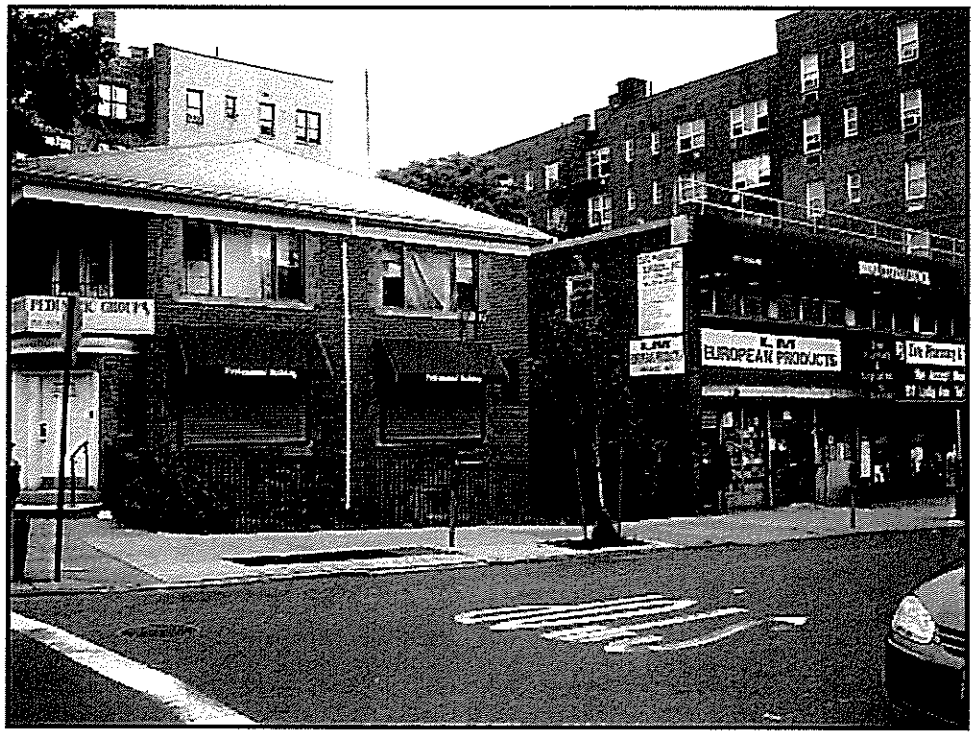


Photo 12 – Lydig Avenue at Barnes Avenue, looking northeast from the site

2.6.2 Future No-Action Conditions

Under Future No-Action Conditions, the proposed school would not be built and it is assumed that the existing building would be occupied by either existing or new owners. No significant changes to the study area's urban design or aesthetic character would be expected. Therefore, Future No-Action Conditions are expected to resemble Existing Conditions.

2.6.3 Potential Impacts of the Project

Based on the preliminary schematic designs, the proposed school building would be 4 stories (approximately 60 feet tall) and contain approximately 57,000 SF. The main entrance to the building would be on Lydig Avenue, with an auxiliary one on Barnes Avenue. The proposed school would cover approximately 10,000 SF of the 15,000 SF lot, massed on Lydig Avenue; the remainder would be occupied by a 4,400 SF schoolyard. Since the project site currently contains a 2-story institutional building, the proposed new facility would not significantly alter the site's visual appearance. The proposed school building would conform to the general context of the built environment in the area and would not alter street patterns, block shapes, or streetscape elements and would not have a significant adverse impact on urban design or aesthetic conditions.

Shadows from the new school building would not affect any open spaces resources or sunlight-dependent historic resources, since there are none in the immediate vicinity.

2.7 NEIGHBORHOOD CHARACTER

Neighborhood character is an amalgam of various elements that give neighborhoods their distinct personality such as the existing—land uses, urban design, visual resources, historic resources, socioeconomic conditions, traffic, and noise levels found there. The *CEQR Technical Manual* requires an assessment of a project's effect on neighborhood character when the thresholds for the various aspects of the environmental evaluation are exceeded.

2.7.1 Existing Conditions

Neighborhood character within the 400-foot study area is defined by blocks of a mix of five and six-story apartment buildings, one- and two-family attached homes, and a mix of ground-floor storefronts, single-story commercial buildings along Lydig Avenue, the main commercial corridor of the neighborhood. The study area is primarily residential in character, east of the site with lower density one- and two-family attached houses, and west of the site with 6- and 7-story apartment buildings.

Vehicular traffic and pedestrian activity is also heavier on Lydig Avenue. South of Brady Avenue, approximately 800 feet south of the project site, the area transitions from medium-density residential uses to a mix of industrial and community facility uses.

Pelham Parkway, located one large block north of the site, is a tree-lined parkway that runs along the northern boundary of the Pelham South neighborhood from Bronx Park to Pelham Bay Park. There are no recreational or open spaces within the 400-foot study area, but tree-lined streets and landscaped front yards, found to the east of the project site, contribute significantly to the relatively well-maintained character of the neighborhood. Several street trees have been planted recently just south of the project site on Barnes Avenue and on the other streets surrounding the project site there are many more mature street trees, especially on Matthews Avenue and further east of the site where the lower density residential uses are concentrated.

2.7.2 Future No-Action Conditions

Under Future No-Action Conditions, the proposed new school facility would not be built and the project site would remain unchanged. Overall, no significant changes to neighborhood character would be expected in the future without the project.

2.7.3 Potential Impacts of the Project

The proposed development of an approximately 400-seat, 4-story primary school on the project site would be consistent with the primarily residential character of the neighborhood. The proposed use of the site for a school would be compatible to the current use as well as with the residential and other community facilities in the study area, and the density and height of the building would be comparable to existing residential buildings in the area. Overall, the proposed project would not result in significant adverse impacts to any of the various elements that contribute to neighborhood character, including land use, urban design, visual resources, historic resources, socioeconomic conditions, traffic, and noise levels. Therefore, the proposed project would not result in significant adverse impacts to neighborhood character.

2.8 INFRASTRUCTURE AND ENERGY

The *CEQR Technical Manual* requires a detailed technical assessment of infrastructure when actions:

- Would have an exceptionally large water requirement or discharges (greater than 1 million gallons/day);
- Are located in a portion of the system known to have limited supply capacity; involve discharges that may adversely affect treatment facilities; or
- Involve construction of separate sewers or the establishment of a storm outfall.

It also requires detailed assessment of energy when actions would affect transmission or generation of energy, or that may generate substantial indirect consumption of energy.

2.8.1 Existing Conditions

The existing building is serviced by all municipal services.

2.8.2 Future No-Action Conditions

Under Future No-Action Conditions, the proposed school project would not be built on the site. It is assumed that the building would be occupied by either existing or new owners.

2.8.3 Potential Impacts of the Project

The proposed 400-seat school would result in water usage of approximately 17,500 gallons per day, including general water supply and air conditioning. An exceptionally large demand is defined as using over one million gallons per day. Therefore, the proposed project would not result in significantly large water demands, nor would the proposed project generate significant wastewater flows. As a result, no significant effects on the City's water supply system or wastewater treatment facilities would occur as a result of the proposed project.

According to the *CEQR Technical Manual*, new construction or substantial renovation of buildings would not require a detailed energy assessment, as it is subject to the New York State Energy Conservation Code, which is reflective of State and City energy policy. Additionally, New York City public schools must follow the SCA's *NYC Green Schools Guide* (March 2007) regarding energy efficiencies. Therefore, those actions that would result in new construction or substantial renovation of buildings would not create adverse energy impacts, and no further evaluation is therefore required.

2.9 SOLID WASTE

The *CEQR Technical Manual* requires a detailed evaluation of the effect of the proposed action on solid waste and sanitation services if solid waste generation is unusually large. This is typically greater than 10,000 lbs/week.

2.9.1 Existing Conditions

It is assumed that the nominal amount of waste produced at the existing building is served by private waste disposal services.

2.9.2 Future No-Action Conditions

Under Future No-Action Conditions, the proposed school project would not be built on the site. It is assumed that the building would be occupied by either existing or new owners.

2.9.3 Potential Impacts of the Project

The proposed 400-seat school would likely generate 1,200 pounds per week or 2.4 tons/month of solid waste, based on the rate of 3 pounds per week for each public elementary school pupil. According to the *CEQR Technical Manual*, a generation rate of less than 10,000 pounds per week is not considered large; therefore, the proposed project would not be expected to affect the delivery of sanitation services, or place a significant burden on the City's solid waste management system.

2.10 TRAFFIC AND TRANSPORTATION

2.10.1 Introduction

The transportation analysis study area was selected to include the facilities most likely to be used by the majority of new trips traveling to and from the proposed school. As shown in Figure 10, nine intersections were analyzed for vehicular traffic during the weekday AM (7:15 AM–8:15 AM) and PM (2:45 PM–3:45 PM) peak hours. These peak hours were selected based on a review of travel demand characteristics of similar schools. As the proposed school would generate negligible traffic during the weekday Midday peak hour, that time period was not analyzed.

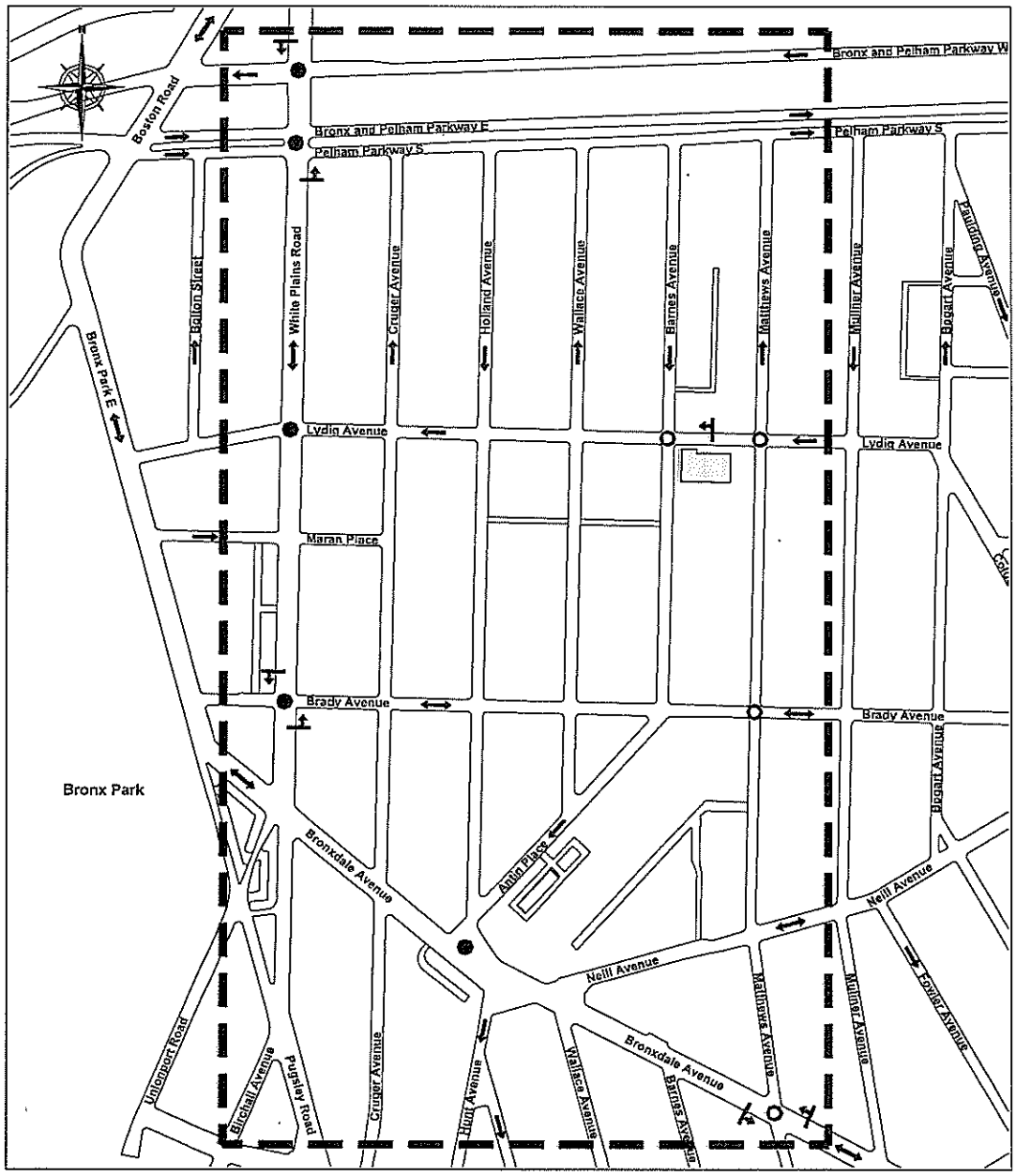
The proposed school facility is expected to accommodate up to 400 students and approximately 31 teachers and staff. As such, the proposed school would generate new vehicular trips (by faculty/staff and student pickups/drop-offs) and pedestrian trips (by students and accompanying parents/guardians) and both are analyzed in detail. In addition, the transportation analysis also considers safety at intersections along principal pedestrian paths to and from the proposed school. New subway trips generated by the proposed project are expected to total 29 during the AM peak hour and 31 during the PM peak hour. The proposed project is also expected to generate new local bus trips totaling 43 and 44 trips during the AM and PM peak hours, respectively. As the level of new transit demand is well below the *CEQR Technical Manual's* threshold of 200 bus or subway trips per hour to require a detailed transit analysis, it would be unlikely to result in significant adverse impacts. Therefore, a detailed quantitative analysis of the project impacts to local transit services has been screened out and a qualitative discussion of study area transit services has been provided for informational purposes.

The following section describes the 2009 Existing Conditions for each mode of transportation in the study area. The Future No-Action (2013) conditions are then described, including study area background growth and any new development projects in the area that are expected to be completed by 2013. Build (2013) conditions are then discussed, which incorporate the increase in travel demand resulting from the proposed project, and potential significant impacts from project-generated trips are identified.

2.10.2 Existing Conditions (2009)

Data on the existing traffic, parking, and pedestrian conditions in the study area were primarily developed based on field data collected in June 2009. Traffic counts included manual turning movement and vehicle classification counts at nine intersections conducted on Wednesday, June 10, 2009, and automatic traffic recorder (ATR) counts compiled at seven locations for the week of June 8–14, 2009 (see Figure 10). Figure 11 shows the resultant traffic volumes for existing conditions during the AM and PM peak hours. On-street parking utilization was observed on Tuesday, June 23, 2009. Pedestrian counts were conducted at two intersections on Wednesday, June 10, 2009. To address pedestrian safety conditions, accident summary data were obtained from the New York City Department of Transportation (NYCDOT) for 15 intersections located along principal pedestrian access paths to/from the school.

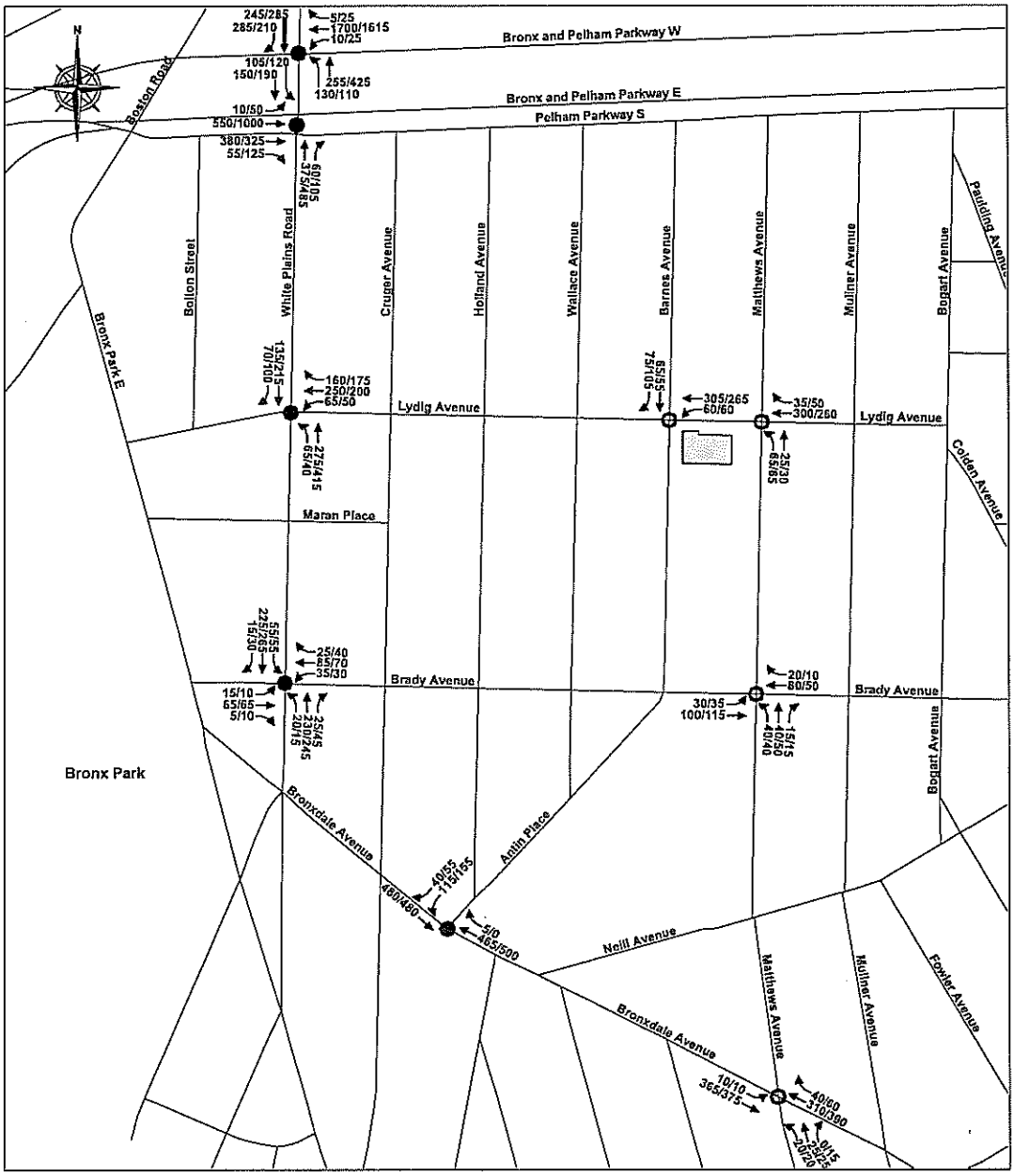
FIGURE 10 – TRAFFIC STUDY AREA



LEGEND :

▬ ▬	Study Area	●	Count Location/Analyzed Intersection (Signalized)
←	Street Direction	o	Count Location/Analyzed Intersection (Unsignalized)
▭	Project Site	⊣	ATR Location

FIGURE 11 – 2009 EXISTING TRAFFIC VOLUMES



LEGEND :

- ● Analyzed Intersection (Signalized)
- ○ Analyzed Intersection (Unsignalized)
- ▭ Project Site
- 10/45 AM/PM Peak Hour Volumes

2.10.2.1 Vehicular Traffic

The traffic study area is defined by the following street network:

- Lydig Avenue is a one-way westbound roadway, 35 feet wide, with one moving lane and parking on both sides of the street. The south side of the street abuts the project site and would serve as the principal drop-off location for the new school. As shown in Figure 11, Lydig Avenue carries traffic volumes of 365 and 325 vehicles per hour (vph) during the AM and PM peak hours, respectively. The Lydig Avenue approach at the intersection with Barnes Avenue is stop controlled.
- Barnes Avenue is a one-way southbound roadway, 35 feet wide, with one moving lane and parking on both sides of the street. Traffic volume on Barnes Avenue is low, ranging from 115 -160 vph during both peak hours.
- Matthews Avenue is a one-way northbound roadway, 35 feet wide, with one moving lane and parking on both sides of the street. Traffic volumes on Matthews Avenue approximate 90–95 vph during the AM and PM peak hours. All study area intersections along Matthews Avenue are unsignalized.
- White Plains Road is a two-way north-south roadway, 56 feet wide, with one moving lane in each direction and parking on both sides of the street. The IRT Pelham Line (2 and 5 trains) and the Bx39 and BxM11 bus routes operate along this street. Two-way traffic volumes on White Plains Road range from 540–790 vph during the AM peak hour and 610–945 vph during the PM peak hour. All study area intersections along White Plains Road are signalized.
- Brady Avenue is a two-way east-west roadway, 34 feet wide, with one moving lane in each direction and parking on both sides of the street. Two-way traffic volumes on Brady Avenue number approximately 200–300 vph during the AM and PM peak hours.
- Bronxdale Avenue is a major two-way roadway, 56 feet wide, with two moving lanes in each direction and parking on both sides. Two-way traffic volumes on this street range from 705–985 vph during the AM peak hour and 795–1035 vph during the PM peak hour. The intersection of Bronxdale Avenue and Antin Place is signalized.
- Pelham Parkway is a major two-way east-west arterial that connects Bronx Park with Pelham Bay Park. The mainline of this urban landscaped boulevard has three moving lanes in each direction and parking prohibitions on both sides of the street. The Bx12 bus route (including NYC Transit SelectBusService) operates along this road. Two service roads, Pelham Parkway North (westbound) and Pelham Parkway South (eastbound), parallel the main road. Within the study area, Pelham Parkway South contains one moving lane and parking on both sides. During the AM peak hour, Pelham Parkway carries two-way traffic of approximately 2,275 vph on the mainline and 435 vph on the eastbound service road. During the PM peak hour, Pelham Parkway carries two-way traffic of approximately 2,715 vph on the mainline and 460 vph on the eastbound service road. All Pelham Parkway intersections are at-grade and signalized.

