
**Testimony of Assemblymember Deborah J. Glick & State Senator Brad Hoylman**
**before the New York City Council**
**Subcommittee on Landmarks, Public Siting and Maritime Uses**
**75 Morton Site Selection Hearing**

**Tuesday, October 22, 2013**

Thank you for the opportunity to present testimony before you today. We support the proposal to site a new public middle school and DC 75 school at 75 Morton Street in Manhattan. The middle school in particular is much needed, and will be a welcome addition to the neighborhood.

As you may know, this site was first identified as a potential location for a new middle school over six years ago by elected officials and local members of the community. Since then, our city has only continued to grow and our existing schools have become more crowded. A new school at this site will help alleviate overcrowding and provide Greenwich Village with the middle school that it currently lacks. The site has the advantage of having sufficient space for a large auditorium for both school and community use, as well as for a wellness center to serve adolescents.

This lengthy process has been slow; the support for a school at this site has been strong and continues to grow. We would like to thank Community Board 2, Speaker Christine C. Quinn, and the many community members who have been steadfast supporters of this project. We are thrilled that this hearing is taking place, and that we are one step closer to realizing a new school at 75 Morton Street.

We look forward to continuing to work with the community members to shape a community school of which we will all be proud.

Thank you for your consideration of our comments.

FOR THE RECORD



COMMUNITY BOARD NO. 2, MANHATTAN
3 WASHINGTON SQUARE VILLAGE
NEW YORK, NY 10012-1899
www.cb2manhattan.org
P: 212-979-2272 F: 212-254-5102 E: info@cb2manhattan.org
Greenwich Village ⋄ Little Italy ⋄ SoHo ⋄ NoHo ⋄ Hudson Square ⋄ Chinatown ⋄ Gansevoort Market

# 75 Morton Street Task Force Public Hearing

August 15, 2013, 6:30 pm., Community Board Two office, 3 Washington Square Village

Task Force members Present: Keen Berger (chair), Heather Campbell, Michael Markowitz, David Gruber

Task Force Members excused: Shino Tanikawa (14 time zones away), Jeannine Kiely

*The Board of Education and the School Construction Authority requested that we hold a hearing regarding the site selection for a new middle school, with a small DC 75 school, at 75 Morton Street. The hearing was announced and posted on the Community Board Two website. Seven members of the public attended, five of who testified their enthusiastic support for the school at this site. There was no opposition. Accordingly, the Task Force unanimously passed the following resolution:*

Whereas Community Board Two has advocated for a school at 75 Morton Street for 6 years, and has passed several resolutions to that effect, and

Whereas numerous community groups and organizations have also advocated for a school at 75 Morton Street, and

Whereas parents of children in local elementary schools complain that schools are overcrowded and that no middle school exists within Community Board Two, and

Whereas the Community Education Council of District Two has unanimously endorsed a public, non-charter, middle school at 75 Morton Street, and

Whereas a public hearing on August 15, 2013 confirms strong community and parent support for a middle school at 75 Morton Street, and

Whereas the community also welcomes a small DC 75 school for children who need self-contained classes within the 75 Morton building and

Whereas the proposed site selection includes one middle school, one DC 75 school, and no other co-located school, and

Whereas the School Construction Authority plans to have large windows, a full gym, and other much needed facilities within 75 Morton Street, and

Whereas a new school needs a large auditorium for students and their families, and

Whereas 75 Morton is also an perfect location for a large auditorium needed by the community for meetings, concerts, plays and so on, and

Whereas, especially with the closing of St. Vincent's, a wellness center for adolescents would be ideally located at 75 Morton Street,

Whereas the ideal size for a public middle school is about 600 students, to meet their education needs without overburdening the surrounding neighborhood,

Therefore be it resolved that Community Board Two enthusiastically endorses the site selection of a middle school and a DC75 school at 75 Morton Street to open as soon as possible and

Be it also resolved that Community Board Two advocates a large auditorium and a wellness center for a 600-student middle school and a 60-student DC 75 school.

**Resolution re 75 Morton Street --**

Passed unanimously by the

**Community Board Two, Manhattan, on May 23, 2013**

Whereas our public schools in Community Board 2 (CB 2) and neighboring communities to the north and south are overcrowded, with particularly large cohorts now in grades K-3, and

Whereas there are no public middle schools in CB 2, and only a few small middle schools on the west side of Community School District 2, and

Whereas charter schools, especially when they are co-located, undercut public education, and the Community Education Council of District 2 (CECD2) and many local parents oppose them, and

Whereas the brain maturation of young adolescents allows a deeper mastery of science, literature, second language fluency, and intellectual collaboration, and

Whereas the creative spirit of middle school children allows them to explore the arts, including music, drama, media, as well as the visual arts, and

Whereas pubescent children need exercise and health care in a safe setting to prevent eating disorders, obesity, drug use, and high-risk sexual activity, and

Whereas many local institutions, including The Whitney Museum of American Art, The Children's Museum of the Arts, Google and others have expressed a desire to enrich the program at 75 Morton, and

Whereas the community also needs a small District 75 school for $4^{th}$-$8^{th}$ grade children who are diagnosed with Autistic Spectrum Disorders (ASD), and

Whereas hundreds of parents, educators, political leaders, community groups, and others have secured the building at 75 Morton Street as a public, non-charter school, and wholeheartedly support opening a new middle school in September 2015, and

Whereas the 75 Morton Envisioning Group was formed in January 2013 to develop community consensus and includes parents, educators and administrators from elementary school communities from the west side of Community School District 2 above Canal Street, west to Chinatown, north to $59^{th}$ Street, and

Whereas the community has reached consensus regarding grade configuration, building design principles, District 75 programming and a community school model, and

Whereas enthusiasm for a middle school at 75 Morton includes CB 1, 4, and 5 and

Whereas the Department of Education and the School Construction Authority continue to welcome community advice regarding the design and program for 75 Morton.

**Therefore be it resolved** that 75 Morton be renovated to support one mid-size (600-700 students) public middle school and a small (70-100 students) District 75 school for children with ASD, and

**Be it further resolved** that, in addition to classrooms, 75 Morton should have enlarged windows, improved natural light, and ample space for a full range of school activities, including: a full gymnasium; a half gymnasium/dance/fitness room; a swimming pool; an outdoor play area; a large cafeteria that can seat half of the student body at once; an auditorium with a stage; laboratories for science, technology and language; media, music and sound rooms; a green roof with gardening; a library; resource rooms and workspaces with alcoves; partitioned areas and small rooms for students to work together; and a health clinic with private spaces for treatment and advice regarding sex, drugs, growth, and nutrition; and

**Be it further resolved** that, the District 75 school include two state-of-the-art sensory gyms, private therapy rooms, its own entrance to the building, and adequate shared facilities with the public middle school to ensure separate scheduling for District 75 students, and

**Be it further resolved** that the collaboration between the Envisioning Group, CB2, CECD2, SCA, and the DOE continue with consultation and input from everyone as the design and program are refined through a Fall 2015 opening.

Community Education Council District 2
333 Seventh Avenue
New York, New York 10001
Tel (212) 356-3915 Fax (212) 356-7506
www.cecd2.net



**Resolution #69**
**For a middle school at 75 Morton Street**

Co-Sponsors: S. Chu, B. Cirone, M. Markowitz and S. Tanikawa

**Whereas,** many of our elementary schools in District 2 are overcrowded with relief from additional capacities coming online behind a "large bubble" of students already in the schools (currently in grades K-3);

**Whereas,** there are no public middle schools in Community Board 2, and only a few small middle schools on the west side of Community School District 2;

**Whereas,** charter schools, especially when they are co-located, undercut public education, and the Community Education Council of District 2 (CECD2) and many local parents oppose them;

**Whereas,** the brain maturation of young adolescents allows a deeper mastery of science, literature, second language fluency, and intellectual collaboration;

**Whereas,** the creative spirit of middle school children allows them to explore the arts, including music, drama, media, as well as the visual arts;

**Whereas,** pubescent children need exercise and health care in a safe setting to prevent eating disorders, obesity, drug use, and high risk sexual activity;

**Whereas,** many local institutions, including The Whitney Museum of American Art, The Children's Museum of the Arts, Google and others have expressed a desire to enrich the program at 75 Morton;

**Whereas,** the community also needs a small District 75 school for 4th-8th grade children who are diagnosed with Autistic Spectrum Disorders (ASD);

**Whereas,** hundreds of parents, educators, political leaders, community groups, and others have secured the building at 75 Morton Street as a public, non-charter school, and wholeheartedly support opening a new middle school in September 2015;

**Whereas,** the 75 Morton Envisioning Group was formed in January 2013 to develop community consensus and includes parents, educators and administrators from elementary school communities from the west side of Community School District 2 above Canal Street, west to Chinatown, north to 59th Street;

**Whereas,** the community has reached consensus regarding grade configuration, building design principles, District 75 programming and a community school model;

**Whereas,** enthusiasm for a middle school at 75 Morton is supported by CB 1, 4, and 5;

**Whereas,** the Department of Education and the School Construction Authority continue to welcome community advice regarding the design and program for 75 Morton;

**Therefore be it resolved,** that 75 Morton be renovated to support one mid-size (600-700 students) public middle school and a small (70-100 students) District 75 school for children with ASD;

**Be it further resolved,** that, in addition to classrooms, 75 Morton should have enlarged windows, improved natural light, and ample space for a full range of school activities, including: a full gymnasium; a half gymnasium/dance/fitness room; a swimming pool; an outdoor play area; a large cafeteria that can seat half of the student body at once; an auditorium with a stage; laboratories for science, technology and language; media, music and sound rooms; a green roof with gardening; a library; resource rooms and workspaces with alcoves; partitioned areas and small rooms for students to work together; and a health clinic with private spaces for treatment and advice regarding sex, drugs, growth, and nutrition;

**Be it further resolved,** that, the District 75 school include two state-of-the-art sensory gyms, private therapy rooms, its own entrance to the building, and adequate shared facilities with the public middle school to ensure separate scheduling for District 75 students;

**Be it further resolved,** that the collaboration between the Envisioning Group, CB2, CECD2, SCA, and the DOE continue with consultation and input from everyone as the design and program are refined through a Fall 2015 opening.

