DANIEL O'DONNELL
Member of Assembly
69TH Assembly District

THE ASSEMBLY
STATE OF NEW YORK
ALBANY

CHAIR
Subcommittee on
Criminal Procedure

COMMITTEES
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Education
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Judiciary
Oversight, Analysis & Investigation
Tourism

TESTIMONY SUBMITTED TO THE NEW YORK CITY COUNCIL'S SUBCOMMITTEE ON LANDMARKS, PUBLIC SITING & MARITIME USES

CONCERNING THE PROPOSED DESIGNATION OF MORNINGSIDE PARK AS A SCENIC LANDMARK

DANIEL O'DONNELL
NEW YORK STATE ASSEMBLY MEMBER
69TH DISTRICT

THURSDAY, OCTOBER 16, 2008

Good morning. My name is Daniel O'Donnell and I am a member of the New York State Assembly, 69th District, representing residents of Morningside Heights, West Harlem, the Upper West Side, and Manhattan Valley. I testify today in strongest support of the designation of Morningside Park as a Scenic Landmark.

The land on which the park lies has a long and varied history, formerly known as Muscoota to the Indians of the Harlem Plains, Vredendal (Peaceful Dale) to 17th century Dutch settlers, and Vandewater Heights after the Dutch landowner who acquired property there in 1738. The area was the scene of a retreat by colonial forces during the Revolutionary War Battle of Harlem Heights, and three blockhouse fortifications were built there and put to use during the War of 1812. The Landmarks Preservation Commission made the right determination to honor the park's beauty and vibrant history by recommending a designation.

The initial recommendation that a park be located in Morningside Heights came in 1867 from Andrew Haswell Green, Commissioner and Comptroller of Central Park because it would be "very expensive" and "very inconvenient" .to extend the Manhattan street grid over the area's severe topography. A large cliff of Manhattan schist on the Park's western side is testament to this severity.

Landscape architects Frederick Law Olmsted and Calvert Vaux, co-designers of Central and Prospect Parks, had the largest hand in the design of Morningside Park. Then Parks Superintendent Samuel Parsons Jr. wrote of Vaux's work, ". . .perhaps Morningside Park was the most consummate piece of art that he had ever created." The park's design continued to evolve in the 20th century with the notable additions of monuments installed in and around the park, including works by sculptors Frédéric-Auguste Bartholdi, Karl Bitter, Henry Bacon, and Edgar Walter. These tremendous artistic accomplishments indubitably should be recognized.

Between the 1930s and the 1950s, the surrounding community further benefited from the addition of playgrounds, basketball courts, and softball diamonds in the eastern and southern parts of

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Morningside Park. This invaluable community resource absolutely deserves landmarks status, as its natural resources and programs exist for the education, pleasure, and well-being of the people of New York City.

This designation has the support of the Landmarks Preservation Commission, the Department of Parks and Recreation, Friends of Morningside Park, and the surrounding community. The proposal has long been at the top of the community's list for landmarks designation.

Morningside Park is a part of a larger proposed Morningside Historic District that I [Assembly Member O'Donnell] firmly believe is essential to the recognition and protection of this neighborhood.

TESTIMONY OF THE LANDMARKS PRESERVATION COMMISSION BEFORE THE CITY COUNCIL SUBCOMMITTEE ON LANDMARKS, PUBLIC SITING AND MARITIME USES ON THE DESIGNATION OF MORNINGSIDE PARK, MANHATTAN
October 16, 2008

Good morning Councilmembers. My name is Diane Jackier, Director of External Affairs for the Landmarks Preservation Commission. I am here today to testify on the Commission's designation of Morningside Park in Manhattan.

On April 10, 2007, the Landmarks Preservation Commission held a public hearing on the proposed designation. Ten people spoke in favor, including Commissioner Adrian Benepe of the Department of Parks and Recreation, and representatives of Manhattan Borough President Scott M. Stringer, State Assemblymember Daniel O'Donnell, Manhattan Community Board 9, Friends of Morningside Park, the Historic Districts Council, and the Metropolitan Chapter of the Victorian Society in America. No speakers testified in opposition. The Commission also received several communications in support of designation, including letters from U.S. Congressman Charles B. Rangel, City Councilmember Inez E. Dickens, Columbia University Senior Executive Vice President Robert Kasdin, Dean of the Cathedral of St. John the Divine Rev. James A. Kowalski, and the Municipal Art Society of New York. The Commission had previously held two public hearings on the park in 1981. On July 15, 2008, the Commission voted to designate Morningside Park a New York City scenic landmark – the first scenic landmark designated in more than 25 years.

Designed by the renowned landscape designers Frederick Law Olmsted and Calvert Vaux, Morningside Park is one of the most significant parks in New York City. Supposedly named Morningside Park because it possesses "a sunny exposure in the early morning hours," the site was originally a rugged rocky ledge separating Morningside Heights from the Harlem Plain. Because of the terrain, Andrew Haswell Green in 1867 proposed that it be excluded from the Commissioner's Plan street grid. Olmsted and Vaux, through their preliminary plan in 1873 and later revised plan in 1887, transformed the long, narrow, and rather difficult and unusual site into a picturesque park by respecting and enhancing its inherent beauties and possibilities, including the views both eastward and westward, and creating areas of varying character. Important features of the park include the massive buttressed masonry retaining wall with parapet, overlook bays, and entrance stairways (constructed 1883-92, under the plans and supervision of architects Jacob Wrey Mould, Julius Munckwitz, and Vaux, and engineer Montgomery A. Kellogg); natural rock outcroppings; carefully worked-out "designed" rockwork and plantings; curvilinear walk

system; and small open meadows along the southern and eastern sides. The construction of the park began in 1874 and lasted until 1895. Samuel B. Parsons, Jr., a partner of Vaux's and the Superintendent of Parks, called the park Vaux's "most consummate piece of art that he ever created." Parson's said "Morningside Park became the most conspicuous example of the use of rocks placed to look like nature that probably has ever been built."

A number of important institutions selected locations facing the park along Morningside Drive on the Heights: the Cathedral of St. John the Divine (planned 1887; built from 1892 on); St. Luke's Hospital (1893-1928); Columbia University (1894 on); and Eglise de Notre Dame (1909-14). In addition, three notable works of sculpture were placed within the Scenic Landmark including: *Lafayette and Washington* (1890, Frederic-Auguste Bartholdi; dedicated 1900), *Carl Schurz Monument* (1909-13, Karl Bitter and Henry Bacon), and *Bear and Faun (Seligman) Fountain* (c. 1910, Edgar M. Walter; donated 1914).

Over the years, several new playgrounds have been added to the park as well as Public School 36, which was built in 1965-66 by the Board of Education. Despite these modifications, Morningside Park, with its unique site and views, high rock outcroppings, and varied character and topography, remains a nationally significant landscape work by America's most renowned landscape designers.

The Commission urges you to affirm the designation.

NEW YORK CITY SCHOOL
CONSTRUCTION AUTHORITY

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

DATE: October 7, 2008

SEQR PROJECT NO.: 09-001

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 390-Seat
Intermediate School Facility and Schoolyard, Queens

LOCATION: Northeast and Northwest Corners of 74th Street and
34th Avenue, Jackson Heights, Queens, New York
Tax Block 1247, Tax Lots 40 & 41, and
Tax Block 1246, Tax Lot 33

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, acceptance of construction funding, and construction of a new, approximately 390-seat intermediate school facility and associated schoolyard in the Jackson Heights section of Queens. Construction of this proposed facility would be conducted pursuant to DOE's Capital Plan for Fiscal Years 2005-2009.

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

The proposed sites are located at the northeast and northwest corner of 74th Street and 34th Avenue in Community School District No. 30. The site located on the northeast corner (Block 1247, Lots 40 & 41) contains approximately 10,000 square feet in lot area and a two-story vacant house. The site located on the northwest corner (Block 1246, Lot 33) is an approximately 7,500 square foot vacant lot. Both sites are currently under private ownership. An existing intermediate school facility, I.S. 230, is located on the south side of 34th Avenue between 73rd and 74th Streets.

The proposed project is intended to address the need for additional public school capacity in the area, as identified in DOE's Five-Year Capital Plan for Fiscal Years 2005-2009. According to the Capital Plan, a total of 1,260 additional seats at the primary and intermediate school levels are required in District No. 30 to address existing overcrowding and forecast changes in student enrollments, and also to support DOE's policies to implement class-size reduction and reduced reliance on Transportable Classroom Units (TCUs) and mini-school buildings over twenty years old.

Under the proposed project, the SCA would construct a new intermediate school facility on the 10,000 square foot property located at the northeast corner of 74th Street and 34th Avenue, and develop the property located at the northwest corner of the intersection for its associated open schoolyard. Based on a preliminary design concept, the new school facility would be four stories in height, and would contain approximately 35,700 gross square feet, consisting of general education classrooms, cafeteria/multipurpose room, science facilities, art room, and administrative and support space. The SCA would move forward with acquisition of the privately-owned properties in late 2008, and student occupancy of the completed facilities is expected to begin in 2011.

Reasons Supporting This Determination:

A comprehensive Environmental Assessment Form (EAF) and Supplemental Environmental Studies for this action were completed and issued on October 7, 2008. Based upon those documents (which are appended hereto), the SCA has determined that the proposed project will have no significant adverse impacts on environmental conditions related to the following areas: land use, zoning and public policy; socioeconomic conditions; community facilities; open space; shadows; historic and archaeological resources; urban design and visual resources; neighborhood character; natural resources; hazardous materials; infrastructure; solid waste and sanitation services; energy; traffic and parking; transit and pedestrians; air quality; noise; construction-related impacts; and, public health.

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

Historic and Archaeological Resources
The proposed sites of the new school facility and schoolyard have not been designated as New York City Landmarks and are not located within the boundaries of the Jackson Heights Historic District that has been designated by the New York City Landmarks Preservation Commission. Therefore, any private purchaser of either property would not be required to undertake any activities related to historic preservation issues prior to demolition or redevelopment of the properties.

However, the sites are located within the National Register-listed Jackson Heights Historic District, which encompasses a larger geographic area than the New York City-designated historic district. As required under Section 14.09 of the State Parks, Recreation and Historic Preservation Law, the SCA has initiated the consultation process with the New York State Office of Parks, Recreation and Historic Preservation (OPRHP) regarding the proposed project. During the ongoing consultation process, the SCA will continue to work with OPRHP to avoid or minimize impacts to the National Register district related to the demolition of the existing on-site house and the design and construction of the new school building and school yard. Because the SCA would be required to consult with OPRHP and implement any mitigation measures identified through the Section 14.09 consultation process, the proposed project's impact to the National Register-listed Jackson Heights Historic District would be reduced below the level of significance.

Hazardous Materials
As part of the evaluation of the site's soil and groundwater conditions, Phase I Environmental Site Assessments (ESA) and a Phase II Environmental Site Investigation (ESI) were completed. The Phase I ESA identified recognized environmental conditions associated with historic fill located beneath the site, the presence of an apparent groundwater monitoring well located on Northern Boulevard in close proximity to the sites, the historic and current uses of nearby properties, and several nearby spill cases with documented soil and groundwater impacts.

The Phase II ESI was completed for the site of the proposed schoolyard and consisted of the collection and analysis of subsurface soil, groundwater, and soil vapor samples. The soil sampling data indicated concentrations of the metals lead and mercury, and a pesticide, at concentrations that marginally exceed the corresponding New York State Department of Environmental Conservation (NYSDEC) Unrestricted Use Soil Cleanup Objectives. The analysis of soil vapor samples indicated the presence of a volatile organic compound at a concentration for which "monitoring and/or

mitigation" measures are appropriate under the New York State Department of Health's vapor intrusion guidance.

Based on the results of these investigations, the SCA will install a soil vapor barrier and active sub-slab depressurization system as part of the new school building's construction to prevent potential migration of organic vapors into the proposed school building. The SCA will also undertake the following precautionary measures in conjunction with the development of the new school and schoolyard: (1) material excavated during construction will be properly managed in accordance with all applicable local, State, and Federal regulations; and (2) for areas of the Site where exposed soils may exist (i.e., landscaped areas), a twenty-four (24) inch thick layer of environmentally-clean fill will be placed over the soils. In addition, to minimize the potential for construction workers' exposure, standard industry practices, including appropriate health and safety measures, will be utilized. Since these measures will be implemented as part of the proposed project, no adverse impacts due to the identified soil and groundwater conditions would occur.

Noise

The increase in noise levels resulting from increased traffic associated with the proposed school facility and also operations of the proposed schoolyard was projected to determine whether the project would result in an increase of 5 dBA or more. That analysis indicated that the side windows of the residence immediately adjoining the proposed schoolyard, located at 33-50 74th Street, could experience a noticeable increase in noise levels. However, as part of the proposed project, the SCA will avoid that impact either by constructing a masonry retaining wall along the northern edge of the schoolyard, or by offering to provide the owners of that residence new sound-attenuating windows and alternative ventilation that would diminish the increase in noise levels below 5 dBA. No other properties would potentially experience an increase of 5 dBA or greater.

The proposed project would have the beneficial impact of providing approximately 390 additional seats of public school capacity at the intermediate level in District No. 30, which could relieve the overcrowded conditions at I.S. 230 and I.S. 145, which are two nearby overcrowded intermediate school facilities in Jackson Heights.

For further information contact:

Contact: Ross J. Holden
Vice President and General Counsel

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

Telephone: (718) 472-8220

Sharon L. Greenberger
President & CEO

October 7, 2008
Date

Supplemental Environmental Studies
to the Environmental Assessment Form

390-Seat Intermediate School Facility and Playground

Queens, New York

October 2008

Prepared for
New York City School Construction Authority

Prepared by
Urbitran Associates, Inc.
71 West 23rd Street
New York, NY 10010
(212)366-6200
Fax: (212)366-6214

390-SEAT INTERMEDIATE SCHOOL FACILITY AND PLAYGROUND

QUEENS, NEW YORK

SUPPLEMENTAL ENVIRONMENTAL STUDIES TO THE ENVIRONMENTAL ASSESSMENT FORM

OCTOBER 2008

LEAD AGENCY CONTACT:

Mr. Ross J. Holden
Vice President & General Counsel
New York City School Construction Authority
30-30 Thomson Avenue
Long Island City, New York 11101
(718) 472-8220

Prepared for: New York City School Construction Authority

Prepared by: Urbitran Associates, Inc.
71 West 23rd Street
New York, NY 10010
(212) 366-6200
Fax (212) 366-6214

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

390-Seat Intermediate School and Playground

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

Kenneth Ou for Ross J. Holden

Signature of Responsible Officer in Lead Agency

Signature of Preparer (If different from responsible officer)

October 7, 2008

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 390-Seat Intermediate School Facility and Playground

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

Northeast (annex) and northwest (playground) corners of 34th Avenue and 74th Street, Jackson Heights, Queens

Name of Applicant/Sponsor New York City School Construction Authority

Address 30-30 Thomson Avenue

City / PO Long Island City State NY Zip Code 11101

Business Telephone 718-472-8000

Name of Owner (if different) see attached page

Address

City / PO State Zip Code

Business Telephone

Description of Action:

The New York City School Construction Authority proposes to construct a new, approximately 390-seat intermediate school facility and playground on three parcels of land at the northeast and northwest corners, respectively, of 34th Avenue and 74th Street in the Jackson Heights section of Queens (the building site is Block 1247, Lots 40 and 41; the playground site is Block 1246, Lot 33). The site for the proposed new school building is presently occupied by a two-story house, with a driveway and private yard, which is not currently in use. The site for the proposed playground is vacant land. The proposed project consists of an intermediate school building expected to be four-stories, for students ranging from sixth through eighth grades and special education, and a playground to serve the school's students. The annex's capacity would be approximately 390 students and 29 staff. The school and playground are expected to be completed in time for the start of the 2011-2012 school year.

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

Name of Owners:

Block 1246, Lot 33: Shalom Zinkiev & Boris Natanov
c/o Nathan Pinkhasov, Esq.
95-20 63rd Road
Rego Park, NY 11374

Block 1247, Lots 40 & 41: Yuchan Kong
8127 Chesterton Drive
Woodridge, IL 60517

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: 0.44 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)	0.30 acres	_____ acres
Roads, buildings and other paved surfaces	0.14 acres	0.44 acres
Other (Indicate type) _____	_____ acres	_____ acres

3. What is predominant soil type(s) on project site?
   a. Soil drainage: ☑ Well drained 100 % of site ☐ Moderately well drained _____% of site.
   ☐ Poorly drained _____% of site
   b. If any agricultural land is involved, how many acres of soil are classified within soil group 1 through 4 of the NYS Land Classification System? _____ acres (see 1 NYCRR 370).

4. Are there bedrock outcroppings on project site? ☐ Yes ☒ No
   a. What is depth to bedrock unknown (in feet)

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

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

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

8. What is the depth of the water table? unknown (in feet)

9. Is site located over a primary, principal, or sole source aquifer? ☐ Yes ☒ No

10. Do hunting, fishing or shell fishing opportunities presently exist in the project area? ☐ Yes ☒ No

11. Does project site contain any species of plant or animal life that is identified as threatened or endangered? ☐ Yes ☒ No

According to:

Identify each species:

12. Are there any unique or unusual land forms on the project site? (i.e., cliffs, dunes, other geological formations?

☐ Yes ☒ No

Describe:

13. Is the project site presently used by the community or neighborhood as an open space or recreation area?

☐ Yes ☒ No

If yes, explain:

14. Does the present site include scenic views known to be important to the community? ☐ Yes ☒ No

15. Streams within or contiguous to project area:

None.

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

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

None.

b. Size (in acres):

17. Is the site served by existing public utilities? ☒ Yes ☐ No

    a. If **YES,** does sufficient capacity exist to allow connection? ☒ Yes ☐ No

    b. If **YES**, will improvements be necessary to allow connection? ☒ Yes ☐ No

18. Is the site located in an agricultural district certified pursuant to Agriculture and Markets Law, Article 25-AA, Section 303 and 304? ☐ Yes ☒ No

19. Is the site located in or substantially contiguous to a Critical Environmental Area designated pursuant to Article 8 of the ECL, and 6 NYCRR 617? ☐ Yes ☒ No

20. Has the site ever been used for the disposal of solid or hazardous wastes? ☐ Yes ☒ No

B. Project Description

1. Physical dimensions and scale of project (fill in dimensions as appropriate).

    a. Total contiguous acreage owned or controlled by project sponsor: .44 acres.

    b. Project acreage to be developed: .44 acres initially; .44 acres ultimately.

    c. Project acreage to remain undeveloped: 0 acres.

    d. Length of project, in miles: NA (if appropriate)

    e. If the project is an expansion, indicate percent of expansion proposed. NA %

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

    g. Maximum vehicular trips generated per hour: 44 (upon completion of project)?

    h. If residential: Number and type of housing units:

	One Family	Two Family	Multiple Family	Condominium
Initially				
Ultimately				

    i. Dimensions (in feet) of largest proposed structure: 60' height; 100' width; 100' length.

    j. Linear feet of frontage along a public thoroughfare project will occupy is? school: 100ft on 74th Street and 100ft on 34th Ave playground: 100ft on 34th Ave and 75ft on 74th Street

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? _____ acres.

5. Will any mature forest (over 100 years old) or other locally-important vegetation be removed by this project?

☐ Yes ☒ No

6. If single phase project: Anticipated period of construction: 24 months, (including demolition)

7. If multi-phased:

   a. Total number of phases anticipated _____ (number)

   b. Anticipated date of commencement phase 1: _____ month _____ year, (including demolition)

   c. Approximate completion date of final phase: _____ month _____ year.

   d. Is phase 1 functionally dependent on subsequent phases? ☐ Yes ☐ No

8. Will blasting occur during construction? ☐ Yes ☒ No

9. Number of jobs generated: during construction 84 ; after project is complete 29

10. Number of jobs eliminated by this project 0 .

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

    If yes, explain:

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

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

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

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

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

    If yes, explain:

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

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

    a. If yes, what is the amount per month? 0.8 ton

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

    c. If yes, give name DSNY ; location TBD

    d. Will any wastes not go into a sewage disposal system or into a sanitary landfill? ☐ Yes ☒ No

e. If yes, explain:

17. Will the project involve the disposal of solid waste? ☐ Yes ■ No

    a. If yes, what is the anticipated rate of disposal? _____ tons/month.

    b. If yes, what is the anticipated site life? _____ years.

18. Will project use herbicides or pesticides? ☐ Yes ■ No

19. Will project routinely produce odors (more than one hour per day)? ☐ Yes ■ No

20. Will project produce operating noise exceeding the local ambient noise levels? ■ Yes ☐ No

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

    If yes, indicate type(s)

Heating and electricity

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

23. Total anticipated water usage per day 11,700 gallons/day.

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

    If yes, explain:

The construction of the proposed school addition would be funded by the New York City Department of Education's Five-Year Capital Plan for Fiscal Years 2005-2009.

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

Zoning overrides of some bulk regulations may be requested of the Deputy Mayor for Education and Community Development

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

R5

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

23,384 square feet for a community facility; 14,615 square feet for residential

4. What is the proposed zoning of the site?

No change.

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

n/a

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

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

R5, R7-1, R7A: General residential districts.

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

9. If the proposed action is the subdivision of land, how many lots are proposed? NA

   a. What is the minimum lot size proposed? _____

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

11. Will the proposed action create a demand for any community provided services (recreation, education, police, fire protection?

☒ Yes ☐ No

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

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

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

D. Informational Details

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

E. Verification

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

Applicant/Sponsor Name Jessica Newshel Date 10/7/08

Signature Jessica Newshel

Title Senior Planner, Urbitran Associates, Inc.

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

PART 2 - PROJECT IMPACTS AND THEIR MAGNITUDE

Responsibility of Lead Agency

General Information (Read Carefully)

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

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

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

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

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

Instructions (Read carefully)

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

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

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

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

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

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

	1 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

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

IMPACT ON CRITICAL ENVIRONMENTAL AREAS

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

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

Examples that would apply to column 2			
• Proposed Action to locate within the CEA?	☐	☐	☐ 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

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

	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

Part 3 - EVALUATION OF THE IMPORTANCE OF IMPACTS

Responsibility of Lead Agency

Part 3 must be prepared if one or more impact(s) is considered to be potentially large, even if the impact(s) may be mitigated.

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

Discuss the following for each impact identified in Column 2 of Part 2:

1. Briefly describe the impact.

2. Describe (if applicable) how the impact could be mitigated or reduced to a small to moderate impact by project change(s).