2.10.2.2 Capacity Analysis

The capacity analyses performed for study area intersections are based on the methodology presented in the *Highway Capacity Manual (HCM) Software Release 5.21*. Traffic data required for these analyses include volumes on each approach and various other physical and operational characteristics. Signal timing plans for each signalized intersection were obtained from the New York City Department of Transportation (NYCDOT). Field inventories were conducted to document curbside parking regulations, vehicle classifications, and other relevant characteristics needed for the analysis.

The HCM methodology provides a volume-to-capacity (v/c) ratio for each signalized intersection approach or lane group. The v/c ratio represents the ratio of the traffic volume on an approach/lane group to its vehicular carrying capacity. At a v/c ratio of between 0.95 and 1.0, near-capacity conditions are reached and delays can become substantial. Ratios of greater than 1.05 indicate saturated conditions with queuing.

The HCM methodology also expresses quality of flow in terms of level of service (LOS), which is based for intersection analysis on the average delay that a driver experiences in traveling through an intersection during the analysis period. LOS measures for signalized intersections are reported using letter designations and range from LOS A, with minimal delay (10 seconds or less per vehicle), to LOS F, which represents long delays (80 seconds or greater per vehicle).

For unsignalized intersections (e.g., controlled by stop signs on the minor street), the HCM methodology generally assumes that major street traffic is not affected by minor street flows. Left turns from the major street are assumed to be affected by the opposing, or oncoming major street flow. Minor street traffic is obviously affected by all conflicting movements. Similar to signalized intersections, the HCM methodology expresses the quality of flow at unsignalized intersections in terms of LOS measures based on the amount of delay that a driver experiences. This relationship differs somewhat from the criteria used for signalized intersections, primarily because drivers expect different levels of delay at the two different types of intersections. For unsignalized intersections, these measures range from LOS A (10 seconds or less of delay per vehicle) to LOS F (50 seconds or more of delay per vehicle).

Table 2 shows the LOS/delay relationship for signalized and unsignalized intersections using the HCM methodology. LOS A, B and C generally represent conditions that are extremely favorable for traffic flow; at LOS D the influence of congestion becomes noticeable; LOS E is considered to be the limit of acceptable delay; and LOS F is considered to be unacceptable to most drivers.

TABLE 2
INTERSECTION LEVEL OF SERVICE (LOS) CRITERIA

LOS	Average Delay per Vehicle (seconds)	
	Signalized Intersections	Unsignalized Intersections
A	≤ 10	0–10
B	> 10–20	> 10–15
C	> 20–35	> 15–25
D	> 35–55	> 25–35
E	> 55–80	> 35–50
F	> 80	> 50

Source: 2000 Highway Capacity Manual

For this traffic analysis, each intersection was evaluated by overall intersection delay, approach delay and, where appropriate, by lane group or movement delay (e.g., through, left turn, right turn, and de facto turn, if a lane is not exclusively designated for turns). Table 3 shows the results of the existing conditions capacity analysis at study area intersections for the AM and PM peak hours analyzed. The table identifies intersection approaches, lane groups or movements that operate at LOS E or F and/or at a v/c ratio of 0.90 or above.

TABLE 3
EXISTING TRAFFIC CONDITIONS (2009)

Signalized Intersection	AM Peak Hour					PM Peak Hour				
	Approach[1]	Lane Group[2]	V/C Ratio	Delay (sec.)	LOS	Approach[1]	Lane Group[2]	V/C Ratio	Delay (sec.)	LOS
White Plains Rd (N-S) @ Bronx/Pelham Pkwy W (E-W)	WB	LTR	0.91	30.8	C	WB	LTR	0.89	36.1	D
	NB	LT	1.05	83.9	F	NB	LT	1.05	84.8	F
	SB	TR	0.44	18.2	B	SB	TR	0.39	22.2	C
			Intersection	36.1	D			Intersection	42.3	D
White Plains Rd (N-S) @ Bronx/Pelham Pkwy E (E-W)	EB (Bronx)	LT	0.42	21.4	C	EB	LT	0.62	30.4	C
	EB	TR	0.84	38.8	D	EB	TR	0.93	59.4	E
	NB	TR	0.43	21.2	C	NB	TR	0.47	27.1	C
	SB	DefL	0.38	15.6	B	SB	DefL	0.41	20.5	C
		T	0.19	12.4	B		T	0.22	16.3	B
			Intersection	24.7	C			Intersection	33.5	C
White Plains Rd (N-S) @ Lydig Ave (E-W)	WB	LTR	1.03	77.0	E	WB	LTR	0.99	68.0	E
	NB	LT	0.53	16.3	B	NB	LT	0.80	26.7	C
	SB	TR	0.39	13.7	B	SB	TR	0.54	16.5	B
			Intersection	43.5	D			Intersection	38.2	D
White Plains Rd (N-S) @ Brady Ave (E-W)	EB	LTR	0.33	24.0	C	EB	LTR	0.25	22.5	C
	WB	LTR	0.36	24.5	C	WB	LTR	0.42	25.5	C
	NB	LTR	0.51	15.8	B	NB	LTR	0.70	21.5	C
	SB	LTR	0.55	17.0	B	SB	LTR	0.70	21.2	C
			Intersection	18.8	B			Intersection	22.2	C
Antin Pl (N-S) @ Bronxdale Ave (E-W)	EB	T	0.28	8.1	A	EB	T	0.28	8.2	A
	WB	T	0.27	8.1	A	WB	T	0.27	8.1	A
	SB	LR	0.34	16.6	B	SB	LR	0.48	18.6	B
			Intersection	9.5	A			Intersection	10.4	B

Unsignalized Intersection	AM Peak Hour					PM Peak Hour				
	Approach[1]	Lane Group[2]	V/C Ratio	Delay (sec.)	LOS	Approach[1]	Lane Group[2]	V/C Ratio	Delay (sec.)	LOS
Barnes Ave (N-S) @ Lydig Ave (E-W)	WB	LT	-	13.2	B	WB	LT	-	12.7	B
	SB	TR	-	9.4	A	SB	TR	-	9.4	A
			Intersection	12.2	B			Intersection	11.6	B
Matthews Ave (N-S) @ Lydig Ave (E-W)	NB	LT	0.28	17.8	C	NB	LT	0.31	19.3	C
			Intersection	-	-			Intersection	-	-
Matthews Ave (N-S) @ Brady Ave (E-W)	NB	LTR	0.24	13.6	B	NB	LTR	0.21	11.9	B
			Intersection	-	-			Intersection	-	-
Matthews Ave (N-S) @ Bronxdale Ave (E-W)	NB	LTR	0.23	21.1	C	NB	LTR	0.22	18.3	C
			Intersection	-	-			Intersection	-	-

Notes:
1. EB - Eastbound, WB - Westbound, NB - Northbound, SB - Southbound
2. L - Left, T- Through, R - Right, DefL - De Facto Left Turn

Congested intersections are designated by shading.

As shown in Table 3, there are two intersections with at least one approach that exhibits a poor level of service during the AM peak hour. At the White Plains Road/Pelham Parkway West intersection, the westbound approach operates with a v/c ratio of 0.91. The northbound approach of this intersection operates with a v/c ratio of 1.05 and a delay of 83.9 seconds (LOS F). At the White Plains Road/Lydig Avenue intersection, the westbound approach operates with a v/c ratio of 1.03 and a delay of 77.0 seconds (LOS E).

During the PM peak hour, three intersections have approaches that exhibit poor levels of service. At the White Plains Road/Pelham Parkway West intersection, the northbound approach operates with a v/c ratio of 1.05 and a delay of 84.8 seconds (LOS F). At the White Plains Road/Pelham Parkway East intersection, the eastbound approach operates with a v/c ratio of 0.93 and a delay of 59.4 seconds (LOS E). At the White Plains Road/Lydig Avenue intersection, the westbound approach operates with a v/c ratio of 0.99 and a delay of 68.0 seconds (LOS E). All other analyzed intersection movements operate with a v/c ratio of less than 0.90 and/or LOS D or better during the peak hours analyzed.

2.10.2.3 Parking

As shown in Figure 12, alternate side of the street parking regulations apply on most streets, as much of the area encompasses residential and commercial districts. Metered parking is provided on most blockfaces along Lydig Avenue and White Plains Road as these streets are commercial corridors with street-level retail storefronts. Adjacent to the project site, parking is prohibited on the east side of Barnes Avenue at all times.

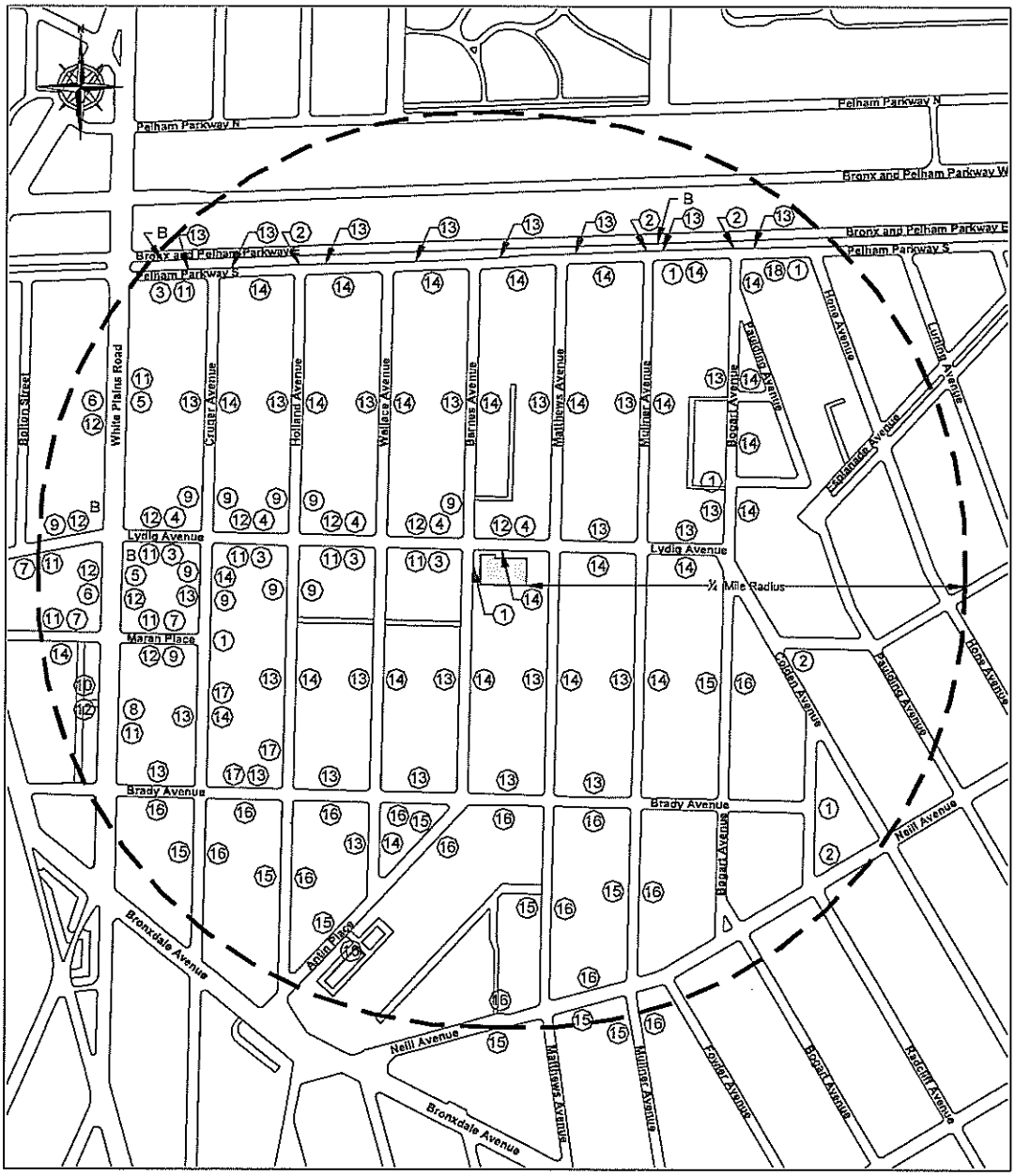
The on-street parking supply provides approximately 1,390 and 2,040 parking spaces during the AM and PM periods, respectively. Overall, the average weekday utilization rate during the AM period is 94 percent with 82 available spaces. During the PM period, on-street parking utilization decreases to 88 percent, with 248 available spaces.

Within the study area, there are six off-street public parking facilities. The locations of these facilities are shown on Figure 13 and their utilization rates are provided in Table 4.

TABLE 4
OFF-STREET PARKING FACILITY LOCATIONS

No.	Address	Licensed Capacity	Weekday AM		Weekday Midday	
			Utilization Rate	Available Capacity	Utilization Rate	Available Capacity
1	Bolton Street	30	77%	7	53%	14
2	Pelham Pkway/ Boston Post Road	25	84%	4	48%	13
3	800 Brady Avenue	100	80%	20	90%	10
4	White Plains Road/ Bronxdale Avenue	74	100%	0	95%	4
5	White Plains Road/ Maran Place	87	57%	37	69%	27
6	Bronxdale Avenue	50	90%	5	90%	5
	Total	**366**	**80%**	**73**	**80%**	**73**

FIGURE 12 – ON-STREET PARKING REGULATIONS



LEGEND :

⑦ Parking Regulation

Parking Study Area

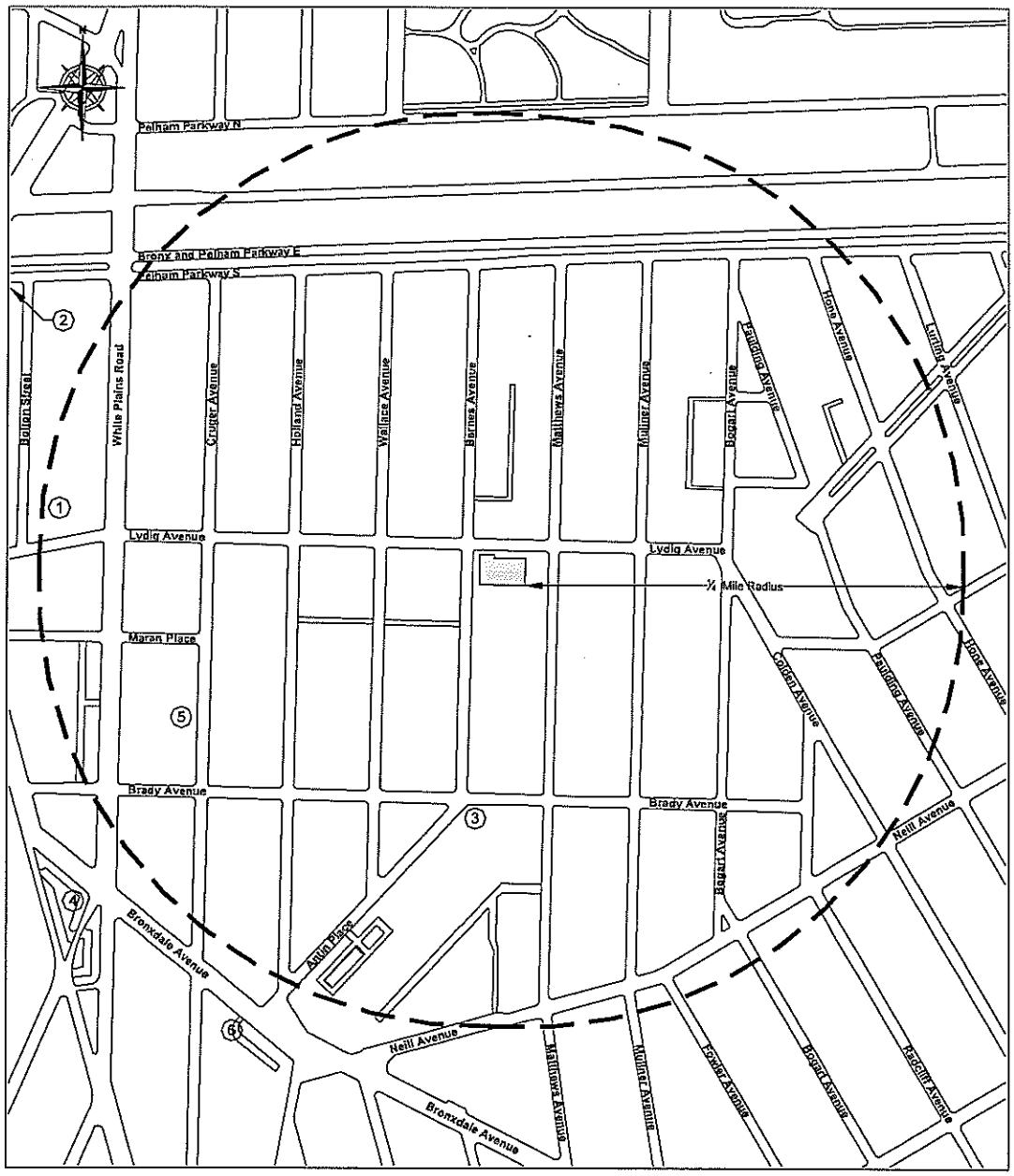
Project Site

FIGURE 12 (CONTINUED) – ON-STREET PARKING REGULATIONS

LEGEND:

① No Parking Anytime
② No Standing Anytime
③ 1 Hour Parking 8 AM - 7 PM Except Sun
④ 1 Hour Parking 9 AM - 7 PM Except Sun
⑤ 1 Hour Parking 8 AM - 8 PM Except Sun
⑥ 1 Hour Parking 9 AM - 8 PM Except Sun
⑦ 2 Hour Parking 8 AM - 7 PM Except Sun
⑧ 2 Hour Parking 8 AM - 8 PM Except Sun
⑨ 2 Hour Parking 9 AM - 7 PM Except Sun
⑩ 2 Hour Parking 9 AM - 8 PM Except Sun
⑪ No Parking 7:30 - 8 AM Except Sun
⑫ No Parking 8:30 - 9 AM Except Sun
⑬ No Parking 8:30 - 10 AM Mon & Thu
⑭ No Parking 8:30 - 10 AM Tue & Fri
⑮ No Parking 9:30 - 11 AM Mon & Thu
⑯ No Parking 9:30 - 11 AM Tue & Fri
⑰ No Parking 7 AM - 4 PM School Days
⑱ No Parking Loading Zone
B Bus Stop

FIGURE 13 – OFF-STREET PARKING FACILITIES



LEGEND :

⑦ Off-Street Parking Facility

Parking Study Area

Project Site

2.10.2.4 Public Transportation

As shown in Figure 14, the project area is adequately served by public transportation. Two subway stations are within walking distance to the site, and five bus routes provide service to the area within a half-mile of the project site.