**Adopted and approved by CECD2 on May 22, 2013.**

SCA
School Construction Authority

NYC
Department of Education

October 11, 2013

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

Dear Speaker Quinn:

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

- New Public Middle School Facility
- Block 603, Lots 49 and 53
- 75 Morton Street
- Community School District No. 2
- Manhattan Community Board No. 2

The project site contains a total of approximately 30,000 square feet of lot area and is located on the block bounded by Morton Street, Greenwich Street, Hudson Street, and Barrow Street (Block 603, Lots 49 and 53). The site is an assemblage of two tax lots currently owned by the State of New York and occupied by the New York State Office for People with Developmental Disabilities. It contains an existing seven-story building containing approximately 180,000 gross square feet and adjoining accessory surface parking lot. Under the proposed project, the SCA would acquire the site and convert the existing building into a public school facility accommodating both Community School District No. 2 middle school students and also District No. 75 special education students. The estimated total capacity of this facility would be approximately 1,000 seats.

The Notice of Filing of the Site Plan was published in the New York Post and the City Record on August 1, 2013. Manhattan Community Board No. 2 was notified on August 1, 2013, and was asked to hold a public hearing on the proposed Site Plan. Manhattan Community Board No. 2 held a hearing on the site on August 15, 2013, and submitted written comments recommending in favor of the site for a school. The City Planning Commission was also notified on August 1, 2013 and recommended in favor of the proposed site.

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

SCA
School Construction Authority

NYC
Department of Education

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

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

Sincerely,

Lorraine Grillo
President and CEO

Encl.

c. Hon. Michael R. Bloomberg (w/o attachments)
Hon. Leroy G. Comrie, Land Use Committee
Hon. Brad Lander, Subcommittee on Landmarks, Public Siting and Maritime Uses
Kathleen Grimm, Deputy Chancellor for Operations

SCA
School Construction Authority

NYC
Department of Education

October 11, 2013

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

Dear Mayor Bloomberg:

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

- New Public Middle School Facility
- Block 603, Lots 49 and 53
- 75 Morton Street
- Community School District No. 2
- Manhattan Community Board No. 2

The project site contains a total of approximately 30,000 square feet of lot area and is located on the block bounded by Morton Street, Greenwich Street, Hudson Street, and Barrow Street (Block 603, Lots 49 and 53). The site is an assemblage of two tax lots currently owned by the State of New York and occupied by the New York State Office for People with Developmental Disabilities. It contains an existing seven-story building containing approximately 180,000 gross square feet and adjoining accessory surface parking lot. Under the proposed project, the SCA would acquire the site and convert the existing building into a public school facility accommodating both Community School District No. 2 middle school students and also District No. 75 special education students. The estimated total capacity of this facility would be approximately 1,000 seats.

The Notice of Filing of the Site Plan was published in the New York Post and the City Record on August 1, 2013. Manhattan Community Board No. 2 was notified on August 1, 2013, and was asked to hold a public hearing on the proposed Site Plan. Manhattan Community Board No. 2 held a hearing on the site on August 15, 2013, and submitted written comments recommending in favor of the site for a school. The City Planning Commission was also notified on August 1, 2013 and recommended in favor of the proposed site.

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

Sincerely,

Lorraine Grillo
President and CEO

Encl.

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

# 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 603, Lots 49 and 53, and any other property in the immediate vicinity which may be necessary for the proposed project, located in the Borough of Manhattan, for the development of a new public school facility that would accommodate both Community School District No. 2 middle school students and District No. 75 special education students. The estimated total capacity of this facility would be approximately 1,000 seats.

The proposed site assemblage contains a total of approximately 30,000 square feet of lot area (0.69 acres) and is located on the block bounded by Morton Street, Greenwich Street, Hudson Street and Barrow Street in the West Village section of Manhattan. The site consists of the seven-story structure located at 75 Morton Street and an adjoining paved parking area that are currently owned by the State of New York and occupied by the New York State Office of People with Developmental Disabilities. 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 September 15, 2013.

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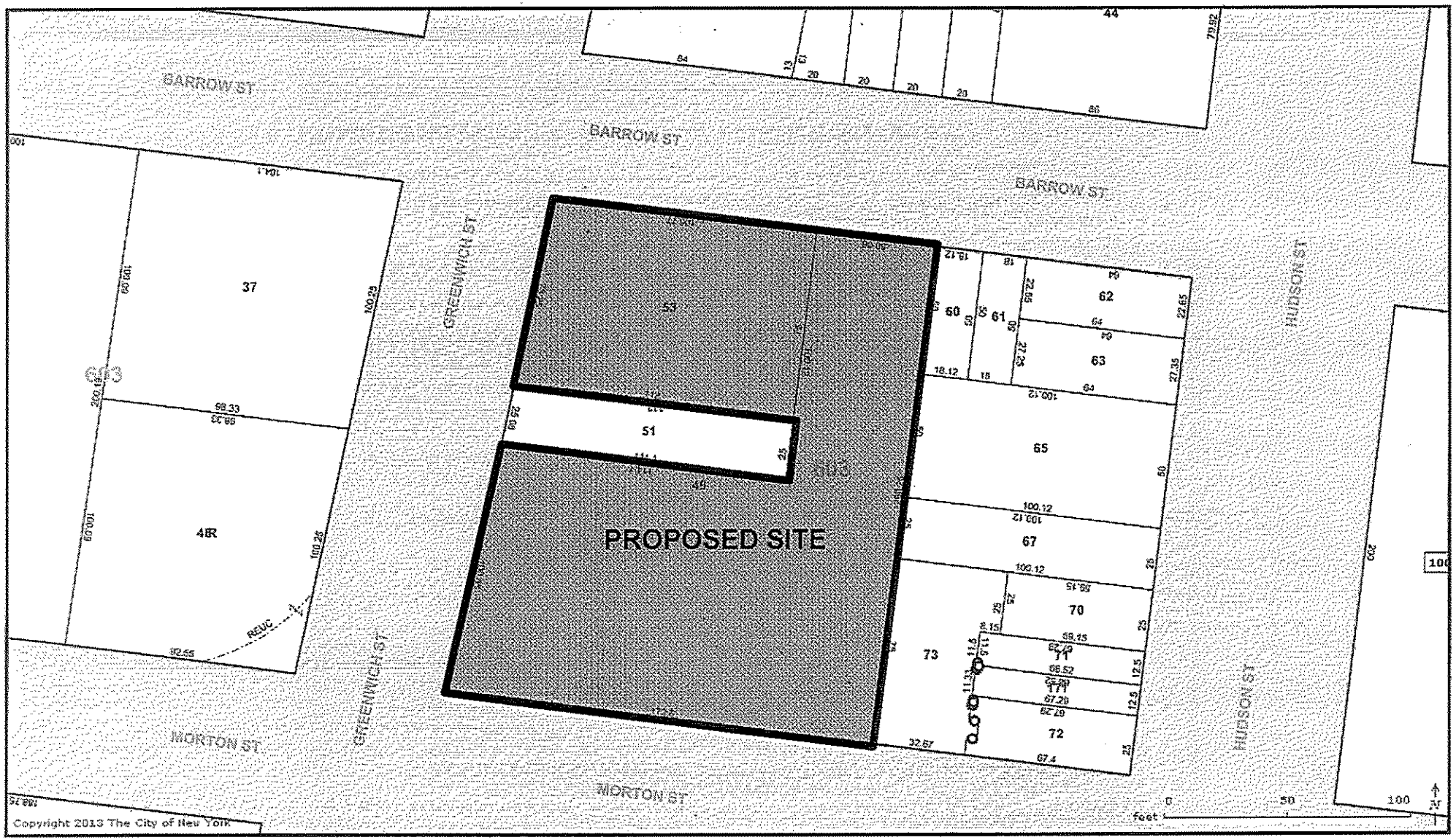
For publication in the New York Post (5 Borough Edition) and the City Record on Thursday, August 1, 2013

**SITE PLAN FOR A NEW, APPROXIMATELY 1,000-SEAT MIDDLE SCHOOL FACILITY, MANHATTAN**
Manhattan Block 603, Lots 49 and 53
Community School District No. 2



# ALTERNATE SITES ANALYSES

## NEW, APPROXIMATELY 1,000-SEAT MIDDLE SCHOOL FACILITY

## 75 MORTON STREET, MANHATTAN BLOCK 603, LOTS 49 AND 53

## COMMUNITY SCHOOL DISTRICT NO. 2

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The proposed school site is an assemblage of two lots owned by the State of New York and currently occupied by the New York State Office of People With Developmental Disabilities (OPWDD) in the West Village section of Manhattan. The assemblage consists of Lot 49, which contains an existing, approximately 180,000 square foot structure used as OPWDD offices, and Lot 53, which is an adjoining lot used for surface parking.