3. Based on the information available, decide if it is reasonable to conclude that this impact is **important.**

   To answer the question of importance, consider:

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

Reset

390-SEAT INTERMEDIATE SCHOOL FACILITY AND PLAYGROUND
SUPPLEMENTAL ENVIRONMENTAL STUDIES
TO THE ENVIRONMENTAL ASSESSMENT FORM
OCTOBER 2008

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390-SEAT INTERMEDIATE SCHOOL FACILITY AND PLAYGROUND
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1.0 EXECUTIVE SUMMARY

1.1 PROJECT DESCRIPTION

The New York City School Construction Authority (SCA) proposes the site selection, acquisition, acceptance of construction funding and construction of a new, approximately 390-seat, intermediate school facility and playground in the Jackson Heights section of Queens. The proposed new school building will accommodate intermediate school students in grades six, seven, eight, as well as special education students. Students would be drawn primarily from Community School District #30. According to the NYC Department of Education's 2007 *Enrollment, Capacity and Utilization report,* several schools near the project site operate over capacity, including nearby I.S. 145 and I.S. 230. Under the proposed project, approximately 29 teachers and administrators would staff the school. Construction of the school would take approximately 24 months, and is expected to be ready for occupancy by the 2011-2012 school year. The playground would be constructed directly across 74th Street from the new school building.

1.2 PROBABLE IMPACTS OF THE PROPOSED PROJECT

1.2.1 Land Use and Zoning

The proposed new school building and playground would be developed on three parcels of land presently not in use. The surrounding neighborhood is already fully developed and is unlikely to be affected by the proposed school and playground. Schools are typically built in areas where they are needed and generally complement residential uses, instead of inducing or catalyzing substantial land use changes. As the proposed school and playground would be located in an area dominated by residential uses, the project would be consistent with local land use patterns and no significant adverse impacts to land use are expected.

The proposed school would be located in a residential area zoned R5, where schools are permitted as-of-right with an FAR up to 2.0. Under the current design concept, a total school size of 35,721 gross square feet is proposed, which may exceed the floor area permitted under the applicable zoning. However, the height of the proposed school would be comparable to that of the existing I.S. 230 building and other apartment buildings located on 34th Avenue.

1.2.2 Socioeconomic Conditions

No businesses or residents would be directly or indirectly displaced; therefore, no significant adverse impacts on the community's socioeconomic conditions would occur.

1.2.3 Community Facilities

The proposed school will directly improve the Department of Education's ability to serve the students who attend schools within Community School District #30. The resulting increase in student capacity within this school district would permit more students who live nearby to attend school locally. The proposed school and playground would not increase the number of local residents and, therefore, would not impact community facilities (e.g., day care, hospitals) whose ability to provide services are directly related to the residential population. The project may result in a small increase in the potential workload of fire and police services, but such an increase would not constitute a significant impact.

1.2.4 Open Space

The proposed school and playground are not expected to increase the number of local residents and, therefore, would not increase usage rates of available open space. In fact, the open space ratio in the study area—the amount of open space acreage per 1,000 residents—would increase due to the creation of a playground area for the school's students. Therefore, it can be expected that there would be no significant adverse open space impacts.

1.2.5 Shadows

The *CEQR Technical Manual* suggests a threshold criteria of 50 feet or taller to analyze shadow impacts to historic resources or open space. The proposed school will be approximately 60 feet tall. However, as no light-sensitive resources are in close proximity to the proposed school, no significant shadow impacts are expected to occur due to the proposed building's height.

1.2.6 Historic and Archaeological Resources

A review of the project sites' development history indicates that construction activities associated with the previously-built structures on both sites have resulted in substantial subsurface disturbance. This disturbance is likely to have destroyed any potential archaeological remains from before the 20th Century. As construction of the proposed school will occur on a previously-disturbed site, no further archaeological investigations are necessary. The project sites lie within a historic district as listed by the National Register of Historic Places, but lie outside the NYC Landmark Preservation Commision's Jackson Heights Historic District. Therefore, the project design will be developed in consultation with the State Historic Preservation Office.

1.2.7 Urban Design and Aesthetics

The proposed project is a new intermediate school facility and a playground for the school's students. The proposed building is to be located on Block 1247 Lots 40 and 41, with the proposed playground located across 34th Avenue from the existing structure on a vacant parcel of land.

According to current design plans, the new school building would be four stories tall and conform visually to the existing I.S. 230 structure and other apartment buildings across 34th Avenue. This height would be shorter than the six-story multi-family residential building across 74th Street, but slightly taller than the two-story residential building north of the school. Since the proposed building is located on land that contains a two-story structure, it is not expected that the building would significantly obscure any additional views.

The proposed school's design and use of material will consider the facade and visual elements of the surrounding area. As the proposed project is within the Jackson Heights Historic District, the project design will be developed in consultation with the State Historic Preservation Office.

1.2.8 Neighborhood Character

Construction of the proposed school and playground would not result in any adverse impacts to character of the surrounding neighborhood. The building would be built on a parcel of land that currently contains an uninhabited building. The structure is expected to be shorter in height than the apartment buildings located at the intersection of 34th Avenue and 74th Street. As the proposed building is expected to be consistent with the neighborhood aesthetic of building composition and scale, it would reinforce the residential character of the neighborhood.

1.2.9 Natural Resources

The specific project sites have been extensively disturbed and are also located in a fully developed section of the City. No properties on or near the project site have returned to a natural state, so no assessment of natural resources is warranted.

1.2.10 Hazardous Materials

Two Phase I Environmental Site Assessments (ESA) and a Phase II Environmental Site Investigation (ESI) were completed for the proposed adjacent Project Sites at 33-54 74th Street and 33-55 74th Street in January 2008 and April 2008 respectively, to evaluate the environmental conditions. The 33-54 74th Street portion of the Project Site consists of a vacant lot encompassing approximately 7,500 square feet and a lot encompassing approximately 4,300-square feet which is occupied by a two-story residential building, for which no site access was permitted. The 33-55 74th Street portion of the Project Site consists of two lots encompassing

approximately 11,700 square feet which is occupied by a vacant two-story residential building.. The Phase I ESA identified recognized environmental conditions (RECs) associated with on-site fill material on the 33-54 74th Street portion of the Site; the presence of an apparent groundwater monitoring well located on Northern Boulevard in close proximity to the Sites; the historical and current use of nearby properties as gasoline filling stations and automobile repair facilities; the historic use of a nearby property as a dry cleaning facility; several nearby Spill cases with documented soil and/or groundwater impacts; and a nearby automobile dealership with hazardous waste generation activity. Based on the results of the review of the Phase I ESA, a Phase II Environmental Site Investigation (ESI) was completed in April 2008 by TRC on the 33-54 74th Street portion of the Proposed Project Site to assess the RECs identified in the Phase I ESA. The Phase II ESI consisted of the collection and analysis of subsurface soil, groundwater, and soil vapor samples.

Soil sampling analytical data revealed detectable concentrations of volatile organic compounds (VOCs), semi-volatile organic compounds (SVOCs), metals, and pesticides; however, only the metals lead and mercury and the pesticide 4,4-DDT were detected at concentrations which marginally exceeded the corresponding New York State Department of Environmental Conservation (NYSDEC) Unrestricted Use Soil Cleanup Objectives. The concentrations of lead, mercury, and 4,4-DDT detected are attributed to background concentrations in the fill materials and not to an on-Site source. Of the metals detected in groundwater, only lead was detected at a concentration marginally above the corresponding NYSDEC Class GA Standard. The results of the analysis of the soil vapor samples revealed the presence of VOCs, specifically 1,1,1-trichloroethane (TCA) and tetrachloroethene (PCE), at concentrations exceeding published background indoor air levels. In addition, TCA was detected at a concentration indicating that "monitoring and/or mitigation" are appropriate per New York State Department of Health (NYSDOH) vapor intrusion guidance.

Based on the results of the Phase II ESI, a vapor barrier and an active sub-slab depressurization system (SSDS) would be incorporated into new school construction to prevent potential migration of organic vapors into the proposed school building. 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 soils. In addition, to minimize the potential for construction workers' exposure, standard industry practices, including appropriate health and safety measures, would be utilized.

1.2.11 Waterfront Revitalization Program

This project is not located within the Coastal Zone, so the proposed action need not be evaluated for consistency with the Local Waterfront Revitalization Program (LWRP).

1.2.12 Infrastructure

No significant adverse impacts will occur because the existing water supply, sewer, and gas services in the area are adequate to serve the needs posed by the proposed facility. Based on water consumption rates provided in the *CEQR Technical Manual*, the proposed school would increase overall water consumption at a rate of 11,700 gpd. The increase in sanitary sewage generated at the school would be comparable to the increase to water consumption, but would be negligible when considered in the context of the volume of sewage currently handled by the Bowery Bay Water Pollution Control Plant.

1.2.13 Solid Waste and Sanitation Services

The proposed school is expected to generate approximately 1,560 pounds (0.78 tons) of solid waste each week. This waste would be handled by the Department of Sanitation (DSNY), and would not impact the amount of waste the City must handle.

1.2.14 Energy

Since all structures involving new construction or substantial renovation that require heating or cooling are subject to the New York State Energy Conservation Code, the proposed school would not result in adverse energy impacts.

1.2.15 Traffic and Parking

The *CEQR Technical Manual* indicates that when an action would generate fewer than 50 peak hour trip ends per intersection in this section of Queens, a detailed traffic analysis is not required. The proposed school will generate additional vehicular traffic that will largely be concentrated along Northern Boulevard, 34th Avenue, 73rd Street, and 74th Street. However, since the proposed project would only generate 44 additional automobile trips during the AM peak hour and 43 trips during the PM peak hour, no further traffic analysis is warranted. Therefore, no significant adverse traffic impacts are thus expected as a result of the project.

The 29 staff who will work at the new facility will generate a demand for 15 parking spaces, all of which can be accommodated at curbside spaces located within a 10-minute walk of the school site. Therefore, the proposed school will not result in any significant parking impacts.

1.2.16 Transit and Pedestrians

The proposed school is expected to generate fewer than 200 public transit trips in a peak hour, which is the CEQR screening threshold. Therefore, the proposed school will not result in any significant adverse transit impacts.

The proposed project would also generate additional pedestrian traffic. However, the proposed action would not meet the thresholds of the *CEQR Technical Manual* for any significant adverse impacts at either of the study intersections during either the weekday AM or PM peak hour.

1.2.17 Air Quality

The proposed school would not generate more than 100 vehicular trips through any of the surrounding intersections during either the morning or afternoon peak periods. Therefore, according to the *CEQR Technical Manual*, the proposed project would not likely generate any significant adverse mobile source air quality impacts. Similarly, the school will use rooftop gas-fired units, so it is not expected to cause any stationary source air quality impacts.

1.2.18 Noise

Noise from increased traffic due to the proposed action would not cause a noise level impact. However, the playground activities, in conjunction with noise from traffic would exceed the impact criterion of 5.0 dBA by 4.1 dBA at the side windows of the residential home at 33-50 74th Street during the times when the playground is utilized. Due to this proposed playground activity, the side windows and walls of the residence impacted by the playground noise should provide exterior to interior attenuation. The installation of a noise barrier or sound attenuating windows would eliminate any potential noise impact.

1.2.19 Construction Impacts

Local noise and traffic impacts associated with the school's construction would occur primarily as a result of demolition, excavation, and foundation work, as well as trucks delivering materials to the site. However, none of these impacts is expected to be significant. In addition, appropriate dust and noise control measures will be closely followed during construction to minimize any impacts on the surrounding community.

1.2.20 Public Health

Generally, actions that significantly impact air or water quality, or involve hazardous materials, have the potential to affect public health. The proposed school is not expected to significantly impact any of these areas, and thus, no significant adverse impacts to public health are anticipated.

2.0 PROJECT DESCRIPTION

2.1 PURPOSE AND NEED

The New York City School Construction Authority (SCA) proposes the construction of a permanent, approximately 390-seat school facility on an area of land (Block 1247 Lots 40 and 41) currently occupied by a vacant two-story house. A playground is proposed to be constructed directly across 74th Street from the proposed school, on a site that is currently vacant (Block 1246 Lot 33). The project sites are located in the Jackson Heights section of Queens.

The proposed school will serve intermediate grades six through eight grade and special education students in Community School District #30. According to data from the 2006-2007 school year, Community School District #30's intermediate schools operated at 84 percent of their built capacity, with those located in Jackson Heights—I.S. 230 and I.S. 145—operating over capacity (see **Table 1**).

TABLE 1
ENROLLMENT FIGURES FOR SCHOOL YEAR 2006-2007

COMPONENT	CAPACITY	ENROLLMENT	UTILIZATION
I.S. 10	1,120	849	76%
I.S. 126	1,169	733	63%
I.S. 141	1,228	1,071	87%
I.S. 145	1,851	1,962	106%
I.S. 204	1,558	968	62%
I.S. 227	1,742	1,487	85%
I.S. 230	897	976	109%
TOTAL:	9,565	8,046	84%

Source: Department of Education

2.2 PROJECT SITES

The project site of the proposed school building is an approximately 11,692 square foot parcel currently occupied by a vacant two-story house in the Jackson Heights section of Queens (Block 1247, Lots 40 and 41). Lot 40, a triangular parcel cut out of Lot 41, is 1,692 square feet and Lot 41 is 10,000 square feet. Approximately 50 percent of these lots are covered by the house, with the remaining portion used as a driveway and private yard. The lots are bounded to the north by Northern Boulevard, to the south by 34th Avenue, to the west by 74th Street, and to the east by 75th Street.

The site of the proposed playground is a 7,500 square foot parcel of land that is vacant. This lot is on the block bounded to the north by Northern Boulevard, to the south by 34th Avenue, to the west of 73rd Street, and to the east by 74th Street. The proposed school and playground would both be located along the southern portion of their respective blocks (see **Figures 1, 2** and **3**).

2.3 PROPOSED PROJECT

The SCA proposes to construct a school building and playground on the project sites (see **Figure 4**). The school would house general education and specialized classrooms, administrative and guidance offices. The proposed school would have approximately 390 seats for intermediate school students. Approximately 29 teachers and other personnel would staff the facility. If approved, occupancy of the new school building is expected in 2011.

2.4 PROJECT STATUS

Under the State Environmental Quality Review Act (SEQRA), the SCA must undertake a review of the possible environmental impacts of the proposed project. This environmental assessment has been prepared to assist and guide the decision makers in reaching their conclusions and to ensure that they have a full understanding of the environmental consequences of the proposed action and its alternatives. The regulations are intended to permit the analysis of environmental factors and to clarify social and environmental issues in the early planning and decision-making stage of major projects. This assessment provides a way to systematically consider environmental effects with other aspects of project planning and design.