The nearest subway station, Morris Park (5) on the Dyre Avenue Line is located less than a ¼ mile away. The Pelham Parkway (2, 5) subway station on the Bronx IRT White Plains Road line is located less than half a mile from the project site. The 5 train provides service between Dyre Avenue or 238th Street-Nereid Avenue, Bronx and Flatbush Avenue-Brooklyn College, Brooklyn on weekdays during the day. The 2 train provides service between Wakefield-241st Street, Bronx, and Flatbush Avenue-Brooklyn College, Brooklyn, at all times.

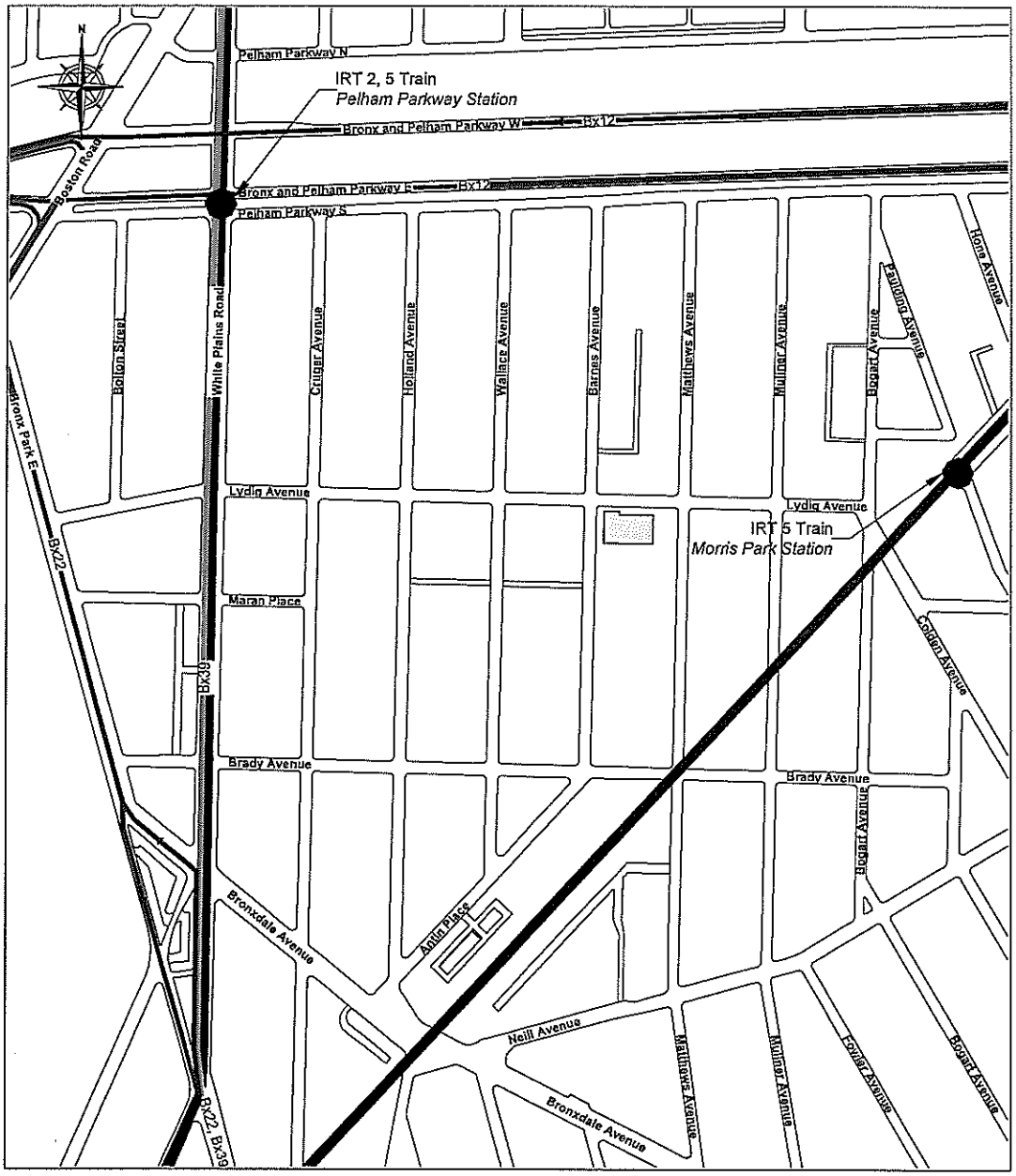
There are four local bus lines providing service within half a mile of the project site; all of which are operated by New York City Transit (NYCT). The following provides a brief description of the three routes that have stops within one-quarter mile of the project site and are anticipated to primarily attract demand from the proposed project:

- Bx12. Local service on this route operates between the Pelham Bay Park 6 subway station and Fordham Road/Sedgwick Avenue. New Select Bus Service provides service from Bay Plaza in Co-op City to Broadway/West 207th Street (Inwood-207th Street A subway station) in Manhattan. Local service is provided approximately every 8 minutes during both the AM and PM peak hours. Select Bus Service is provided at a frequency ranging from 5–6 minutes during the AM and PM peak hours. The nearest bus stops are located at the intersection of Pelham Parkway with White Plains Road.
- Bx22. During the daytime, this route provides service between Castle Hill Avenue/Zerega Avenue and Fordham/Valentine Avenues. Service frequencies for buses on this route approximate 5 minutes during the AM peak hour and 8 minutes during the PM peak hour. Within the study area, the Bx22 operates along Bronx Park East, with the nearest bus stop to the project site at Lydig Avenue.
- Bx39. Serving the White Plains Road corridor, this route operates between East Gun Hill Road (Gun Hill Road 2, 5 subway station) in Williamsbridge and Clason Point/Soundview Avenue. Service is provided approximately every of 9 minutes during the AM peak hour and 10 minutes during the PM peak hour. The nearest bus stop is located at the intersection of Lydig Avenue with White Plains Road.

2.10.2.5 Pedestrians

For a school site, the *CEQR Technical Manual* indicates that the pedestrian study area should include all pedestrian facilities that are expected to absorb 200 or more new trips in the peak hour. The analysis of pedestrian flow conditions therefore focuses on those sidewalks in the immediate vicinity of the site that are expected to be used by concentrations of students and staff as they enter and exit the proposed school building and are most likely to approach or exceed the *CEQR Technical Manual* threshold criteria. The primary pedestrian facilities most affected by project demand would be the sidewalks and crosswalks immediately adjacent to the site. In addition, an assessment of pedestrian safety conditions on principal pedestrian access paths to/from the project site is also required for a new or expanded school.

FIGURE 14 – TRANSIT SERVICES



LEGEND :

- Subway Line
- Bus Route
- Project Site

Pedestrian flow conditions were analyzed using the *Highway Capacity Manual (HCM)* methodology, and consider conditions during the peak 15-minute period of the AM and PM peak hours. For sidewalks, conditions are measured in terms of pedestrian flow rate per foot of width per minute (PFM) for that portion of the sidewalk that can be effectively used for pedestrian flow. The sidewalk analyses determine both the average flow rate's LOS as well as the platoon-adjusted LOS, which more accurately estimates the dynamics of walking. "Platooning" is the tendency of pedestrians to move in bunched groups or "platoons" once they cross a street where traffic conditions required them to wait. Table 5 shows the flow rate/LOS relationships using the HCM methodology for sidewalks.

TABLE 5
SIDEWALK LEVEL OF SERVICE (LOS) CRITERIA

LOS	Pedestrians/Foot/Minutes (PFM)		Comments
	Average Flow	Platoon-Adjusted	
A	≤5	≤0.5	Unrestricted flow
B	>5–7	>0.5–3	Slightly restricted flow
C	>7–10	>3–6	Restricted, but fluid flow
D	>10–15	>6–11	Restricted flow that requires continuous alteration of walking stride and direction
E	>15–23	>11–18	Severely restricted flow
F	variable	>18	Flows that exceed capacity where shuffling and queuing are evident, no reverse movement is possible

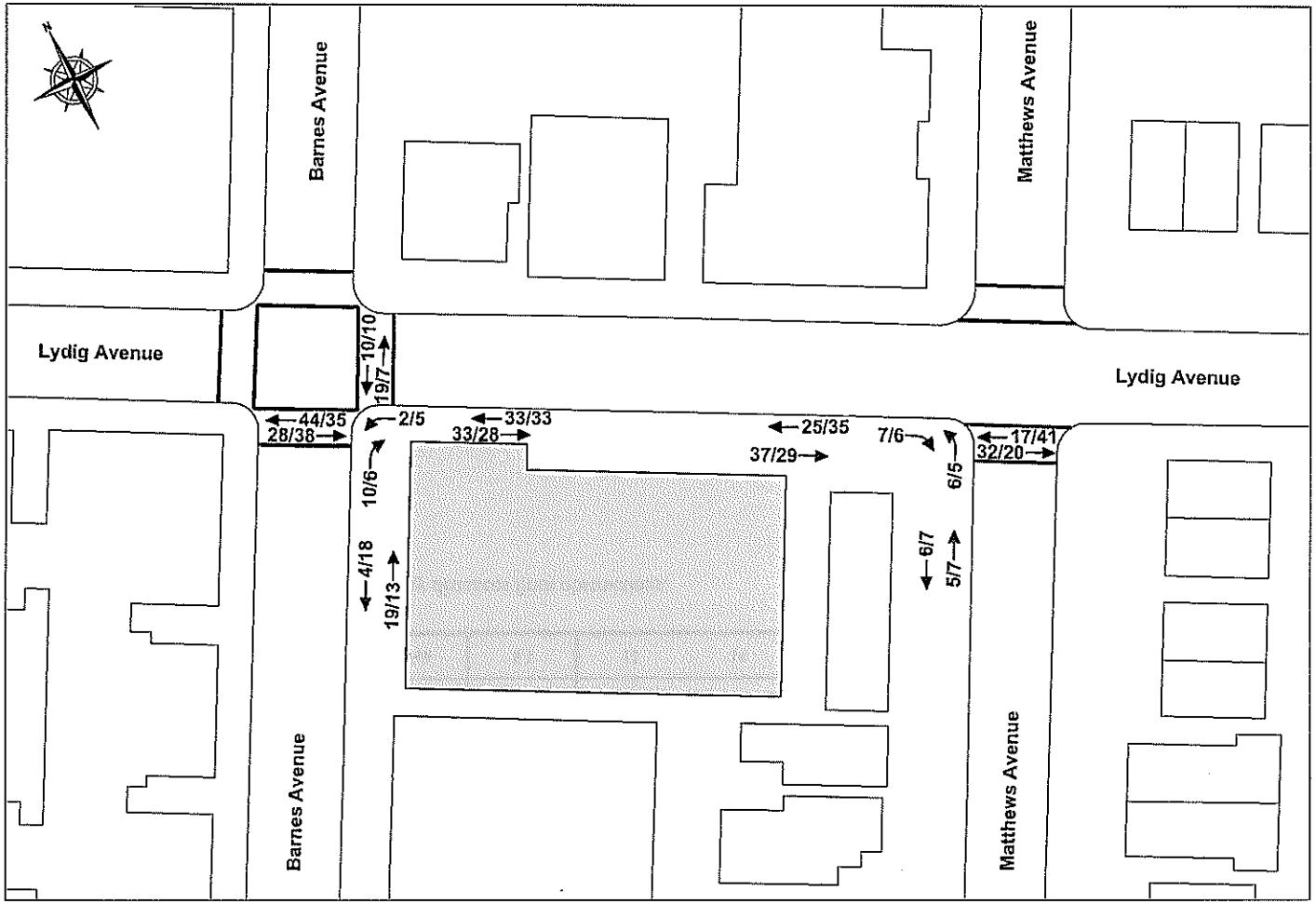
Source: 2000 Highway Capacity Manual

The evaluation of crosswalks is more complicated since these spaces cannot be treated as corridors because they involve pedestrians crossing the street and others queued waiting for the signal to change. To effectively evaluate these facilities, the analysis of crosswalks compares available time and space with pedestrian demand, measured in terms of square feet of circulation space per pedestrian, with LOS A equating to 60 or more square feet per pedestrian (SF/ped), LOS B ranging from 40–60 SF/ped. LOS C from 24 to 40 SF/ped, LOS D from 15 to 24 SF/ped, LOS E from 8 to 15 SF/ped and LOS F less than 8 SF/ped. Similar to the methodology used for sidewalks with the representation of "platooning," the evaluation of crosswalks also considers the effect of maximum surge conditions. This is the point in which the maximum number of pedestrians is in the crosswalk and usually occurs when the lead pedestrians reach the opposite corner of the street.

The main entrance for students would be provided on Lydig Avenue. School bus drop-offs and pick-ups would occur on Lydig Avenue. Pedestrian demand would therefore be expected to distribute from the south sidewalk of Lydig Avenue to the areas served by the school. The analysis of pedestrian conditions was limited to the sidewalks and crosswalks adjacent to the school where new project-generated pedestrian trips would be most concentrated. Figure 15 shows existing pedestrian volumes in these areas for the AM and PM peak hours and Table 6 shows existing levels of service at sidewalks and crosswalks. All of the analyzed pedestrian elements operate at LOS B or better.

Accident summary data within the study area were obtained from NYCDOT for the three-year period spanning 2006 to 2009. Figure 16 shows the 15 intersections along pedestrian access paths to/from the project site for which accident histories were examined to identify potential safety problems. Table 6 provides a summary of the accidents reported at these locations. Accidents involving pedestrians/bicyclists occurred at eight of these intersections.

FIGURE 15 – EXISTING PEDESTRIAN VOLUMES (2009)



LEGEND :

12/10 AM/PM 15-Minute Pedestrian Volumes

Project Site

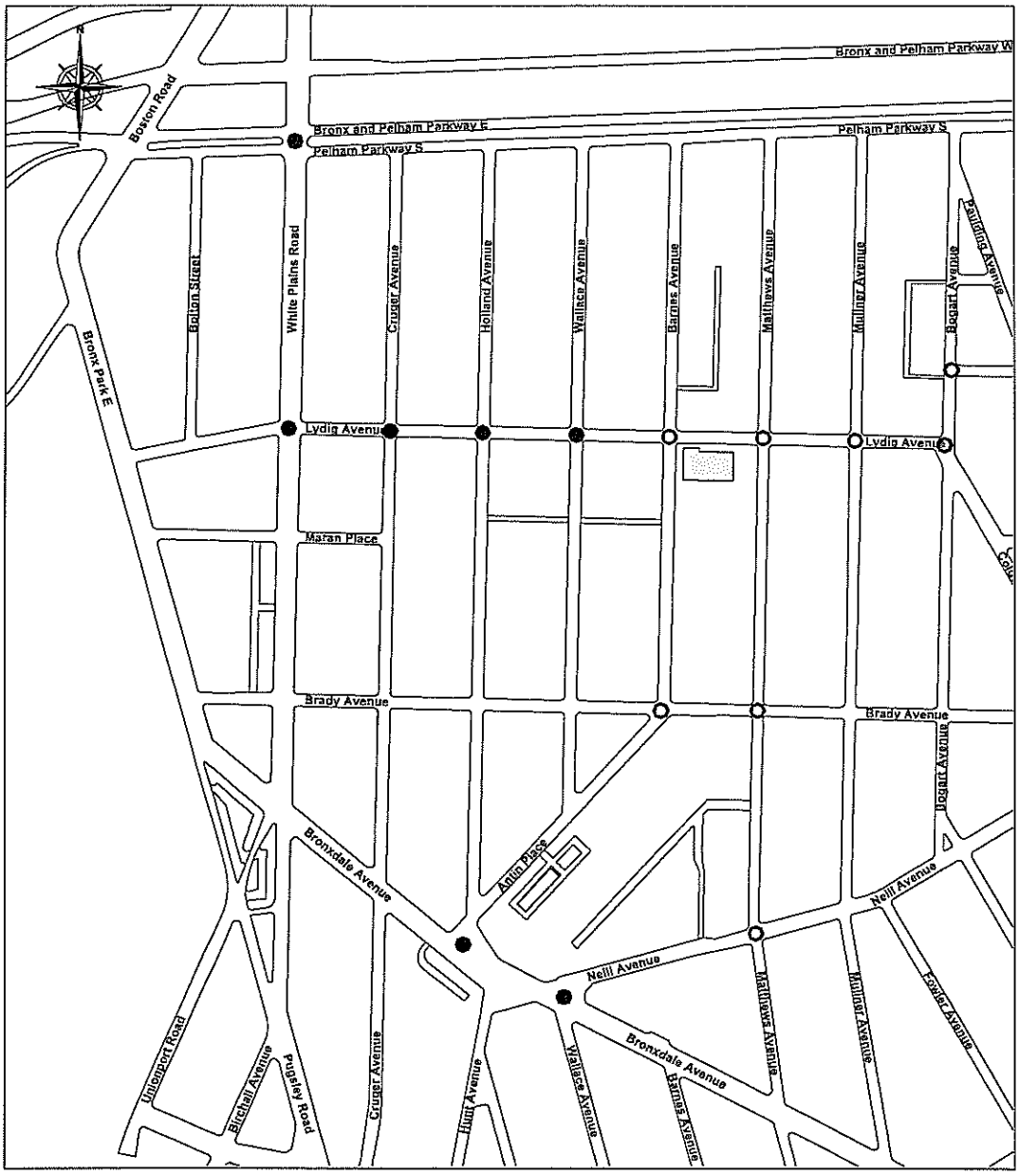
TABLE 6
EXISTING PEDESTRIAN CONDITIONS (2009)

SIDEWALK ANALYSIS

Blockface	Side of Street	Effective Sidewalk Width[1] (Feet)	Peak 15 Minute Volume		Persons per Foot per Minute (PFM)		Average Level of Service		Platoon Conditions Level of Service	
			AM	PM	AM	PM	AM	PM	AM	PM
Lydig Avenue (east of Barnes Avenue)	South	8.4	66	61	0.5	0.5	A	A	B	A
Barnes Avenue (south of Lydig Avenue)	East	10.4	23	31	0.1	0.2	A	A	A	A
Lydig Avenue (west of Matthews Avenue)	South	7.3	62	64	0.6	0.6	A	A	B	B
Matthews Avenue (south of Lydig Avenue)	West	6.1	11	14	0.1	0.2	A	A	A	A

Note:
1. Total sidewalk width minus the sum of widths and shy distances from obstructions.