In 2008, the State of New York, acting through the Empire State Development Corporation, explored the potential relocation of the existing office uses and sale of the site. Local community residents, advocacy groups, and elected officials proposed that the State sell the site to the City of New York for redevelopment into a public school facility instead of a sale to a private developer. Following the receipt of bids, none of the bidders was selected and the sale process did not move forward at that time.

In 2012, the City and State preliminarily agreed that OPWDD would vacate the site, and the City would purchase the site from the State for public school use. Manhattan Community Board No. 2 and Community Education Council No. 2, which among others had continued to advocate for the site's acquisition for public school use since 2008, thereafter convened the 75 Morton Street Taskforce to undertake a community-based visioning and consensus-building process that resulted in a series of recommendations in Spring 2013, one of which was that the building be used to serve middle school students.

Because this site is owned and would be acquired from the State of New York, and has been the specific subject of sustained local interest and advocacy, alternative sites for this proposed middle school facility have not been considered.

CITY PLANNING COMMISSION
CITY OF NEW YORK

OFFICE OF THE CHAIR

September 13, 2013

Lorraine Grillo
President and CEO
New York City School Construction Authority
30-30 Thomson Avenue
Long Island City, NY 11101-3045

Dear Ms. Grillo,

This is in response to your letter of August 1, 2013 in which notice was given to the City Planning Commission of the proposed site selection of Block 603, Lots 49 and 53 in the borough of Manhattan (Community District 2) for the construction of an approximately 1,000-seat Intermediate School facility for Community School District 2.

In view of the need for additional primary school capacity in this school district, the City Planning Commission recommends in favor of the proposed site for a new school facility for CSD 2.

Very sincerely,

Amanda M. Burden

C: Kathleen Grimm
Ross Holden
Sarah J. Goldwyn
Edith Hsu-Chen

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

COMMUNITY BOARD NO. 2, MANHATTAN
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Greenwich Village • Little Italy • SoHo • NoHo • Hudson Square • Chinatown • Gansevoort Market

August 28, 2013

Lorraine Grillo
President & CEO
School Construction Authority
30-30 Thomson Avenue
Long Island City, NY 11101

Dear Ms. Grillo,

Thank you very much for meeting with the 75 Morton Street Task Force on July 29, 2013 and for confirming that we will have a wonderful public middle school at 75 Morton Street. We are particularly grateful for the collaboration between the Department of Education, the School Construction Authority, our elected representatives, the Community Education Council, hundreds of parents and community members, and, of course, Community Board 2.

On August 15, we held the required public hearing on site selection at our community board office. At our Executive Committee meeting on August 19, 2013, Community Board 2 Manhattan adopted the following resolution which will be confirmed by the full board in September:

Whereas Community Board 2 has advocated for a school at 75 Morton Street for 6 years, and has passed several resolutions to that effect, and

Whereas numerous community groups and organizations have also advocated for a school at 75 Morton Street, and

Whereas parents of children in local elementary schools complain that schools are overcrowded and that no middle school exists within Community Board 2, and

Whereas the Community Education Council of District 2 has unanimously endorsed a public, non-charter, middle school at 75 Morton Street, and

Whereas a public hearing on August 15, 2013 confirms strong community and parent support for a middle school at 75 Morton Street, and

Whereas the community also welcomes a small DC 75 school for children who need self-contained classes within the 75 Morton building, and

Whereas the proposed site selection includes one middle school, one DC 75 school, and no other co-located school, and

Whereas the School Construction Authority plans to have large windows, a full gym, and other much needed facilities within 75 Morton Street, and

Whereas a new school needs a large auditorium for students and their families, and

Whereas 75 Morton is also an perfect location for a large auditorium needed by the community for meetings, concerts, plays and so on, and

Whereas, especially with the closing of St. Vincent's, a wellness center for adolescents would be ideally located at 75 Morton Street,

Whereas the ideal size for a public middle school is about 600 students, to meet their education needs without overburdening the surrounding neighborhood,

Therefore be it resolved that Community Board 2 enthusiastically endorses the site selection of a middle school and a DC75 school at 75 Morton Street to open as soon as possible, and

Be it also resolved that Community Board 2 advocates a large auditorium and a wellness center for a 600-student middle school and a 60-student DC 75 school.

**Vote:** Unanimous, with 15 Committee members in favor.

Please advise us of any decision or action taken in response to this resolution.

Sincerely,

David Gruber
Chair
Community Board 2, Manhattan

Keen Berger
Chair
75 Morton Task Force

c: Hon. Jerrold L. Nadler, Congressman
Hon. Brad Hoylman, NY State Senator
Hon. Deborah J. Glick, Assembly Member
Hon. Scott M. Stringer, Man. Borough President
Hon. Christine C. Quinn, Council Speaker
Kathleen Grimm, Deputy Chancellor for Operations, DOE

SCA
School Construction Authority

NYC
Department of Education

August 1, 2013

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

**Re: New, Approximately 1,000-Seat Middle School Facility**
**Community School District No. 2**

Dear Kathleen:

Pursuant to §1731 of the New York City School Construction Authority Act, notice is hereby given of the proposed site selection and acquisition of Block 603, Lots 49 and 53, located in the Borough of Manhattan, for the development of a new public school facility that would accommodate both Community School District No. 2 middle school students and District No. 75 special education students. The estimated total capacity of this facility would be approximately 1,000 seats.

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

Attached are copies of the Notice of Filing, the Site Plan, and the Alternate Sites Analyses for the proposed action. The SCA will accept public comments on this proposed action until September 15, 2013. All comments will be taken into consideration in the SCA's final decision regarding this matter. If you require any additional information, please do not hesitate to contact Ross at (718) 472-8220.

Sincerely,

Lorraine Grillo
President & CEO

Attachments

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

SCA
School Construction Authority

NYC
Department of Education

August 1, 2013

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

**Re: New, Approximately 1,000-Seat Middle School Facility**
**Community School District No. 2**

Dear Ms. Burden:

Pursuant to §1731 of the New York City School Construction Authority Act, notice is hereby given of the proposed site selection of Block 603, Lots 49 and 53, and any other property in the immediate vicinity which may be necessary for the proposed project, located in the Borough of Manhattan, for the development of a new public school facility that would accommodate both Community School District No. 2 middle school students and District No. 75 special education students. The estimated total capacity of this facility would be approximately 1,000 seats.

Attached please find copies of the Notice of Filing, Site Plan, and Alternate Sites Analyses for the proposed action. The Authority will accept public comments on this proposed action until September 15, 2013. 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, Executive Vice President and General Counsel, at (718) 472-8220.

Sincerely,

Lorraine Grillo
President & CEO

Attachments

c: Kathleen Grimm, Deputy Chancellor for Operations
Sarah Goldwyn, NYC Department of City Planning

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

SCA
School Construction Authority

NYC
Department of Education

August 1, 2013

Mr. David Gruber
Chairperson
Manhattan Community Board No. 2
3 Washington Square Village, #1A
New York, New York 10012

**Re: New, Approximately 1,000-Seat Middle School Facility**
**Community School District No. 2**

Dear Mr. Gruber:

Pursuant to §1731 of the New York City School Construction Authority Act, notice is hereby given of the proposed site selection of Block 603, Lots 49 and 53, and any other property in the immediate vicinity which may be necessary for the proposed project, located in the Borough of Manhattan, for the development of a new public school facility that would accommodate both Community School District No. 2 middle school students and District No. 75 special education students. The estimated total capacity of this facility would be approximately 1,000 seats.

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

In addition, §1731.3 states that within forty-five (45) days of this notice, each affected community board shall prepare and submit to the Authority written comments on the Site Plan. Attached please find copies of the Notice of Filing, Site Plan, and Alternate Sites Analyses for the proposed action. The Authority will accept public comments on this proposed action until September 15, 2013. 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, Executive Vice President and General Counsel, at (718) 472-8220.

Sincerely,

Lorraine Grillo
President & CEO

Attachments

c: Kathleen Grimm, Deputy Chancellor for Operations
Bob Gormley, District Manager, Manhattan Community District No. 2

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

SCA
School Construction Authority

NYC
Department of Education

August 1, 2013

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

**Re: New, Approximately 1,000-Seat Middle School Facility**
**Community School District No. 2**

Dear Borough President Stringer:

Pursuant to §1731 of the New York City School Construction Authority Act, notice is hereby given of the proposed site selection of Block 603, Lots 49 and 53, and any other property in the immediate vicinity which may be necessary for the proposed project, located in the Borough of Manhattan, for the development of a new public school facility that would accommodate both Community School District No. 2 middle school students and District No. 75 special education students. The estimated total capacity of this facility would be approximately 1,000 seats.