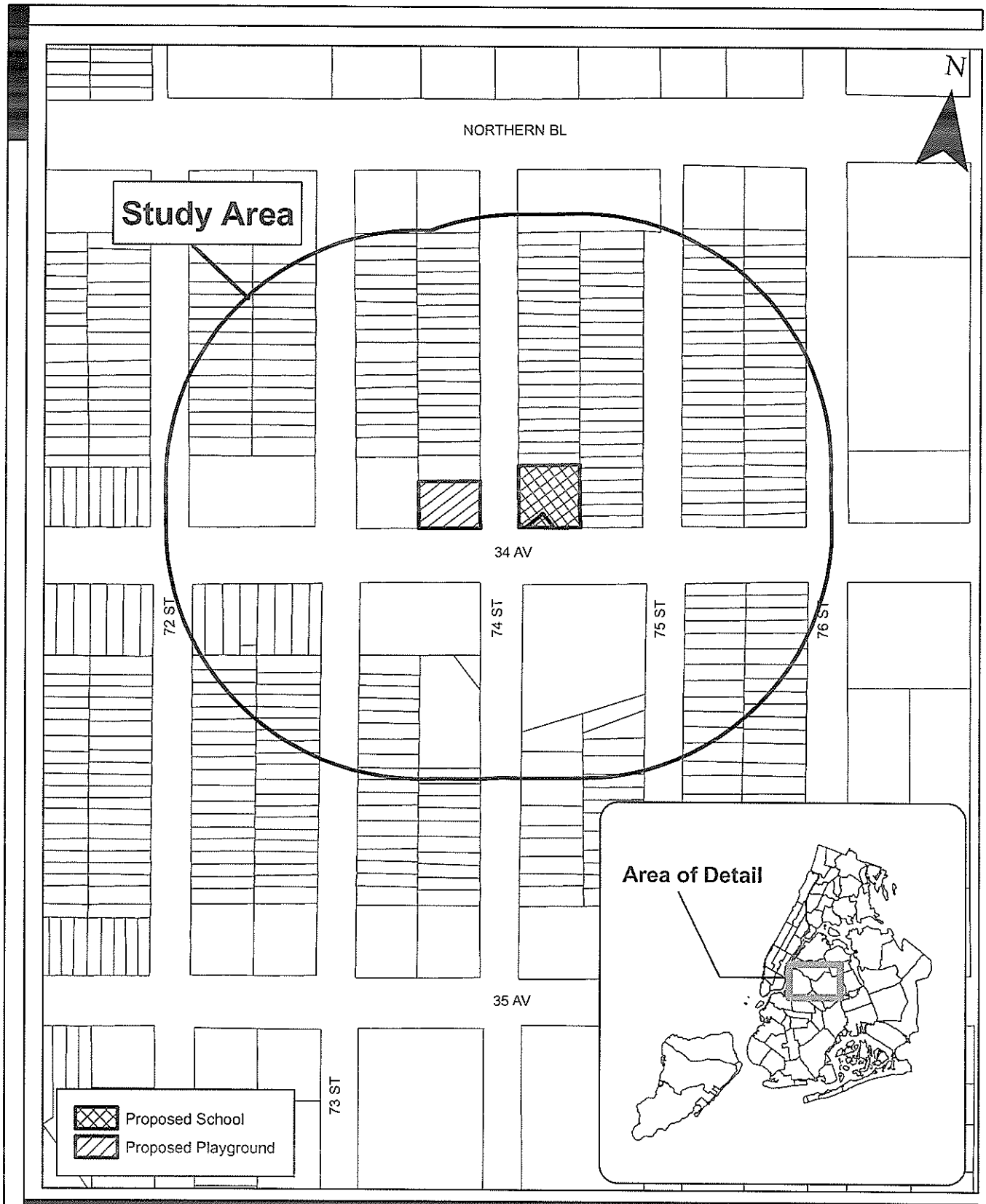


Figure 1 - Project Site Location

390-Seat Intermediate School Facility and Playground

New York City School Construction Authority

Prepared by Urbitran Associates

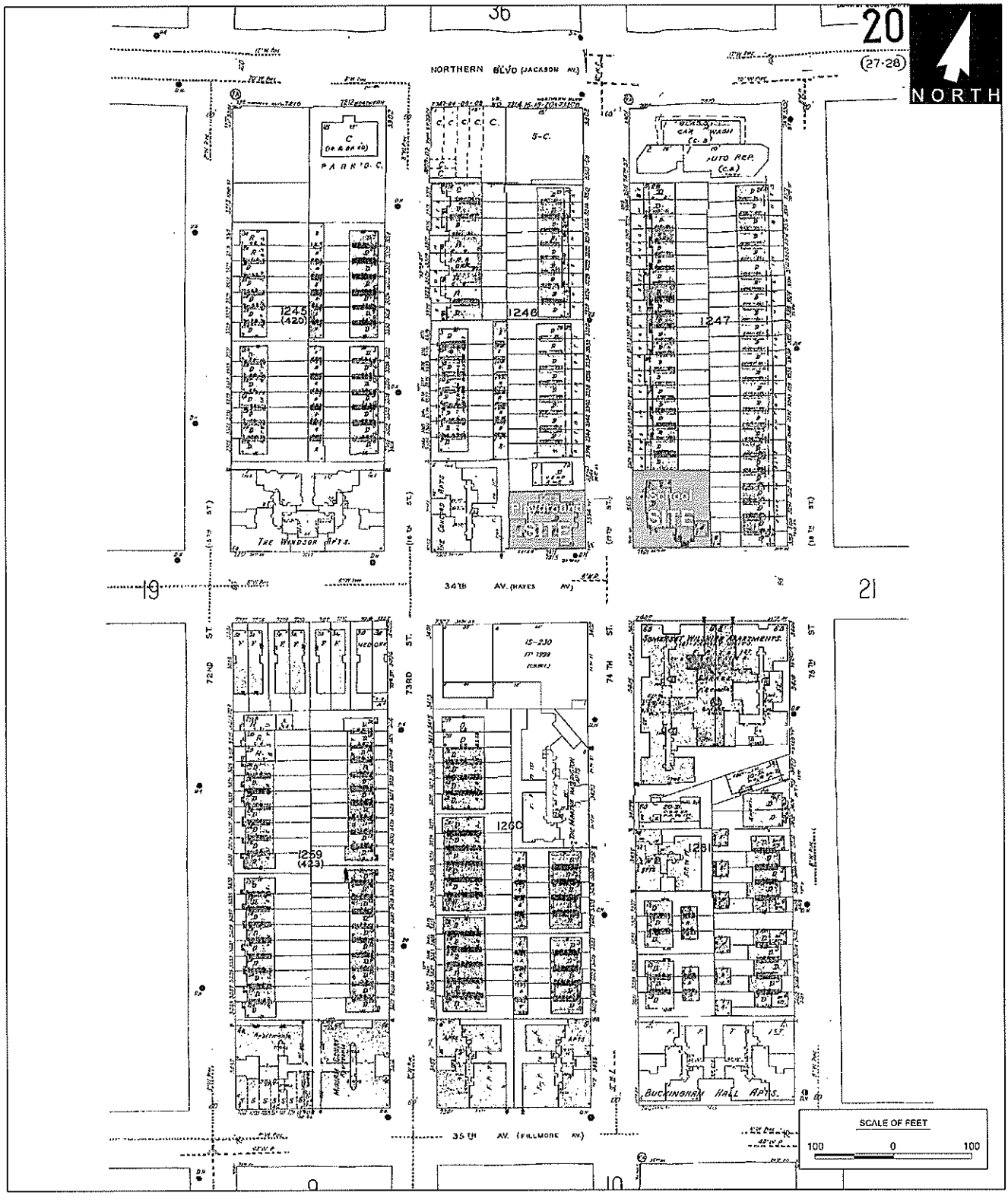


Figure 2 - Sanborn Map

390-Seat Intermediate School Facility and Playground

New York City School Construction Authority

Prepared by Urbitran Associates

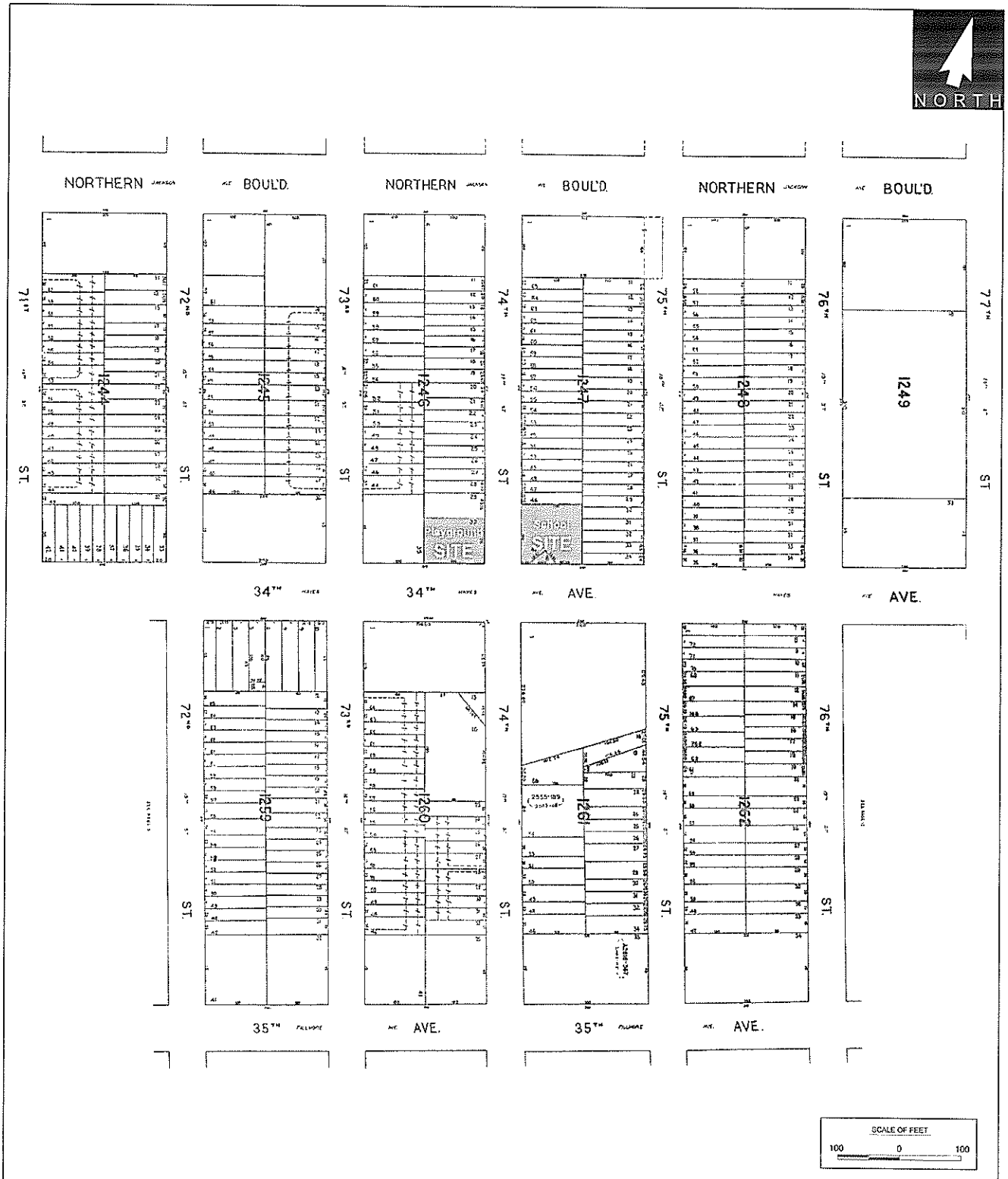


Figure 3 - Tax Lot Map

390-Seat Intermediate School Facility and Playground

New York City School Construction Authority

Prepared by Urbitran Associates

3.0 EXISTING CONDITIONS AND PROBABLE IMPACTS

3.1 LAND USE AND ZONING

3.1.1 Existing Conditions

3.1.1.1 Land Use

The project sites are located in the southwestern corner of Queens Community District #3 (CD #3). This community district encompasses the portion of Queens between LaGuardia Airport to the north, Roosevelt Avenue to the south, the Brooklyn-Queens Expressway to the west, and Grand Central Parkway to the east; and includes the Jackson Heights, East Elmhurst, and North Corona neighborhoods. The general distribution of land uses across the district is summarized in **Table 2**. While the project study area is characterized by similar land uses, the residential housing stock in the study area is almost predominantly one- and two-family homes, with several multi-family buildings located along 34th Avenue.

TABLE 2
DISTRIBUTION OF LAND USE FOR QUEENS COMMUNITY DISTRICT #3

LAND USES	PERCENT OF TOTAL	
Residential Uses		
1-2 Family	44.6%	
Multi-Family	27.1 %	
Mixed Residential/Commercial	3.9%	
Subtotal		75.6%
Industrial		0.7%
Commercial/Office		9.5%
Transportation/Utility		1.5%
Institutions		6.5%
Open Space/Recreation		1.8%
Parking Facilities		2.4%
Vacant Land		1.6%
Miscellaneous		0.1%
TOTAL		**100.0%**

Source: *New York City Department of City Planning (Dec '06)*

Figure 5 depicts the land use study area within which the project sites are located. The study area encompasses properties within approximately 400 feet of the project sites; and, therefore,

the land use study area is bounded to the north by Northern Boulevard, to the south by the midpoint between 34th and 35th avenues, to the west by 72nd Street, and to the east by 76th Street.

The study area consists predominantly of two-story, single- and two-family houses. Several larger multi-family housing complexes are found primarily along 34th Avenue and the southern portion of the study area, and are five to seven stories in height. Several non-residential uses are present within the study area and include the existing I.S. 230 building on 34th Avenue, an automotive detailing shop, and several food service establishments located along Northern Boulevard.

The study area's only mixed-use residential and commercial building is located on 73rd Street between Northern Boulevard and 34th Avenue, and contains a medical office. Other uses are largely absent from the study area. Open space and outdoor recreation areas, industrial and manufacturing, and transportation and utility uses are not found within 400 feet of the project site.

3.1.1.2 Zoning

Figure 6 shows the existing zoning of the project sites and study area. As indicated, the project sites are located within an R5 general residence district, which encompasses almost the entire land use study area. Two exceptions are a mapped R7-1 zoning district located across 34th Avenue from the project site, and a C8-1 zoning district north of the project site on Northern Boulevard. A C2-2 overlay zone is mapped on portions of Northern Boulevard north of the project site.

In an R5 district, a site's maximum allowable lot coverage is 55 percent. Side yard and rear yard requirements are five feet and 30 feet, respectively, with a maximum building height of 40 feet (see **Table 3**).

TABLE 3
SUMMARY OF ZONING REGULATIONS

District	Use	Bulk Requirements			Parking
		FAR	Min. Open Space	Yards (Min.)	Required Spaces
R5	General residential district	2.0 Maximum for community facilities	Lot Coverage-Interior Lots-Max 55%	Front – 10 ft. Side – 5 ft. Rear – 30 ft.	None required for schools
R7-1	General residential district	3.44 Residential, 4.8 Community Facility	Lot Coverage-Interior Lots-Max 55%	Front – 10 ft. Side – 5 ft. Rear – 30 ft.	None required for schools
R7A	General residential district	4.0 Residential and Community Facilities	Lot Coverage-Interior Lots-Max 65%	Front—n/a Side—n/a Rear—30 feet	None required for schools

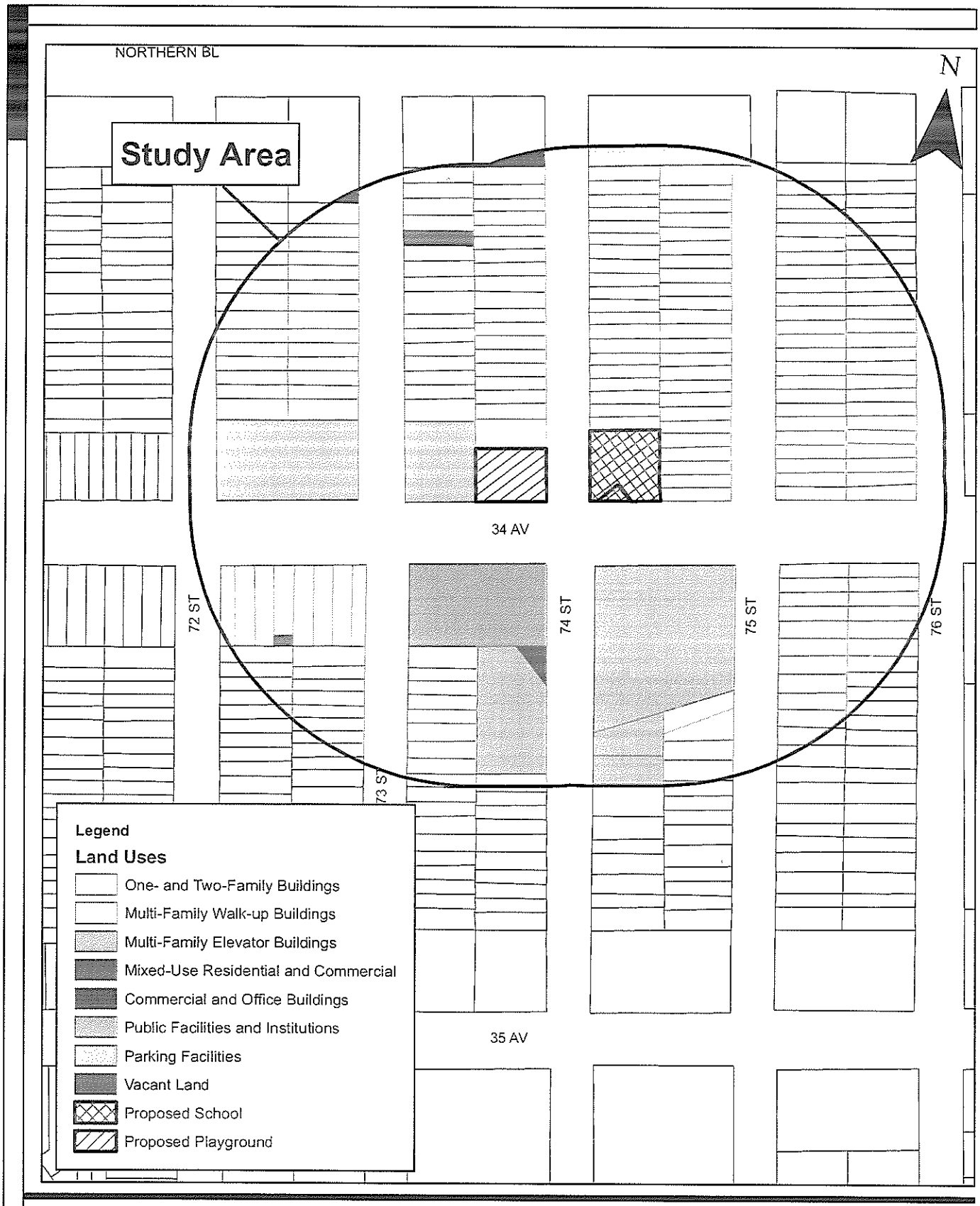


Figure 4 - Land Use Map

390-Seat Intermediate School and Playground

New York City School Construction Authority

Prepared by Urbitran Associates

Figure 5 - Existing Zoning

390-Seat Intermediate School Facility and Playground

New York City School Construction Authority

Prepared by Urbitran Associates

Most types of residences and community facilities (e.g., schools, hospitals) are permitted uses in the residential and commercial districts comprising the study area. The maximum bulk permitted under zoning in each district is mainly governed by the district's maximum floor area ratio (FAR)[1]. The proposed school would be built on an approximately 11,692 square foot parcel (Block 1247, Lots 40 and 41).

3.1.2 The Future Without the Project

If the proposed school and play area are not built, the project sites are likely to remain in their current condition or with a conforming residential use. Queens Community Board #3 and the Queens Office of the Department of City Planning (DCP) were contacted to identify other projects in the vicinity of the project site planned for completion by the school's Build Year of 2011. Both agencies confirmed that no major projects were planned for construction nor are there zoning changes proposed in the area. Therefore, the existing land use patterns are expected to remain unchanged in the future without the project.

3.1.3 Probable Impacts of the Proposed Project

3.1.3.1 Land Use

The proposed new school building and playground would be developed on three parcels of land presently not in use. The surrounding neighborhood and uses are already well developed and are unlikely to be affected by the proposed school and play area. Schools are typically built in areas where they are needed and generally complement residential uses, instead of inducing or catalyzing substantial land use changes. As the proposed detached school and play area would be located in an area dominated by residential uses, the project would be consistent with local land use patterns and no significant adverse impacts to land use are expected.

3.1.3.2 Zoning

The proposed school would be located in a residential area zoned R5, where schools are permitted as-of-right with an FAR up to 2.0. Under the current design concept, a total size of 35,721 gross square feet is proposed, which may exceed the floor area permitted under the applicable zoning. However, the height of the proposed school would be comparable to that of the apartment buildings located on 34th Avenue.

[1] The floor area ratio, when multiplied by the lot area (in sq. ft.) of a zoning lot, represents the maximum building floor area that can be developed on that lot.

3.2 SOCIOECONOMIC CONDITIONS

According to the *2001 CEQR Technical Manual*, socioeconomic impacts may occur when an action would directly or indirectly change population, housing stock, or economic activities in an area. A socioeconomic analysis is conducted if an action may be reasonably expected to create substantial socioeconomic changes within an area affected by the action that would not be expected to occur absent the action. The following are circumstances that would typically require a socioeconomic assessment:

- An action that would directly displace a residential population so that the socioeconomic profile of the neighborhood would be substantially altered;
- An action that would directly displace substantial numbers of businesses or employees; or one business or institution that is integral to the community for its social or economic role or particularly important to neighborhood character, or is unusually difficult to relocate successfully;
- An action that would result in substantial new development that is markedly different from existing uses, development, or activities within the neighborhood. Such an action could lead to indirect displacement; however, residential developments of 200 units or fewer or commercial development of 200,000 square feet or less would typically not result in significant socioeconomic impacts;
- An action that would affect conditions in the real estate market, not only within the site, but indirectly to the larger area;
- An action that would adversely affect economic conditions of a specific industry.

3.2.1 Existing Conditions

The emphasis of the analyses suggested by the *CEQR Technical Manual* is on assessing a project's potential for direct or indirect adverse impacts on residents or businesses. Direct socioeconomic impacts occur when residences or businesses would be directly displaced by the project. Indirect socioeconomic impacts occur when a project's completion would alter the socioeconomic status quo of a neighborhood, causing secondary impacts.

The site of the proposed school is occupied by a two-story, vacant residential building, while the site of the proposed playground is vacant and currently unimproved.

3.2.2 The Future Without the Proposed Project

If the proposed school and playground are not developed, it is assumed that the project sites would remain in their current states or with a conforming residential use.

3.2.3 Probable Impacts of the Proposed Project

The SCA will demolish the existing vacant house to construct the proposed school. As this building is abandoned, no relocation of residents is necessary. Furthermore, the playground would be constructed on a vacant lot. Therefore, no direct socioeconomic impacts are expected.

The proposed project would not significantly alter the land use on the site, which already contains a community facility. Therefore, as the proposed project would not result in substantial new development that is markedly different from existing uses, development, or activities within the neighborhood, no indirect socioeconomic impacts are expected.

3.3 COMMUNITY FACILITIES

The project sites are located in the Jackson Heights section of Queens, several blocks west of the Brooklyn-Queens Expressway. Queens Community District #3 includes both project sites, as well as the adjoining Queens communities of East Elmhurst and North Corona. The *Community District Profile, Queens Community District #3* was used as the primary source of the following information. This document is published by the New York City Department of Planning.

3.3.1 Existing Conditions

3.3.1.1 Police Services

The 115th Precinct serves Queens Community District #3. The precinct's headquarters are located at 92-15 Northern Boulevard, approximately one-mile east of the project sites.

3.3.1.2 Fire Services

The Fire Department maintains two facilities that serve, and are located within, CD #3: Engine 307 and Ladder 154 Companies (located at 81-17 Northern Boulevard) approximately one-half mile east of the project sites, and Engine 316 Company (located at 27-12 Kearney Street), approximately two- miles northeast of the project sites.

3.3.1.3 Health Care Services

Regal Heights Rehabilitation and Health Care Center is the health care provider closest to the sites, and is located less than one half-mile away. Several outpatient facilities are also located within Queens Community District #3, including the Jackson Heights Family Health Center (one block north of the Project Site) and the Queens Health Network Medical Center (one half-mile north of the Project Site).

3.3.1.4 Public Schools

There are 16 public elementary and secondary schools in Queens Community District #3. Within CD#3, seven out of nine primary schools are operating at or above capacity and two out of seven intermediate schools are operating above capacity. As discussed previously (see Section 2.1, Purpose and Need), during the 2006-2007 school year, nearby I.S. 230 (located across 34th Avenue from the project sites) and I.S. 145 (located 1/3-mile east of the project sites) operated at a utilization rate of 109% and 106% respectively.

3.3.2 The Future Without the Project

3.3.2.1 Police Services

Because no major developments in the area are expected by the project's Build Year of 2011, no changes in the provision of police services to community residents or in the demand for these services is expected to occur.

3.3.2.2 Fire Services

Since no major projects are anticipated to occur by the school's 2011 Build Year, no significant increase in the demand for firefighting services is expected.

3.3.2.3 Health Care Services

Since no major projects are to be built by the project's build year the demand on local health care facilities is expected to remain the same.

3.3.2.4 Public Schools

The Department of Education projects that enrollment will decrease in Community School District #30, following the trend of the past few years.[2] However, additional capacity would be required to allow the students in Jackson Heights to attend local schools without overcrowding.

3.3.3 Probable Impacts of the Proposed Project

3.3.3.1 Police Services

No significant change in the provision of services to community residents or in the demand for these services is expected to occur due to construction of the proposed school and playground. Moreover, the Police Department routinely reviews its staffing levels at precincts throughout the City to satisfy operational needs and to ensure adequate distribution of personnel.

3.3.3.2 Fire Services

Construction on the proposed school and playground would be completed to meet all existing fire code regulations and would therefore only add a negligible increase to the potential demand for firefighting services.

2 The Grier Partnership, 2008. Summary Of Enrollment Projections For 2007, 2011, and 2016, by Community School District and Middle School Level, New York City Public Schools

3.3.3.3 Health Care Services

The proposed school and playground would have no impacts on health care services in the community because most of the students who will attend the school already live in the area and make use of these services.

3.3.3.4 Public Schools

Construction of the proposed school and playground would have a positive impact by relieving the congestion at I.S. 230 and I.S. 245, which currently operate at 109 and 106 percent capacity, respectively. As well, 390 seats will help alleviate overcrowding at other nearby intermediate schools.

3.4 OPEN SPACE

According to the *2001 CEQR Technical Manual*, open space is defined as publicly or privately owned land that is publicly accessible and has been designated for leisure, play, sport, or land set aside for the protection and/or enhancement of the natural environment.

Queens CD#3 has an abundant amount of open space due to the presence of Flushing Meadows, a 1,255-acre active and passive open space area located approximately two-miles east of the project sites. Although the study area itself lacks open space resources, the project site is several blocks west of the two-acre Thomas J. Travers Park, which lies directly adjacent to the study area. According to the Department of City Planning, 1.8 percent of land use in the district in 2005 was open space.

The proposed project would not have any direct or indirect adverse impacts on existing public open spaces in the vicinity of the project site. It is expected that many of the children who would attend the school already live in the surrounding neighborhoods and currently use the existing open spaces. Furthermore, as part of the proposed action an outdoor play area is to be developed for use by the school's students on a 7,500-square foot lot. This property would be used by the school community during the school day, and may also be available for community use outside of school hours. Therefore, the proposed project would not result in direct or indirect open space impacts, and no further impact assessment is necessary.

3.5 SHADOWS

The *2001 CEQR Technical Manual* requires a shadow assessment of projects that are at least 50 feet in height or for projects directly adjacent to a park, light-sensitive historical resource, or important natural feature.

The proposed school is expected to rise approximately 60 feet (four stories). The existing building is a two-story structure. Although the net increase in height of the proposed school is not expected to exceed the 50 foot screening level identified in the *CEQR Technical Manual;* to be conservative, a preliminary screening was performed to determine any potential effects on nearby light-sensitive resources. According to the *CEQR Technical Manual*, the longest shadow that any structure will cast during the year (except within an hour and a half of sunrise and sunset) is 4.3 times its height. Measured at a height of 60 feet, the proposed facility's longest shadow would be approximately 258 feet. Since there are no sensitive land uses within 258 feet of the project site, no further analysis is necessary and no significant impacts are expected.

3.6 HISTORIC AND ARCHAEOLOGICAL RESOURCES

3.6.1 Existing Conditions

3.6.1.1 Historic and Architectural Resources

The project sites are not designated New York City Landmarks, are not located within an historic district designated by the Landmarks Preservation Commission, but lie within the Jackson Heights Historic District as designated by the National Register of Historic Places. The proposed project sites hold no potential for impacts on known archaeological resources (New York City, State or National Register of Historic Places) or potential archaeological sensitivity.

The district is characterized by its "garden apartments," constructed during the 1910s and 1920s, and is defined by the National Register of Historic Places as being generally bounded by Broadway to the west, Northern Boulevard to the north, 88th Street to the east, and Roosevelt Avenue to the south.

3.6.1.2 Archaeological Resources

The sites, situated in a fully-developed urban area, have already been extensively disturbed and no archaeological issues are expected to arise. The vacant residential structure located on the proposed school site has been in place since 1940, and a structure constructed in 1950 was previously located on the proposed playground site. The project sites are currently previously-developed vacant land over large quantities of fill soil, which has rendered the site thoroughly disturbed.

3.6.2 The Future Without the Project

If the proposed school is not built, the project site would remain in its current form as vacant land or with a conforming residential use.

3.6.3 Probable Impacts of the Proposed Project

3.6.3.1 Historic and Architectural Resources

As required under Section 14.09 of the State Parks, Recreation and Historic Preservation Law, the SCA has initiated the consultation process with the State Historic Preservation Office regarding the proposed new school facility. During the ongoing consultation process, the SCA will continue to work with SHPO to avoid or minimize impacts to the Historic District related to the demolition of the existing on-site house and design and construction of the new school facility. This would reduce the proposed project's impact to historic resources below the level of significance.

3.6.3.2 Archaeological Resources

Construction of the proposed school and playground would not occur within any areas identified as potentially sensitive for archeological remains. Both sites have been previously disturbed. Therefore, the proposed project would have no significant impacts on archeological resources.