FIGURE 16 – PEDESTRIAN ACCIDENT STUDY LOCATIONS



LEGEND :

- ● Analyzed Intersection (Signalized)
- ○ Analyzed Intersection (Unsignalized)
- ▭ Project Site

According to the *CEQR Technical Manual*, a high accident location is one where there were five or more pedestrian accidents in any year in the most recent three-year period. Of the total 15 intersections analyzed, none experienced five or more pedestrian/bicycle-related accidents in any one year. For this reason, none of the study area intersections are considered to be high-accident locations (Table 7).

TABLE 7
SUMMARY OF ACCIDENT DATA

Intersection	Signalized	Total Accidents	Pedestrian Fatalities	Involving Pedestrians/ Bicyclists
White Plains Road @ Pelham Parkway South	No	0	0	0
White Plains Road @ Lydig Avenue	No	12	0	8
Lydig Avenue @ Cruger Avenue	Yes	5	0	3
Lydig Avenue @ Holland Avenue	Yes	6	0	5
Lydig Avenue @ Wallace Avenue	No	4	0	4
Lydig Avenue @ Barnes Avenue	No	3	0	1
Lydig Avenue @ Matthews Avenue	No	3	0	2
Lydig Avenue @ Muliner Avenue	No	0	0	0
Lydig Avenue @ Bogart Avenue	Yes	0	0	0
Woodmansten Place @ Bogart Avenue	No	0	0	0
Brady Avenue @ Barnes Avenue	Yes	3	0	1
Brady Avenue @ Matthews Avenue	Yes	0	0	0
Bronxdale Avenue @ Antin Place	Yes	0	0	0
Bronxdale Avenue @ Neill Avenue	Yes	0	0	0
Neill Avenue @ Matthews Avenue	Yes	1	0	1

Source: NYCDOT for the three-year period spanning 2006 to 2009.

2.10.3 Future No-Action Conditions (2013)

Between 2009 and 2013, transportation demands in the study area are anticipated to increase due to background growth. Over this period, it is expected that background growth would increase traffic, parking, transit, and pedestrian volumes by approximately 0.5 percent per year (or approximately 2 percent over the four-year period). Discussions with the Bronx office of the New York City Department of City Planning indicate that there are no developments anticipated to be built in the surrounding area by 2013.

2.10.3.1 Vehicular Traffic

Figure 17 shows the projected 2013 No-Action conditions traffic volumes during the AM and PM peak hours within the study area. Table 8 shows the results of the No-Action conditions capacity analysis at the study area intersections. As shown in the table, there are no new additional intersections with congested movements under No-Action conditions. Intersection movements identified as congested under existing traffic conditions will worsen due to increased traffic. During the AM peak hour, the White Plains Road/Pelham Parkway West intersection westbound approach will operate with a v/c ratio of 0.93. The northbound approach of this intersection will operate with a v/c ratio of 1.09 and a delay of 97.2 seconds (LOS F). At the White Plains Road/Lydig Avenue intersection, the westbound approach will operate with a v/c ratio of 1.05 and a delay of 82.1 seconds (LOS F).

During the PM peak hour, the White Plains Road/Pelham Parkway West intersection westbound approach will operate with a v/c ratio of 0.91. The northbound approach will operate with a v/c ratio of 1.08 and a delay of 95.8 seconds (LOS F). At the White Plains Road/Pelham Parkway East intersection, the eastbound approach will operate with a v/c ratio of 0.95 and a delay of 63.3 seconds (LOS E). At the White Plains Road/Lydig Avenue intersection, the westbound approach operates with a v/c ratio of 1.01 and a delay of 74.3 seconds (LOS E).

2.10.3.2 Parking

In 2013 No-Action conditions, no new developments are anticipated. A background growth factor of 0.5 percent per year was applied to account for general background growth in on-street parking demand within the study area.

Consequently, on-street parking utilization levels within the study area would increase under Future 2013 No-Action conditions. Overall, the utilization levels within a ¼-mile radius of the site are expected to reach 96 percent in the AM period, with 56 available spaces, and 90 percent in the PM period, with 212 available spaces.

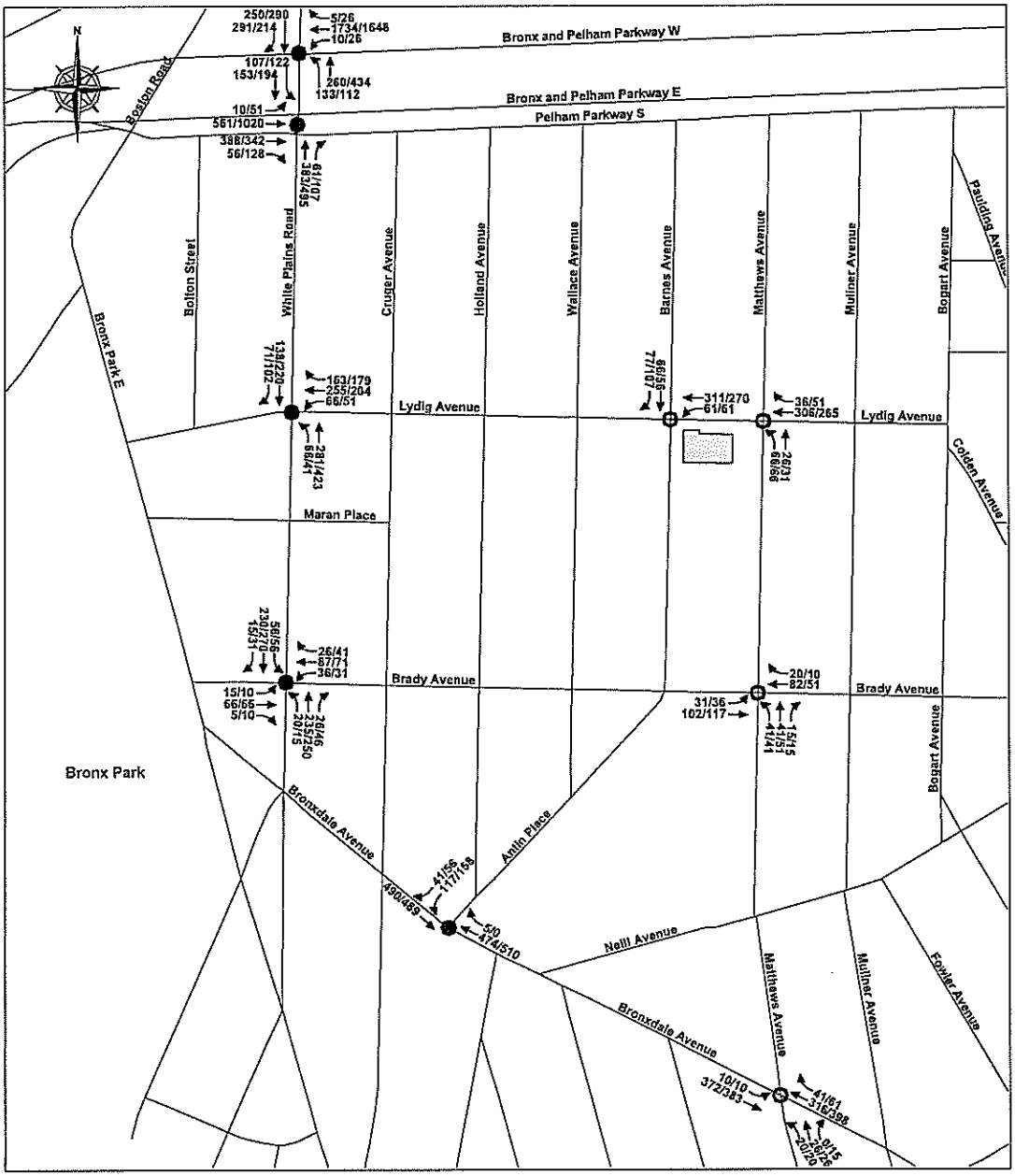
2.10.3.3 Pedestrians

In the future without the proposed project, pedestrian volumes are assumed to increase by the 0.5 percent annual background growth factor, accounting for general growth within the study area. Figure 18 shows the 2013 No-Action pedestrian volumes at the analyzed locations and Table 9 shows the 2013 No-Action levels of service at the analyzed sidewalks and crosswalks. All pedestrian elements would continue to operate at LOS B or better.

2.10.4 Potential Impacts of the Project

The proposed primary school would have a total capacity of 400 students as well as 31 faculty and staff members. The school facility would be expected to attract students currently attending over-utilized schools, including those in CSD 11, in the area surrounding the project site.

FIGURE 17 – NO-ACTION TRAFFIC VOLUMES (2013)



LEGEND :

- ● Analyzed Intersection (Signalized)
- ○ Analyzed Intersection (Unsignalized)
- Project Site
- 10/45 AM/PM Volumes

TABLE 8
NO-ACTION TRAFFIC CONDITIONS (2013)

Signalized Intersection	AM Peak Hour					PM Peak Hour				
	Approach[1]	Lane Group[2]	V/C Ratio	Delay (sec.)	LOS	Approach[1]	Lane Group[2]	V/C Ratio	Delay (sec.)	LOS
White Plains Rd (N-S) @ Bronx/Pelham Pkwy W (E-W)	WB	LTR	0.93	32.4	C	WB	LTR	0.91	37.7	D
	NB	LT	1.09	97.2	F	NB	LT	1.08	95.8	F
	SB	TR	0.44	18.4	B	SB	TR	0.39	22.3	C
			Intersection	39.2	D			Intersection	45.3	D
White Plains Rd (N-S) @ Bronx/Pelham Pkwy E (E-W)	EB (Bronx)	LT	0.43	21.5	C	EB	LT	0.64	30.7	C
	EB	TR	0.85	40.0	D	EB	TR	0.95	63.3	E
	NB	TR	0.43	21.3	C	NB	TR	0.48	27.3	C
	SB	DefL	0.39	15.8	B	SB	DefL	0.42	20.9	C
		T	0.20	12.4	B		T	0.22	16.3	B
			Intersection	25.1	C			Intersection	34.5	C
White Plains Rd (N-S) @ Lydig Ave (E-W)	WB	LTR	1.05	82.1	F	WB	LTR	1.01	74.3	E
	NB	LT	0.54	16.6	B	NB	LT	0.82	27.9	C
	SB	TR	0.39	13.8	B	SB	TR	0.56	16.9	B
			Intersection	45.8	D			Intersection	41.0	D
White Plains Rd (N-S) @ Brady Ave (E-W)	EB	LTR	0.34	24.1	C	EB	LTR	0.25	22.5	C
	WB	LTR	0.37	24.6	C	WB	LTR	0.43	25.7	C
	NB	LTR	0.52	16.0	B	NB	LTR	0.71	22.1	C
	SB	LTR	0.57	17.3	B	SB	LTR	0.71	21.9	C
			Intersection	19.0	B			Intersection	22.7	C
Antin Pl (N-S) @ Bronxdale Ave (E-W)	EB	T	0.29	8.2	A	EB	T	0.29	8.2	A
	WB	T	0.27	8.1	A	WB	T	0.28	8.1	A
	SB	LR	0.34	16.7	B	SB	LR	0.49	18.8	B
			Intersection	9.6	A			Intersection	10.5	B

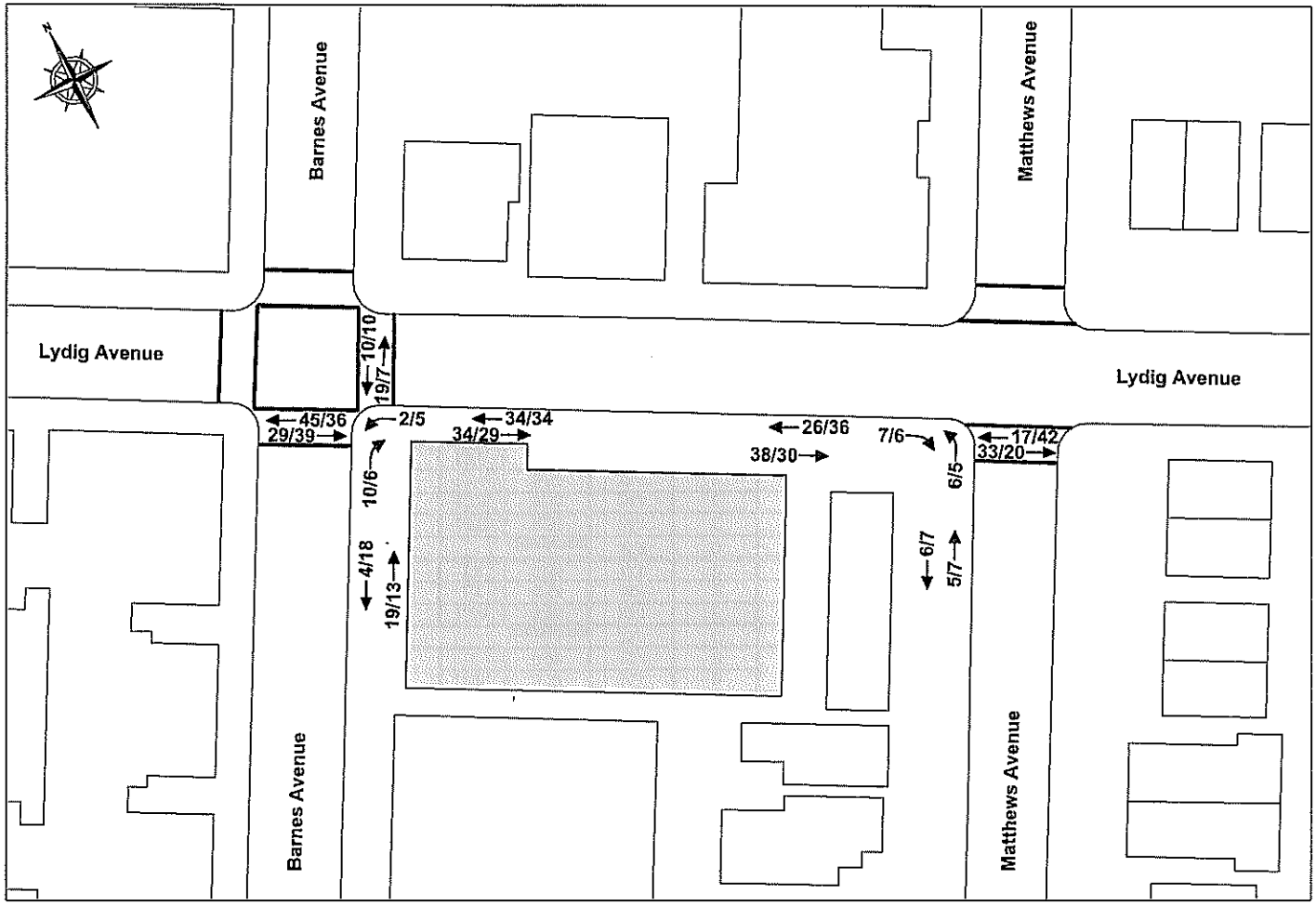
Unsignalized Intersection	AM Peak Hour					PM Peak Hour				
	Approach[1]	Lane Group[2]	V/C Ratio	Delay (sec.)	LOS	Approach[1]	Lane Group[2]	V/C Ratio	Delay (sec.)	LOS
Barnes Ave (N-S) @ Lydig Ave (E-W)	WB	LT	-	13.6	B	WB	LT	-	13.0	B
	SB	TR	-	9.5	A	SB	TR	-	9.5	A
			Intersection	12.5	B			Intersection	11.8	B
Matthews Ave (N-S) @ Lydig Ave (E-W)	NB	LT	0.30	18.3	C	NB	LT	0.33	19.8	C
			Intersection	-	-			Intersection	-	-
Matthews Ave (N-S) @ Brady Ave (E-W)	NB	LTR	0.25	13.8	B	NB	LTR	0.21	12.0	B
			Intersection	-	-			Intersection	-	-
Matthews Ave (N-S) @ Bronxdale Ave (E-W)	NB	LTR	0.24	21.9	C	NB	LTR	0.23	18.8	C
			Intersection	-	-			Intersection	-	-

Notes:

1. EB - Eastbound, WB - Westbound, NB - Northbound, SB - Southbound
2. L - Left, T- Through, R - Right, DefL - De Facto Left Turn

Congested intersections are designated by shading.

FIGURE 18 – NO-ACTION PEDESTRIAN VOLUMES (2013)



LEGEND :

12/10 AM/PM 15-Minute Pedestrian Volumes

Project Site

TABLE 9
NO-ACTION PEDESTRIAN CONDITIONS (2013)

SIDEWALK ANALYSIS

Blockface	Side of Street	Effective Sidewalk Width[1] (Feet)	Peak 15 Minute Volume		Persons per Foot per Minute (PFM)		Average Level of Service		Platoon Conditions Level of Service	
			AM	PM	AM	PM	AM	PM	AM	PM
Lydig Avenue (east of Barnes Avenue)	South	8.4	67	62	0.5	0.5	A	A	B	A
Barnes Avenue (south of Lydig Avenue)	East	10.4	23	32	0.2	0.2	A	A	A	A
Lydig Avenue (west of Matthews Avenue)	South	7.3	63	65	0.6	0.6	A	A	B	B
Matthews Avenue (south of Lydig Avenue)	West	6.1	11	14	0.1	0.2	A	A	A	A

Notes:

1. Total sidewalk width minus the sum of widths and shy distances from obstructions

2.10.4.1 Trip Generation

Table 10 presents the transportation planning assumptions utilized in the travel-demand analysis. The modal split percentages were developed from forecasts for similar elementary schools in Bronx, Brooklyn and Queens, and data from the 2000 U.S. Census.

As a worst-case trip generation scenario, it was assumed that all 400 new students would be present during the school day and that all of the students would arrive and leave during the AM and PM peak hours, respectively. It was also assumed that 70 percent of the faculty and staff would arrive during the AM peak hour and 90 percent would leave during the PM peak hour.

Due to the dense level of residential development in the surrounding areas, it was assumed that the principal travel mode by new students would be walking. During the AM peak hour, it was estimated that 45 percent of the students would walk to school, 30 percent would take school buses or vans, 10 percent would take MTA NYCT buses, 10 percent would be dropped off in private autos, and five percent would take the subway. Projected modal splits during the PM peak hour are similar, except that 50 percent of students would walk and five percent would be picked up by private autos. During both peak hours, it was assumed that half of the elementary students walking to school would be accompanied by parents/guardians and that these adults would walk with an average of two students each.