This notification was sent to Manhattan Community Board No. 2 and the City Planning Commission. The Notice of Filing for this site selection will be published in the New York Post and City Record on August 1, 2013, and the SCA will continue to accept public comments until September 15, 2013.

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, Executive Vice President and General Counsel at (718) 472-8220.

Sincerely,

Lorraine Grillo

Lorraine Grillo
President & CEO

Attachments

c: Kathleen Grimm, Deputy Chancellor for Operations

30-30 Thomson Avenue
Long Island City, NY 11101

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SCA
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August 1, 2013

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

**Re: New, Approximately 1,000-Seat Middle School Facility**
**Community School District No. 2**

Dear Speaker Quinn:

Pursuant to §1731 of the New York City School Construction Authority Act, notice is hereby given of the proposed site selection of Block 603, Lots 49 and 53, and any other property in the immediate vicinity which may be necessary for the proposed project, located in the Borough of Manhattan, for the development of a new public school facility that would accommodate both Community School District No. 2 middle school students and District No. 75 special education students. The estimated total capacity of this facility would be approximately 1,000 seats.

This notification was sent to Manhattan Community Board No. 2 and the City Planning Commission. The Notice of Filing for this site selection will be published in the New York Post and City Record on August 1, 2013, and the SCA will continue to accept public comments until September 15, 2013.

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, Executive Vice President and General Counsel at (718) 472-8220.

Sincerely,

Lorraine Grillo
President & CEO

Attachments

c: Kathleen Grimm, Deputy Chancellor for Operations
Hon. Leroy G. Comrie, Jr. Land Use Committee
Hon. Brad Lander, Subcommittee on Landmarks, Public Siting and Maritime Uses
Gail Benjamin, Director, Land Use Division
Alonzo Carr, Land Use Division

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

SCA
School Construction Authority

NYC
Department of Education

August 1, 2013

The Honorable Deborah J. Glick
New York State Assembly, 66th District
District Office
853 Broadway, Suite 1518
New York, New York 10003

**Re: New, Approximately 1,000-Seat Middle School Facility**
**Community School District No. 2**

Dear Assemblymember Glick:

Pursuant to §1731 of the New York City School Construction Authority Act, notice is hereby given of the proposed site selection of Block 603, Lots 49 and 53, and any other property in the immediate vicinity which may be necessary for the proposed project, located in the Borough of Manhattan, for the development of a new public school facility that would accommodate both Community School District No. 2 middle school students and District No. 75 special education students. The estimated total capacity of this facility would be approximately 1,000 seats.

This notification was sent to Manhattan Community Board No. 2 and the City Planning Commission. The Notice of Filing for this site selection will be published in the New York Post and City Record on August 1, 2013, and the SCA will continue to accept public comments until September 15, 2013.

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, Executive Vice President and General Counsel at (718) 472-8220.

Sincerely,

Lorraine Grillo
President & CEO

Attachments

c: Kathleen Grimm, Deputy Chancellor for Operations

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

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August 1, 2013

The Honorable Brad Hoylman
New York State Senate, 27th District
District Office
322 Eighth Avenue, Suite 1700
New York, New York 10001

**Re: New, Approximately 1,000-Seat Middle School Facility**
**Community School District No. 2**

Dear State Senator Hoylman:

Pursuant to §1731 of the New York City School Construction Authority Act, notice is hereby given of the proposed site selection of Block 603, Lots 49 and 53, and any other property in the immediate vicinity which may be necessary for the proposed project, located in the Borough of Manhattan, for the development of a new public school facility that would accommodate both Community School District No. 2 middle school students and District No. 75 special education students. The estimated total capacity of this facility would be approximately 1,000 seats.

This notification was sent to Manhattan Community Board No. 2 and the City Planning Commission. The Notice of Filing for this site selection will be published in the New York Post and City Record on August 1, 2013, and the SCA will continue to accept public comments until September 15, 2013.

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, Executive Vice President and General Counsel at (718) 472-8220.

Sincerely,

Lorraine Grillo

Lorraine Grillo
President & CEO

Attachments

c: Kathleen Grimm, Deputy Chancellor for Operations

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718 472 8840 F

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August 1, 2013

Ms. Shino Tanikawa
President
Community Education Council No. 2
333 7th Avenue
New York, New York 10001

**Re: New, Approximately 1,000-Seat Middle School Facility**
**Community School District No. 2**

Dear Ms. Tanikawa:

Pursuant to §1731 of the New York City School Construction Authority Act, notice is hereby given of the proposed site selection of Block 603, Lots 49 and 53, and any other property in the immediate vicinity which may be necessary for the proposed project, located in the Borough of Manhattan, for the development of a new public school facility that would accommodate both Community School District No. 2 middle school students and District No. 75 special education students. The estimated total capacity of this facility would be approximately 1,000 seats.

This notification was sent to Manhattan Community Board No. 2 and the City Planning Commission. We have requested that Brooklyn Community Board No. 1 hold a public hearing on the proposed site selection within thirty (30) days of this notice, and the SCA will continue to accept public comments until September 15, 2013.

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, Executive Vice President and General Counsel at (718) 472-8220.

Sincerely,

Lorraine Grillo

Lorraine Grillo
President & CEO

Attachments

c: Kathleen Grimm, Deputy Chancellor for Operations

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

**DATE:** October 9, 2013

**SEQR PROJECT NO.:** 14-002

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

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

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

**NAME OF ACTION:** Proposed Public Middle School Facility, Manhattan

**LOCATION:** 75 Morton Street, Manhattan
Tax Block 603, Tax Lots 49 and 53

**SEQR STATUS:** Type I, Coordinated Review

## NEGATIVE DECLARATION

### Description of Action:

On behalf of the New York City Department of Education (DOE), the New York City School Construction Authority (SCA) proposes the site selection, acquisition, and development of a new public school facility in the West Village section of Manhattan serving middle school students in Community School District No. 2.

The proposed site contains a total of approximately 30,000 square feet of lot area and is located on the block bounded by Morton Street, Greenwich Street, Hudson Street and Barrow Street. The site is an assemblage of two tax lots currently owned by the State of New York and occupied by the New York State Office for People with Developmental Disabilities (OPWDD). It contains an existing seven-story building containing approximately 180,000 gross square feet and adjoining accessory surface parking lot (Block 603, Lots 49 & 53). OPWDD is in the process of vacating the site, and expects to complete the relocation process by late 2013.

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Department of Education

The proposed project is intended to provide additional long-term public school capacity at the middle school level in Community School District No. 2 and also for District 75 special education students. Under the proposed project, the SCA would renovate the existing on-site structure into a public school facility that would accommodate approximately 900 District No. 2 middle school students and approximately 100 District 75 special education students. The proposed building conversion would create general education classrooms, special education classrooms, specialty art and music classrooms, a gymatorium, auxiliary exercise room, library, guidance and medical spaces, kitchen and cafeteria, and administrative spaces within the existing building. The existing accessory parking lot would be converted to use as an open schoolyard. The SCA expects to acquire the site from the State of New York in late 2013, and student occupancy of the renovated facility is anticipated to begin in Fall, 2016.

In addition to the final approval of the proposed site by the Mayor and City Council pursuant to the SCA's enabling legislation, implementation of the proposed project is expected to involve additional discretionary actions by the City and State of New York, including:

- Zoning override approval for public school use in an area zoned for manufacturing uses (by Deputy Mayor for Economic Development);
- Approval of the disposition of State property (by the Interagency Council, including OPWDD, New York State Office of Mental Health, New York State Office of Alcohol and Substance Abuses Services, New York State Office of General Services, New York State Division of Budget, Empire State Development Corporation, and Dormitory Authority of the State of New York (DASNY), and other approvals for the sale of State property by DASNY and the New York State Division of Budget);
- Declaration of property as surplus (by OPWDD);
- Negotiation of telecommunications easements prior to sale and their conveyance to the SCA, and approval to convey State property to the SCA (by DASNY); and,
- Approval of the contract of sale for State property (by New York State Attorney General).

**Reasons Supporting This Determination:**

A comprehensive Environmental Assessment Form (EAF) and Supplemental Environmental Studies for this action were completed and issued on October 9, 2013. 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 and services; open space; shadows; historic and cultural resources; urban design and visual resources; natural resources; hazardous materials; water and sewer

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infrastructure, energy; solid waste and sanitation services; transportation; air quality; greenhouse gas emissions; noise; public health; neighborhood character; and construction-related impacts.

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 Cultural Resources***

As part of the environmental assessment process and as required by its enabling legislation, the SCA initiated consultation with the New York State Office of Parks, Recreation and Historic Preservation (OPRHP) regarding the proposed project's potential impacts to resources listed or eligible for listing on the State and National Registers of Historic Places. By letter dated April 4, 2013, OPRHP indicated that the existing on-site structure located at 75 Morton Street was previously determined not eligible for inclusion on the National Register of Historic Places. However, because the proposed school site adjoins the boundary of the Greenwich Village Historic District, OPRHP requested that the SCA continue consultation as the project design advances in order to avoid potential impacts to the Historic District. Since the SCA will, as the design for renovations to the existing building at 75 Morton Street is developed, continue the requested consultation with OPRHP, no adverse impacts to the Historic District or other historic resources would occur.