3.7 URBAN DESIGN AND VISUAL RESOURCES

The study area is generally bounded by Northern Boulevard to the north, 35th Avenue to the south, 72nd Street to the east, and 76th Street to the west. The blocks within the study area are all rectangular in nature, as no natural or artificial features are present that would interrupt this pattern. These blocks contain buildings that are generally occupied by one- and two-family residences.

The study area consists primarily of residences. The existing I.S. 230 building is one of the few exceptions to this use classification in the study area. The housing stock consists almost exclusively of single-family attached houses that are two-stories tall. Several exceptions to this consistency exist within the study area. These exceptions are generally located south of 34th Avenue. Across 74th Street from the existing I.S. 230 building is a seven-story residential building, and several six-story residential buildings are located along 34th Avenue (see **Photos 3** and 7). This general uniformity of housing lends a cohesive urban fabric to the area, especially since several of the block faces consist entirely of attached row-houses. Adding a further degree of coherence to the housing is the extensive use of brick within the study area, though there is the occasional stone or composite building.

Most of the single-family housing in the study area was constructed in the 1940s, and the taller multi-family buildings were built in the 1930s through 1950s. The age of the buildings is not evident in many of the buildings' facades, as a high level of care appears to have kept the single-family buildings well preserved. Buildings of similar heights and size share the same setbacks and lend great uniformity to portions of the street blocks, with larger multi-family buildings anchoring these blocks along the wider 34th Avenue.

Elevation changes are not noticeable within the study area, as slope throughout is minimal. Sightlines to important natural or historic resources are not present within the study area.

Most of the streets in the study area are lined with mature trees that form a canopy over the roadway, though some of the streets, such as 75th Street, have less coverage. In the study area, 34th Avenue is a two-way street with a median separating traffic movement. A variety of bushes and flowers have been planted in this median. A bicycle lane is also present along the westbound lane of 34th Avenue, and complements the presence of pedestrians in the study area. The prevalence of residential buildings and quiet, tree-lined streets in the study area is disrupted by Northern Boulevard, which lies just north of the study area and is a busy traffic thoroughfare and one of Queens' main commercial corridors.

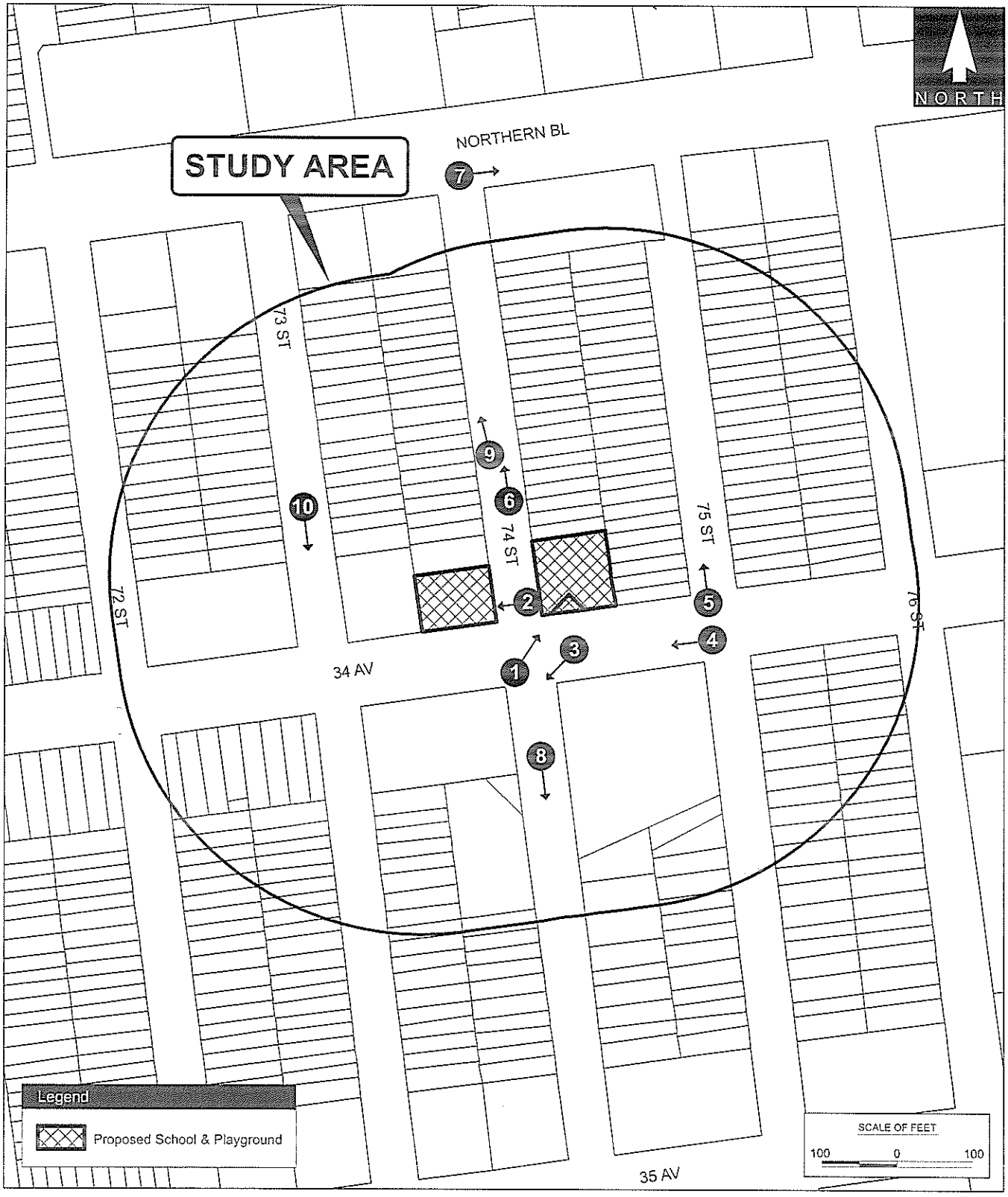
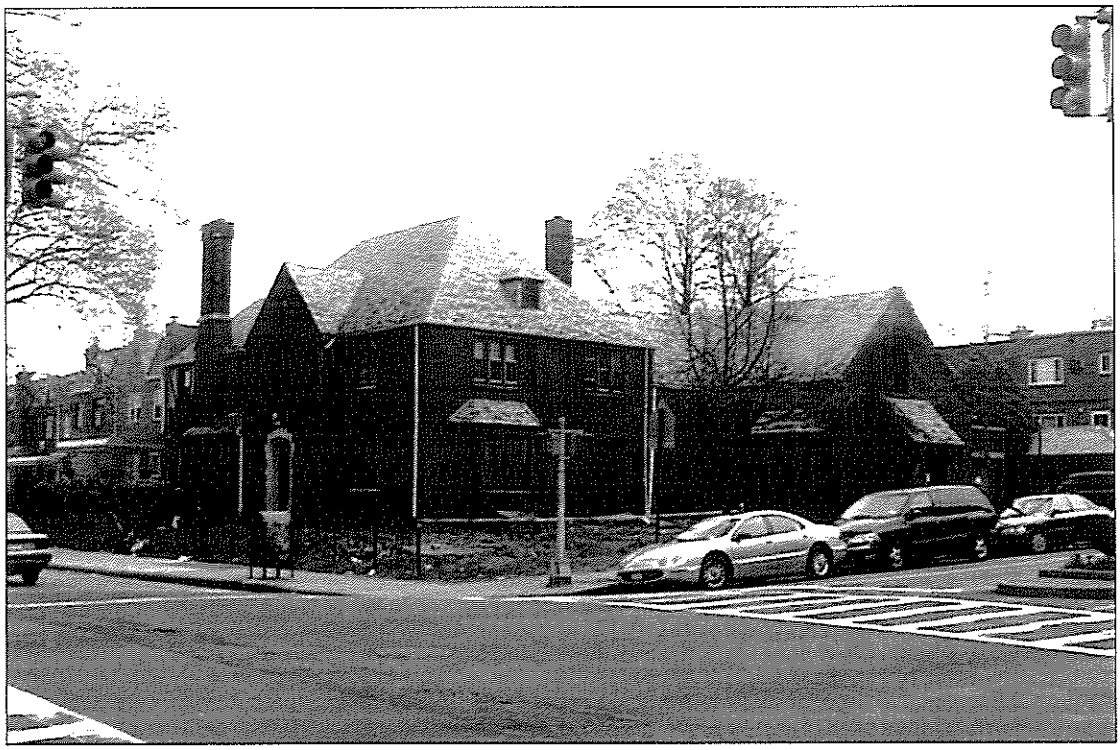


Figure 6 - Key to Photographs

390-Seat Intermediate School Facility and Playground

New York City School Construction Authority

Prepared by Urbitran Associates



1. Site of proposed school.

2. Site of proposed playground.

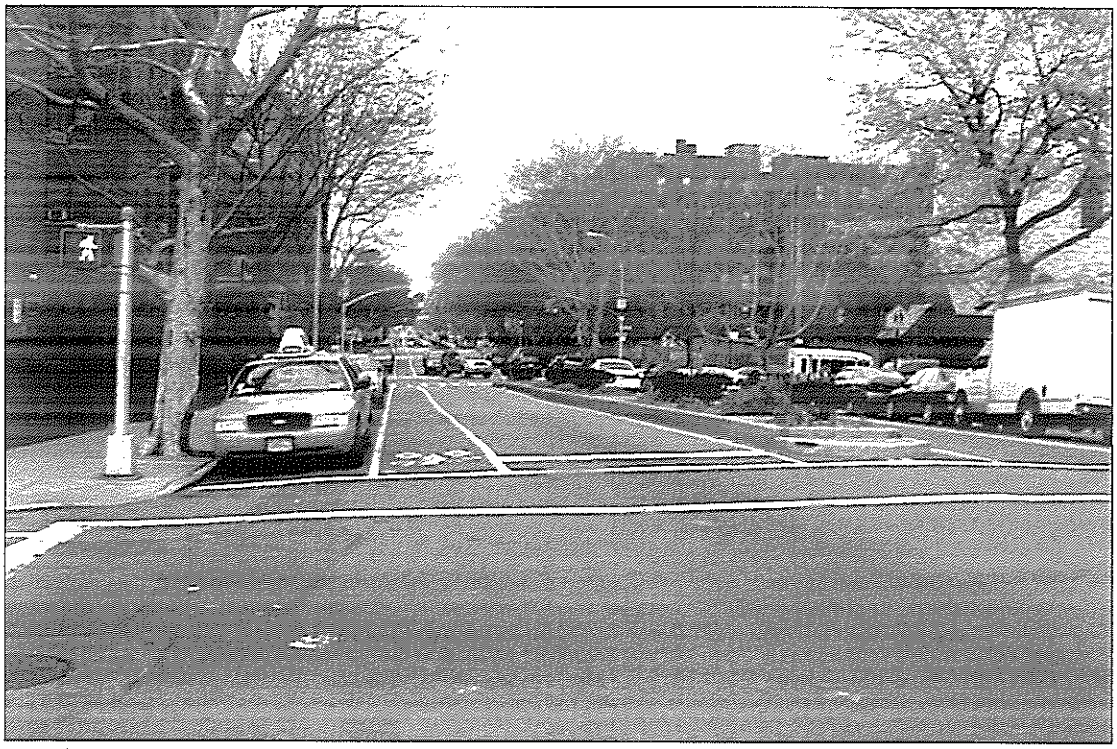
Figure 7 - Views of the Project Site Area

390-Seat Intermediate School Facility and Playground

New York City School Construction Authority

Prepared by Urbitran Associates

3. Existing I.S. 230 Building.



4. 34th Avenue, looking west.

Figure 7 - Views of the Project Site Area

390-Seat Intermediate School Facility and Playground

New York City School Construction Authority

Prepared by Urbitran Associates

5. 75th Street, looking north.

6. East side of 74th Street, looking north.

Figure 7 - Views of the Project Site Area

390-Seat Intermediate School Facility and Playground

New York City School Construction Authority

Prepared by Urbitran Associates

7. Northern Boulevard, looking east.

8. 74th Street behind existing I.S. 230 building.

Figure 7 - Views of the Project Site Area

390-Seat Intermediate School Facility and Playground

New York City School Construction Authority

9. West side of 74th Street, looking north.

10. 73rd Street, looking south.

Figure 7 - Views of the Project Site Area

390-Seat Intermediate School Facility and Playground

New York City School Construction Authority

Prepared by Urbitran Associates

3.7.2 The Future Without the Proposed Project

If the proposed school and playground are not built, there would be no significant changes to the neighborhood's urban design, as both sites would remain unused or would contain conforming residential structures.

3.7.3 Probable Impacts of the Proposed Project

According to the project's current design plans, the school will be of similar height and appearance to the surrounding apartment buildings.

It is expected that the structure would be larger than some neighboring two-story houses, but would be shorter than the 6-story developments along 34th Avenue, one block from the site. Since the site for the structure is located on a lot that contains a two and one-half story structure, it is not expected that the school would obscure any additional views. The site of the proposed playground is currently vacant, and its construction is not expected to result in significant adverse impacts.

The school's design and use of material will consider the facade and visual elements of the surrounding area. It is likely that brick will be used to construct the proposed school, which will conform visually to buildings located within the Jackson Heights Historic District.

3.8 NEIGHBORHOOD CHARACTER

Other sections discuss in more detail the existing land use patterns, zoning regulations, public facilities, open spaces, and visual character within the area of the project site. This section, however, summarizes the aforementioned topics, inasmuch as they can consider neighborhood character. The following discussion is a qualitative discussion of the aforementioned issues.

3.8.1 Existing Conditions

The project sites are located on 74th Street between 34th Avenue and Northern Boulevard, in the Jackson Heights section of Queens. Both blocks on which the sites sit are angled slightly to the northwest. With the exception of commercial buildings on Northern Boulevard, uses on both blocks are limited to residential developments with heights alternating between two and six stories (see **Figure 8.3**). These buildings were constructed in the 1930s and 1940s, are well-preserved, and exhibit brickwork that is characteristic of the local architectural vernacular. Most of the attached housing contains off-street parking for residents in front of the building. A number of mature trees are present on 34th Avenue that create canopy coverage and provide shade to pedestrians and to cyclists utilizing the bicycle lane.

The study area is located between Northern Boulevard to the north, 35th Avenue to the south, 72nd Street to the west, and 76th Street to the east. The parallel positioning of Northern Boulevard and 35th Avenue, when combined with streets that also run parallel to each other, creates rectangular-shaped blocks that lead to a sense of uniformity and consistency in neighborhood design. All blocks within the study area exhibit this block pattern and shape.

With the exception of the parcel of land proposed for the future playground, the study area is devoid of any vacant land. Current parcel development is non-existent, though 75th Street is undergoing reconstruction. Overall, the area is developed and well-maintained.

Commercial uses are not present within the study area, with the exception of the northern limit along Northern Boulevard. An automotive detailing business and various food-service establishments are present along this commercial corridor. Also present within the study area is a mixed residential and medical building on the east side of 73rd Street between Northern Boulevard and 34th Avenue. These buildings aside, no other commercial activity occurs within the study area. The existing I.S. 230 building is the only community facility within the study area. Other uses such as open space and industrial/manufacturing are not found in the study area, though they can be found at various locations within the greater Jackson Heights neighborhood. Within one mile northeast of the study area is LaGuardia airport, the presence of which contributes a considerable element of airplane noise to the neighborhood.

Two historic buildings on the Jackson Heights Garden City Trail can be found within the study area. The trail, which is overseen by the Jackson Heights Garden City Society, was created to

highlight the neighborhood as the first American Garden City, which has as its emphasis the creation of a community surrounded by greenbelts. The Windsor, which is located on the north side of 34th Avenue between 72nd and 73rd streets, is a well-preserved example of Neo-Georgian architecture and contains slate-clad gables, high parapets, and decorative brickwork. Also within the study area is Garden Terrace East, which is of a different style and height than The Windsor and is situated on the opposite side of 34th Avenue. Garden Terrace East is an example of high Neo-Tudor architecture and contains front and side planting areas, sidewalk trees, and planted medians between each pair of buildings. The end buildings have a different composition, which serves to frame the blockface. The presence of these buildings adds a needed historical note the study area, which has no LPC- or S/NL-listed historic resources.

3.8.2 The Future Without the Project

If the proposed school and playground are not built, the surrounding neighborhood would likely remain the same. As no major construction in the area is planned, the area is already heavily developed, and the neighborhood has been extensively built up and contains well-maintained and occupied housing. It is expected that the population will remain stable or increase slightly for Queens Community District #3, as it has between 1980-2000.

3.8.3 Probable Impacts of the Proposed Project

Construction of the proposed school and playground would not result in any adverse impacts to the character of the surrounding neighborhood, and would be built on parcels of vacant and unused land. The building would likely be of lesser height than the six- and seven-story apartment buildings across 34th Avenue in the study area.

3.9 NATURAL RESOURCES

The proposed project will not adversely affect natural resources. An assessment of a project's impact on natural resources is typically performed for actions that would either occur on or near natural resources (e.g., wetlands, woodlands, meadows, etc.) or for actions that would result in the direct or indirect disturbance of such resources.

The project sites are in a disturbed urban environment. The habitat value of the project sites for native species is low as a result of the extensive development and paving of the site, which no longer contains natural resources of any significance. Therefore, no significant adverse impacts on natural resources are expected and further analysis is not warranted.

3.10 HAZARDOUS MATERIALS

A Phase I Environmental Site Assessment (ESA) was completed by TRC Engineers, Inc. (TRC) on behalf of the NYCSCA in January 2008, for the 33-54 74th Street portion of the Proposed Project Site, and in April 2008, for the 33-55 74th Street portion of the Proposed Project Site. The main objective of the Phase I ESA was to identify the presence or likely presence, use, or release of hazardous substances or petroleum products which are defined in American Society of Testing and Materials (ASTM) Standard Practice E1527-05 as recognized environmental conditions (RECs). In addition, other environmental issues or conditions such as radon, asbestos-containing materials (ACM), lead-based paint (LBP), and polychlorinated biphenyl (PCB) containing equipment were evaluated. The Phase I ESA included a site inspection, a review of the existing data on geology and hydrology of the area, a review of historical maps, local agency records, and other documents to assess past and current uses of the Site and adjacent areas.

The Phase I ESAs identified RECs associated with fill material on the 33-54 74th Street portion of the Site; the presence of an apparent groundwater monitoring well located on Northern Boulevard in close proximity to the Site; the historical and current use of nearby properties as gasoline filling stations and automobile repair facilities; the historic use of a nearby property as a dry cleaning facility; several nearby NY Spills/LTANKs sites with documented soil and/or groundwater impacts; and a nearby automobile dealership with hazardous waste generation activity. Based on the results of the review of the Phase I ESA, a Phase II Environmental Site Investigation (ESI) was completed in April 2008 by TRC on the 33-54 74th Street portion of the Proposed Project Site to assess the RECs identified in the Phase I ESA. The Phase II ESI consisted of the collection and analysis of subsurface soil, groundwater, and soil vapor samples. Site access to the residence on Lot 29 was not permitted.

3.10.1 Existing Conditions

Phase II ESI field activities consisted of the performance of a geophysical survey, excavation of test pits, and the collection of subsurface soil, groundwater, and soil vapor samples for laboratory analyses. Soil samples collected were analyzed for Target Compound List (TCL) and Spill Technology and Remediation Series (STARS) volatile organic compounds (VOCs), TCL and STARS semi-volatile organic compounds (SVOCs), TCL pesticides, RCRA metals, cyanide, asbestos, hexavalent chromium, and total petroleum hydrocarbons (TPH). Groundwater samples collected were analyzed for TCL and STARS VOCs, TCL and STARS SVOCs, and RCRA metals. Sub-surface soil vapor samples collected were analyzed for VOCs utilizing United States Environmental Protection Agency (USEPA) Method TO-15.

Soil excavated during the Phase II ESI generally consisted of dark brown fine to coarse sand, silt and large amounts of debris (i.e., concrete, metal, brick, a presumed hot water heater steel tank, and household items). Three (3) groundwater samples were collected for laboratory analysis.

Groundwater was encountered at 14 feet bgs. Based on topography, and information provided in the USGS Fact Sheet and the regulatory agency database report, the assumed hydraulic gradient direction is toward the northwest.

The results of the analyses of soil samples revealed detectable concentrations of several VOCs and SVOCs, all at concentrations below Unrestricted Use Soil Cleanup Objectives (SCOs). Only the metals lead and mercury and the pesticide 4,4-DDT were detected at concentrations which marginally exceed the corresponding Unrestricted Use SCOs. The concentrations of lead, mercury, and 4,4-DDT detected are attributed to background concentrations in the fill materials at the Site and not to an on-Site source.

The results of the analyses of the groundwater samples revealed detectable concentrations of one VOC, two SVOCs and four RCRA metals. Only the metal lead was detected at concentrations marginally above the Class GA Guidance Values. Groundwater in the Site area of Queens County is not used as a source of drinking water.

A total of three (3) soil vapor samples were collected and analyzed for VOCs, utilizing USEPA Method TO-15. Several petroleum and chlorinated solvent related compounds (including tetrachloroethene (PCE) and 1,1,1-trichloroethane (TCA)) were detected above NYSDOH Vapor Intrusion Guidance Document published background levels for indoor air . In addition, TCA was detected in one sample at a concentration of 220 $\mu g/m^3$. Comparison with Matrix 2 of the NYSDOH Vapor Intrusion Guidance indicates that for the concentration of TCA detected in soil gas, monitoring and/or mitigation are recommended, dependent upon potential indoor air concentrations.

Since PCE and TCA were detected above published background levels and TCA was detected at a concentration indicating that monitoring and/or mitigation would be the recommended action, a Supplemental Phase II ESI was performed and consisted of the collection and laboratory analysis of three (3) additional soil vapor samples, to confirm the previous soil vapor sampling results and to attempt to delineate the source of elevated VOCs detected in soil vapor at the Site. The analytical results of the Supplemental soil vapor sampling indicated that PCE and TCA were detected in all of the samples collected, although at lower concentrations than previously noted.

The source of the compounds detected in soil vapor is unknown, but the concentrations detected are considered indicative of an off-site source, since no VOCs were detected in groundwater except for naphthalene in one sample (at an estimated part per billion concentration) and almost none of the compounds detected in soil vapor were detected in any of the soil samples collected.

3.10.2 The Future Without The Proposed Project

This analysis assumes that without the Proposed Project, the Site would remain the same and would not be converted to a New York City School.