Since the project site is located in an area well served by subway transit, it was estimated that a large amount of trips (approximately 41 percent) generated by the faculty and staff would be by subway. It is expected that 39 percent would travel by automobile, 14 percent would use MTA NYCT buses, four percent would walk, and two percent would be dropped off and picked up in private autos during the AM and PM peak hours. Based on these assumptions, Table 11 shows the weekday peak hour person-trip and vehicle-trip forecasts for new students and faculty and staff.

2.10.4.2 Trip Assignment

Automobile trips to the school were assigned to major corridors leading to and from the site. Teachers and staff at the new school would be expected to reside in various parts of New York City and Westchester and were primarily assigned to approach the site via the Bronx River Parkway. Teachers and staff would seek on-street parking spaces on their way to the site. Drop-offs and pick-ups by auto and school bus generate the most vehicle trips since they involve both inbound and outbound trips. These trips were assigned to the site from the local area, with school bus and auto drop-offs and pick-ups utilizing the south curbface on Lydig Avenue adjoining the main entrance of the school.

2.10.4.3 Vehicular Traffic

Figure 19 shows the incremental traffic generated by the proposed project at the study intersections during the AM and PM peak hours. Figure 20 shows the Build condition traffic network during these peak hours, which is a combination of the incremental project-generated traffic and future traffic volumes without the project. Table 12 presents the resulting traffic analysis under the Build condition and compares this to No-Action conditions.

TABLE 10
TRANSPORTATION PLANNING ASSUMPTIONS

	(Grades Pre-K-5) Students	Faculty/Staff
Project Components:	400	31
Attendance Rate:	(1) 100%	-
Daily Trip Generation:	2.0 per student	2.0 per employee
Temporal Distribution:	(2)	(2)
AM	50%	35%
PM	50%	45%

In/Out Splits:	In	Out	In	Out
AM	100%	0%	100%	0%
PM	0%	100%	0%	100%

	(3)		(4)
Modal Splits:	**AM**	**PM**	**AM/PM**
Auto	0%	0%	39%
Dropoff/Pickup	10%	5%	2%
Walk	45%	50%	4%
Subway	5%	5%	41%
Bus (Transit)	10%	10%	14%
School Bus/Van	30%	30%	0%
	100%	100%	100%

Vehicle Occupancy:	(2)	(4)
Auto	1.5	1.6
Dropoff/Pickup	1.5	-
School Bus/Van	30	-

Daily Truck Trip Generation:

(2)
0.03
per student

	(5)
AM	9.6%
PM	1.0%

In	Out
50%	50%

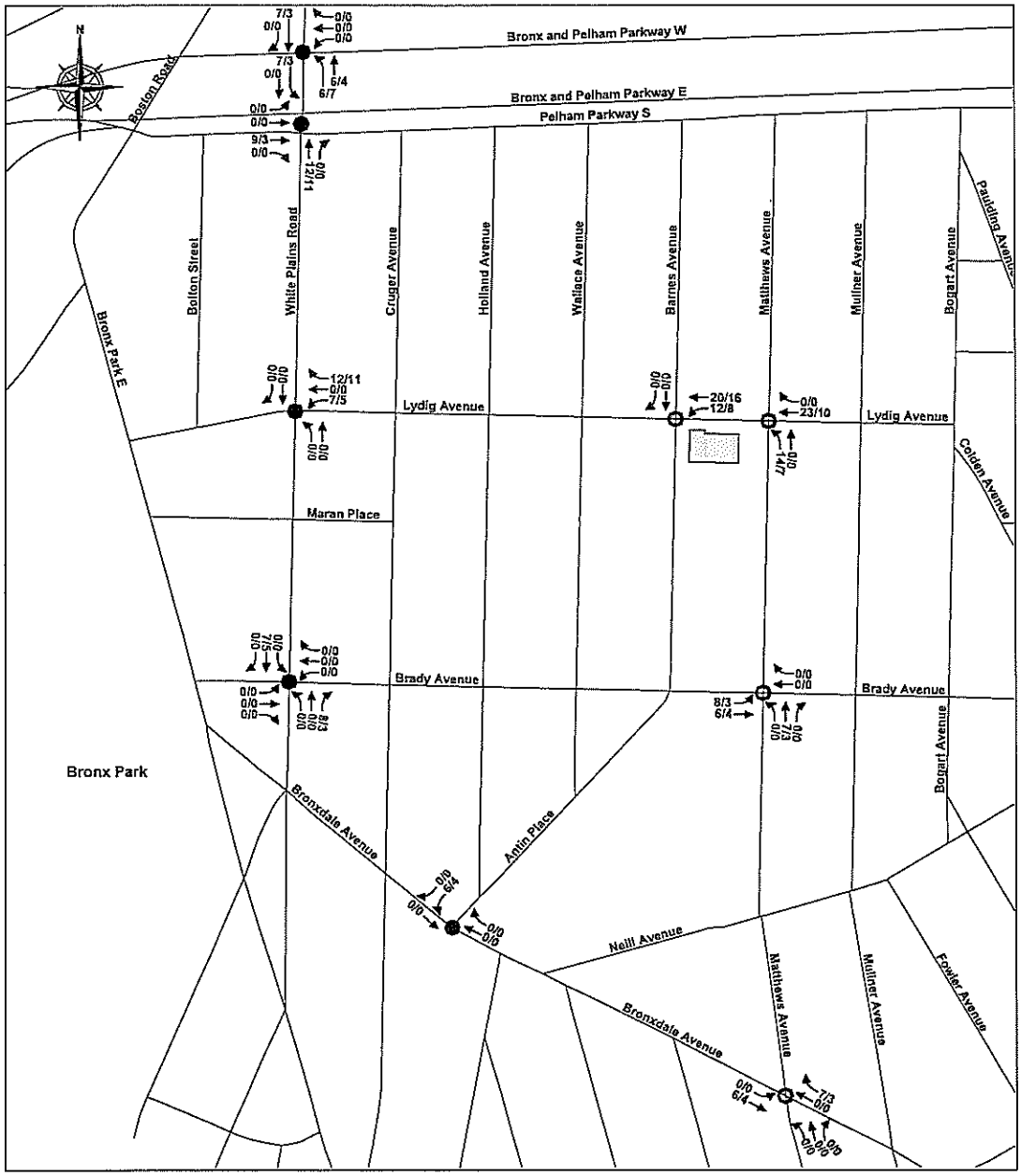
Sources/Notes:
1. The worst-case scenario for trip generation does not consider absentees.
2. *Proposed School at 900 Van Nest Avenue, Bronx Supplemental Environmental Studies, 2006.*
3. *Assumption based on Proposed School at 900 Van Nest Avenue, Bronx Supplemental Environmental Studies, 2006.*
4. *Assumption based on 2000 US Census.*
5. Federal Highway Administration, *Curbside Pickup and Delivery and Arterial Traffic Impacts*, 1981. Figure 15.

TABLE 11
TRIP GENERATION

			(Grades Pre-K-5) Students		(1) Parents/Guardians		Faculty/Staff			
Project Components:			400		-		31			
Peak Hour Trips:										
Weekday AM			400		90		22			
Weekday PM			400		100		28			
In/Out Splits:			In	Out	In	Out	In	Out		
Weekday AM			400	0	45	45	22	0		
Weekday PM			0	400	50	50	0	28		
Peak Hour									Net	
Person Trips:			In	Out	In	Out	In	Out	In	Out
AM	Auto		0	0	0	0	8	0	8	0
	Dropoff/Pickup		40	0	0	0	0	0	40	0
	Walk		180	0	45	45	1	0	226	45
	Subway		20	0	0	0	9	0	29	0
	Bus (Transit)		40	0	0	0	3	0	43	0
	School Bus/Van		120	0	0	0	0	0	120	0
	Total		400	0	45	45	22	0	466	45
PM	Auto		0	0	0	0	0	11	0	11
	Dropoff/Pickup		0	20	0	0	0	1	0	21
	Walk		0	200	50	50	0	1	50	251
	Subway		0	20	0	0	0	11	0	31
	Bus (Transit)		0	40	0	0	0	4	0	44
	School Bus/Van		0	120	0	0	0	0	0	120
	Total		0	400	50	50	0	28	50	478
Peak Hour									Net	
Vehicle Trips:			In	Out	In	Out	In	Out	In	Out
AM	Auto		0	0	-	-	5	0	5	0
	Dropoff/Pickup		27	27	-	-	-	-	27	27
	School Bus/Van		4	4	-	-	-	-	4	4
	Truck		1	1	-	-	-	-	1	1
									37	32
PM	Auto		0	0	-	-	0	7	0	7
	Dropoff/Pickup		13	13	-	-	-	-	13	13
	School Bus/Van		4	4	-	-	-	-	4	4
	Truck		0	0	-	-	-	-	0	0
									17	24
Peak 15-Minute									Net	
Person Trips:			In	Out	In	Out	In	Out	In	Out
AM	Auto		0	0	-	-	0	0	0	0
	Dropoff		16	0	-	-	-	-	16	0
	Walk		72	0	18	18	0	0	90	18
	Subway		8	0	-	-	0	0	8	0
	Bus (Transit)		16	0	-	-	0	0	16	0
	School Bus/Van		48	0	-	-	-	-	48	0
	Total		160	0	18	18	0	0	178	18
PM	Auto		0	0	-	-	0	0	0	0
	Dropoff		0	16	-	-	-	-	0	16
	Walk		0	160	40	40	0	0	40	200
	Subway		0	16	-	-	0	0	0	16
	Bus (Transit)		0	32	-	-	0	0	0	32
	School Bus/Van		0	96	-	-	-	-	0	96
	Total		0	320	40	40	0	0	40	360

Note:
1. Represents parents/guardians accompanying students on their walk to/from school.

FIGURE 19 – PROJECT GENERATED TRAFFIC VOLUMES



LEGEND :

- Analyzed Intersection (Signalized)
- Analyzed Intersection (Unsignalized)
- Project Site
- 10/45 AM/PM Peak Hour Volumes

FIGURE 20 – BUILD TRAFFIC VOLUMES (2013)

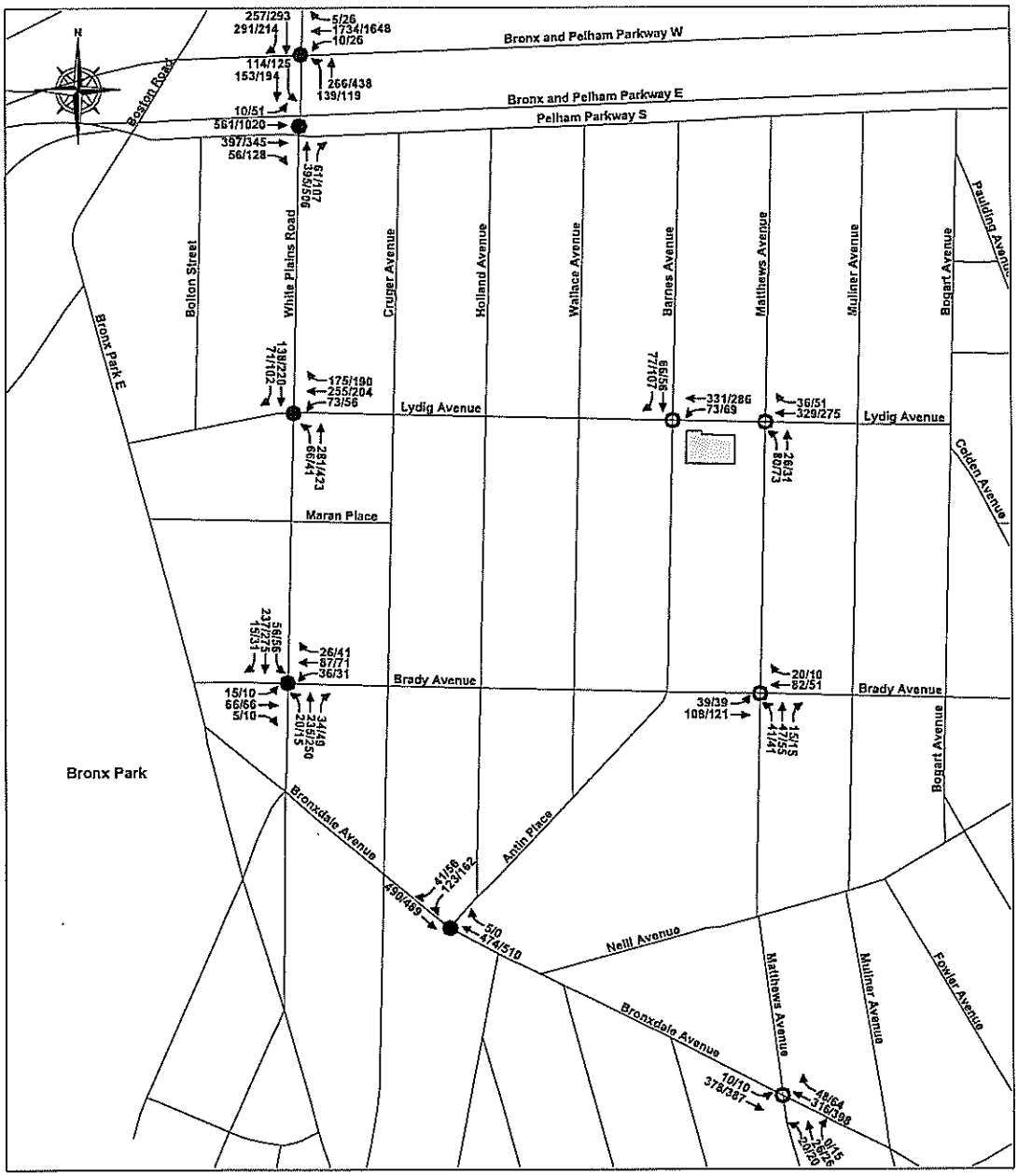


TABLE 12
BUILD TRAFFIC CONDITIONS (2013)

Signalized Intersection	Approach[1]	Lane Group[2]	AM Peak Hour						PM Peak Hour					
			No-Action			Build			No-Action			Build		
			V/C Ratio	Delay (sec.)	LOS	V/C Ratio	Delay (sec.)	LOS	V/C Ratio	Delay (sec.)	LOS	V/C Ratio	Delay (sec.)	LOS
White Plains Rd (N-S) @ Bronx/Pelham Pkwy W (E-W)	WB	LTR	0.93	32.4	C	0.93	32.4	C	0.91	37.7	D	0.91	37.7	D
	NB	LT	1.09	97.2	F	1.14	112.8	F *	1.08	95.8	F	1.14	115.7	F *
	SB	TR	0.44	18.4	B	0.45	18.4	B	0.39	22.3	C	0.39	22.3	C
	Intersection			39.2	D		41.8	D		45.3	D		49.1	D
White Plains Rd (N-S) @ Bronx/Pelham Pkwy E (E-W)	EB (Bronx)	LT	0.43	21.5	C	0.43	21.5	C	0.64	30.7	C	0.64	30.7	C
	EB	TR	0.85	40.0	D	0.87	41.8	D	0.95	63.3	E	0.96	64.5	E
	NB	TR	0.43	21.3	C	0.45	21.5	C	0.48	27.3	C	0.49	27.4	C
	SB	DefL	0.39	15.8	B	0.42	16.5	B	0.42	20.9	C	0.44	21.5	C
		T	0.20	12.4	B	0.20	12.4	B	0.22	16.3	B	0.22	16.3	B
	Intersection			25.1	C		25.6	C		34.5	C		34.5	C
White Plains Rd (N-S) @ Lydig Ave (E-W)	WB	LTR	1.05	82.1	F	1.10	98.0	F *	1.01	74.3	E	1.05	85.6	F *
	NB	LT	0.54	16.6	B	0.54	16.6	B	0.82	27.9	C	0.82	27.9	C
	SB	TR	0.39	13.8	B	0.39	13.8	B	0.56	16.9	B	0.56	16.9	B
	Intersection			45.8	D		53.9	D		41.0	D		45.4	D
White Plains Rd (N-S) @ Brady Ave (E-W)	EB	LTR	0.34	24.1	C	0.34	24.1	C	0.25	22.5	C	0.25	22.5	C
	WB	LTR	0.37	24.6	C	0.37	24.7	C	0.43	25.7	C	0.44	25.8	C
	NB	LTR	0.52	16.0	B	0.55	16.5	B	0.71	22.1	C	0.73	22.9	C
	SB	LTR	0.57	17.3	B	0.58	17.6	B	0.71	21.9	C	0.72	22.4	C
	Intersection			19.0	B		19.3	B		22.7	C		23.1	C
Antin Pl (N-S) @ Bronxdale Ave (E-W)	EB	T	0.29	8.2	A	0.29	8.2	A	0.29	8.2	A	0.29	8.2	A
	WB	T	0.27	8.1	A	0.27	8.1	A	0.28	8.1	A	0.28	8.1	A
	SB	LR	0.34	16.7	B	0.36	16.9	B	0.49	18.8	B	0.50	18.9	B
	Intersection			9.6	A		9.6	A		10.5	B		10.5	B

Unsignalized Intersection	Approach[1]	Lane Group[2]	AM Peak Hour						PM Peak Hour					
			No-Action			Build			No-Action			Build		
			V/C Ratio	Delay (sec.)	LOS	V/C Ratio	Delay (sec.)	LOS	V/C Ratio	Delay (sec.)	LOS	V/C Ratio	Delay (sec.)	LOS
Barnes Ave (N-S) @ Lydig Ave (E-W)	WB	LT	-	13.6	B	-	15.4	C	-	13.0	B	-	14.2	B
	SB	TR	-	9.5	A	-	9.7	A	-	9.5	A	-	9.8	A
	Intersection			12.5	B		13.9	B		11.8	B		12.8	B
Matthews Ave (N-S) @ Lydig Ave (E-W)	NB	LT	0.30	18.3	C	0.43	25.2	D	0.33	19.8	C	0.44	27.4	D
	Intersection		-	-		-	-		-	-		-	-	
Matthews Ave (N-S) @ Brady Ave (E-W)	NB	LTR	0.25	13.8	B	0.29	14.9	B	0.21	12.0	B	0.22	12.3	B
	Intersection		-	-		-	-		-	-		-	-	
Matthews Ave (N-S) @ Bronxdale Ave (E-W)	NB	LTR	0.24	21.9	C	0.25	22.3	C	0.23	18.8	C	0.24	19.0	C
	Intersection		-	-		-	-		-	-		-	-	

Notes:

1. EB - Eastbound, WB - Westbound, NB - Northbound, SB - Southbound
2. L - Left, T- Through, R - Right, DefL - De Facto Left Turn

* Impacted intersection movement

Based on the thresholds established for signalized intersections in the *CEQR Technical Manual*, a traffic impact would occur if a No-Action LOS A, B or C deteriorates to unacceptable mid-LOS D, or a LOS E or F in the future Build condition. The *CEQR Technical Manual* further states that for a No-Action mid-LOS D, an increase of five or more seconds of delay in a lane group in the Build condition should be considered significant. For No-Action LOS E, an increase in delay of four seconds should be considered significant. For No-Action LOS F, three seconds of delay should be considered significant, however, if a No-Action LOS F condition already has delays in excess of 120 seconds, an increase of 1.0 second in delay should be considered significant, unless the proposed action would generate fewer than five vehicles through that lane group in the peak hour. For unsignalized intersections, these same impact criteria are also applicable, however for a minor street to trigger a significant impact, 90 passenger car equivalents must be identified in the Build condition in any peak hour.