Furthermore, a Phase 1A study that was prepared as part of the environmental assessment process determined that portions of the existing on-site accessory parking lot (i.e., Lot 53) may contain archaeological remains. As such, in the event that any disturbance of the archaeologically sensitive areas is required as part of the project's construction, the SCA will conduct the recommended Phase 1B archaeological testing and continue to consult with OPRHP to avoid significant adverse impacts to potential on-site archaeological resources.

***Transportation***

The analysis of potential transportation impacts indicated the proposed project would not result in significant impacts to traffic operations at nearby intersections. An analysis of the project's impacts to local pedestrian volumes was also conducted. That analysis indicated that the proposed project would increase local pedestrian volumes in both the AM and PM peak periods, and could result in a significant adverse impact at the west crosswalk of the intersection of Morton Street and Hudson Street. During the AM peak, the operations of that crosswalk would deteriorate from Level of Service (LOS) B, with an average of 49 square feet per pedestrian in the future without the project, to LOS D with 23 square feet per pedestrian in the future with the project. The widening of this crosswalk by one foot, from a width of 14 feet to a width of 15 feet, would create additional pedestrian space at the crosswalk that would alleviate congestion and would avoid the pedestrian impact.

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The analysis of potential public transportation impacts identified the potential for the project to increase ridership along the M20 bus route, which is operated by New York City Transit (NYCT) and runs north along Hudson Street and south along Seventh Avenue. Under current conditions, three buses per hour run in the southbound direction during the AM peak hour and four buses per hour run in the northbound direction during the PM peak hour.

In the future with the proposed project, the M20 bus route is anticipated to experience an increase in ridership during the AM peak hour in the southbound direction and during the PM peak hour in the northbound direction. More specifically, it is anticipated that the proposed project would add 211 passengers in the AM peak southbound direction, which would require 134 additional seats, or three additional standard-sized buses (i.e., with a maximum capacity of 54 passengers) in that direction. In the PM northbound direction, the project is anticipated to add approximately 195 passengers, which would result in a shortfall of 128 seats, which would require three additional standard-sized buses.

The projected impacts to southbound service on the M20 bus route during the AM peak hour and to northbound service on that route during the PM peak hour could be avoided either by increasing the frequency of bus service during those times (i.e., adding three buses in the impacted direction during the peak hours), and/or by increasing the capacity of the buses (such as utilizing articulated buses which provide greater passenger capacity than standard-sized buses) on that route.

The general policy of NYCT is to provide additional bus service where demand warrants, taking into account financial and operational constraints. Based on NYCT's ongoing passenger monitoring program and as new development occurs throughout the study area, NYCT would create a comprehensive service plan to respond to specific, known needs with capital and/or operational improvements where fiscally feasible and operationally practicable. Therefore, in order to avoid potential impacts to public transit, the SCA shall notify NYCT at least one year prior to student occupancy of the proposed public school facility so NYCT can incorporate the projected increase in ridership into its planning and operational processes.

***Hazardous Materials***

A Phase I Environmental Site Assessment (ESA), Phase II Environmental Site Investigation (ESI), and Supplemental Site Investigation were completed by TRC Engineers, Inc. (TRC) for the proposed project site between July 2012 and June 2013.

The Phase I ESA was prepared in July 2012 and identified on-site Recognized Environmental Conditions (RECs) associated with the historic use of the site by a drug and chemical company, and a motor freight station; the prior ownership of the site by the "Fisher Scientific Company" and the potential presence of fill material from demolition of structures formerly present on the site. Additionally,

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the site is listed as a hazardous waste generator for tetrachloroethene (in 2009) and polychlorinated biphenyls (PCBs) containing oils (in 1998). The Phase I ESA identified off-Site RECs associated with the historic presence of laundries, an automobile garage, parking facilities, automobile repair facilities, motor freight stations, a depot with a gasoline underground storage tank, a solid waste facility, a machining company, a glass finishing company, welding facilities, chemical facilities, druggists, paint and dyeing facilities, and iron, metal and ink manufacturers on adjoining and nearby properties; four nearby spills sites; one "E"- designated site, and four nearby hazardous waste generators (one of which is a current dry cleaner). Additionally, the Phase I ESA revealed environmental concerns associated with suspect asbestos-containing materials (ACM), suspect interior and exterior lead-based paint (LBP), lead-shielded walls and mercury-containing equipment and/or residues associated with a former dental office, suspect PCB-containing ballasts, exterior caulk, and hydraulic oil, and potential elevated radon concentrations.

A Phase II ESI was completed in November 2012 to assess whether the RECs identified in the Phase I ESA have affected the suitability of the site for use as a public school facility. Phase II ESI field activities consisted of a geophysical survey; the advancement of soil borings; installation of one temporary monitoring well as well as five permanent monitoring wells; surveying and gauging of permanent monitoring wells; mercury vapor testing; and, the collection and laboratory analysis of sub-slab soil vapor, soil vapor, indoor air, ambient air, soil, groundwater and radon samples.

The geophysical survey did not reveal evidence of utilities or buried structures in the vicinity of the soil borings, and there were no significant geophysical anomalies noted. There were no visual or olfactory indications of contamination observed in the soil borings. The results of the analyses of soil samples revealed semi-volatile organic compounds (SVOCs) and metals at concentrations exceeding comparison levels for unrestricted use, which were attributed to the characteristics of fill material at the site. Groundwater sampling analytical data revealed that volatile organic compounds (VOCs), specifically, tetrachloroethene (PCE) and trichloroethene (TCE), and metals were detected above or equal to comparison criteria. The groundwater sampling results indicated that treatment of dewatering effluent is required prior to discharge to the sewer system due to the concentrations of total suspended solids and PCE.

Petroleum-related VOCs were detected in sub-slab soil vapor and were attributed to an off-site source in the surrounding area. Two chlorinated solvent related VOCs, PCE and TCE, were detected at concentrations above the New York State Department of Health (NYSDOH) Air Guideline Values (AGVs) in one or more of the soil vapor samples. The NYSDOH Soil Vapor Guidance matrices indicate that, based on the detected concentrations of PCE and TCE, mitigation is the recommended action. PCE and TCE were not detected in indoor air above the range of anticipated background concentrations or NYSDOH AGVs, indicating that there is no immediate health risk to building occupants. The

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chlorinated solvent related VOCs detected in soil vapor were attributable to the concentrations of chlorinated solvents found in on-site groundwater.

Additionally, the results of the mercury vapor testing performed in the former dentist's office in the 4th floor of the on-site building indicate that the concentrations of mercury vapor in indoor air did not exceed the detection limit of the instrument (0.000 milligrams per cubic meter). Finally, three (3) radon samples were collected from the lowest occupied level of the site building. The results of the analyses did not identify radon concentrations approaching the United States Environmental Protection Agency-recommended Action Level.

A Supplemental Site Investigation was completed June 2013 to further evaluate the source of VOCs in the groundwater. The investigation field activities included a geophysical survey, the advancement of soil borings, installation of six permanent monitoring wells, surveying and gauging of permanent monitoring wells, and collection and laboratory analysis of groundwater and soil samples.

The geophysical survey did not reveal evidence of utilities or buried structures in the vicinity of the soil borings. There were no visual or olfactory indications of contamination observed in any of the soil borings. The results of the analyses of soil samples did not indicate the presence of VOCs in any of the samples. Eleven groundwater samples were collected from the existing and newly installed wells. The VOCs PCE, TCE and/or chloroform were found in 10 of the 11 samples collected at concentrations exceeding their corresponding Class GA values. The concentration of PCE in the sample collected upgradient of the site was approximately three orders of magnitude greater than the corresponding Class GA value and between one and two orders of magnitude greater than the PCE concentrations in samples collected from the other monitoring wells. TCE was detected above the Class GA value in one well located cross gradient of the site.

The elevated concentration of PCE in groundwater, upgradient of the site and adjacent to a dry cleaning facility, as well as historic use of properties upgradient of the site as a paint shop and machine shop, and the absence of PCE or TCE detections in the soil samples collected below the basement slab of the site building indicates the detected PCE concentrations in on-site groundwater can be attributed to an off-site source. Due to the absence of detectable TCE concentrations in on-site soil, the elevated TCE concentration in one groundwater sample is attributed to an off-site release located south of the site. The concentration of chloroform detected in the wells may be attributable to an off-site source since it was not detected in elevated concentrations during prior sampling events and its presence in groundwater is commonly associated with the discharge of chlorinated drinking water.