3.10.3 Probable Impacts Of The Proposed Project

The Proposed Project would not result in impacts from contaminated media and building materials. The Contractor would properly manage excavated soil in accordance with all applicable local, State and Federal regulations. To minimize the potential for construction workers' exposure, standard industry practices, including appropriate health and safety measures, would be utilized. A vapor barrier and an active sub-slab depressurization system (SSDS) would be made part of the new school construction to prevent potential migration of organic vapors into the proposed school building. 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 soils.

3.11 WATERFRONT REVITALIZATION PROGRAM

Actions that are located within the designated boundaries of New York City's Coastal Management Zone are subject to an assessment for consistency with the City's Local Waterfront Revitalization Program (LWRP). The LWRP includes policy objectives that prioritize the development of water-dependent and water-enhancing uses on Coastal Management Zone properties, mandate public access to the waterfront within certain zoning districts, offer construction guidelines for flood zones, and address the maintenance of water quality.

The project sites are not located within the Coastal Management Zone, so consistency review is not required. Since no impacts to waterfront revitalization are expected, a more detailed waterfront assessment is not warranted.

3.12 INFRASTRUCTURE

3.12.1 Existing Conditions

3.12.1.1 Water Supply

New York City obtains its water from a network of three water supply systems composed of reservoirs and aqueducts. Water sources extend from as far north as the Catskill Mountains, about 125 miles from the City. In the City, water is conveyed through two tunnels to a grid of distribution mains. The City of New York's water consumption totals approximately 1.4 billion gallons per day. Water mains surround the project site with a high-capacity 72-inch main running under 34th Avenue. Underneath 74th Street lies a 12-inch main, with 8-inch water mains present underneath 72nd, 73rd, 75th and 76th streets (see **Figure 9**).

3.12.1.2 Sewers

The project site is located in an area served by the combined sewer system which conveys both sanitary sewage and storm water runoff flows in the same mains. There are 12-inch sewer mains running under 72nd through 76th streets north of 34th Avenue. The sewer main running under 34th Avenue in the study area increases from 20-inches to 39-inches as it travels west from 75th Street to 72nd Street (see **Figure 10**). All sewage travels to the Bowery Bay facility, which is currently permitted by the New York State Department of Environmental Conservation to handle a maximum monthly average dry weather flow of 150 million gallons per day (mgd). The playground's project site is currently paved, and therefore there will be no increase in the amount of impervious surface on the site.

3.12.1.3 Gas

Currently Consolidated Edison (Con Edison) provides the northern Queens area with natural gas service.

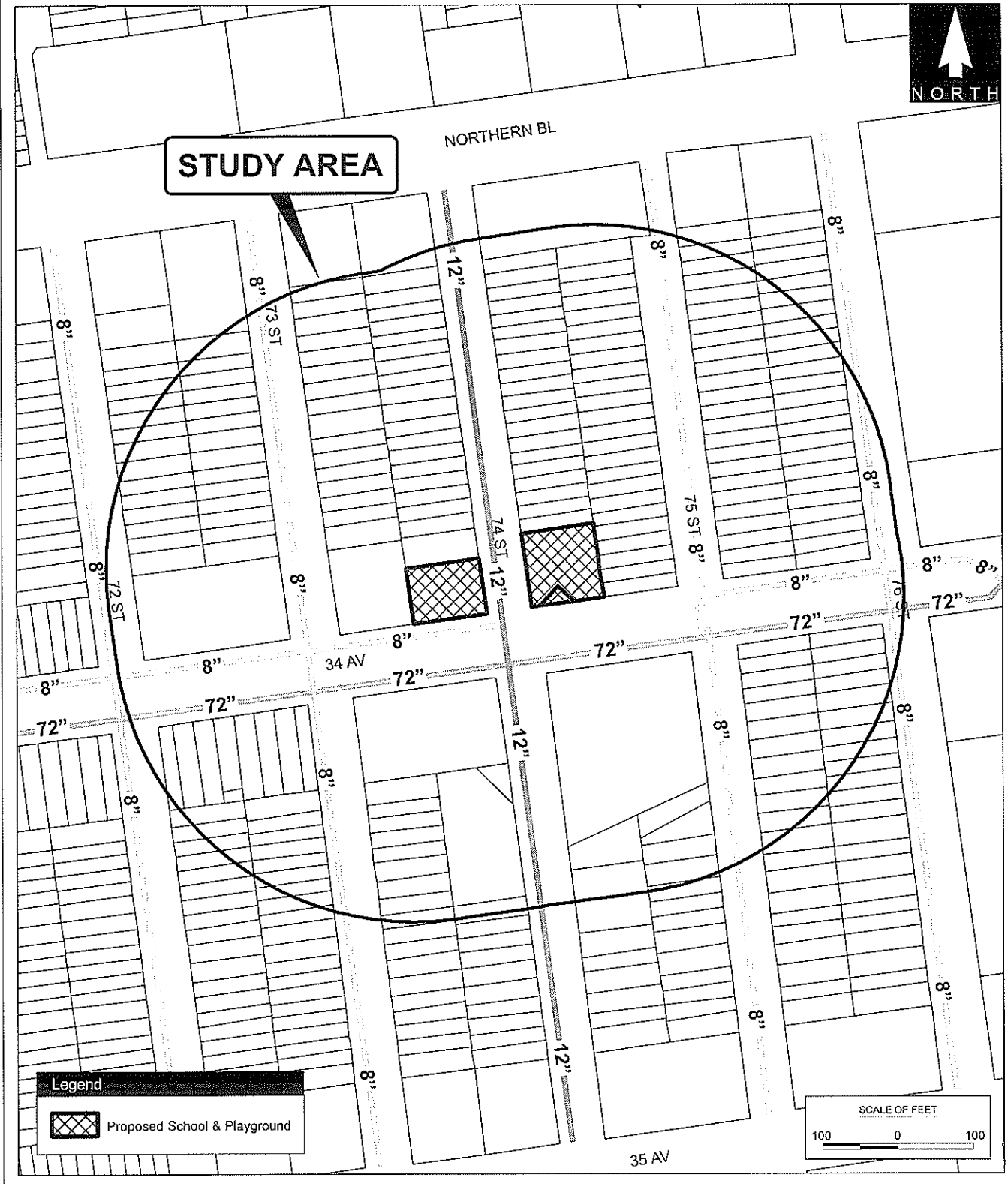


Figure 8 - Water Main Distribution Map

390-Seat Intermediate School Facility and Playground

New York City School Construction Authority

Prepared by Urbitran Associates

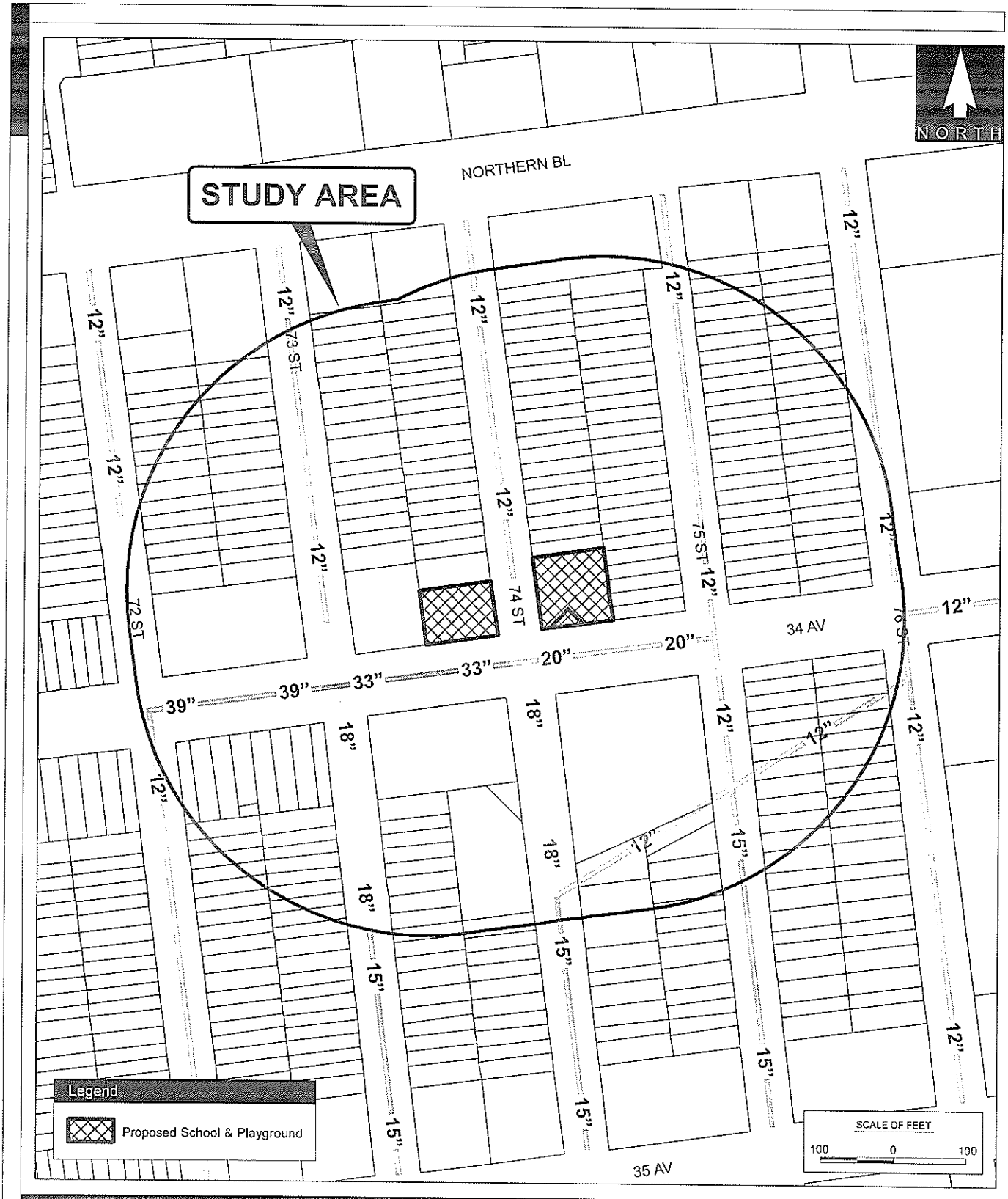


Figure 9 - Sewer Map

390-Seat Intermediate School Facility and Playground

New York City School Construction Authority

Prepared by Urbitran Associates

3.12.2 The Future Without the Project

3.12.2.1 Water Supply

The supply of water to New York City is sufficient to accommodate growth in demand forecast into the 21st Century. The City has implemented many conservation techniques to reduce the daily water consumption levels, such as installing water meters in residences so customers can be charged for actual use, thus encouraging frugal usage levels and quick repair of leaks and also requiring low-flow fixtures on all new construction. There are no known projects that will add to the existing local demand for water service.

3.12.2.2 Sewers

It is expected by the City that the implementation of water conservation and flow reduction measures will result in a decline to the Bowery Bay WPCP, improving conditions at the facility. Any generation of additional sewage in the project area should be minimal since there are no known large-scale developments.

3.12.2.3 Gas

No significant increases in the demand for gas service are expected.

3.12.3 Probable Impacts of the Proposed Project

3.12.3.1 Water Supply

The proposed intermediate school will feature new piping, as well as water conservation features typical in new construction. According to the *CEQR Technical Manual*, approximately 30 gallons of water will be consumed each day for every seat that is occupied. The proposed school, with approximately 390 students, would therefore increase local water usage by 11,700 gallons per day (gpd). Usage rates are negligible compared to the City's daily demands for water, and no further assessment is warranted.

3.12.3.2 Sewers

The proposed project would generate sanitary sewage flows to the Bowery Bay WPCP by an amount comparable to the water used per pupil (i.e., 11,700 gpd). This increase is very small in comparison to the treatment plant's permitted capacity, so no adverse impacts are expected. Since the proposed school would be built on a portion of the lot that is currently paved, and the playground would be built on a portion of the lot that was previously paved, the construction would not increase the amount of impervious surface area. Therefore, construction of the school would not result in any significant impacts to the combined sewer system.

3.12.3.3 Gas

The proposed school will likely be heated by natural gas. Since Con Edison currently provides the area with gas service, connecting the new building to existing natural gas mains will create little impact.

3.13 SOLID WASTE & SANITATION SERVICES

Based on calculations from the CEQR guidelines, public schools generate solid waste at a rate of four pounds per pupil per week for intermediate school students. The proposed school would generate approximately 1,560 pounds (i.e. 0.78 tons) of solid waste per week, which is negligible in light of the fact that the Department of Sanitation currently collects and disposes approximately 14,000 tons of municipal solid waste each day. Furthermore, the school would be designed to incorporate space for waste recycling, which would likely reduce the actual amount of solid waste that will require disposal. Therefore, no significant adverse impacts on the City's ability to handle solid waste would occur.

3.14 ENERGY

According to CEQR guidelines, all new structures requiring heating and cooling are subject to the New York State Energy Conservation Code. A detailed assessment of energy impacts would be limited to actions that could significantly affect the transmission or generation of energy or that generate substantial indirect consumption of energy. While the proposed school is expected to slightly increase the amount of energy used at the site, the existing infrastructure and connections to the site would be adequate for the proposed project. Therefore, no upgrades would be necessary and no further assessment of potential energy impacts is warranted.

3.15 TRAFFIC AND PARKING

3.15.1 Traffic

3.15.1.1 Existing Conditions

Street Network

The characteristics of the major streets comprising the network are as follows:

Northern Boulevard
Northern Boulevard, Route 25A, is a two-way major arterial that traverses the entire borough of Queens and continues into Long Island. Northern Boulevard is a New York State highway and the main east-west route for most of the North Shore of Long Island, running from the Queens Midtown Tunnel at its western terminus to Calverton in Suffolk County at its eastern end. In the study area, there are two travel lanes and one parking lane in each direction. Single-story retail establishments line the Boulevard.

34th Avenue
Thirty-Fourth Avenue is a two-way, east-west local street. The avenue consists of one travel lane and one parking lane in each direction. There is a large median between the lanes with plantings. Uses along 34th Avenue are predominately low-rise apartment buildings and single-family homes.

73rd Street
Seventy-third Street is a southbound local street with one travel lane and two parking lanes on either side. In the study area, single-family homes line the street.

74th Street
Seventy-Fourth Street is a northbound local street with one travel lane and two parking lanes on either side. The abutting properties are generally single-family homes.

75th Street
Seventy-Fourth Street is a northbound local street with one travel lane and two parking lanes on either side. The abutting properties are generally single-family homes.

3.15.1.2 The Future Without the Project

As no major developments are expected in the study area by the 2011 build year, no significant changes to traffic conditions are anticipated.

3.15.1.3 Probable Impacts of the Proposed Project

Trip Generation

The proposed school would have approximately 390 students and 29 total staff. Approximately 85 percent of students are expected to walk to school, 10 percent are likely to take the bus, and five percent would be dropped off by a parent or guardian. For the staff, 50 percent are expected to drive, with the remaining arriving via public transit (50 percent). The number of new auto trips generated by the project would consist of staff who drive to school and dropped-off students. Trip generation assumptions for students and staff are summarized in **Table 4**.

Under CEQR requirements, no detailed traffic analysis is required unless a project generates 50 or more peak hour trips at a given intersection. The proposed school would generate at most 44 additional automobile trips during the AM peak hour. Therefore, no significant adverse traffic impacts are expected as a result of the project.

TABLE 4
TRIP GENERATION

Trip Generation	Distribution Percentages	AM Peak Hour (7:00-8:00 a.m.)	PM Peak Hour (3:00-4:00 p.m.)
Enrollment			
Student Capacity	100%	390	390
Faculty/Staff	100%	29	29
Generated Trips By Students			
Attendance	90%	351	351
Peak Hour Arrival (AM/PM)	90%	316	316
Auto Drop-off	5%	32	32
Public Transit (Bus)	10%	32	32
Walk	85%	268	268
Total Student Generated Vehicle Trips		32	32
Total Student Generated Transit Trips		32	32
Generated Trips By Faculty/Staff			
Attendance	100%	29	29
Peak Hour Arrival (AM)	80%	23	
Peak Hour Departure (PM)	75%		22
Drive	50%	12	11
Public Transit (Bus)	50%	11	11
Total Staff Generated Auto Trips		12	11
Total Staff Generated Transit Trips		11	11
Total Generated Trips			
Total Generated Vehicle Trips		44	43
Total Generated Transit Trips		43	43

3.15.2 Parking

3.15.2.1 Existing Conditions

On-street and off-street parking inventories within ¼-mile of the project site were conducted to determine parking availability within a 10-minute walk from the site. These surveys were performed on April 17th, 2008 during both the morning and afternoon peak hours, and took into account alternate side-of-street parking regulations. The parking survey study area is bounded by Northern Boulevard to the north, 35th Avenue to the south, 79th Street to the east, and 69th Street to the west. Based on the count data, there are approximately 2,193 legal on-street parking spaces that were 84 percent utilized (1,836 parked vehicles) during the weekday morning peak hour and 87 percent utilized (1,902 parked vehicles) during weekday afternoon peak hour.

3.15.1.2 The Future Without the Project

Projections of future trips are typically divided into two components: a background growth rate and growth attributable to specific developments in the project vicinity.

The background growth rate reflects regional changes in population, development, travel patterns or economic activity which may affect traffic volumes. A background growth rate of 0.5 percent per year (for a total of 1.5 percent by the year 2011) was applied to account for background growth as recommended in the *CEQR Technical Manual*. Contact with the Bronx Office of the Department of City Planning and the Community Board revealed no new projects in the immediate study area which would have the potential to effect parking within the study area.

A 0.5 percent annual growth factor was applied to the existing parking demand over three years (1.5 percent total growth) to account for the anticipated growth in parking demand over the three-year period from 2007 to 2011. Based on these assumptions, there would be approximately 330 on-street parking spaces available on a typical Monday morning and 262 on-street parking spaces on a typical Monday afternoon.

3.15.1.3 Probable Impacts of the Proposed Project

The majority of the parking demand associated with the schools complex is anticipated to be accommodated off-site, on roadways within a 10-minute walk (¼-mile) from the campus. Based on the trip generation estimates shown in **Table 4** for faculty and staff, the proposed schools complex would generate a demand for approximately 12 parking spaces during the daytime hours. Consequently, the anticipated parking demand for faculty and staff can be accommodated by the 330 available curbside spaces within a 10-minute walk of the proposed school. Therefore, no significant adverse impacts are expected and further analysis is unwarranted.

3.16 TRANSIT AND PEDESTRIANS

The objective of the transit and pedestrian analyses is to determine whether a proposed action can be expected to have a significant impact on public transportation facilities and services as well as on pedestrian flows. According to the *CEQR Technical Manual*, a proposed action below the minimum development densities would typically not require further transit and pedestrian analyses.

The project site is located in an area that is currently well served by public transportation (buses and subways).

Bus Service

The project site is served directly by two New York City Transit bus lines. The Q66 operates along Northern Boulevard, with a frequency of service from 10 to 12 minutes on average. The Q66 provides local service along Northern Boulevard from Long Island City to Flushing. The Q47 runs north along 74th Street and south on 73rd Street. The Q47 originates at Roosevelt Avenue in Jackson Heights and terminates at the Marine Air Terminal of LaGuardia Airport. These bus lines provide daily to the airport with a frequency of service ranging from 7 to 20 minutes.

Subway

The nearest subway station is located on 65th Street and 35th Avenue, roughly 10 blocks southwest from the project site. This subway station is served by the R (Queens Boulevard/Broadway/4th Avenue Local), V(Queens Boulevard/6th Avenue Local), and G (Brooklyn/Queens Crosstown) lines.

3.16.1.1 The Future Without the Project

No significant decrease in the level of service of the public transportation facilities in the project study area are anticipated due to the absence of any major planned developments in the study area.

3.16.1.2 Probable Impacts of the Proposed Project

Approximately 50 percent of faculty and staff and 10 percent of students will travel during the morning and afternoon peak hours via bus. This equates to approximately 43 new bus trips during the peak hours, which does not exceed the *CEQR Technical Manual* threshold of 200 new bus trips. Therefore, additional analysis of bus capacity is not required.

3.16.2 Pedestrian Analysis

The *CEQR Technical Manual* indicates that detailed pedestrian analyses should be performed for projects that could generate 200 or more pedestrian trips during any peak hour. As shown previously in **Table 4**, the proposed action is anticipated to result in the generation of approximately 311 pedestrian trips (including transit trips) in both the weekday AM and PM peak hours.

As such, more detailed pedestrian analyses are required.

3.16.2.1 Analysis Methodology

Analysis of pedestrian flow at intersections involves quantifying the comfort level for pedestrians both waiting to cross at the corners, and crossing the street at the intersection's crosswalks. As described in the *2000 Highway Capacity Manual (HCM)*, the level-of-service (LOS) methodology for crosswalks and street corners is based on pedestrian density (expressed in units of square-feet per pedestrian) during the peak 15-minute period of pedestrian activity at the intersection. Corners and crosswalks are analyzed using parameters such as pedestrian flow rate, effective street corner/crosswalk area, conflicting traffic volumes, and pedestrian signal timings. The LOS ranges for corners and crosswalks are as shown below in **Table 5**.

TABLE 5
LOS CRITERIA FOR CORNERS AND CROSSWALKS

LOS	Square-Feet per Pedestrian
A	> 60
B	> 40-60
C	> 24-40
D	> 15-24
E	> 8-15
F	≤ 8

Source: *2000 Highway Capacity Manual*

Typically, LOS "D" or better represents an acceptable operational level for pedestrians.

As described previously, the project sites are located on the northeast (the school) and northwest (the playground) sides of 74th Street/34th Avenue. Pedestrians (particularly students and staff) traveling to and from the site are likely in all four directions to and from the site through the signalized intersections of 74th Street/34th Avenue.

Because the adequacy of pedestrian facilities at the intersection in the future is critical, and a detailed pedestrian analysis the intersection is necessary, pedestrian level-of-service analyses

were conducted for all corners and crosswalks at this signalized intersection during the weekday AM and PM peak hours under year 2008 existing conditions, year 2011 Future No-Build conditions, and year 2011 Future Build conditions.

3.16.2.2 Existing Conditions

To analyze existing pedestrian operations, pedestrian crossing and corner counts were conducted at the signalized 74th Street/34th Avenue intersection during the weekday AM peak period (7:00 a.m. to 9:00 p.m.) and weekday PM peak period (2:00 p.m. to 4:00 p.m.). These counts were performed on one mid-week day (Thursday, April 17th, 2008).

Based on the existing analysis the peak hours were determined as 7:45-8:45 a.m. and 2.15-3.15 p.m.

The pedestrian crossing and corners counts revealed that there are currently relatively low levels of pedestrian activity at the intersection.