Table 12 shows the results of the traffic analysis under Build conditions during the AM and PM peak hours. The table highlights any significant traffic impacts as compared to No-Action conditions based on the impact criteria described above. In the future with the proposed project, there would be two intersections with significant impacts during the AM and PM peak hours. Section 2.10.5 provides a discussion of recommended traffic mitigation measures that would eliminate the predicted impacts.

At the intersection of White Plains Road with Pelham Parkway West, the northbound approach would be impacted by 12 project-generated vehicles in the AM peak hour, operating at LOS F, unchanged from the No-Action condition, with delay deteriorating to 112.8 seconds from 97.2 seconds. This intersection would also be impacted by 11 project-generated vehicles during the PM peak hour. As a result, the northbound approach would also continue to operate at LOS F, unchanged from the No-Action condition, with delay deteriorating to 115.7 seconds from 95.8 seconds.

At the intersection of White Plains Road with Lydig Avenue, the westbound approach would be impacted by 19 project-generated vehicles in the AM peak hour, operating at LOS F, unchanged from the No-Action condition, with delay deteriorating to 98.0 seconds from 82.1 seconds. This intersection would also be impacted by project-generated trips, numbering 16, during the PM peak hour. The westbound approach would operate at LOS F, compared to LOS E in the No-Action condition, with delay deteriorating to 85.6 seconds from 74.3 seconds.

2.10.4.4 Parking

Teachers and staff from the proposed school would generate a new parking demand of approximately 7 spaces. In addition, it is assumed that the installation of "no standing" parking regulation signs on Lydig Avenue adjacent to the project site will be required. This action will eliminate approximately 7 spaces. As no parking supply would be provided on site, the project-generated parking demand would be accommodated by on-street parking spaces in the study area. In the future with the proposed action, on-street parking utilization during the AM period would increase to 97 percent, with 44 available spaces. During the PM period, on-street parking utilization levels would remain at 90 percent, with 198 available spaces.

According to the *CEQR Technical Manual*, for residential areas outside the Manhattan Central Business District (CBD), a parking shortfall that exceeds the number of off-street spaces and more than half the available on-street spaces within ¼-mile of the site may be considered significant. As all parking demand from the proposed project can be accommodated either on-street or off-street within a ¼-mile radius, there would be no significant parking impacts.

2.10.4.5 Public Transportation

New subway trips generated by the new school facility are expected to total 29 and 31 trips during the AM and PM peak hours, respectively. The proposed project is also expected to generate new local bus trips totaling 43 in the AM peak hour and 44 in the PM peak hour. This level of demand is below the CEQR threshold of 200 local bus or subway trips for a detailed transit impact analysis. Therefore, no transit impacts are anticipated.

2.10.4.6 Pedestrians

The proposed school would add a total of 351 and 387 new pedestrian trips during the AM and PM peak hours, respectively. This includes walk-only trips as well as trips to or from subway stations, NYCT bus stops, and parking locations. Figure 21 shows the future pedestrian volumes with the proposed project and Table 13 shows the future levels of service at the analyzed sidewalks and crosswalks with the proposed project.

The determination of significant pedestrian impacts is generally based on comfort and convenience characteristics of pedestrian flow and safety considerations. According to the *CEQR Technical Manual*, a significant impact to a sidewalk occurs when the flow rate increases by two or more PFM over No-Action conditions characterized by flow rates over 13 PFM (mid-LOS D), under platoon conditions. For crosswalks, CEQR criteria define a significant impact as a decrease in pedestrian space of one or more SF/ped when the No-Action condition has an average occupancy of 20 SF/ped (mid-LOS D) or less. The *CEQR Technical Manual* also indicates that if a No-Action crosswalk operating at LOS A, B or C deteriorates to LOS D, such a change may be perceptible, but not necessarily considered to be a significant impact. The assessment of significant impacts for crosswalks considers maximum surge conditions.

As shown in Table 13, all pedestrian elements would operate at LOS C or better and would not be considered significantly impacted by new demand generated by the proposed school facility under CEQR criteria.

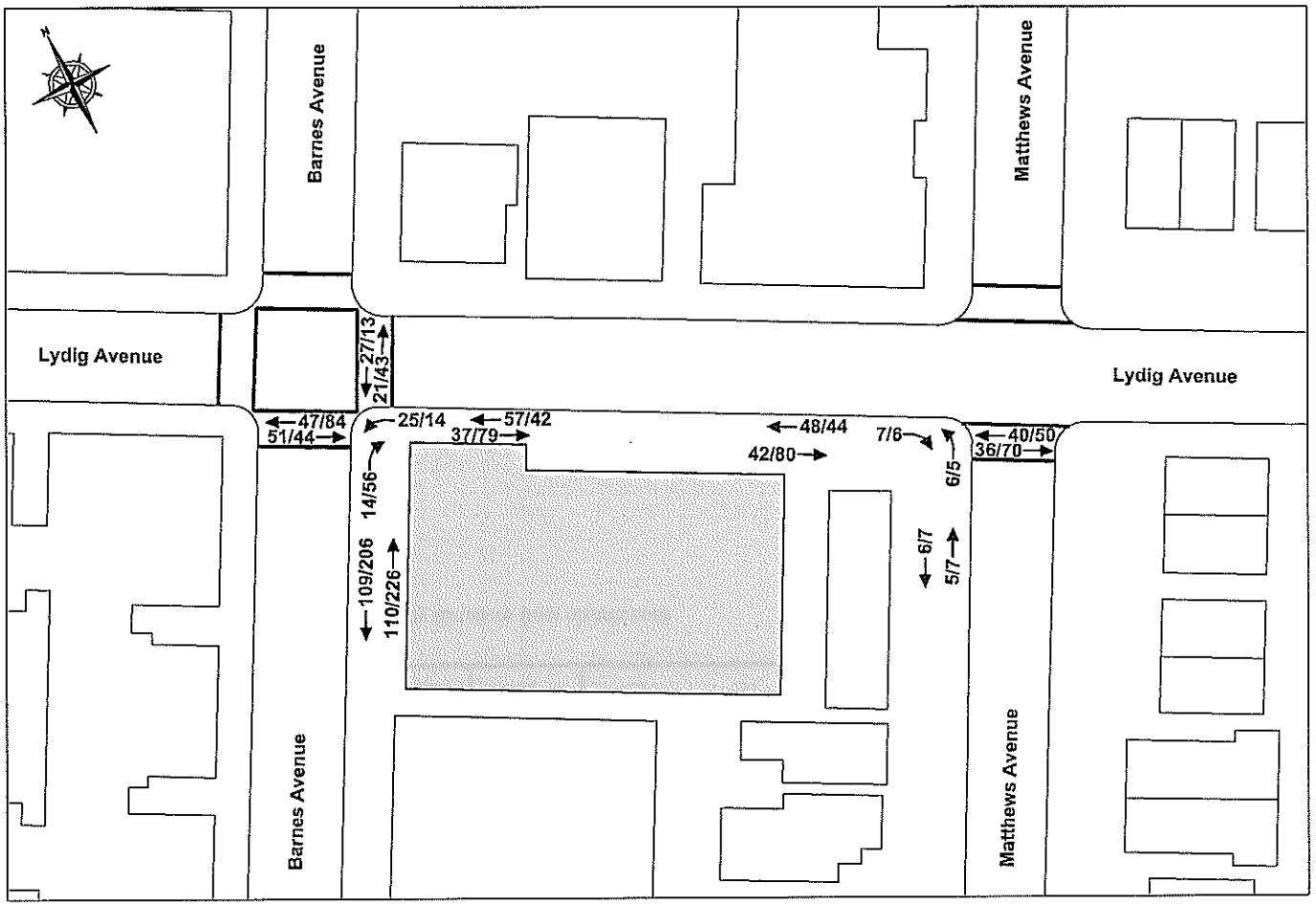
2.10.5 Mitigation

As described above in Section 2.10.4, there would be two intersections with significant impacts during the AM and PM peak hours. The impacts would occur on approaches that will operate poorly in the future without the proposed project in place. At the intersection of White Plains Road and Pelham Parkway West, the proposed action would result in an impact to the northbound approach during the AM peak hour. To address this impact, it is proposed to shift 1 second of green time from the Pelham Parkway West phase to the north-south White Plains Road phase during the AM peak hour. As shown in Table 14, with this signal timing adjustment, the northbound White Plains Road approach would operate with a delay of 97.0 seconds (LOS F) compared to 97.2 seconds (LOS F) in the No-Action. Also during the AM peak hour, at the intersection of White Plains Road and Lydig Avenue, the proposed action would result in an impact to the westbound approach. To address this impact, it is proposed to shift 2 seconds of green time from the north-south White Plains Road phase to the Lydig Avenue phase during the AM peak hour. As shown in Table 14, with this signal timing adjustment, the westbound Lydig Avenue approach would operate with a delay of 73.3 seconds (LOS E) compared to 82.1 seconds (LOS F) in the No-Action. All of the proposed action's impacts during this time period would therefore be fully mitigated with these measures.

During the PM peak hour, the northbound approach at White Plains Road and Pelham Parkway West would also be impacted. In order to mitigate this impact, it is proposed to shift 2 seconds of green time from the Bronx River Parkway West phase to the north-south White Plains Road phase during the PM peak hour. As shown in Table 14, with this signal timing adjustment, the northbound White Plains Road approach would operate with a delay of 91.0 seconds (LOS F) in the PM peak hour compared to 95.8 seconds (LOS F) in the No-Action. The westbound approach at the intersection of White Plains Road and Lydig Avenue would also

be impacted during the PM peak hour. To address this impact, it is proposed to shift 1 second of green time from the north-south White Plains Road phase to the Lydig Avenue phase during the PM peak hour. As shown in Table 14, with this signal timing adjustment, the westbound Lydig Avenue approach would operate with a delay of 74.1 seconds (LOS E) compared to 74.3 seconds (LOS E) in the No-Action. As a result of these measures, all of the proposed action's impacts during this time period would be fully mitigated.

FIGURE 21 – BUILD PEDESTRIAN VOLUMES (2013)



LEGEND :

12/10 AM/PM 15-Minute Pedestrian Volumes

Project Site

TABLE 13
BUILD PEDESTRIAN CONDITIONS (2013)

SIDEWALK ANALYSIS

Blockface	Side of Street	Effective Sidewalk Width[1] (Feet)	Peak 15 Minute Volume		Persons per Foot per Minute (PFM)		Average Level of Service		Platoon Conditions Level of Service	
			AM	PM	AM	PM	AM	PM	AM	PM
Lydig Avenue (east of Barnes Avenue)	South	8.4	263	462	2.1	3.7	A	A	B	C
Barnes Avenue (south of Lydig Avenue)	East	10.4	58	108	0.4	0.7	A	A	A	B
Lydig Avenue (west of Matthews Avenue)	South	7.3	104	155	0.9	1.4	A	A	B	B
Matthews Avenue (south of Lydig Avenue)	West	6.1	29	53	0.3	0.6	A	A	A	B

Note:
1. Total sidewalk width minus the sum of widths and shy distances from obstructions

TABLE 14
BUILD WITH MITIGATION TRAFFIC CONDITIONS (2013)

Signalized Intersection	Approach[1]	Lane Group[2]	AM Peak Hour								
			No-Action			Build			Build with Mitigation		
			V/C Ratio	Delay (sec.)	LOS	V/C Ratio	Delay (sec.)	LOS	V/C Ratio	Delay (sec.)	LOS
White Plains Rd (N-S) @ Bronx/Pelham Pkwy W (E-W)	WB	LTR	0.93	32.4	C	0.93	32.4	C	0.95	36.1	D
	NB	LT	1.09	97.2	F	1.14	112.8	F *	1.09	97.0	F
	SB	TR	0.44	18.4	B	0.45	18.4	B	0.44	17.7	B
	Intersection			39.2	D	-	41.8	D	-	41.6	D
White Plains Rd (N-S) @ Lydig Ave (E-W)	WB	LTR	1.05	82.1	F	1.10	98.0	F *	1.02	73.3	E
	NB	LT	0.54	16.6	B	0.54	16.6	B	0.57	18.4	B
	SB	TR	0.39	13.8	B	0.39	13.8	B	0.41	15.2	B
	Intersection			45.8	D		53.9	D		43.3	D

Signalized Intersection	Approach[1]	Lane Group[2]	PM Peak Hour								
			No-Action			Build			Build with Mitigation		
			V/C Ratio	Delay (sec.)	LOS	V/C Ratio	Delay (sec.)	LOS	V/C Ratio	Delay (sec.)	LOS
White Plains Rd (N-S) @ Bronx/Pelham Pkwy W (E-W)	WB	LTR	0.91	37.7	D	0.91	37.7	D	0.95	43.0	D
	NB	LT	1.08	95.8	F	1.14	115.7	F *	1.07	91.0	F
	SB	TR	0.39	22.3	C	0.39	22.3	C	0.38	20.9	C
	Intersection			45.3	D	-	49.1	D	-	47.6	D
White Plains Rd (N-S) @ Lydig Ave (E-W)	WB	LTR	1.01	74.3	E	1.05	85.6	F *	1.02	74.1	E
	NB	LT	0.82	27.9	C	0.82	27.9	C	0.84	30.1	C
	SB	TR	0.56	16.9	B	0.56	16.9	B	0.57	17.7	B
	Intersection			41.0	D		45.4	D		42.4	D

Notes:
1. EB - Eastbound, WB - Westbound, NB - Northbound, SB–Southbound
2. L - Left, T- Through, R - Right, DEFL - De Facto Left Turn

* Impacted Intersection Movement

2.11 AIR QUALITY

2.11.1 Introduction

The *CEQR Technical Manual* requires a detailed assessment of air quality for actions that would generate increased traffic volumes or emit noxious fumes, especially where they affect residential or other sensitive uses. In this area of the City, a detailed analysis is required if 50 or more project-generated vehicles pass through a signalized intersection in any given peak period which may result in significant mobile air quality impacts. In addition, the DEP has established the screening threshold limit of 23 for the project-generated diesel-powered trucks or buses.

Stationary air quality studies are required if major industrial facilities are located within 400 feet of the new school, if emission sources (stacks) of major heating plants of nearby buildings are lower than the proposed school and if the school's heating plant stack is lower than surrounding buildings.

Air quality issues associated with the proposed new school relate to the potential for:

- Changes in vehicular travel associated with school activities to result in significant mobile source (vehicular related) air quality impacts;
- Emissions from the HVAC system of the school to significantly impact existing nearby land uses;
- HVAC emissions of existing nearby major emission sources to significantly impact the school; and
- Air toxic emissions generated by existing nearby industrial sources to significantly impact the school.

Air quality analyses were conducted, following the procedures provided in the *CEQR Technical Manual*, to determine whether the proposed action would result in exceedances of ambient air quality standards and guidelines. The methodologies and procedures utilized in these analyses are described below.

2.11.2 Air Quality Standards and Pollutants of Concern

The following air pollutants have been identified by the U.S. Environmental Protection Agency (EPA) as being of concern nationwide: carbon monoxide (CO), nitrogen dioxide, ozone, particulate matter (PM_{10} and $PM_{2.5}$), sulfur dioxide, and lead. National ambient air quality standards (NAAQS) have been established for these pollutants, which are known as criteria pollutants, to protect human health and welfare. Pollutants associated with mobile sources are primarily CO, ozone, and particulate matter; pollutants associated with the combustion of fuel oil are primarily SO_2, NO_2, and particulate matter.

NAAQS are pollutant concentrations for each of the criteria pollutants specified by the EPA that have been developed primarily to protect human health. The secondary goal is to protect the nation's welfare and account for the effect of air pollution on soil, water, vegetation and other aspects of general welfare. Time frames, based on how these pollutants adversely affect health, have also been established for these pollutants. These standards, together with their health-related averaging periods, are presented in Table 15.

TABLE 15
APPLICABLE NATIONAL AND STATE AMBIENT AIR QUALITY STANDARDS

Pollutant	Averaging Period	National and NY State Standards	
		Primary	Secondary
Ozone	8 Hour	0.075 ppm (147 $\mu g/m^3$)	Same as Primary
Carbon Monoxide	8 Hour	9 ppm (10 mg/m^3)	Same as Primary
	1 Hour	35 ppm (40 mg/m^3)	Same as Primary
Nitrogen Dioxide	Annual Average	0.053 ppm (100 $\mu g/m^3$)	Same as Primary
Sulfur Dioxide	Annual Average	80 $\mu g/m^3$ (0.03 ppm)	-
	24 Hour	365 $\mu g/m^3$ (0.14 ppm)	-
	3 Hour	-	1300 $\mu g/m^3$ (0.5 ppm)
Suspended Particulate Matter (PM_{10})	24 Hour	150 $\mu g/m^3$	Same as Primary
Suspended Fine Particulate Matter ($PM_{2.5}$)	24 Hour	35 $\mu g/m^3$	Same as Primary
	Annual Arithmetic Mean	15 $\mu g/m^3$	Same as Primary
Lead	Calendar Quarter	0.15 $\mu g/m^3$	Same as Primary

Source: *US Environmental Protection Agency, "National Primary and Secondary Ambient Air Quality Standards." (49 CFR 50). New York State Department of Environmental Conservation.*
Notes: ppm: parts per million
$\mu g/m^3$: micrograms per cubic meter

2.11.3 Mobile Source Analysis

Localized increases in pollutant levels may result from increased vehicular traffic volumes and changed traffic patterns in the study area as a consequence of the proposed school. According to the *New York City CEQR Technical Manual* screening threshold criteria for this area of the City, if 100 or more project-generated vehicles pass through a signalized intersection in any given peak period, there is a potential for significant mobile air quality impacts and a detailed analysis is required. Similarly, the DEP has established thresholds for the number of diesel-fueled vehicles that have the potential for significant $PM_{2.5}$ impacts. If the project would generate fewer than 23 heavy-duty diesel vehicles through an intersection, then no detailed analysis is required.

The traffic analysis conducted for the proposed school indicates that even with the introduction of additional school buses, the number of vehicles generated by the project would be below CEQR (CO) and DEP ($PM_{2.5}$) screening threshold values during both the AM and PM peak periods at any potentially affected intersection. Therefore, no detailed mobile source air quality analysis is required and no significant mobile source air quality impacts are predicted with the project.

2.11.4 Stationary Sources

2.11.4.1 Analysis of Proposed School Heating Plant Emissions

The proposed school is a 4-story building (approximately 60 feet tall) with 57,000 square feet gross-floor area. Emissions from the heating (and hot water) system of the school may affect air quality levels at nearby existing land uses, and potential impacts would be a function of fuel type, stack height, and location of the emission source(s) relative to nearby buildings.

2.11.4.1.1 Screening-Level Analyses

According to *CEQR Technical Manual* guidelines, a screening-level analysis using a nomographic procedure, as a first step of evaluation, was performed to determine whether the potential air quality impacts of a heating system on existing land uses would occur.

Based on a review of the land uses surrounding proposed school, it was determined that there are two nearby residential buildings taller than the proposed school building—a 6-story building (Block 4322, Lot 1) on the north and another 6-story building (Block 4293, Lot 23) on the south. These buildings are located approximately 45 feet and 30 feet, respectively, from the lot line of the proposed school building.