The proposed project would not result in impacts from contaminated media and building materials. To prevent VOCs in soil vapor from entering the building, a sub-slab depressurization system would be designed and retrofitted in the

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existing building as part of the project. All soil excavated during building renovations would be properly managed in accordance with all applicable local, State and Federal regulations. In addition, a minimum of two feet of environmentally clean fill would be placed over existing soil in all landscaped areas. Finally, suspect ACM, LBP, and/or PCB containing materials would be properly managed during construction or renovation activities. In addition, to minimize the potential for exposure by construction workers and the surrounding public, standard industry practices, including appropriate health and safety measures, would be utilized. With the implementation of the measures described above, the proposed project would not result in any significant adverse impacts related to hazardous materials.

The proposed project would have the beneficial impact of providing approximately 900 additional seats of permanent public school capacity at the middle school level in Community School District No. 2, and approximately 100 additional seats for District 75 special education students.

For further information contact:

| | |
|---|---|
| Contact: | Ross J. Holden<br>Executive Vice President and General Counsel |
| Address: | New York City School Construction Authority<br>30-30 Thomson Avenue<br>Long Island City, New York 11101-3045 |
| Telephone: | (718) 472-8220 |

Lorraine Grillo

Lorraine Grillo
President & CEO

October 9, 2013
Date

# Proposed Public Middle School Facility
# 75 Morton Street, Manhattan

# SEQR Environmental Assessment Form
# and
# Supplemental Environmental Studies

**Lead Agency:**

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

**Prepared by:**

Parsons Brinckerhoff, Inc.
One Penn Plaza
New York, NY 10119
(212) 465-5000

*In Association with:*

Historical Perspectives, Inc.
P.O. Box 529
Westport, CT 06881
(203) 223-7654

October 9, 2013

# SEQR Environmental Assessment Form

*617.20*
*Appendix A*
*State Environmental Quality Review*
# FULL ENVIRONMENTAL ASSESSMENT FORM

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

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

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

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

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

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

---

## 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

**Proposed Middle School Facility at 75 Morton Street, Manhattan**

Name of Action

**New York City School Construction Authority**

Name of Lead Agency

**Kenrick Ou**

Print or Type Name of Responsible Officer in Lead Agency

**Senior Director, Real Estate Services**

Title of Responsible Officer

Signature of Responsible Officer in Lead Agency

Brad Kiere PARSONS BRINCKERHOFF

Signature of Preparer (If different from responsible officer)

**October 9, 2013**

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 Proposed Middle School Facility at 75 Morton Street, Manhattan

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

75 Morton Street, Manhattan, New York

Name of Applicant/Sponsor New York City School Construction Authority

Address 30-30 Thomson Avenue

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

Business Telephone (718) 472-8000

Name of Owner (if different) State of New York c/o NYS OPWDD

Address 44 Holland Avenue

City / PO Albany State NY Zip Code 12229

Business Telephone

Description of Action:

On behalf of the New York City Department of Education (DOE), the New York City School Construction Authority (SCA) proposes to acquire and convert an existing 7-story, approximately 180,000-square-foot (SF) building located at 75 Morton Street (Block 603, Lot 49) in the West Village neighborhood of Manhattan to a public middle school facility. The new school facility would provide approximately 900 seats for 6th through 8th grade in Community School District 2 (CSD 2) and approximately 100 seats for a District 75 Special Education program. The proposed project also includes the renovation of the parking lot (Block 603, Lot 53) located adjacent to the subject building for use as a schoolyard. The project site is owned by the State of New York and the building is occupied by the offices of the New York State Office for People with Developmental Disabilities (OPWDD). The OPWDD offices are in the process of being relocated to other locations within the city, and the building is expected to be vacant by the end of 2013.

The proposed project is intended to provide additional public school capacity at the intermediate school level in CSD 2. CSD 2 contains 17 public school facilities that serve intermediate-level students. During the 2011-2012 school year, the district's existing public intermediate school and joint primary/intermediate school facilities operated at approximately 82 percent of capacity, with a district-wide total capacity of 10,301 seats and a total enrollment of 8,362 students. However, based on projections prepared by consultants for the SCA, growth of the district's intermediate-school-age population is anticipated to occur, by about 10 percent by 2018. The proposed project would provide approximately 900 additional seats to accommodate this anticipated future growth. In addition, the DOE's Five-Year Capital Plan for Fiscal Years 2010-2014 states that enrollment in District 75 Special Education programs has been increasing in recent years, and the proposed project would provide approximately 100 additional seats for District 75 students. Construction is expected to begin in 2014 and the proposed school is expected to be ready for occupancy in the 2016-17 school year.

## 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: 0.69 acres.

| APPROXIMATE ACREAGE | PRESENTLY | AFTER COMPLETION |
|---|---|---|
| Meadow or Brushland (Non-agricultural) | _____ acres | _____ acres |
| Forested | _____ acres | _____ acres |
| Agricultural (Includes orchards, cropland, pasture, etc.) | _____ acres | _____ acres |
| Wetland (Freshwater or tidal as per Articles 24,25 of ECL) | _____ acres | _____ acres |
| Water Surface Area | _____ acres | _____ acres |
| Unvegetated (Rock, earth or fill) | _____ acres | _____ acres |
| Roads, buildings and other paved surfaces | 0.69 acres | 0.69 acres |
| Other (Indicate type) _____ | _____ acres | _____ acres |

3. What is predominant soil type(s) on project site? Urban Land
   a. Soil drainage: ☐ Well drained ____% of site ☑ Moderately well drained 100 % of site.
   ☐ Poorly drained ____% of site
   b. If any agricultural land is involved, how many acres of soil are classified within soil group 1 through 4 of the NYS Land Classification System? NA acres (see 1 NYCRR 370).
4. Are there bedrock outcroppings on project site? ☐ Yes ☒ No
   a. What is depth to bedrock ±35 (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? ±21-25 (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:

NA

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

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

NA

b. Size (in acres):

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

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

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

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

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

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

**B. Project Description**

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

a. Total contiguous acreage owned or controlled by project sponsor: 0.69 acres.

b. Project acreage to be developed: 0.69 acres initially; 0.69 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: 33 (AM) (upon completion of project)?

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

| | One Family | Two Family | Multiple Family | Condominium |
|---|---|---|---|---|
| Initially | NA | | | |
| Ultimately | NA | | | |

i. Dimensions (in feet) of largest proposed structure: ±75 ft height; ±100 ft width; ±172 ft length.

j. Linear feet of frontage along a public thoroughfare project will occupy is? ±100 ft. **Note:** The project involves the renovation of the existing on-site building, not construction of a new structure.

2. How much natural material (i.e. rock, earth, etc.) will be removed from the site? 0 tons/cubic yards.

3. Will disturbed areas be reclaimed ☐ Yes ☐ No ☒ N/A

a. If yes, for what intended purpose is the site being reclaimed?

b. Will topsoil be stockpiled for reclamation? ☐ Yes ☐ No

c. Will upper subsoil be stockpiled for reclamation? ☐ Yes ☐ No

4. How many acres of vegetation (trees, shrubs, ground covers) will be removed from site? 0 acres.

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

☐ Yes ■ No

6. If single phase project: Anticipated period of construction: ±32 months, (including demolition)

7. If multi-phased:

   a. Total number of phases anticipated _____ (number)

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

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

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

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

9. Number of jobs generated: during construction TBD; after project is complete ±110

10. Number of jobs eliminated by this project 0.

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

If yes, explain:

The OPWDD offices currently occupying the site are in the process of being relocated to other locations within the city. This relocation is occurring independent of the proposed project, and is not a result of the proposed project.

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? ±8 tons

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

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

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

e. If yes, explain:

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

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

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

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

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

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

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

    If yes, indicate type(s)

Electric and Gas.

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

23. Total anticipated water usage per day 40,600 gallons/day.

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

    If yes, explain:

Acquisition, design and construction of the proposed school facility would be undertaken with capital funds allocated to the DOE.

**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 | NYC Deputy Mayor for Economic Development - Approval of Zoning Override<br>NYC Mayor & City Council - Approval of the proposed site. | |
| Other Regional Agencies | ☐ Yes | ■ No | | |
| State Agencies | ■ Yes | ☐ No | OPWDD: "Declaration of property as surplus"<br>NYS Division of Budget: "Approval of the sale of state property"<br>NYS Attorney General: "Approval of the contract of sale of state property" | |
| Federal Agencies | ☐ Yes | ■ No | | |

**Interagency Council (OPWDD, Office of Mental health, Office of Alcohol and Substance Abuse Services, Office of General Services, New York State Division of Budget, Empire State Development Corp. and DASNY): "Approval of the disposition of state property"**
**DASNY: "Negotiation of telecommunications easements prior to sale, and their conveyance to SCA; Approval to convey the state's interest in the subject property to SCA"**

## 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

Project will require a zoning override due to non-conformance with use regulations.

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

The project site is located in a M1-5 zoning district.

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

Approximately 150,000 square feet of floor area could be developed on the site for a permitted use (5.0 FAR).

4. What is the proposed zoning of the site?

No change in zoning is proposed.

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

NA

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

School uses are not permitted as-of-right in M1-5 zoning districts.

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

The predominant land uses within a 1/4-mile radius of the project include a mix of residential, commercial, institutional, and transportation uses. The zoning classifications within a 1/4-mile radius of the project site include M1-5, C6-2, R6, C1-6, C1-6A, C1-7, C2-6, and M1-5/R7X, which allow for a wide range of residential, commercial, community facility, and light-manufacturing uses.