Striped crosswalks extend across all four legs of the 74th Street/34th Avenue intersection. The approximate length and width of the crosswalks at each intersection are shown in **Table 6**.

As shown in **Table 6,** the results of the crosswalk analyses at the study intersection revealed that all crosswalks currently operate at LOS "A" during the peak 15-minute periods of the weekday AM and PM peak hours. Similarly, as shown in **Table 7**, the results of the corner analyses at the study intersection revealed that all corners at both intersections currently operate at LOS "A" during the peak 15-minute periods of the weekday AM and PM peak hours except for the Southeast corner of 74th Street/34th Avenue that operates at LOS "B" at the PM peak 15 minute period. Therefore, based on the LOS "D" criterion, all of the crosswalks and corners at the intersection were found to operate acceptably during the weekday AM and PM peak hours under year 2008 existing conditions.

TABLE 6
SUMMARY OF PEDESTRIAN CROSSWALK LEVEL-OF-SERVICE ANALYSES
YEAR 2008 EXISTING CONDITIONS

Intersection	Time Period	Cross-walk	Crosswalk Length (approx.)	Crosswalk Width (approx.)	Pedestrian Operations	
					Feet²/Ped	LOS
74th Street and 34th Avenue	Weekday AM	North	30	10.8	836.8	A
		South	29.8	11.8	151.0	A
		East	53.3	10.7	509.2	A
		West	53.8	10.8	125.0	A
	Weekday PM	North	30	10.8	871.6	A
		South	29.8	11.8	81.1	A
		East	53.3	10.7	439.9	A
		West	53.8	10.8	114.5	A

TABLE 7
SUMMARY OF PEDESTRIAN CORNER LEVEL-OF-SERVICE ANALYSES
YEAR 2008 EXISTING CONDITIONS

Intersection	Time Period	Corner	Pedestrian Operations	
			Feet²/Ped	LOS
74th Street and 34th Avenue	Weekday AM	Northwest	298.9	A
		Northeast	547.7	A
		Southwest	179.6	A
		Southeast	82.1	A
	Weekday PM	Northwest	261.4	A
		Northeast	488.6	A
		Southwest	125.6	A
		Southeast	55.4	B

3.16.2.3 The Future Without the Project

For the purposes of this analysis, pedestrian activity in the study area was projected to increase in the future without the proposed project (i.e. the Future No-Action Condition) for the 2011 build year of the proposed action. The future growth projected is typically a combination of background growth in pedestrian activity that is expected in the study area (1 percent per year in Queens, per the 2001 *CEQR Technical Manual*), and pedestrian activity generated through the

study intersections by other planned projects expected to be in place by the 2011 build year. However, because there are no future projects proposed in the vicinity of the school, pedestrian volumes at the two study intersections for the Future No-Action Condition were projected solely based on the 1 percent per year background growth rate over the next three years (2008 to 2011), for a total 3 percent increase over existing pedestrian volumes.

The crosswalk and corner LOS analyses at the study intersection were repeated using the projected Future No-Action Condition pedestrian volumes. The results of the pedestrian crosswalk and corner LOS analyses in the future without the proposed action are shown in **Tables 8** and **9**, respectively. As shown in the tables, all crosswalks and corners at the intersection are projected to continue operating at LOS "A" during the peak 15-minute periods of the weekday AM and PM peak hours except for the Southeast corner of 74th Street/34th Avenue that operates at LOS "B" at the PM peak 15 minute period. As such, based on the LOS "D" criterion, all of the crosswalks and corners at the intersection are projected to operate acceptably during the weekday AM and PM peak hours under year 2011 Future No-Action conditions.

TABLE 8
SUMMARY OF PEDESTRIAN CROSSWALK LEVEL-OF-SERVICE ANALYSES
PROJECTED YEAR 2011 FUTURE NO-ACTION CONDITIONS

Intersection	Time Period	Cross-walk	Crosswalk Length (approx.)	Crosswalk Width (approx.)	Pedestrian Operations	
					Feet²/Ped	LOS
74th Street and 34th Avenue	Weekday AM	North	30	10.8	810.3	A
		South	29.8	11.8	146.3	A
		East	53.3	10.7	493.9	A
		West	53.8	10.8	121.2	A
	Weekday PM	North	30	10.8	845.1	A
		South	29.8	11.8	79.1	A
		East	53.3	10.7	426.5	A
		West	53.8	10.8	110.9	A

TABLE 9
SUMMARY OF PEDESTRIAN CORNER LEVEL-OF-SERVICE ANALYSES
PROJECTED YEAR 2011 FUTURE NO-ACTION CONDITIONS

Intersection	Time Period	Corner	Pedestrian Operations	
			Feet²/Ped	LOS
74th Street and 34th Avenue	Weekday AM	Northwest	289.8	A
		Northeast	531.4	A
		Southwest	174.3	A
		Southeast	79.5	A
	Weekday PM	Northwest	253.5	A
		Northeast	474.2	A
		Southwest	121.8	A
		Southeast	53.7	B

3.16.2.4 Probable Impacts of the Proposed Project

The pedestrian level-of-service analyses at the signalized study intersection were then repeated to also include the projected addition of pedestrians generated by the proposed project. In order to project pedestrian volumes at the study intersection in the future with the proposed project (i.e. the Future Action Condition), the numbers of pedestrian trips generated between the proposed school and the project site were estimated based on the trip generation and modal split estimates shown in **Table 4**, which estimated that the proposed action is anticipated to generate approximately 311 pedestrian trips (including transit trips) in the weekday AM peak hour and approximately 3111 pedestrian trips in the weekday PM peak hour. To ensure a conservative analysis, it was projected that all of the pedestrian trips generated by the proposed action would be directed through 74th Street/34th Avenue study intersection.

Therefore, the following was assumed for both weekday peak hours:

- Pedestrians will be entering and exiting the school at the AM and PM peak hours.
- Pedestrians using the transit (bus) were distributed as follow:
    - 45 percent of the pedestrian using transit at the peak hour will be using the east-west Q66 line on Northern Boulevard.
    - 45 percent of the pedestrian using transit at the peak hour will be using the east-west Q47 line on 74th Street northbound and 73rd Street Southbound.

- 10 percent of the pedestrian using transit at the peak hour will be using the east-west Q49 line on 35th Avenue

- Pedestrians walking to the school were assigned the intersection assuming an equal distribution to/from each direction (i.e. north, south, east and west).

The projected pedestrian volumes associated with the proposed project were then superimposed over the Future No-Action Condition pedestrian volumes to arrive at the projected Future Action Conditions pedestrian volumes. The crosswalk and corner LOS analyses at the study intersection were then repeated using the projected Future Action Condition pedestrian volumes. The results of the pedestrian crosswalk and corner LOS analyses in the future with the proposed action are shown in **Tables 10** and **11**, respectively.

TABLE 10
SUMMARY OF PEDESTRIAN CROSSWALK LEVEL-OF-SERVICE ANALYSES
PROJECTED YEAR 2011 FUTURE ACTION CONDITIONS

Intersection	Time Period	Cross-walk	Crosswalk Length (approx.)	Crosswalk Width (approx.)	Pedestrian Operations	
					Feet²/Ped	LOS
74th Street and 34th Avenue	Weekday AM	North	30	10.8	279.2	A
		South	29.8	11.8	132.5	A
		East	53.3	10.7	169.4	A
		West	53.8	10.8	104.9	A
	Weekday PM	North	30	10.8	325.7	A
		South	29.8	11.8	74.4	A
		East	53.3	10.7	159.2	A
		West	53.8	10.8	97.0	A

TABLE 11
SUMMARY OF PEDESTRIAN CORNER LEVEL-OF-SERVICE ANALYSES
PROJECTED 2011 FUTURE ACTION CONDITIONS

Intersection	Time Period	Corner	Pedestrian Operations	
			Feet²/Ped	LOS
74th Street and 34th Avenue	Weekday AM	Northwest	188.2	A
		Northeast	187.9	A
		Southwest	161.2	A
		Southeast	63.8	A
	Weekday PM	Northwest	179.3	A
		Northeast	182.3	A
		Southwest	115.6	A
		Southeast	47.4	B

For pedestrian crosswalk and corner analyses, the *CEQR Technical Manual* defines a significant impact as a decrease of one (1) square-foot per pedestrian under the future with the proposed action, when the future without the proposed action scenario has an average occupancy less than 20 square-feet per pedestrian (the threshold of mid-LOS "D").

As shown in **Tables 10** and **11**, the proposed action would not meet the thresholds of the *CEQR Technical Manual* for any significant adverse impacts at either of the study intersections during either the weekday AM or PM peak hour. Therefore, further analyses of pedestrian crosswalks and corners are not necessary.

3.16.2.5 Pedestrian Accidents

Accident data compiled by both the New York City Department of Motor Vehicles (NYC DMV) and the New York Police Department (NYPD) was reviewed to identify the accident history at the following six intersections surrounding the school:

- 74th Street and 34th Avenue
- 74th Street and 35th Avenue
- 74th Street and Northern Boulevard
- 75th Street and 34th Avenue
- 75th Street and 35th Avenue
- 7th Street and Northern Boulevard

As shown in **Table 12**, information available from the DMV for years 1998-2000 indicates that there were a total of 97 accidents at the listed intersection, 4 involved pedestrians but no fatalities and one was school related

TABLE 12
DMV ACCIDENT DATA

Intersection	Total	Pedestrian	Fatal	School Related
74th Street and 34th Avenue	14	1	0	0
74th Street and 35th Avenue	12	0	0	0
74th Street and Northern Boulevard	23	0	0	0
75th Street and 34th Avenue	16	2	0	1
75th Street and 35th Avenue	8	1	0	0
75th Street and Northern Boulevard	24	0	0	0

Source: Department of Motor Vehicles (1998-2000)

As shown in **Table 13** information available from the NYPD for years 2001-2004 indicated a lower number of accidents (total of 38 accidents) and that neither was school related.

TABLE 13
NYPD ACCIDENT DATA

Intersection	Total	Pedestrian	Fatal	School Related
74th Street and 34th Avenue	3	0	0	0
74th Street and 35th Avenue	5	1	0	0
74th Street and Northern Boulevard	7	0	0	0
75th Street and 34th Avenue	7	0	0	0
75th Street and 35th Avenue	8	0	0	0
75th Street and Northern Boulevard	8	0	0	0

Source: New York Police Department (2001-2004)

3.17 AIR QUALITY

According to the *CEQR Technical Manual*, an analysis of air quality impacts is undertaken to determine a proposed action's effects on ambient air quality, as well as effects on development induced by the proposed project because of ambient air quality. Beside potential air pollutants associated with construction activities, there are two types of sources for pollutants that might impact the ambient air quality: mobile and stationary sources.

3.17.2 Mobile Sources

Automobiles and vehicular traffic in general are typically considered mobile sources of air pollutants. Changes in local traffic volumes, traffic patterns, or the types of vehicles moving through a given area could result in significant air quality impacts. The *CEQR Technical Manual* indicates that when an action would generate fewer than 100 peak hour trips in this section of Queens, no further detailed air quality analysis is required. As discussed in *Section 3.15*, the vehicular trips generated by the proposed school will not exceed this threshold during any hour. Thus, further assessment of potential mobile source air quality impacts is not warranted.

3.17.3 Stationary Sources

Impacts from boiler emissions associated with the proposed school are a function of fuel oil type, stack height, minimum distance from the source to the nearest building, and square footage of the proposed development. The school will use rooftop gas-fired units. Information on potential stack height and development size was plotted on the graph for commercial and other developments in the *CEQR Technical Manual.* This graph indicates the minimum distance between the proposed school and buildings of a similar or greater height necessary to avoid a potential impact. The proposed school is expected to be four stories high. For an addition of approximately 24,000 square feet, the emissions vents should be at least 30 feet from the nearest building. The lot size and estimated site layout are sufficient to accommodate this design consideration, and no stationary source air quality impacts are expected.

3.18 NOISE

3.18.1 Project Description

This section evaluates the potential noise level impacts for a Build year of 2011. The noise analysis includes an assessment of existing conditions (background noise) based on monitored noise levels, a screening analysis to determine whether project-generated traffic would have the potential for resulting in significant noise impacts, an assessment of playground noise, and a determination of the level of building attenuation necessary to ensure that interior noise levels satisfy applicable interior noise criteria.

Figure 10 shows the project site for the proposed playground, which is located in the southeastern corner of a residential block. The site is bounded on the west and north by one residential building each. Thirty-Fourth Avenue forms the site's southern boundary, and the eastern boundary of the site is 74th Street. Land uses surrounding the site are largely residential. La Guardia airport is approximately one mile northeast of the site, with airplanes contributing to background noise levels.

3.18.2 Noise Fundamentals

Noise is measured in sound pressure level (SPL), which is converted to a decibel scale. The decibel is a relative measure of the sound level pressure with respect to a standardized reference quantity. Decibels on the A-weighted scale are termed "dBA." The A-weighted scale is used for evaluating the effects of noise in the environment because it most closely approximates the response of the human ear. On this scale, the threshold of discomfort is 120 dB, and the threshold of pain is about 140. **Table 14** shows the range of noise levels for a variety of indoor and outdoor noise levels.

Because the scale is logarithmic, a relative increase of 10 decibels represents a sound pressure level that is 10 times higher. However, humans don't perceive a 10 dBA increase as 10 times or louder; they perceive it as twice as loud. The following is typical of human response to relative changes in noise level:

- 3 dBA change is the threshold of change detectable by the human ear,
- 5 dBA change is readily noticeable, and
- 10 dBA increase is perceived as a doubling of noise level.

Figure 10 Proposed Playground Location

TABLE 14
SOUND PRESSURE LEVEL AND LOUDNESS OF TYPICAL NOISES IN INDOOR AND OUTDOOR ENVIRONMENTS

Noise Level (dBA)	Subjective Impression	Typical Sources		Relative Loudness (Human Response)
		Outdoor	Indoor	
120-130	Uncomfortably Loud	Air raid siren at 50 feet (threshold of pain)	Oxygen torch	32 times as loud
110-120	Uncomfortably Loud	Turbo-fan aircraft at take-off power at 200 feet	Riveting machine Rock band	16 times as loud
100-110	Uncomfortably Loud	Jackhammer at 3 feet		8 times as loud
90-100	Very Loud	Gas lawn mower at 3 feet Subway train at 30 feet Train whistle at crossing Wood chipper shredding trees Chain saw cutting trees at 10 feet	Newspaper press	4 times as loud
80-90	Very Loud	Passing freight train at 30 feet Steamroller at 30 feet Leaf blower at 5 feet Power lawn mower at 5 feet	Food blender Milling machine Garbage disposal Crowd noise at sports event	2 times as loud
70-80	Moderately Loud	NJ Turnpike at 50 feet Truck idling at 30 feet Traffic in downtown urban area	Loud stereo Vacuum cleaner Food blender	Reference loudness (70 dBA)
60-70	Moderately Loud	Residential air conditioner at 100 feet Gas lawn mower at 100 feet Waves breaking on beach at 65 feet	Cash register Dishwasher Theater lobby Normal speech at 3 feet	- as loud
50-60	Quiet	Large transformers at 100 feet Traffic in suburban area	Living room with TV on Classroom Business office Dehumidifier Normal speech at 10 feet	1/4 as loud
40-50	Quiet	Bird calls, Trees rustling, Crickets, Water flowing in brook	Folding clothes Using computer	1/8 as loud
30-40	Very quiet		Walking on carpet Clock ticking in adjacent room	1/16 as loud
20-30	Very quiet		Bedroom at night	1/32 as loud
10-20	Extremely quiet		Broadcast and recording studio	
0-10	Threshold of hearing			

Sources: Noise Assessment Guidelines Technical Background, by Theodore J. Schultz, Bolt Beranek and Newman, Inc., prepared for the US Department of Housing and Urban Development, Office of Research and Technology, Washington, D.C., undated; Sandstone Environmental Associates, Inc.; Highway Noise Fundamentals, prepared by the Federal Highway Administration, US Department of Transportation, September 1980; Handbook of Environmental Acoustics, by James P. Cowan, Van Nostrand Reinhold, 1994.

The sound pressure level (SPL) that humans experience typically varies from moment to moment. Therefore, a variety of descriptors are used to evaluate environmental noise levels over time. Some typical descriptors are defined below:

- L_{eq} is the continuous equivalent sound level. The sound energy from the fluctuating sound pressure levels is averaged over time to create a single number to describe the mean energy or intensity level. High noise levels during a monitoring period will have greater effect on the L_{eq} than low noise levels. The L_{eq} has an advantage over other descriptors because L_{eq} values from different noise sources can be added and subtracted to determine cumulative noise levels.

- L_{max} is the highest SPL measured during a given period of time. It is useful in evaluating L_{eq}s for time periods that have an especially wide range of noise levels.

- L_{10} is the SPL exceeded 10 percent of the time. Similar descriptors are the L_{50}, L_{01}, and L_{90}.

Vehicular traffic volumes can be converted into Passenger Car Equivalent (PCE) values, for which one medium-duty truck (having a gross weight between 9,900 and 26,400 pounds) is assumed to generate the noise equivalent of 13 cars, one bus (capable of carrying more than nine passengers) is assumed to generate the noise equivalent of 18 cars, and one heavy-duty truck (having a gross weight of more that 26,400 pounds) is assumed to generate the noise equivalent of 47 cars, as summarized below from the *CEQR Technical Manual.*

- autos and light trucks = 1 passenger car,
- medium trucks = 13 passenger cars,
- heavy trucks = 47 passenger cars, and
- public buses = 18 passenger cars.

Thus, Passenger Car Equivalents (PCEs) are the numbers of autos that would generate the same noise level as the observed vehicular mix of autos, medium trucks, and heavy trucks. PCEs are useful for comparing the effects of traffic noise on different roadways or for different future scenarios.

Where traffic volumes are projected to change, proportional modeling techniques, as described in the *CEQR Technical Manual*, typically are used to project incremental changes in traffic noise levels. This technique uses the relative changes in traffic volumes to project changes between (e.g.) No-Action and Action noise levels. The change in future noise levels is calculated using the following equation:

$$FNL=ENL + 10 * \log_{10} (FPCE/EPCE),$$

where:

FNL= Future Noise Level
ENL= Existing Noise Level
FPCE= Future PCEs
EPCE= Existing PCEs

Because sound levels use a logarithmic scale, this model proportions logarithmically with traffic change ratios. For example, assume that traffic is the dominant noise source at a particular location. If the existing traffic volume on a street is 100 PCEs, and if the future traffic volume were increased by 50 PCEs to a total of 150 PCEs, the noise level would increase by 1.8 dBA. If the future traffic were increased by 100 PCEs, (i.e., doubled to a total of 200 PCEs), the noise level would increase by 3.0 dBA.

3.18.3 Noise Standards and Guidelines

In 1983, the New York City Department of Environmental Protection (NYCDEP) adopted the City Environmental Protection Order-City Environmental Quality Review (CEPO-CEQR) noise standards for exterior noise levels. These standards are the basis for classifying noise exposure into four categories based on the L_{10}: Acceptable, Marginally Acceptable, Marginally Unacceptable, and Clearly Unacceptable, as shown in **Table 15**. Table 15 shows that the recommended interior noise level for a school is the same as for daytime residential noise: 65 dBA or less.

The New York School Construction Authority has set an increase of 5.0 dBA as the impact criterion for noise from project-generated traffic and playgrounds. The level of 5.0 dBA was selected because it is an increase that is readily noticeable by residents and is the relative change at which sporadic complaints may be generated. It is a somewhat conservative criterion, given the fact that most state agencies in the metropolitan area have higher threshold criteria ranging from 6.0 dBA (New York State DOT) to 15 dBA (Connecticut DOT). Only New York City, with a variable threshold generally ranging from 3.0 to 5.0 dBA, has a lower criterion. For the purpose of determining potential project impacts, the NYSCA criterion of 5.0 dBA will be used.

TABLE 15
CEPO-CEQR NOISE EXPOSURE GUIDELINES
FOR USE IN CITY ENVIRONMENTAL IMPACT REVIEW [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	Ldn ≤ 60 dBA		Ldn ≤ 60 dBA		Ldn ≤ 60 dBA		Ldn ≤ 60 dBA
2. Hospital, Nursing Home		$L_{10} \leq 55$ dBA		$55 < L_{10} \leq 65$ dBA		$65 < L_{10} \leq 80$ dBA		$L_{10} > 80$dBA	
3. Residence, residential hotel or motel	7 am to 10 pm	$L_{10} \leq 65$dBA		$65 < L_{10} \leq 70$ dBA		$70 < L_{10} \leq 80$ dBA		$L_{10} > 80$dBA	
	10 pm to 7 am	L10≤55dBA		$55 < L_{10} \leq 70$ dBA		$70 < L_{10} \leq 80$ dBA		$L_{10} > 80$dBA	
4. School, museum, library, court house of worship, transient hotel or motel, public meeting room, auditorium, out-patient public health facility		Same as Residential Day (7 AM-10 PM)		Same as Residential Day (7 AM-10 PM)		Same as Residential Day (7 AM- 10 PM)		Same as Residential Day (7 AM –10 PM)	
5. Commercial or office		Same as Residential Day (7 AM-11 PM)		Same as Residential Day (7 AM-11 PM)		Same as Residential Day (7 AM –11 PM)		Same as Residential Day (7 AM-11 PM)	
6. Industrial, public areas only[4]	Note 4	Note 4		Note 4		Note 4		Note 4	

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 residents of sanitariums and nursing 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 flight data supplied by the Port Authority of New York and New Jersey.

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

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

3.18.4 Noise Monitoring

Noise monitoring was performed near the intersection of 34th Avenue and 75th Street to establish existing noise levels and test the impact of the proposed playground on surrounding residences. One noise monitoring site was on the north side of 34th Avenue 100 feet west of 74th

Street, with the second noise monitoring site on the west side of 74th Street 95 feet north of 34th Avenue. These locations were chosen to determine noise levels in the vicinity of the adjacent residential building at 33-51 73rd Street and 33-50 74th Street, respectively. **Figure 11** shows the noise monitoring locations.

Figure 11 Noise Monitoring Locations

☆ = Site Location

To determine ambient noise levels, noise measurement was carried out between 1:00 and 2:00 pm, which is believed to be the peak usage hour for the proposed play area, on April 23, 2008. Noise levels were measured with a Rion NL-31 Sound Level Meter, which was mounted on a tripod at a height of 5 feet above the ground. The noise monitor was calibrated before and after

use. A wind screen was used during all sound measurements except for calibration. All measurement procedures conformed to the requirements of ANSI Standard S1.13-1971 (R1976).