The results of the screening level analyses indicate that the threshold distances between the proposed school and nearby taller buildings are approximately 60 feet for fuel oil and 40 feet for natural gas. Because the actual distances are less than the threshold distance (45 feet and 32 feet, respectively) significant impacts are possible from the fuel oil on both buildings and natural gas on the taller building. As such, a detailed dispersion modeling analysis was conducted.

2.11.4.1.2 Detailed Analyses

Methodology. A detailed dispersion analyses, using the EPA AERMOD model, was conducted to estimate the potential impacts of the school's HVAC emissions on the nearby 6- and 7-story buildings.

Analyses were conducted for those pollutants associated with localized impacts of heating plant emissions—the 3-hour and 24-hour standards for SO_2, the 24-hour standard for PM_{10}, and the annual standard for NO_2. Estimated concentrations of each of the applicable criteria pollutants were compared to the appropriate NAAQS.

Emission rates were estimated as follows:

- An annual fuel consumption rate was estimated based on the size of each building and fuel factors presented in the *CEQR Technical Manual,* Appendix 7.
- Emission factors for pollutants of concern were obtained from the EPA's *Compilation of Air Pollutant Emission Factors* (AP-42) for fuel oil with sulfur content of 0.2 percent and natural gas.

It was conservatively assumed that emissions from school's HVAC system would be released through a single 63-foot-tall stack since the CEQR manual requires that a stack should be 3 feet tall and the roof height is assumed to be approximately 60 feet.

For the analysis, the stack was located at the northern edge of the roof, at the lot line of the school site, to estimate potential impacts on the 6-story building on Lydig Avenue, and at the southern edge of the roof, which would have an approximate 30-foot setback from the south lot line of the school site, to estimate potential impacts on the 6-story building on Barnes Avenue.

It was assumed that school boiler with an estimated 1.2 MMBtu/hour heat input would have a 0.15-meter stack diameter, 3.9 meter per second exit velocity, and a stack exit temperature of 423°Fahrenheit.

Receptors were placed on the façade of the building being analyzed, along the plume centerline, at the height where the highest impacts was determined to occur (at 64 feet).

Analyses were conducted using five consecutive years of meteorological data (2002–2006). Surface data were obtained from La Guardia Airport and upper air data were obtained from Brookhaven Station, New York, and developed using the EPA AERMET processor.

Background concentrations (i.e., pollutant levels from other sources in the study area) for the pollutants of concern were obtained from the DEP and are based monitoring data collected by the NYSDEC. Background data for SO_2, PM_{10}, and NOx from Bronx monitoring station IS52 were used.

Results. As shown in Table 16, the total estimated concentrations of 3-hr, 24-hr SO_2, and 24-hr PM_{10} with fuel oil and annual NO_2 and SO_2 concentrations with natural gas are below the corresponding NAAQS for both buildings. Therefore, the heating plant emissions from the proposed school would not have a significant impact on existing nearby land uses.

TABLE 16
MAXIMUM ESTIMATED SCHOOL HEATING PLANT IMPACTS ON THE NEARBY BUILDINGS

Pollutant/ Time Period	Background Conc.	Maximum Heating Plant Impact		Total Pollutant Concentrations		NAAQS
		6-story Building	7-story Building	6-story Building	7-story Building	
SO_2 – 3 hour	210	133	290	343	500	1,300
SO_2 – 24 hour	134	49	90	183	224	365
SO_2 – Annual	29		0.02	29	29	80
PM_{10} – 24 hour	46	5	8	51	54	150
NO_2 – Annual	56		2		58	100

Note: All results in micrograms per cubic meter

2.11.5 Analysis of Impacts from "Major" Existing Emission Sources

Following *CEQR Technical Manual* guidelines, a survey of land uses and building heights was conducted to determine whether there are any existing "major" sources of boiler emissions (i.e., emissions from boiler facilities with heat inputs 20 million Btu per hour or greater) located within 400 feet of the project site. The result of this survey is that no such emission sources were identified and therefore no further analysis is required.

An additional examination was conducted to determine if there are any "large" combustion emission sources (e.g., power plant, co-generation facility, etc.) located within 1,000 feet of the school. The result of this survey is that there are no such sources and therefore no further analysis is required.

2.11.6 Health Risk Assessment of Toxic Air Emissions from Existing Industrial Sources

An analysis was conducted to determine whether the impacts of toxic emissions from existing industrial sources would be significant,

- In accordance with *CEQR Technical Manual* guidelines, all existing industrial facilities located within 400 feet of the project site that are permitted to exhaust toxic pollutants were considered in this analysis.
- New York State Department of Environmental Conservation's (NYSDEC) DAR-1 software, which includes a toxic pollutants database with their respective guideline values, was used to evaluate the potential impacts of the toxic pollutants.

- Air permits for active (currently permitted) industrial facilities within the analysis area that are included in the DEP Clean Air Tracking System database were acquired and reviewed to obtain pollutant emission rates and stack parameters. The data on these permits, which include source locations, stack parameters, pollutant emission rates, etc., are considered to be the most current and served as the primary basis of data for this analysis. This information was compiled into DAR-1 software format for use in the dispersion analyses.

One current industrial source permit (Permit Number PB016500) for a facility located within 400 feet of the project site area was identified from the DEP's Clean Air Tracking System database. This permit is for Varsity Cleaners, a dry cleaning facility, which is located at 772 Lydig Avenue.

Results of the tetrachloroethylene (PERC) analysis show that no exceedances of the EPA's incremental cancer risk threshold limit are predicted with the new school (see Table 17).

In conclusion, based on the analyses conducted and described above, the project would not directly or indirectly result in exceedances of applicable standards and not have significant adverse impacts to the air quality.

TABLE 17
ANALYSIS OF THE CARCINOGENIC TOXIC POLLUTANT

Facility Name	Facility Address	Type of Business	Permit/ Emission Point	CAS Registry No.	Compound	Permitted Emission Rates		NYSDEC AGC ($\mu g/m^3$)	Estimated Annual Conc. ($\mu g/m^3$)	Incremental Cancer Risk (per million)
						lb/hr	lb/year			
Varsity Cleaners	772 Lydig Avenue	Dry Cleaning	PB016500 X509I0001	00127-18-4	Tetrachloroethylene (PERC)	0.063	97.2	1	0.202	0.202

2.12 NOISE

The *CEQR Technical Manual* requires a detailed technical assessment of potential mobile noise impacts if a proposed action would double traffic volumes at any location, or if a substantial generator of noise (which includes a playground) is proposed to be located near a sensitive receptor. If stationary noise levels increase less than 5 dBA, below the SCA noise impact threshold, no impact is predicted.

The noise assessment considered the following three factors: 1) existing noise levels in the area; 2) the project's noise generation characteristics (principally from the proposed outdoor recreation space and project-induced traffic) and their effects on adjacent sensitive receptors; and 3) the inherent sensitivity of the proposed school site to existing and future noise sources in the vicinity.

2.12.1 Noise Descriptors

The A-weighted sound level (dBA) was used in the measurements and analysis of the noise effects in the project area as it correlates well with the human perception of noise. The 1-hour equivalent continuous noise level (L_{eq} in dBA), and the noise level exceeded 10 percent of the time (L_{10} in dBA) were selected as the noise descriptors. The L_{eq} is the equivalent steady state noise level that contains the same amount of acoustic energy as the fluctuating noise during the period of measurement. The L_{10} descriptor provides an indication of existing average maximum noise levels and permits direct comparison with the CEQR External Noise Exposure Standards, set by the DEP, Division of Noise Abatement. CEQR guidelines were used in this analysis (Table 18)

As indicated in Table 18, external noise exposure at sensitive receptor sites is classified into four main categories: "acceptable", "marginally acceptable", "marginally unacceptable", and "clearly unacceptable".

2.12.2 Criteria

The *CEQR Technical Manual* provides guidance for determining applicable noise levels used to determine noise exposure in outdoor areas near noise-sensitive uses such as schools, residences etc. Indoor noise levels in schools are required to be 45 dBA or less. Therefore, for schools located in areas with "marginally unacceptable" noise levels (70–80 dBA), a minimum 30–35 dBA reduction of outdoor noise would be specified.

2.12.3 Existing Noise Measurements

2.12.3.1 Noise Monitoring Locations

Five representative noise-monitoring sites were selected based on the schematic site plan for the proposed school building and playground. All five monitoring sites are located at sensitive receptors near the proposed new school building. The selected noise monitoring sites are depicted in Figure 22. Site 1 is a multi-family apartment building located on the north side of Lydig Avenue, across the street from the proposed school building; Site 2 is an existing multi-family residential property on Barnes Avenue, located just south of the proposed school; Site 3 is an apartment building on Barnes Avenue, across the street from the proposed school; Site 4 is located closer to the interior space between the proposed school building and residential building (with ground-floor retail) located on the southwest corner of Lydig and Matthews Avenues; and Site 5 is located just to the south of Site 4 near the interior space between two residential buildings on Matthews Avenue and the proposed school.

TABLE 18
NOISE EXPOSURE STANDARDS FOR USE IN CITY ENVIRONMENTAL IMPACT REVIEWS[1]

Receptor Type	Time Period	Acceptable General External Exposure	Airport[3] Exposure	Marginally Acceptable General External Exposure	Airport[3] Exposure	Marginally Unacceptable General External Exposure	Airport[3] Exposure	Clearly Unacceptable General External Exposure	Airport[3] Exposure
1. Outdoor area requiring serenity and quiet[2]		$L_{10} \leq 55$ dBA							
2. Hospital, Nursing Home		$L_{10} \leq 55$ dBA	$L_{dn} \leq 60$ dBA	$55 < L_{10} \leq 65$ dBA	$L_{dn} \leq 65$ dBA	$65 < L_{10} \leq 80$ dBA	(I) $L_{dn} \leq 70$ dBA (II) $L_{dn} \leq 75$ dBA	$L_{10} > 80$ dBA	$L_{dn} > 75$ dBA
3. Residence, residential hotel or motel	7 AM–10 PM	$L_{10} \leq 65$ dBA		$65 < L_{10} \leq 70$ dBA		$70 < L_{10} \leq 80$ dBA		$L_{10} > 80$ dBA	
	10 PM–7 AM	$L_{10} \leq 55$ dBA		$55 < L_{10} \leq 70$ dBA		$70 < L_{10} \leq 80$ dBA		$L_{10} > 80$ dBA	
4. School, museum, library, court, house of worship or transient hotel or motel, public meeting room, auditorium, out- patient public health facility		Same as Residential Day (7 AM–10 PM)		Same as Residential Day (7 AM–10 PM)		Same as Residential Day (7 AM–10 PM)		Same as Residential Day (7 AM–10 PM)	
5. Commercial or office		Same as Residential Day (7 AM–10 PM)		Same as Residential Day (7 AM–10 PM)		Same as Residential Day (7 AM–10 PM)		Same as Residential Day (7 AM–10 PM)	
6. Industrial, public areas only[4]	Note[4]	Note[4]		Note[4]		Note[4]		Note[4]	

Source: New York Department of Environmental Protection (adopted policy 1983).

Notes:

(i) In addition, any new activity shall not increase the ambient noise level by 3 dBA or more;

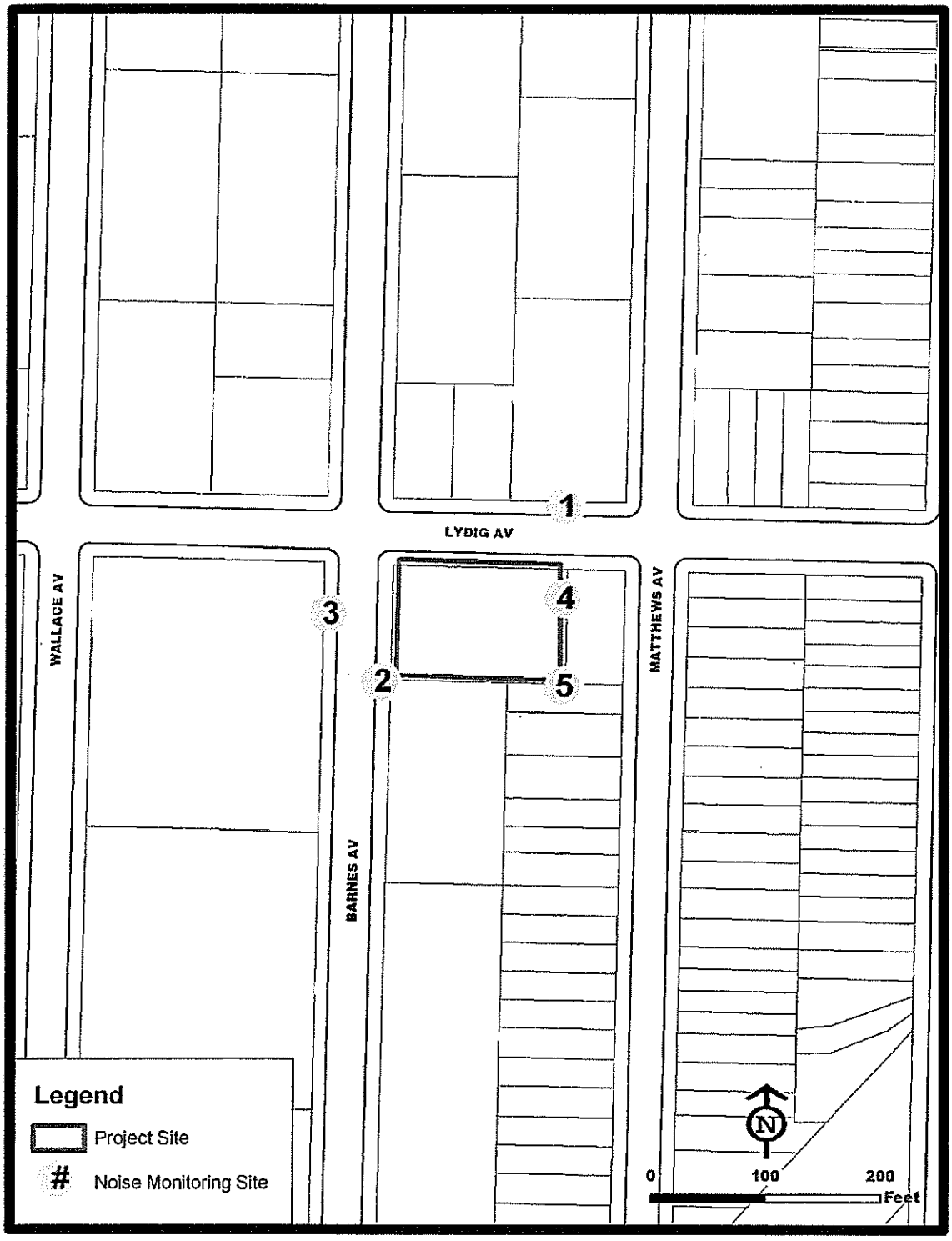
1 Measurements and projections of noise exposures are to be made at appropriate heights above site boundaries as given by American National Standards Institute (ANSI) Standards; all values are for the worst hour in the time period.

2 Tracts of land where serenity and quiet are extraordinarily important and serve an important public need and where the preservation of these qualities is essential for the area to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks or open spaces dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet. Examples are grounds for ambulatory hospital patients and patients and requiring special qualities of serenity and quiet. Examples are grounds for ambulatory hospital patients and patients and residents of sanitariums and old-age homes.

3 One may use the FAA-approved L_{dn} contours supplied by the Port Authority, or the noise contours may be computed from the federally approved INM Computer Model using data supplied by the Port Authority of New York and New Jersey.

4 External Noise Exposure standards for industrial areas of sounds produced by industrial operations other than operating motor vehicles or other transportation facilities are spelled out in the New York City Zoning Resolution, Sections 42-20 and 42-21. The referenced standards apply to M1, M2, and M3 manufacturing districts and to adjoining residence districts (performance standards are octave band standards).

FIGURE 22 – SHORT-TERM NOISE MONITORING LOCATIONS



Existing noise exposure levels were collected at these five sites on June 2, 2009 during school hours for 20 minutes per reading. The noise measurement time periods were 8:00 AM to 10:00 AM, 11:30 AM to 1:30 PM, and 2:00 to 3:30 PM. Measured noise levels were used to evaluate future noise impacts at nearby receptors, potential noise generated from other noise sources on the proposed new school facility, noise impacts from the operation of the proposed school building itself (e.g., generated in the outdoor play areas), and impacts of project-related traffic on nearby sensitive land uses. Noise sources near the school site included automobiles, trucks, commuter buses, school buses, distant aircraft, playground noise, and other intermittent noise sources in the area generated by human activities. Of all these sources, the dominant noise source was road traffic.

2.12.3.2 Equipment Used in Noise Monitoring

Two sets of calibrated sound level meters with calibrated condenser microphones and wind shields were used in noise monitoring. The measurement microphones were mounted on tripods, at approximately 5.5 feet above the ground. At the end of the preset 20 minutes, the L_{10} and the L_{eq} noise levels were read on the digital display of the sound level meters. During the monitoring periods, weather conditions and road surface conditions were acceptable—wind speeds were low (less than 20 km per hour [12 mph]) and the road surface was dry.

2.12.3.3 Existing Noise Levels

As shown on Table 19, measured noise levels ranged from a Leq (1-hr) level of 53 dBA to 67 dBA, which is considered typical of ambient noise conditions near busy urban roadways. The wide range in noise levels was largely due to each site's varying distance and visual exposure to street traffic. Of the five monitoring locations, Site 1 (located on Lydig Avenue between Matthew and Barnes Avenues) registered the highest measured Leq (1-hr). Measured peak noise levels reached 67 dBA during the Midday time period, attributable to relatively high traffic volumes on Lydig Avenue. The lowest measured noise levels occurred at Site 5, which was due to street traffic shielding caused by the residential building facing Matthews Avenue. Located at the interior space closest to the proposed school playground boundary, peak-hour noise measurements collected at Site 5 ranged from 53 to 57 dBA.

According to the CEQR external noise exposure standards (presented in Table 18), L_{10} levels recorded at all five sites were within "marginally acceptable" range.

TABLE 19
SHORT-TERM NOISE MONITORING SITE RESULTS*

Site Number	Monitoring Site Location	Hourly Leq (dBA)			Hourly L_{10} (dBA)		
		AM	Midday	PM	AM	Midday	PM
1	821 Lydig Ave, facing the project site	65	67	64	67	68	67
2	2126 Barnes Ave, NW corner of project site	65	59	63	66	62	65
3	2132 Barnes Ave, facing project site	62	60	64	65	63	66
4	2126 Barnes Ave, NE corner of project site	60	60	59	58	62	62
5	2126 Barnes Ave, SW corner of project site	53	55	57	56	57	59

* Baseline noise monitoring was completed on June 2, 2009 during the time periods 8:15 AM to 9:30 AM, 11:30 AM to 1:30 PM and 2:15 PM to 3:30 PM.