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

9. If the proposed action is the subdivision of land, how many lots are proposed? 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 Brad Kieves Date October 9, 2013

Signature Brad Kieves

Title Senior Environmental Planner

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

# PART 2 - PROJECT IMPACTS AND THEIR MAGNITUDE

**Responsibility of Lead Agency**

**General Information** (Read Carefully)

- ! In completing the form the reviewer should be guided by the question: Have my responses and determinations been **reasonable?** The reviewer is not expected to be an expert environmental analyst.
- ! The **Examples** provided are to assist the reviewer by showing types of impacts and wherever possible the threshold of magnitude that would trigger a response in column 2. The examples are generally applicable throughout the State and for most situations. But, for any specific project or site other examples and/or lower thresholds may be appropriate for a Potential Large Impact response, thus requiring evaluation in Part 3.
- ! The impacts of each project, on each site, in each locality, will vary. Therefore, the examples are illustrative and have been offered as guidance. They do not constitute an exhaustive list of impacts and thresholds to answer each question.
- ! The number of examples per question does not indicate the importance of each question.
- ! In identifying impacts, consider long term, short term and cumulative effects.

**Instructions** (Read carefully)

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

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

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

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

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

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

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

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

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

| | | | |
|---|---|---|---|
| • Specific land forms: | ☐ | ☐ | ☐ Yes ☐ No |

**Impact on Water**

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

**Examples** that would apply to column 2

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

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

**Examples** that would apply to column 2

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

| | 1<br>Small to Moderate Impact | 2<br>Potential Large Impact | 3<br>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<br>Small to Moderate Impact | 2<br>Potential Large Impact | 3<br>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 |

Should the final project design involve significant subsurface disturbance of Lot 53, phase 1B archaeological testing would be conducted to avoid adverse impacts to potential on-site archaeological resources.

**IMPACT ON OPEN SPACE AND RECREATION**

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

**Examples** that would apply to column 2

| | | | |
|---|---|---|---|
| • The permanent foreclosure of a future recreational opportunity. | ☐ | ☐ | ☐ Yes ☐ No |
| • A major reduction of an open space important to the community. | ☐ | ☐ | ☐ Yes ☐ No |
| • Other impacts: | ☐ | ☐ | ☐ Yes ☐ No |

**IMPACT ON CRITICAL ENVIRONMENTAL AREAS**

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

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

**Examples** that would apply to column 2

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

| | 1<br>Small to Moderate Impact | 2<br>Potential Large Impact | 3<br>Can Impact Be Mitigated by Project Change |
|---|---|---|---|

**IMPACT ON TRANSPORTATION**

15. Will there be an effect to existing transportation systems?
☐ NO ☒ YES

**Examples** that would apply to column 2

| | | | | |
|---|---|---|---|---|
| • Alteration of present patterns of movement of people and/or goods. | ☐ | ☐ | ☐ Yes | ☐ No |
| • Proposed Action will result in major traffic problems. | ☐ | ☐ | ☐ Yes | ☐ No |
| • Other impacts: | ☒ | ☐ | ☐ Yes | ☐ No |

The impact to pedestrian flow conditions at the west crosswalk of Morton and Hudson Streets could be addressed by increasing the width of the crosswalk by 1 foot. Impacts to bus service on the M20 bus line could be eliminated by increasing service during peak times.

**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<br>Small to Moderate Impact | 2<br>Potential Large Impact | 3<br>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<br>Small to Moderate Impact | 2<br>Potential Large Impact | 3<br>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

# Supplemental Environmental Studies

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# EXECUTIVE SUMMARY

## INTRODUCTION

On behalf of the New York City Department of Education (DOE), the New York City School Construction Authority (SCA) proposes to acquire and convert an existing 7-story, approximately 180,000-square-foot (SF) building located at 75 Morton Street (Block 603, Lot 49) in the West Village neighborhood of Manhattan to a public middle school facility. The new school facility would provide approximately 900 seats for 6th through 8th grade in Community School District 2 (CSD 2) and approximately 100 seats for a District 75 Special Education program. The proposed project also includes the renovation of the parking lot (Block 603, Lot 53) located adjacent to the subject building for use as a schoolyard. The project site is owned by the State of New York and the building is occupied by the offices of the New York State Office for People with Developmental Disabilities (OPWDD). The OPWDD offices are in the process of being relocated to other locations within the city, and the building is expected to be vacant by the end of 2013.

The proposed project is intended to provide additional public school capacity at the intermediate school level in CSD 2. CSD 2 contains 17 public school facilities that serve intermediate-level students. During the 2011-2012 school year, the district's existing public intermediate school and joint primary/intermediate school facilities operated at approximately 82 percent of capacity, with a district-wide total capacity of 10,301 seats and a total enrollment of 8,362 students. However, based on projections prepared by consultants for the SCA, growth of the district's intermediate-school-age population is anticipated to occur, by about 10 percent by 2018. The proposed project would provide approximately 900 additional seats to accommodate this anticipated future growth. In addition, the DOE's Five-Year Capital Plan for Fiscal Years 2010–2014 states that enrollment in District 75 Special Education programs has been increasing in recent years, and the proposed project would provide approximately 100 additional seats for District 75 students.

The proposed project would require final approval of the proposed site by the Mayor and City Council pursuant to the SCA's enabling legislation. In addition, implementation of the proposed project would be expected to involve additional discretionary actions by other city and state agencies. Approvals that would be required by other city agencies include a zoning override from the Deputy Mayor for Economic Development. State agency approvals and other discretionary actions that would be required in connection with the proposed project include the approval of the disposition of state property from the Interagency Council (OPWDD, New York State Office of Mental Health, New York State Office of Alcohol and Substance Abuse Services, New York State Office of General Services, New York State Division of Budget, Empire State Development Corporation, and the Dormitory Authority of the State of New York [DASNY]); the declaration of property as surplus from OPWDD; the negotiation of telecommunication easements prior to sale, and their conveyance to the SCA from DASNY; approval from DASNY to convey the state's interest in the subject property to the SCA; approval of the sale of state property from the New York State Division of Budget; and approval of the contract of sale of state property from the New York State Attorney General.

For the purpose of this environmental review, it is assumed that construction of the proposed project would begin in 2014 and the proposed school facility would be ready for student occupancy in the 2016-17 school year. Therefore, 2016 has been selected as the analysis year for the proposed project.

## ENVIRONMENTAL REVIEW FINDINGS

### Land Use, Zoning, and Public Policy

The proposed project would change land use on the project site from commercial office to school use. However, the project site is located in a mixed-use area containing many residential uses as well as several institutional uses; therefore, the proposed new school would be compatible with the overall mix of land uses in the study area and would not have an adverse land use impact. The project site is located in a M1-5 zoning district, which does not permit school uses as-of-right. Therefore, the SCA would request a zoning override from the Deputy Mayor for Economic Development to allow the proposed project to be developed despite the school's non-conformance with the site's use regulations. If granted, the zoning override would apply only to the proposed project site and would not affect the site's or surrounding area's underlying zoning designation. Furthermore, the current M1-5 zoning is not reflective of the study area's current mix of residential, commercial and institutional uses, and zoning variances have been granted by the New York City Board of Standards and Appeals (BSA) to allow residential use on several sites located in this M1-5 zoning district. The proposed project would be consistent with PlaNYC, which is the city's long-term sustainability plan, and the New York *State Smart Growth Public Infrastructure Policy Act* (see DASNY Smart Growth Impact Statement Assessment Form in Appendix C). There are no other public policies pertaining to the study area that would be affected by the proposed project. Therefore, the proposed project would not result in a significant adverse impact to land use, zoning, or public policy.

### Socioeconomic Conditions

The proposed project would not result in any conditions that would meet or exceed the *CEQR Technical Manual* screening criteria for warranting an analysis of socioeconomic conditions. The proposed project would not result in the direct displacement of any employees or businesses, and the development of a new school facility on the site would not be expected to result in substantial socioeconomic changes in the surrounding area. Therefore, the proposed project would not result in significant adverse impacts to socioeconomic conditions.

### Community Facilities and Services

The proposed project would have a beneficial effect on school services by providing a new public school facility to serve CSD 2's intermediate-level student population. The proposed project would not have any direct effects on community facilities since it would not physically alter a community facility, nor would it have any indirect effects since it would not add residents to the area who could

place an additional demand on community services. Therefore, the proposed project would not have a significant adverse impact on community facilities and services.

## Open Space

The proposed school would not place any additional demand on the area's open space resources as it would provide adequate on-site recreational facilities to meet the needs of its students. The proposed school would include an indoor gymnasium and physical education spaces, and the approximately 8,200-SF open area on the site would be converted to a schoolyard for outdoor recreation. Therefore, the proposed project would have no effect on publicly accessible open space and would not result in a significant adverse impact.

## Shadows

A shadow assessment is required for projects that would result in new incremental shadows of sufficient length to reach a sunlight-sensitive resource (e.g., a public open space, historic resource with sunlight-dependent features, or important natural feature). Since the proposed project entails the conversion of the existing building on the site, it would not result in any new incremental shadows. Therefore, the proposed project would not result in significant adverse shadow impacts.