At 34th Avenue, the sources of noise included local traffic, birds chirping, construction noise, an emergency siren, pedestrian voices and two aircraft flyovers. Passing traffic during the 20-minute monitoring period included 125 autos, 15 medium trucks, and 2 heavy trucks. Based on the L_{10} of 69.4 dBA, the site would be in NYCDEP's Marginally Acceptable Category of external noise exposure.

On 74th Street, noise sources included local traffic, construction noise occurring on 34th Avenue, pedestrian voices, seven aircraft flyovers, horn honking, and barking dogs. Twenty-eight autos, three medium trucks, and one New York City Transit bus passed by the monitoring location. The noise monitoring results are summarized in **Table 16**. The L_{10} of 63.5 dBA would place that site in NYCDEP's Marginally Acceptable Category.

TABLE 16
MONITORED NOISE LEVELS (DBA)

Site	Time of Day	Leq	L10	MinL	MaxL	L01	L90
34th Avenue	1:15-1:35 pm	66.2	69.4	51.9	85.4	76.2	57.4
74th Street	1:45-2:05 pm	60.8	63.5	54.4	78.1	69.9	56.2

Source: Urbitran Associates, Inc.

3.18.5 The Future Without the Proposed Project

Future traffic within the study area is expected to increase by about 3 percent per year between 2008 and 2011. Based on logarithmic equations described under Section 3.9.2, the net growth in traffic volume on the surrounding roadways would result in a potential increase of 0.1 dBA compared to existing noise levels. This noise level increase would not be perceptible. **Table 17** shows the projected relative increases in traffic noise for key intersections within the study area.

TABLE 17
NO-ACTION NOISE LEVEL INCREASES

	PM Period Traffic			PM Period PCEs		
Site	2008	2011	+/- Traffic	2008	2011	+/- dBA
34th Ave.	142	155	13	414	452	0.4
74th St.	32	35	3	85	93	0.4

Source: Urbitran Associates, Inc.

Table 18 shows the projected noise levels for No-Action Conditions. The projections were calculated from logarithmic equations based on the proportional differences in traffic PCEs.

TABLE 18
NO-ACTION NOISE LEVELS (DBA)

Period	Site	Leq	L10
PM	34th Ave.	66.6	69.8
	74th St.	61.2	63.9

Source: Urbitran Associates, Inc.

3.18.6 Probable Impacts of the Proposed Project

PCEs were calculated for key intersections and compared with No-Action Conditions to determine whether the proposed action would result in an increase of 5 dBA or more in vehicle-related noise levels. Under NYCSCA guidelines, an increase of more than 5 dBA would constitute an impact at each site. **Table 19** shows the projected increases in noise in the vicinity of the site under Action Conditions. The PCEs were calculated by adding the PCEs from project-generated traffic to the PCEs calculated for the No-Action alternative. Section 3.9.2 explained that a 3-dBA increase would be generated by a doubling of traffic volume or a substantial increase in truck traffic. The project-generated increases in noise level are much lower than this, ranging from 0.3 dBA to 0.6 dBA. The potential increases are well below 5 dBA and the changes would not be perceptible. **Table 20** shows the resulting noise levels with the proposed action due to increases in traffic.

TABLE 19
PROJECTED CHANGES IN NOISE LEVELS (DBA) WITH PROPOSED ACTION AT KEY INTERSECTIONS

Intersection	PM Period Traffic			PM Period PCEs		
	2011 No-Action	2011 Action	+/- Traffic	2011 No-Action	2011 Action	+/- dBA
34th Avenue	155	184	29	452	481	0.3
74th Street	35	48	13	93	106	0.6

Source: Urbitran Associates, Inc.

TABLE 20
ACTION NOISE LEVELS (DBA)

Period	Site	Leq	L10
PM	34th Ave.	66.9	70.0
	74th St.	61.8	64.5

Source: Urbitran Associates, Inc.

3.18.7 Playground Noise

Estimates of playground noise associated with schools are based on research carried out in 1992 by James Cowan and Stephen Holley. The study showed that noise levels at the boundary of a playground would peak during the period from 11 am to 1 pm with an L_{eq} of:

- 71.4 dBA for an elementary school,
- 71.0 dBA for an intermediate school, and
- 68.2 dBA for a high school.

Based on the study by Cowan and Holley, the peak Leq noise level at the boundary of an intermediate school playground would be 71.0 dBA. The playground would be on Block 1246 Lot 33, adjacent to a six-story residential building on 73rd Street (33-51 73rd Street) and a two-story residential building on 74th Street (33-50 74th Street). Both residential buildings currently abut the project site and therefore would have windows facing the proposed playground. The edge of the playground would be about 10 feet from a window at either abutting building. Based on the formulas provided by Cowan and Holley, noise from the playground would attenuate to 68.1 dBA at a distance of 12 feet. Adding this value to the traffic noise of 65.3 dBA at the receptor (66.9 dBA at the source) results in a total noise level of 69.9 dBA at the window of the residential building at 33-51 73rd Street, as shown in **Table 21**. This is an increase of 4.9 dBA compared to No-Action conditions. Adding 68.5 dBA to the traffic noise of 60.2 dBA (61.8 at the source) at the receptor window at 33-50 74th Street results in a total Leq of 68.8 dBA at the receptor location. This is an increase of 9.1 dBA when compared with No-Action conditions.

TABLE 21
TOTAL TRAFFIC AND PLAYGROUND NOISE (DBA)

Location	Traffic Noise		School Play-ground Leq	Total Action Leq	Difference
	No-Action Leq	Action Leq			
34th Avenue residential window	65.0	65.3	68.1	69.9	4.9
74th Street residential window	59.6	60.2	68.1	68.8	9.1

Source: Urbitran Associates, Inc.

3.18.8 Conclusions

Noise from increased traffic due to the proposed action would not cause a noise level impact. The residence at 33-51 73rd Street will experience an incremental noise increase of 4.9 dBA during peak utilization hours, which does not constitute an adverse noise impact as a result of the proposed action. However, the playground activities, in conjunction with noise from traffic would exceed the impact criterion of 5.0 dBA by 4.1 dBA in the side window of the residential building at 33-50 74th Street during the times when the playground is utilized. The installation of a masonry retaining wall along the northern edge of the playground would eliminate this impact, as would the installation of sound-attenuating windows at the property of 33-50 74th Street.

3.19 CONSTRUCTION IMPACTS

3.19.1 Traffic

The proposed project would be constructed over a period of approximately 24 months, with construction scheduled to end by fall, 2011. The typical construction shift is from 8:00 a.m. to 4:00 p.m. on weekdays. Based on projects of similar size, it is projected that a maximum of 84 construction workers would be on site at any given time. Assuming that 75 percent of these workers will drive, with an average occupancy of 1.2 persons per vehicle, approximately 53 car trips per day would be generated. Construction-related truck activity could peak during any excavation/foundation phases, when up to 25 trucks could travel to and from the site on a given day.

This projected volume of car and truck traffic generated during the proposed school's construction phase would not result in significant traffic impacts on the surrounding roadway network. All construction-related activities, including the storage of materials, siting of noise-generating equipment, etc., must be conducted with awareness of the presence of the residences that adjoin the project site.

3.19.2 Noise

Construction noise impacts would be caused by the operation of construction equipment on or near the site, and by the travel of construction-related car and truck traffic through the community. Noise levels would be highest during the excavation phase, when several large pieces of construction equipment would typically operate on site. These activities could require up to two months for a building of this type. Noise levels would decrease during the foundation stage, when concrete trucks and associated equipment would be on site with a few remaining pieces of equipment from the excavation phase. Noise levels during the remaining phases of construction would be significantly lower than during the excavation and foundation phases.

Construction noise from on-site equipment depends on the type and number of the machinery, which pieces of equipment are operating at any one time, how frequently those equipment operate throughout the work day, and how far removed they are from the site boundaries and from the nearest sensitive receptors (e.g., residences). Peak noise levels from impact equipment (e.g., pile drivers, pavement breakers, etc.) can be 100 dBA or higher at 50 feet from the equipment. Pile driving, which could potentially be required during the foundation stage, would result in an estimated $L_{eq(1)}$ 50 feet from the pile driver of 80 dBA. Site demolition or excavation, while more continuous in nature, would have peak noise levels lower than during pile driving or similar operations. Locating noisy equipment away from site boundaries, and placing noise barriers (e.g., temporary plywood walls) around the project site or the equipment itself, would help reduce these temporary noise impacts.

As with most projects in the city, the proposed project would result in significant short-term impacts on adjacent properties. These temporary construction noise impacts would occur during the 8:00 a.m. to 3:00 p.m. period on weekdays. Construction noise is regulated by the New York City Noise Code and by the U.S. Environmental Protection Administration noise emission standards for construction equipment. These local and federal controls require that certain types of construction equipment and vehicles meet specific noise emission standards. Except under exceptional circumstances, City regulations limit construction activity to weekdays between the hours of 7:00 a.m. and 6:00 p.m., and construction materials must be handled and transported in a manner than avoids unnecessary noise.

3.19.3 Air Quality

Construction of the proposed project would result in increases in particulate matter from construction activity (primarily fugitive dust created by demolition, excavation, earth moving operations, etc.). Since the majority of the particles within construction-related fugitive dust are relatively large in size, much of the fugitive dust would settle to the ground within a short distance from the site and would not significantly affect nearby land uses.

To insure that the increases in ambient concentrations of particulate matter caused by construction would be reduced to minimal levels, dust control measures, such as watering of affected areas and the use of dust covers on trucks, would be used. In addition, all necessary measures would be implemented to insure compliance with the New York City Air Pollution Control Code regulating construction-related dust emissions. If these measures are implemented and sufficiently enforced by contractors, no significant air quality impacts due to fugitive dust emissions would be anticipated.

The carbon monoxide (CO) emissions from construction workers driving to the site and construction equipment operating at the site would not substantially change air quality conditions in the area. Heavy construction vehicles are typically diesel-powered and therefore emit relatively low amounts of CO. Other emissions from this equipment would not be sufficient to cause any significant problems in adjacent areas. However, every effort should be made to avoid placing equipment close to nearby residences to further minimize potential nuisance or health problems.

All construction at the site should be coordinated through the Mayor's Transportation and Construction Coordination Council to ensure that traffic lanes and pedestrian pathways are maintained to the maximum extent practicable.

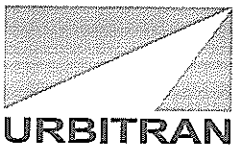
3.20 PUBLIC HEALTH

A *CEQR* assessment of public health considers the effects of a proposed project on the health of the local community—the Jackson Heights section of Queens in this case—and the City as a whole. Many public health concerns are closely related to air quality, hazardous materials, construction, and natural resources (water quality). Although these impact areas are discussed in earlier EAF sections, they are reviewed under *CEQR* in light of their specific impact on public health.

The screening assessment for public health impacts focuses on the following urban health concerns:

- Increased vehicular traffic or emissions from stationary sources resulting in significant air quality impacts;
- Increased exposure to heavy metals and other contaminates in soil/dust resulting in significant adverse impacts;
- The presence of contamination from historic spills or release of substances that might have been affected or might affect groundwater to be used as a source of drinking water;
- Solid waste management practices that could attract vermin and result in an increase in pest populations; and
- Potential significant adverse impacts to sensitive receptors from noise and odors.

The proposed school would not significantly increase vehicle numbers, according to the *2001 CEQR Technical Manual* guidelines. Nor would the proposed school introduce significant adverse air quality or soil and groundwater contaminants impacts. Furthermore, construction traffic, air, and noise impacts will be minimal or in the allowed boundaries. Therefore, no impacts are expected and a more detailed public health analysis is not warranted.



New York

71 West 23rd Street

New York, NY 10010

212.366.6200

29 Glen Cove Ave, Suite 202

Glen Cove, NY 11542

516.609.9195

New Jersey

570 Broad Street, 5th Floor

Newark, NJ 07102

973.643.0807

Connecticut

50 Union Avenue

Union Station, Third Floor East

New Haven, CT 06519

203.789.9977

Pennsylvania

538 Spruce Street, Suite 612

Scranton, PA 18503

570.961.1413

www.urbitran.com

Engineers

Architects

Planners

HHC NEW YORK CITY HEALTH AND HOSPITALS CORPORATION

nyc.gov/hhc

NEW YORK CITY COUNCIL
SUBCOMMITTEE ON WATERFRONTS, PUBLIC SITING AND LANDMARKS

RE: PROPOSED LEASE BETWEEN NEW YORK CITY HEALTH AND HOSPITALS CORPORATION AND LONG ISLAND UNIVERSITY SCHOOL OF NURSING

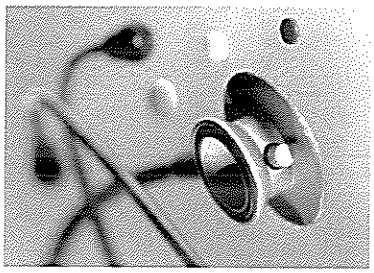
October 16th, 2008

Good Morning, my name is Nancy Doyle and I am Assistant Vice President for Human Resources and Workforce Development at the New York City Health and Hospitals Corporation (HHC). Thank you for the opportunity to discuss the proposed lease between HHC and the Long Island University School of Nursing for the operation of an academic nursing program. This proposed lease would be for approximately 14,000 square feet on the 5th floor of the T building of Kings County Hospital Center. This program is one of the initiatives of the Mayor's Center for Economic Opportunity. I am joined here this morning by representatives from Long Island University School of Nursing along with HHC's chief nursing administrator and staff from the Mayor's Office of Economic Opportunity.

This program will help to alleviate one of the most pressing problems facing healthcare providers today – a nursing shortage. One of the major factors limiting the supply of nurses is the inability among many nursing schools to expand the clinical and educational capacity of their programs due to faculty and space restrictions. Under this program up to 60 students per year can pursue a Bachelor's in Nursing degree program. Upon graduation, these nurses will work at HHC hospitals.

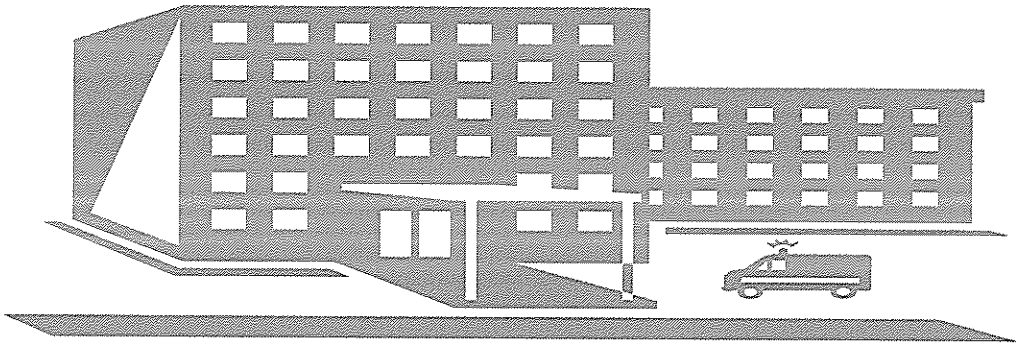
The Office of the Mayor has provided funding to cover the costs of tuition for students and Capital funding to cover the costs of renovating this space. The Long Island University School of Nursing will pay HHC $453,416 per year for the initial term of the lease. The initial term of the lease shall be for 10 years with a 5 year option to renew. The rent will escalate by at least 3% each year. HHC's Board of Directors held a public hearing on the proposed lease arrangement at Kings County Hospital Center on November 1, 2007 and later approved the lease arrangement on July 24, 2008. The first class is scheduled to begin September 2009.

I would be happy to answer any questions you have on the program. Thank you.



NYC
Center for
Economic Opportunity

DO YOU WANT TO BECOME A LICENSED PRACTICAL NURSE?



NYC Health and Hospitals Corporation, in collaboration with the NYC Department of Education Office of Adult and Continuing Education will be offering an 11-month LPN program at Goldwater Hospital on Roosevelt Island, September 2009.

A limited number of scholarships will be granted to community residents who meet program and income eligibility requirements.

CEO/HHC
Nursing Program
346 Broadway - Room 514
New York, NY 10013

HHC NEW YORK CITY HEALTH AND HOSPITALS CORPORATION
nyc.gov/hhc

PROGRAM CRITERIA

- Must have HS Diploma/GED
- Attend information session
- Pass CNET (Center for Nursing Education and Testing) entrance exam
- Score at least 11.0 in Reading and 10.5 in Math on the TABE (Adult Basic Education Exam)
- Must meet the following income eligibility requirements:

Family Size	Maximum Household Income
1	$13,520
2	$18,200
3	$22,880
4	$27,560
5	$32,240
6	$36,920
7	$41,600
8	$46,280

Human Resources/Workforce Development
Phone: 212-442-3768
Fax: 212-442-3645

CEO/HHC NURSING PROGRAM

The New York City Health & Hospitals Corporation received funding from the Mayor's Center for Economic Opportunity program to provide nursing school ***scholarships*** for income eligible New York City residents to attend nursing programs leading to employment at an HHC facility.

HHC is offering two educational opportunities at select facilities. Individuals have the option of applying for either program

GOLDWATER HOSPITAL

HHC has partnered with the New York City Department of Education to offer an 11-month **Licensed Practical Nurse** training program. The program runs from September – July. Classes are held Monday - Friday - 9AM - 4PM. Candidate screening will take place in November 2008.

Located at the beautiful campus on Roosevelt Island, this program accommodates 40 students per year.

KINGS COUNTY HOSPITAL CENTER

HHC is partnering with local colleges to offer a 4 year BSN/RN degree program. The program will support individuals who currently have a GPA of 2.5 or higher to begin and/or continue pre-clinical coursework. In September 2009, a newly renovated nursing school will open at the historical site of Kings County's first nursing school for clinical classes. At this point, student must have a GPA of at least 2.75 and must maintain this average for the duration of the program.

This program will accommodate 60 students per year.

Selection Criteria - Individuals must pass entrance exams and also meet income eligibility requirements. See details below:

INCOME CRITERIA

Family Size	Maximum Household Income
1	$13,520
2	$18,200
3	$22,880
4	$27,560
5	$32,240
6	$36,920
7	$41,600
8	$46,280

For further information, please feel free to email additional questions to La'Shawn Williams - Program Director: EO@nychhc.org

City of New York
Parks & Recreation
Capital Projects
The Arsenal
Central Park
New York, NY 10021

Olmsted Center-
Flushing Meadows- Corona Park
Flushing, NY 11368

Adrian Benepe
Commissioner

Thérèse Braddick
Deputy Commissioner

Landmark designation of Morningside Park

Good morning, I'm Amie Uhrynowski, Landmarks Commission Liaison for Parks & Recreation, and I'm representing Parks, which adamantly supports the long-awaited designation of Morningside Park as an official New York City scenic landmark. This is the first designation of a scenic landmark in over 20 years. Of our nine scenic landmarks, Ft. Tryon Park was the last to be designated in 1983.

Morningside Park has a rich history, starting with how it came to be created. In 1867 Andrew Haswell Green, Commissioner and Comptroller of Central Park, recommended that a park be located in Morningside Heights. He argued that it would be "very expensive" and "very inconvenient" to extend the Manhattan street grid over the area's severe topography.

Construction of Morningside Park was delayed, however, because the Board of Commissioners for Public Parks rejected the design proposals submitted by Parks Engineer-in-Chief M.A. Kellogg in 1871, and by landscape architects Frederick Law Olmsted and Calvert Vaux (co-designers of Central and Prospect Parks) in 1873.

Architect Jacob Wrey Mould was hired to rework the Olmsted and Vaux plan in 1880. He designed the promenade and buttressed masonry wall that encloses the park along Morningside Drive. The 30-foot-wide walkway was constructed as a series of esplanades, with semi-octagonal bays providing visitors with places to rest and to enjoy the striking views of Harlem. Although a construction contract was awarded in 1883, Mould died in 1886 before the work was completed.

Fourteen years after their original proposal was rejected, landscape architects Olmsted and Vaux were hired in 1887 to continue the improvements to Morningside Park. They enhanced the park's natural elements by planting vegetation tolerant of the dry, rocky environment. Two paths—one broad, one meandering—traversed the lower portion of the park. Retained as a consultant, Vaux saw the work to completion in 1895, the year he drowned in Gravesend Bay. Afterwards Parks Superintendent Samuel Parsons Jr. wrote of Vaux's work, ". . .perhaps Morningside Park was the most consummate piece of art that he had ever created."

I'm sure that many of us here would agree that Morningside Park is an astounding piece of art that is extremely popular with the community and increasingly so as Parks has continued to make improvements. We recently opened the newly built 116th Street Playground, which was made possible through funding provided by Council Member Inez Dickens, and it has been very well received by the community.

On behalf of Parks Commissioner Benepe, I urge this subcommittee, the full Land Use Committee and the Council as a whole to support the scenic landmark designation of Morningside Park and give this beautifully designed park the status and recognition that it truly deserves.

Thank you for consideration.

NEW YORK CITY SCHOOL
CONSTRUCTION AUTHORITY

October 8, 2008

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 facility:

- New, Approximately 390-Seat Intermediate School and Schoolyard, Queens
- Block 1246, Lot 33 and Block 1247, Lots 40 & 41
- Northwest and Northeast Corners of 34th Avenue and 74th Street
- Community School District No. 30
- Queens Community Board No. 3

The project sites are privately-owned properties located at the northeast and northwest corners of 34th Avenue and 74th Street in the Jackson Heights section of Queens. The property at the northwest corner is an approximately 7,500 square foot vacant lot. The property at the northeast corner contains a vacant house located on an approximately 10,000 square foot lot. Under the proposed project, the SCA would acquire the properties and construct a new, approximately 390-seat intermediate school facility on the northeast parcel, and would construct its associated schoolyard on the northwest parcel.

The Notice of Filing of the Site Plan was published in the New York Post and the City Record on February 22, 2008. Queens Community Board No. 3 was notified on February 22, 2008, and was asked to hold a public hearing on the proposed Site Plan. Queens Community Board No. 3 held its public hearing on March 27, 2008, and subsequently submitted comments in support of the Site Plan. The City Planning Commission was also notified on February 22, 2008, and also recommended in favor of the proposed Site Plan.

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

The Authority has considered all comments received on the proposed project and affirms the Site Plan pursuant to §1731.5 of the Public Authorities Law. In accordance with §1732 of the Public Authorities Law, the Authority is submitting the Site Plan to 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 pursuant to the State Environmental Quality Review Act.

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

Thank you for your attention to this matter.

Sincerely,

Sharon L. Greenberger
President & CEO

Encl.