2.12.4 Potential Impacts of the Project

2.12.4.1 Mobile Sources

Estimated future noise levels at noise sensitive properties are based on a calculation using measured existing noise levels and predicted changes in traffic volumes through passenger car equivalent (PCE) calculations described in the *CEQR Technical Manual.* The project-generated increase in vehicle volumes on Lydig, Matthews and Barnes Avenues are expected to cause less than a 2-dBA increase in noise levels. A maximum noise level increase of 1 dBA is projected to occur along Lydig Avenue based on the assumption that the proposed school's main entrance and bus drop off/pick up location would be located along this street. Noise level increases of less than 1 dBA are projected along Barnes and Matthews Avenues. Overall, project-related increases in noise levels on the surrounding blocks would be well below the 3-dBA impact threshold that results from a doubling of the PCEs. Noise level changes of 1 dBA are considered below the level of human perceptibility and are within CEQR's acceptable limits. Therefore, no significant adverse mobile source noise impacts would occur as a result of the proposed action.

2.12.4.2 Stationary Source: Playground Noise

Based on preliminary schematic plans, once the construction of the new school facility is completed, the proposed outdoor ground level and rooftop play areas would face the rear interior yard spaces of three clusters of buildings bordering the play areas where noise measurements were collected. The clusters are comprised of two residential buildings of 2.5 stories on Matthews Avenue (Site 5); the rear section of a 3-story mixed-use commercial/residential building located on Matthews Avenue (Site 4); and the back façade of a 6-story residential building facing Barnes Avenue (Site 2). According to a 1992 SCA noise study, playground activity generates a worst-case L_{eq} (1-hr) level of 71.5 dBA and a worst-case L_{10} level of 74.5 dBA at the playground boundary. Assuming this noise level at the boundary, the additional noise generated by the ground-level playground activities would be above the 5 dBA impact threshold at Sites 2, 4 and 5. The playground noise would not extend beyond the rear yards/spaces of these buildings and would not be perceptible in the buildings' interiors. Noise exposure from the rooftop playground noise would be limited to the fourth, fifth and sixth floors of the apartment building at Site 2 facing the playground. Playground noise would not be perceptible with the windows closed throughout most of the school year. Moreover, elevated noise levels generated from outdoor play activities from both the ground-level and rooftop playgrounds would also be limited to intermittent times of the day and year when the playground would be used. As such, it would not be considered a significant adverse impact.

2.12.5 Interior Noise Levels

The new school facility would be designed to provide sufficient window-wall attenuation features as described in Table 20 to ensure that the future interior noise levels within the building would be 45 dBA or less. For this study, the acceptability evaluation only considers noise generated from vehicular traffic movements. The greatest noise exposure for the proposed school building is expected to occur along Lydig Avenue where peak L_{10} levels are projected to reach 69 dBA. L_{10} noise exposure along Barnes Avenue is expected to be lower reaching L_{10} levels of 68 dBA. Noise level exposures below an L_{10} level of 70 dBA are characterized as "marginally acceptable". In order to maintain an acceptable interior noise environment inside school buildings where classroom learning and speech intelligibility is critical, interior noise levels should not exceed 45 dBA. To satisfy this requirement, it would be necessary to provide a minimum of 25 dBA window-wall attenuation for the exterior walls of the new school facility. The building will be designed with double-glazed windows (per SCA design standards) and would provide the necessary attenuation through window-wall construction and mechanical ventilation.

TABLE 20
REQUIRED ATTENUATION VALUES TO ACHIEVE ACCEPTABLE INTERIOR NOISE LEVELS

Noise Category	Marginally Acceptable	Marginally Unacceptable		Clearly Unacceptable		
Noise level with proposed action	$65 < L_{10} \leq 70$	$70 < L_{10} \leq 75$	$75 < L_{10} \leq 80$	$80 < L_{10} \leq 85$	$85 < L_{10} \leq 90$	$90 < L_{10} \leq 95$
Required Attenuation	25 dB(A)	(I) 30 dB(A)	(II) 35 dB(A)	(I) 40 dB(A)	(II) 45 dB(A)	(III) 50 dB(A)

Source: New York City Department of Environmental Protection (DEP)

Note: The above composite window-wall attenuation values are for residential dwellings. Commercial office spaces and meeting rooms would be 5 dB(A) less in each category. All the above categories require a closed window situation and hence an alternative means of ventilation.

2.13 SOIL AND GROUNDWATER AND HAZARDOUS MATERIALS

This section addresses environmental conditions at the location of the proposed public school, hereafter referred to as the Proposed Project Site. A Phase I Environmental Site Assessment (ESA) dated November 12, 2008 was completed by Tetra Tech EC, Inc. (TtEC). The main objective of TtEC's Phase I ESA was to identify the presence or likely presence, use, or release of hazardous substances or petroleum products which are defined in American Society of Testing and Materials (ASTM) Standard Practice E 1527-05 as recognized environmental conditions (RECs). In addition, other environmental issues or conditions such as radon, asbestos-containing materials (ACM), lead-based paint (LBP), and polychlorinated biphenyl (PCB)-containing materials (such as transformers, hydraulic equipment, light ballasts, and window caulk) were evaluated. TtEC's Phase I ESA review included a site inspection, a review of the existing data on geology and hydrology of the area, and a review of historical maps, local agency records, and other documents to assess past and current uses of the Proposed Project Site and adjacent areas.

The Phase I ESA identified RECs associated with a New York City Fire Department (FDNY) record identifying a 5,000-gallon tank on-site, with no other information and an existing violation; off-site properties with documented spills resulting in soil and groundwater contamination; two active drycleaners; a former photo shop; and, a historic car service. The Phase I ESA revealed the presence of the following environmental concerns in connection with the Site: the presence of suspect ACM, LBP, PCB-containing window caulk, mold, and mildew; and an unidentified powder substance. Based on the results of the Phase I ESA, a Phase II Environmental Site Investigation (ESI) was completed by TtEC in December 2008 and February 2009 to assess the RECs identified in the Phase I ESA.

2.13.1 Existing Conditions

The proposed project site is located at 2126 Barnes Avenue in Bronx, Bronx County, New York 10462. The legal description for the site is Block 4293, Lot 31, as identified on the City of New York Tax Maps. The site consists of a building constructed in 1952, an outdoor storage area, and a grassy area. The site, currently occupied by Young Israel of Pelham Parkway, is on a 15,000-square-foot lot. The building is a 4-story structure encompassing approximately 51,600 square feet in total area, with a footprint of approximately 14,000 square feet.

Phase II ESI field activities consisted of the performance of a geophysical survey, advancement of soil borings/soil vapor points, and the collection of soil vapor, ambient air, and soil samples for laboratory analyses. The soil vapor and ambient air samples were analyzed for volatile organic compounds (VOCs) utilizing United States Environmental Protection Agency Method TO-15. The soil samples were analyzed for Target Compound List (TCL) and/or New York State Department of Environmental Conservation (NYSDEC) Spills Technology and Remediation Services (STARS) VOCs, TCL/STARS semi-volatile organic compounds (SVOCs) and Resource Conservation and Recovery Act (RCRA) metals. In addition, two soil samples were collected in support of pre-design waste classification and analyzed for TCL/STARS VOCs, TCL/STARS SVOCs, TCL Pesticides, PCBs, Total Petroleum Hydrocarbons Diesel Range Organics (TPH DRO), Total Petroleum Hydrocarbons Gasoline Range Organics (TPH GRO), cyanide, and hexavalent chromium.

The geophysical investigation conducted as part of the Phase II ESI identified the building's underground utilities and on-site 5,000 gallon, heating oil underground storage tank (UST).

The results of the soil vapor sampling identified no VOCs detected at concentrations greater than New York State Department of Health (NYSDOH) Air Guideline Values (AGVs). Each soil vapor sample detected gasoline-related (e.g., benzene, ethylbenzene, xylene) and/or solvent-related (e.g., trichloroethene,

tetrachloroethene) VOCs at concentrations greater than anticipated background levels as summarized in the NYSDOH Final Guidance for Evaluating Soil Vapor Intrusion in the State of New York, dated October 2006.

Solvent-related VOCs were detected in the initial ambient air sample at a concentration greater than each of the anticipated background ranges for outdoor air. These compounds include: 1,1-dichloroethane, cis-1,2-dichloroethene, 1,1,1-trichloroethane, and trichloroethene (TCE). The detected VOCs in the ambient air were generally within one order of magnitude of the background ranges listed in the NYSDOH Soil Vapor Intrusion Guidance Document. One compound, TCE, exceeded its NYSDOH AGV (22.46 $\mu g/m^3$ of TCE versus an AGV of 5 $\mu g/m^3$). As a result of these findings, ambient air sampling was repeated on February 26, 2009. The results of the February 26, 2009 sampling event indicated TCE was not detected in either of the samples. Therefore, it was concluded that the TCE concentration found in the initial round of ambient air sampling was attributed to a transient condition and not normal ambient air conditions at the Site.

The results of the soil sampling indicate that historic fill material at the site contains concentrations of SVOCs (benzo[a]anthracene, chrysene, benzo[b]fluoranthene, benzo[a]pyrene, and indeno[1,2,3-cd]pyrene]), pesticides (4-4'DDE and 4-4'-DDT), and metals (chromium and lead) above New York State Department of Environmental Conservation (NYSDEC) Unrestricted Use Soil Cleanup Objectives (SCOs) in one or more soil samples. These constituents are marginally above the SCOs and are representative of fill material.

Groundwater was not encountered at its anticipated depth of 8 to 10 feet below-ground surface due to refusal in soil borings at shallower depths; therefore, it was not sampled.

2.13.2 Future No-Action Conditions

This analysis assumes that without the proposed project, the site would remain the same and the redevelopment of the site with a proposed new school would not occur.

2.13.3 Potential Impacts of the Project

The proposed project would not result in impacts from contaminated media and building materials. Based on the results of the Phase II ESI, a vapor barrier would be incorporated into new school construction to prevent potential migration of organic vapors into the proposed school building. If dewatering is necessary for construction, the groundwater would need to be characterized for the DEP sewer discharge parameters. Any dewatering activities should be minimized to prevent potential migration of contamination from off-site sources. During construction, the contractor would properly manage excavated soil in accordance with all applicable local, state and federal regulations. For areas of the site where exposed soils may exist (i.e., landscaped areas), a24-inch-thick layer of certified-clean fill would be placed over the soils. In addition, to minimize the potential for construction workers' exposure, standard industry practices, including appropriate health and safety measures, would be utilized.

2.14 NATURAL RESOURCES

The *CEQR Technical Manual* requires a detailed evaluation of natural resources when there is either a direct or indirect disturbance of significant, sensitive, or designated natural resources.

2.14.1 Existing Conditions

Correspondence with the New York State Department of Environmental Conservation (NYSDEC) has indicated that there are no known occurrences of threatened or endangered species or natural resources on the site or in the immediate vicinity (see Appendix B).

2.14.2 Future No-Action Conditions

Under Future No-Action conditions, the school addition would not be constructed and conditions on the site would be expected to resemble existing conditions.

2.14.3 Potential Impacts of the Project

There are no threatened or endangered species or natural resources on or in the immediate vicinity of the project site that could potentially be affected by the proposed project.

2.15 CONSTRUCTION IMPACTS

Construction of the proposed project would be expected to take approximately three years. Demolition and construction would be expected to begin in 2010 and the project would be completed and ready for student occupancy by the start of the school year in 2013. Construction activities would normally take place Monday through Friday, although the delivery or installation of certain critical equipment could occur on weekends. Construction activity would generally be conducted between 8:00 AM and 4:00 PM. Occasionally, overtime may be required to complete some time-sensitive tasks.

Construction activities on the project site and construction-related traffic on nearby streets would likely cause temporary disruptive effects on the site and immediate environs. The disruptive effects of the project's construction activities are described below.

2.15.1 Potential Traffic Impacts During Construction

The added construction worker and truck trip generation associated with construction of the new school facility would be expected to temporarily affect street conditions in the immediate area. On-street parking may be partly displaced by construction employee vehicles. Like other construction-related effects, these effects on traffic and parking conditions would be short-term in duration.

2.15.2 Potential Noise Impacts During Construction

Construction activities generally have short-term noise effects on sensitive sites in the immediate vicinity of the construction site. Effects on community noise levels during construction include noise from construction equipment and noise from construction vehicles and delivery vehicles traveling to and from the site. The level of effect of these noise sources depends upon the noise characteristics of the equipment and activities involved, the construction schedule, and the distance from sensitive receptors. At a typical receptor, the noise levels would be highest during the early phases of construction, when excavation and heavy daily truck traffic would occur. Scheduling the noisiest activities at the least sensitive times of the day would limit their effect on any sensitive uses nearby.

In addition, short-term noise from school construction activities must comply with the DEP's rules regarding city-wide construction noise mitigation (Chapter 28 of amended Title 15 of the Rules of the City of New York). In accordance with Section 24-219 of the New York City Noise Code, every construction site where construction activities take place shall have, conspicuously posted, a complete and accurate Construction Noise Mitigation Plan to minimize excessive short-term construction noise throughout the city.

2.15.3 Potential Air Quality Impacts During Construction

Construction-related effects of the project on air quality would be limited to short-term increased fugitive dust and mobile source emissions. Fugitive dust is airborne particulate matter that is "kicked up" by haul trucks, concrete trucks, delivery trucks, and other earth-moving vehicles operating around the construction site and from material blown from uncovered haul trucks. Effective mitigation measures to contain the dust include wetting tires before trucks leave the construction site and covering haul trucks to prevent material from blowing off.

Overall, the project's construction-related effects would be temporary and of a relatively short-term duration; therefore, construction of the proposed project would not result in significant adverse construction impacts.

2.16 PUBLIC HEALTH

Public Health includes the activities that society undertakes to create and maintain conditions in which people can be healthy. An assessment of public health examines potential impacts on health citywide, or in the case of the proposed project, on the health of a community or certain groups of individuals that may be affected. According to the *CEQR Technical Manual*, public health concerns for which a public health assessment may be warranted include: a) increased vehicular traffic or emissions from stationary sources resulting in significant adverse air quality impacts; b) solid waste management practices that would attract vermin and result in an increase in pest populations; c) increased exposure to heavy metals and other contaminants in soil/dust resulting in significant adverse impacts, or the presence of contamination from historic spills or releases of substances that might have affected or might affect groundwater to be used as a source of drinking water; d) potentially significant adverse impacts to sensitive receptors from noise or odors; or e) vapor infiltration from contaminants within a building or underlying soil (e.g., contamination originating from gasoline stations or dry cleaners) that may result in significant adverse hazardous materials or air quality impacts.

The proposed project would not generate any public heath concerns provided the measures described in Section 2.13 to avoid adverse health and safety impacts from on-site soil contamination are incorporated into the design and construction of the new school building. No impacts related to hazardous materials, air quality or sanitation services are anticipated as a result of the proposed project, and, therefore, the proposed project would not be expected to result in significant adverse impacts on public health.

Appendix A
Works Cited

Works Cited and Personal Contacts

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Tetra Tech. *Phase II Environmental Site Assessment of Proposed Lease Site for New School, 2126 Barnes Avenue, Bronx, NY.* March 20, 2009.

Appendix B
Agency Correspondence

07/28/09 TUE 10:22 FAX 518 233 9049 FIELD SVCES. BUR. 002

New York State Office of Parks, Recreation and Historic Preservation

David A. Paterson
Governor

Carol Ash
Commissioner

Historic Preservation Field Services Bureau • Peebles Island, PO Box 189, Waterford, New York 12188-0189
518-237-8643
www.nysparks.com

July 27, 2009

Ebony S. Sterling
Environmental Planner
PB Americas
One Penn Plaza
New York, New York 10119

Re: NYCSCA
Primary School New Construction
2126 Barnes Avenue
BRONX, Bronx County
09PR03963

Dear Ms. Sterling:

Thank you for requesting the comments of the Field Services Bureau of the Office of Parks, Recreation and Historic Preservation (OPRHP). We have reviewed the project in accordance with the New York State Historic Preservation Act of 1980 (Section 14.09 of the New York Parks, Recreation and Historic Preservation Law). These comments are those of the Field Services Bureau and relate only to Historic/Cultural resources. They do not include potential environmental impacts to New York State Parkland that may be involved in or near your project. Such impacts must be considered as part of the environmental review of the project pursuant to the State Environmental Quality Review Act (New York Environmental Conservation Law Article 8) and its implementing regulations (6 NYCRR Part 617).

Based upon this review, it is the OPRHP's opinion that your project will have No Impact upon cultural resources in or eligible for inclusion in the State and National Register of Historic Places.

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

Sincerely,

Ruth L. Pierpont

Ruth L. Pierpont
Director

NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION
Division of Fish, Wildlife & Marine Resources
New York Natural Heritage Program
625 Broadway, Albany, New York 12233-4757
Phone: (518) 402-8935 • FAX: (518) 402-8925

Alexander B. Grannis
Commissioner

July 28, 2009

Ebony S. Sterling
Parsons Brinkerhoff
One Penn Plaza
New York City, NY 10119

Dear Ms. Sterling:

In response to your recent request, we have reviewed the New York Natural Heritage Program database with respect to an Environmental Assessment for the proposed School Project - Demolition of Existing Structure, and New Facility, site as indicated on the map you provided, located at 2126 Barnes Avenue, Borough of the Bronx.

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

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

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

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

Sincerely,
Tara Salerno
Tara Salerno, Information Services
NY Natural Heritage Program

Enc.
cc: Reg. 2, Wildlife Mgr.

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. 1248

☑ in favor ☐ in opposition

Date: 10/26/09

(PLEASE PRINT)

Name: Tami Rachelson

Address: _____

I represent: NYC SCA

Address: 30-30 Thomson Ave, LIC, NY 11101

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. 1248

☑ in favor ☐ in opposition

Date: Oct. 26-2009

(PLEASE PRINT)

Name: Gregory P. Shaw

Address: 30-30 Thomson Ave / LIC NY

I represent: NYC School Construction Authority

Address: 30-30 Thomson LIC NY

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. 1240

☒ in favor ☐ in opposition

Date: 10/26/09

(PLEASE PRINT)

Name: DAN HALLORAN

Address: 157-05 28 Ave 11354

I represent: Self

Address: S/A/A

Please complete this card and return to the Sergeant-at-Arms

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. 1240 Res. No. _____

☒ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: PHILIP HABIB

Address: PHA - 226W 26th St NYC 10001

I represent: NYPD

Address: _____

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card 1240

I intend to appear and speak on Int. No. _____ Res. No. _____

☒ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: GERARD VIASISKG

Address: PERKINS + Will 215 PARK AVE. SOUTH

I represent: Architect FOR PROJECT

Address: 215 PARK Ave. South NY NY 10003

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card 1240

I intend to appear and speak on Int. No. _____ Res. No. _____

☑ in favor ☐ in opposition

Date: 10/26/09

(PLEASE PRINT)

Name: MICHAEL PLOTTEL

Address: 500 E 77 ST, NYC

I represent: NYC DOC

Address: 30-30 THOMSON AVE, LIC, NY

Please complete this card and return to the Sergeant-at-Arms

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. 1240 Res. No. _____

☐ in favor ☐ in opposition

Date: 10/26/09

(PLEASE PRINT)

Name: Scott Sigal

Address: City Hall

I represent: Mayor's Office

Address: _____

Please complete this card and return to the Sergeant-at-Arms

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. 1240 Res. No. _____

☒ in favor ☐ in opposition

Date: 10/26/08

(PLEASE PRINT)

Name: Terrence M. Riley

Address: One Police Plaza

I represent: NYPD

Address: One Police Plaza

Please complete this card and return to the Sergeant-at-Arms