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

NEW YORK CITY SCHOOL
CONSTRUCTION AUTHORITY

October 8, 2008

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

Dear Mayor Bloomberg:

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

Thank you for your attention to this matter.

Sincerely,

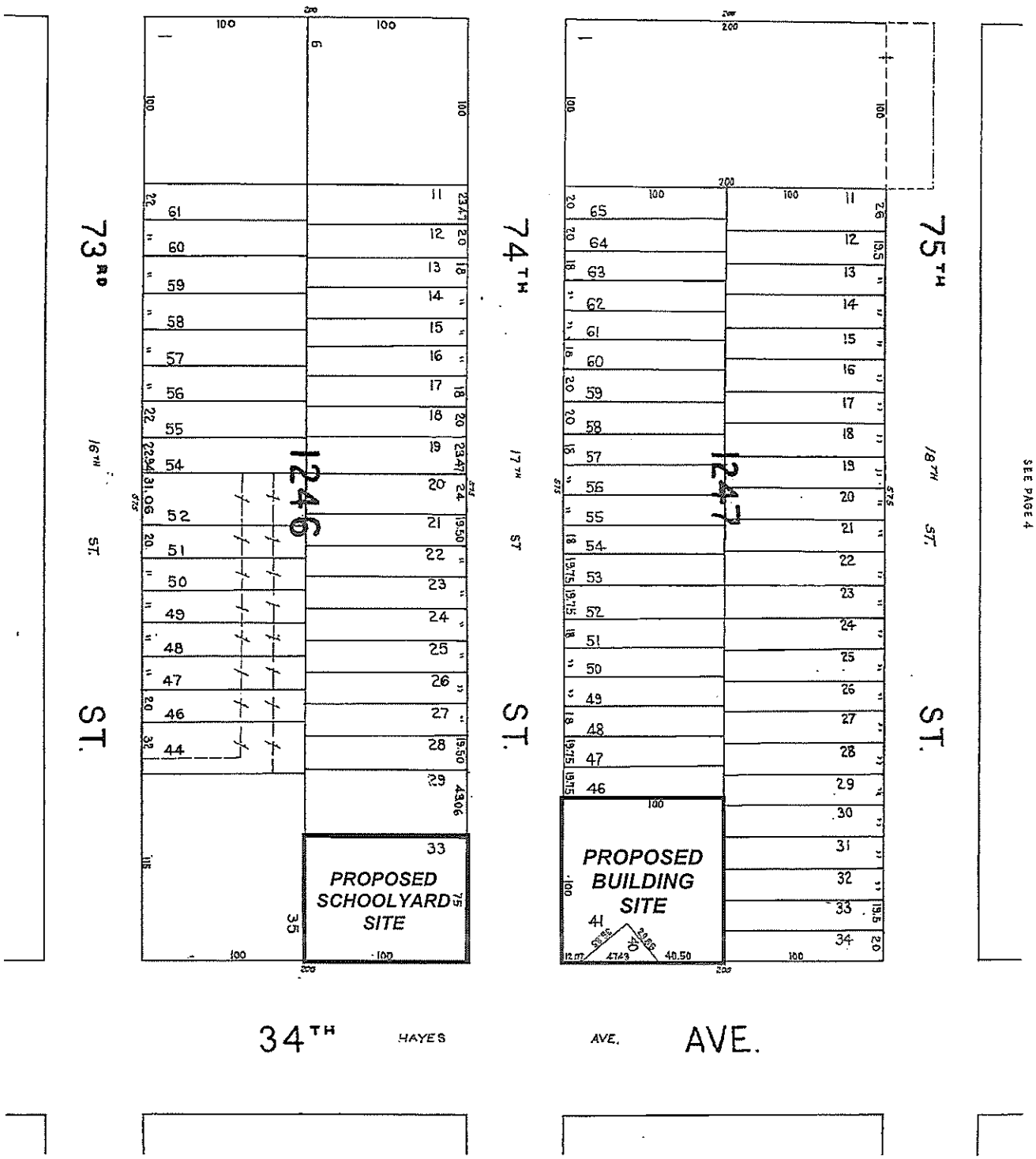
Sharon L. Greenberger
President & CEO

Encl.

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

SITE PLAN FOR 390-SEAT INTERMEDIATE SCHOOL FACILITY, QUEENS
Queens Block 1246, Lot 33, and Block 1247, Lots 40 & 41
Community School District No. 30

§1731: 02/22/08-04/07/08
§1732: 10/08/08-10/28/08



The City of New York

COMMUNITY BOARD #3, Q.
82-11 37th Avenue, Suite 606
Jackson Heights, N.Y. 11372

Telephone: (718) 458-2707
Fax: (718) 458-3316
WWW.CB3QN.NYC.GOV
CommunityBoard3@nyc.rr.com

VASANTRAI M. GANDHI, Chairperson
GIOVANNA A. REID, District Manager

HELEN MARSHALL, Borough President
KAREN KOSLOWITZ, Deputy Borough President

Grace Lawrence
First Vice Chairperson
Norma Jimenez
Second Vice Chairperson
Arthur Teller
Treasurer
Darryl D. Hoss
Secretary
Richard A. Cecere
Immediate Past Chair

April 8, 2007

Mr. Ross J. Holden
Vice President & General Counsel
New York City School Construction Authority
30-30 Thomson Avenue
Long Island City, NY 11101

Re: I.S. 230 Annex Proposal

Dear Vice-President Holden:

Community Board #3, Q., at its monthly meeting held on March 27, 2008, reviewed and voted to approve New York City School Construction Authority's selection of Block 1246--Lot 33 and Block 1247--Lots 40 and 41 to build a 390-seat annex and playground for I. S. 230.

The following issues were considered by the Community Board:

I.S. 230's occupancy is at 129%, more than 980 students. The school was originally constructed to accommodate 756 pupils. Within that environment, handicapped children must navigate their way in wheel-chairs.

The library and other areas within the school are being utilized as make-shift classrooms. There are no science, social studies rooms, nor a gym.

The SCA has looked at several potential sites within CB#3; none met SCA requirements or, was not for sale.

Community Board 3 has no available vacant land, either city or privately owned, to construct a school.

Community Board 3 recommends approval with the following provisions:

- The addition will be utilized to accommodate only students that are zoned for the school, therefore neighborhood children will be able to walk to school and eliminate the need for bussing on the crowded 82nd and 83rd Streets.

- Upon being approved, SCA will come back to the Community Board for input and work with us on the design and overall project as they did when P. S. 212, 222, and I. S. 230 were constructed.

- Share the results of the traffic study with the community and develop a plan to mitigate traffic congestion along the streets surrounding the school.

- Provide the Community Board with a plan illustrating how the students will travel from the annex, playground and main building safely.

- Seriously consider the Community's requests pertaining to the playground:

  - No play equipment in the playground
  - Plant an abundance of greenery inside and outside of the playground area
  - No black top
  - No chain link fence

In conclusion, Community Board 3's top priority is the education of our children. We recognize the fact that all of the schools located in our district are severely crowded. The construction of the 390-seat annex for I. S. 230 will not only help to relieve overcrowding in the school but will also help to provide a better learning experience and a first class education for our children. With a vote of 32 in favor, 4 opposed and 1 abstention with the aforementioned provisions, the motion was passed to construct an annex for I. S. 230 at the subject properties.

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

Sincerely,

Vasantrai Gandhi
Chairman
Community Board 3

CITY PLANNING COMMISSION
CITY OF NEW YORK

OFFICE OF THE CHAIR

April 1, 2008

Sharon L. Greenberger
President & 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 February 22, 2008 in which notice was given to the City Planning Commission of the proposed site selection of Block 1246, Lot 33 and Block 1247 Lots 40 and 41 in the borough of Queens (Community District 3) for a new 390-seat intermediate school facility in Community School District 30.

In view of the need for new intermediate school seat capacity in Queens, the City Planning Commission recommends in favor of the proposed site for an intermediate school facility.

Very sincerely,

Amanda M. Burden

c: Ross Holden
Kathleen Grimm
Betty Mackintosh
John Young

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

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 1246, Lot 33, and Block 1247, Lots 40 and 41, and any other property in the immediate vicinity which may be necessary for the proposed project, located in the Borough of Queens, for the development of a new, approximately 390-seat intermediate school facility and associated schoolyard in Community School District No. 30.

The proposed sites are located at the northeast and northwest corners of 34th Avenue and 74th Street in the Jackson Heights section of Queens. The property located at the northwest corner (Block 1246, Lot 33) is vacant and contains approximately 7,500 square feet (0.18 acres). The property located at the northeast corner (Block 1247, Lots 40 & 41) contains approximately 10,000 square feet (0.23 acres) and a vacant house. 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

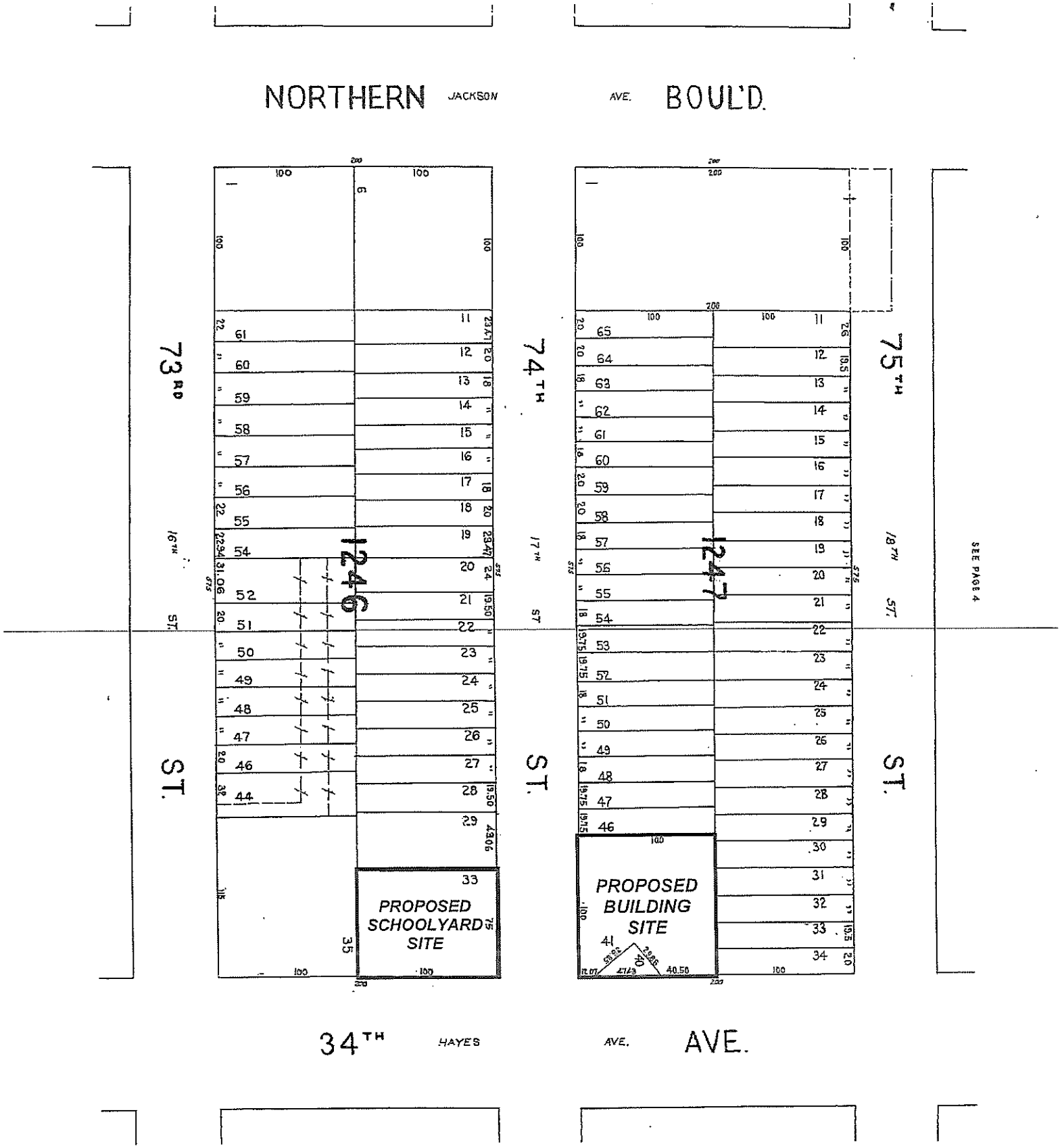
Attention: Ross J. Holden

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 April 7, 2008.

For publication in the New York Post (5 Borough Edition) and the City Record on Friday, February 22, 2008.

SITE PLAN FOR 390-SEAT INTERMEDIATE SCHOOL FACILITY, QUEENS
Queens Block 1246, Lot 33, and Block 1247, Lots 40 & 41
Community School District No. 30

§1731: 02/22/08-04/07/08



ALTERNATE SITE ANALYSES

NEW, APPROXIMATELY 390-SEAT INTERMEDIATE SCHOOL FACILITY AND SCHOOLYARD
33-54 74th Street, Block 1246, Lot 33, and 33-55 74th Street, Block 1247, Lot 40 and Lot 41
School District 30, Queens

The following locations were also considered as potential sites for a school in School District 30.

1. **77-01 to 77-19 Northern Boulevard (Block 1173, Lot 35) and 78-01 to 78-17 Northern Boulevard (Block 1174, Lots 35 & 41)** – These two properties are located on the north side of Northern Boulevard, across 78th Street from each other. A feasibility study concluded that a school could potentially be constructed on one of the properties and a playground on the other. However, the Department of Education subsequently learned that the owner had decided to continue operating the auto sales business on the properties and the properties were no longer being offered for sale. Therefore, the properties were dropped from consideration.

2. **56-08 37th Avenue (Block, 1211, Lot 1) and 36-23 56th Street (Block 1211, Lot 54)** – These two lots comprise a 32,000 square foot potential assemblage. Lot 1 contains approximately 25,000 square feet and includes an owner-occupied 3-story building. The owner had offered the property for sale. Lot 54 contains a 7,000 square foot building occupied by an operating business. A feasibility study was prepared, which concluded that the assemblage could physically accommodate a primary/intermediate school facility. Environmental due diligence is currently underway for the assemblage, and the site remains under consideration.

3. **55-02 Broadway (Block 1194, Lot 32)** – This property is about 36,000 square feet, and is located in a M1-1 zoning district. The property is on the market. A feasibility study was prepared, which concluded that a primary/intermediate would physically fit on the site. A Phase II environmental investigation is currently underway. Environmental due diligence is currently underway for the site, and it remains under consideration.

4. **77-12 Northern Boulevard (Block 1114, Lot 11)** – This property is occupied by an auto dealership. The Department of Education was informed that the dealership might relocate to another location. A preliminary review was conducted and the property appeared to have the potential for siting a school. However, the dealership did not relocate and the property was not placed on the market. Therefore, the property was dropped from consideration.

5. **53-01 37th Avenue (Block 1192, Lot 101)** – This 26,000 square foot property, in a M1-1 zoning district, was offered for sale. A preliminary review determined that the site was highly irregular and abutted a railroad right-of-way. It was determined that given its size, shape and location, this property would not be suitable for school, and it was dropped from further consideration.

6. **33-20 55th Street (Block 1193, Lot 62)** – This 21,000 square foot property is located in an M1-1 zoning district and improved with a 21,000 square foot industrial building. The property was put on the market for sale. The Department of Education conducted a preliminary review and determined that the site would not be suitable for school due to the property's relatively small size and irregular configuration, its adjacency to railroad right of way and its industrial context. Therefore, the property was dropped from consideration.

NEW YORK CITY SCHOOL
CONSTRUCTION AUTHORITY

February 22, 2008

Vasantri M. Ghandi
Chairperson
Queens Community Board No. 3
82-11 37th Avenue, Suite 606
Jackson Heights, New York 11372

Re: New, Approximately 390-Seat Intermediate School Facility, Queens Community School District No. 30

Dear Mr. Ghandi:

Pursuant to §1731 of the New York City School Construction Authority Act, notice is hereby given of the proposed site selection of Block 1246, Lot 33, and Block 1247, Lots 40 & 41, and any other property in the immediate vicinity which may be necessary for the proposed project, located in the Borough of Queens, for the development of a new, approximately 390-seat intermediate school facility and associated schoolyard in Community School District No. 30.

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 April 7, 2008. All comments will be taken into consideration in the Authority's final decision regarding this matter.

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

Sincerely,

Sharon L. Greenberger
President & CEO

c: Kathleen Grimm, Deputy Chancellor for Finance & Administration
Giovanna Reid, District Manager, Queens Community District No. 3

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

NEW YORK CITY SCHOOL
CONSTRUCTION AUTHORITY

February 22, 2008

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

Re: New, Approximately 390-Seat Intermediate School Facility, Queens Community School District No. 30

Dear Ms. Burden:

Pursuant to §1731 of the New York City School Construction Authority Act, notice is hereby given of the proposed site selection of Block 1246, Lot 33, and Block 1247, Lots 40 & 41, and any other property in the immediate vicinity which may be necessary for the proposed project, located in the Borough of Queens, for the development of a new, approximately 390-seat intermediate school facility and associated schoolyard in Community School District No. 30.

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 April 7, 2008. All comments will be taken into consideration in the Authority's final decision regarding this matter.

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

Sincerely,

Sharon L. Greenberger
President & CEO

Attachments

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

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

NEW YORK CITY SCHOOL
CONSTRUCTION AUTHORITY

February 22, 2008

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

Re: New, Approximately 390-Seat Intermediate School Facility, Queens Community School District No. 30

Dear Speaker Quinn:

Attached please find copies of the site selection notification for the selection of Block 1246, Lot 33, and Block 1247, Lots 40 & 41, and any other property in the immediate vicinity which may be necessary for the proposed project, located in the Borough of Queens, for the development of a new, approximately 390-seat intermediate school facility and associated schoolyard in Community School District No. 30.

This notification was sent to Queens Community Board No. 3 and the City Planning Commission. The Notice of Filing for this site selection will be published in the New York Post and City Record on February 22, 2008, and the SCA will continue to accept public comments until April 7, 2008.

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

Sincerely,

Sharon L. Greenberger
President & CEO

Attachments

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

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Long Island City, NY 11101-3045
TEL 718 472-8000
FAX 718 472-8840
Web Site: www.nycsca.org

NEW YORK CITY SCHOOL
CONSTRUCTION AUTHORITY

February 22, 2008

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

Re: New, Approximately 390-Seat Intermediate School Facility, Queens Community School District No. 30

Dear Borough President Marshall:

Attached please find copies of the site selection notification for the selection of Block 1246, Lot 33, and Block 1247, Lots 40 & 41, and any other property in the immediate vicinity which may be necessary for the proposed project, located in the Borough of Queens, for the development of a new, approximately 390-seat intermediate school facility and associated schoolyard in Community School District No. 30.

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Sincerely,

Sharon L. Greenberger
President & CEO

Attachments

c: Kathleen Grimm, Deputy Chancellor for Finance & Administration

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

NEW YORK CITY SCHOOL
CONSTRUCTION AUTHORITY

February 22, 2008

The Honorable John D. Sabini
New York State Senate, 13th District
District Office
35-07 88th Street
Jackson Heights, New York 11372

Re: New, Approximately 390-Seat Intermediate School Facility, Queens Community School District No. 30

Dear Senator Sabini:

Attached please find copies of the site selection notification for the selection of Block 1246, Lot 33, and Block 1247, Lots 40 & 41, and any other property in the immediate vicinity which may be necessary for the proposed project, located in the Borough of Queens, for the development of a new, approximately 390-seat intermediate school facility and associated schoolyard in Community School District No. 30.

This notification was sent to Queens Community Board No. 3 and the City Planning Commission. The Notice of Filing for this site selection will be published in the New York Post and City Record on February 22, 2008, and the SCA will continue to accept public comments until April 7, 2008.

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

Sincerely,

Sharon L. Greenberger
President & CEO

Attachments

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NEW YORK CITY SCHOOL
CONSTRUCTION AUTHORITY

February 22, 2008

The Honorable Ivan C. Lafayette
New York State Assembly, 51st District
District Office
404 55th Street
Brooklyn, New York 11220

Re: New, Approximately 390-Seat Intermediate School Facility, Queens Community School District No. 30

Dear Assemblyman Lafayette:

Attached please find copies of the site selection notification for the selection of Block 1246, Lot 33, and Block 1247, Lots 40 & 41, and any other property in the immediate vicinity which may be necessary for the proposed project, located in the Borough of Queens, for the development of a new, approximately 390-seat intermediate school facility and associated schoolyard in Community School District No. 30.

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Sincerely,

Sharon L. Greenberger
President & CEO

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THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. 16 Res. No. _____

☒ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Amie Uhrzynowski

Address: _____

I represent: Parks & Recreation

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

Morningside Park

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

☒ in favor ☐ in opposition

Date: 10/16/08

(PLEASE PRINT)

Name: Diane Tackier

Address: 1 Centre Street

I represent: LPC

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

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

☐ in favor ☐ in opposition

Date: 10/16/08

(PLEASE PRINT)

Name: Nancy Doyle

Address: New York City Health & Hospitals Corporation

I represent: _____

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. ______ Res. No. ______

☐ in favor ☐ in opposition

Date: 10-16-08

(PLEASE PRINT)

Name: Pat Jones

Address: ~~CB 9 M~~ 352 Convent 10031

I represent: CB 9 M

Address: 16-18 Old B'way 10027

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. 884 Res. No. 20095027

☐ in favor ☒ in opposition

Date: 10/16/08

(PLEASE PRINT)

Name: JIM PASSREICH

Address: 547 W. 27th

I represent: [illegible] OWNER

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

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

☒ in favor ☐ in opposition

Date: 10/16/08

(PLEASE PRINT)

Name: Brad Taylor

Address: 438 W 116

I represent: Friends of Morningside Park

Address: 90 Morningside Dr.

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. 2008536&SCQ Res. No. _____

☒ in favor ☐ in opposition

Date: 10/16/08.

(PLEASE PRINT)

Name: KENRICK GU

Address: 3030 THOMSON AVE

I represent: NYCSCA

Address: "

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. 20095029 Res. No. _____

☒ in favor ☐ in opposition

Date: Morningside Park Designation 10/16/08

(PLEASE PRINT)

Name: Shane Seger

Address: 245 W. 104th St. 1-D, NY NY 10025

I represent: Assembly Member O'Donnell

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. 2008536 SCQ Res. No. _____

☐ in favor ☐ in opposition

Date: 10/16/08

(PLEASE PRINT)

Name: GREGORY SHAW

Address: 30-300 Thomson Ave LIC NY

I represent: NYC School Construction Authority

Address: 30-30 Thomson Ave LIC NY

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