## Historic and Archaeological Resources

*Historic Architectural Resources*

The SCA has initiated consultation with the New York State Office of Parks, Recreation and Historic Preservation (OPRHP) regarding the proposed project's potential effects on historic resources. In a letter dated April 4, 2013, the OPRHP stated that the building at 75 Morton Street has been determined not to be eligible for inclusion on the State and National Registers of Historic Places due to the many alterations it has undergone. However, because the project site is adjacent to the southwest boundary of the Greenwich Village Historic District, OPRHP requested continued consultation with the SCA as the project design is developed. Accordingly, the SCA will continue to consult with the OPRHP as the project design progresses to avoid a potential adverse impact to the adjoining historic district. Therefore, the proposed project would not result in significant adverse impacts to historic architectural resources.

*Archaeological Resources*

A Preliminary Archaeological Assessment/Disturbance Record study was completed in January 2013 to assess the archaeological sensitivity of the project site. The study concluded that, while the project site does not retain precontact archaeological sensitivity, the Lot 53 portion of the project site is sensitive for historic-period archaeological remains. Therefore, the study recommended that a complete Phase IA Archaeological Documentary Study be conducted for the Lot 53 portion of the project site. In accordance with the recommendation of the Preliminary Archaeological Assessment/Disturbance Record study, a Phase IA Archaeological Documentary Study was completed in February 2013 for the Lot 53 portion of the project site. The Phase IA Archaeological

Documentary Study concluded that portions of Lot 53 are sensitive for historic-period archaeological remains, specifically for the recovery of 19th-century shaft features, and recommended that Phase IB archaeological testing be conducted if the proposed project would entail subsurface disturbance of the archaeologically sensitive portions of the lot. The OPRHP concurred with this recommendation in its letter of April 4, 2013.

Therefore, if project plans ultimately include subsurface disturbance of Lot 53, limited Phase IB archaeological testing will be conducted within the archaeologically sensitive portions of the lot in accordance with an OPRHP-approved protocol; this will be done prior to any project-related disturbance in these areas. If the Phase IB field testing confirms the presence of archaeological resources, the recovery of the resources and information gathered through their analysis as part of the Phase IB protocol would serve to avoid a significant adverse impact. Therefore, with implementation of the Phase IB testing program, the proposed project would not result in a significant adverse impact to archaeological resources.

## Urban Design and Visual Resources

According to the *CEQR Technical Manual*, an urban design analysis is not required if a proposed project would be constructed within existing zoning envelopes and would not result in physical changes beyond the bulk and form permitted "as-of-right." As the proposed project would not change the physical form of the existing building on the project site in terms of building scale or bulk, the proposed project would have no effect on the area's urban design or visual resources. Therefore, the proposed project would not result in a significant adverse impact to urban design and visual resources.

## Natural Resources

The project site is located in a densely developed area of Manhattan that is substantially devoid of natural resources. Neither the project site nor its adjacent area contains any natural resources that could be adversely affected by the proposed project. Therefore, the proposed project would result in no significant adverse impact to natural resources.

## Hazardous Materials

A Phase I Environmental Site Assessment (ESA), a Phase II Environmental Site Investigation (ESI), and a Supplemental Site Investigation were completed by TRC Engineers, Inc. (TRC) for the proposed project site between July 2012 and June 2013. The Phase I ESA, Phase II ESI, and Supplemental Site Investigation were completed to evaluate the environmental conditions of the site. The site is located at 75 Morton Street, New York, New York 10014. The legal description for the site is Block 603, Lots 49 and 53. The site encompasses approximately 27,500 square feet in area. Lot 49 is improved with a seven-story office building with a full basement. Lot 53 is undeveloped, paved and used for vehicle parking. The seven-story building on Lot 49 occupies an approximately 22,000-square foot footprint and the total floor space is approximately 177,000 square feet.

The Phase I ESA was prepared by TRC for the SCA in July 2012. The Phase I ESA identified on-site RECs associated with the historic use of the site by a drug and chemical company, and a motor freight station; the prior ownership of the site by the "Fisher Scientific Company" and the potential presence of fill material from demolition of structures formerly present on the site. Additionally, the site is listed as a hazardous waste generator for tetrachloroethene (in 2009) and polychlorinated biphenyls (PCBs) containing oils (in 1998). The Phase I ESA identified off- site RECs associated with the historic presence of laundries, an automobile garage, parking facilities, automobile repair facilities, motor freight stations, a depot with a gasoline underground storage tank, a solid waste facility, a machining company, a glass finishing company, welding facilities, chemical facilities, druggists, paint and dyeing facilities, and iron, metal and ink manufacturers on adjoining and nearby properties; four nearby spills sites; one "E"- designated site, and four nearby hazardous waste generators (one of which is a current dry cleaner). Additionally, the Phase I ESA revealed environmental concerns associated with suspect asbestos-containing materials (ACM), suspect interior and exterior lead-based paint (LBP), lead-shielded walls and mercury-containing equipment and/or residues associated with a former dental office, suspect PCB-containing ballasts, exterior caulk, and hydraulic oil, and potential elevated radon concentrations.

A Phase II ESI was completed by TRC on behalf of the SCA in November 2012 to assess whether the RECs identified in the Phase I ESA have affected the suitability of the site for use as a public school facility. Phase II ESI field activities consisted of a geophysical survey; the advancement of soil borings; installation of one temporary monitoring well as well as five permanent monitoring wells; surveying and gauging of permanent monitoring wells; mercury vapor testing; and, the collection and laboratory analysis of sub-slab soil vapor, soil vapor, indoor air, ambient air, soil, groundwater and radon samples.

The geophysical survey did not reveal evidence of utilities or buried structures in the vicinity of the soil borings, and there were no significant geophysical anomalies noted. There were no visual or olfactory indications of contamination observed in the soil borings. The results of the analyses of soil samples revealed semi-volatile organic compounds (SVOCs) and metals at concentrations exceeding comparison levels for unrestricted use, which were attributed to the characteristics of fill material at the site. Groundwater sampling analytical data revealed that volatile organic compounds (VOCs), specifically, tetrachloroethene (PCE) and trichloroethene (TCE), and metals were detected above or equal to comparison criteria. The groundwater sampling results indicated that treatment of dewatering effluent is required prior to discharge to the sewer system due to the concentrations of total suspended solids and PCE.

Petroleum-related VOCs were detected in sub-slab soil vapor and were attributed to an off-site source in the surrounding area. Two chlorinated solvent related VOCs: PCE and TCE, were detected at concentrations above the New York State Department of Health (NYSDOH) Air Guideline Values (AGVs) in one or more of the soil vapor samples. The NYSDOH Soil Vapor Guidance matrices indicate that, based on the detected concentrations of PCE and TCE, mitigation is the recommended action. PCE and TCE were not detected in indoor air above the range of anticipated background

concentrations or NYSDOH AGVs, indicating that there is no immediate health risk to building occupants. The chlorinated solvent related VOCs detected in soil vapor were attributable to the concentrations of chlorinated solvents found in on- site groundwater.

Additionally, the results of the mercury vapor testing performed in the former dentist's office in the 4th floor of the site building indicate that the concentrations of mercury vapor in indoor air did not exceed the detection limit of the instrument (0.000 milligrams per cubic meter). Finally, three (3) radon samples were collected from the lowest occupied level of the site building. The results of the analyses did not identify radon concentrations approaching the United States Environmental Protection Agency recommended Action Level.

A Supplemental Site Investigation was completed by TRC on behalf of the SCA in June 2013 to further evaluate the source of VOCs in the groundwater. The investigation field activities included a geophysical survey, the advancement of soil borings, installation of six permanent monitoring wells, surveying and gauging of permanent monitoring wells, and collection and laboratory analysis of groundwater and soil samples.

The geophysical survey did not reveal evidence of utilities or buried structures in the vicinity of the soil borings. There were no visual or olfactory indications of contamination observed in any of the soil borings. The results of the analyses of soil samples did not indicate the presence of VOCs in any of the samples. Eleven groundwater samples were collected from the existing and newly installed wells. The VOCs PCE, TCE and/or chloroform were found in 10 of the 11 samples collected at concentrations exceeding their corresponding Class GA values. The concentration of PCE in the sample collected upgradient of the site was approximately three orders of magnitude greater than the corresponding Class GA value and between one and two orders of magnitude greater than the PCE concentrations in samples collected from the other monitoring wells. TCE was detected above the Class GA value in one well located cross gradient of the site.

The elevated concentration of PCE in groundwater, upgradient of the site and adjacent to a dry cleaning facility, as well as historic use of properties upgradient of the site as a paint shop and machine shop, and the absence of PCE or TCE detections in the soil samples collected below the basement slab of the site building indicates the detected PCE concentrations in on-site groundwater can be attributed to an off-site source. Due to the absence of detectable TCE concentrations in on-site soil, the elevated TCE concentration in one groundwater sample is attributed to an off-site release located south of the site. The concentration of chloroform detected in the wells may be attributable to an off-site source since it was not detected in elevated concentrations during prior sampling events and its presence in groundwater is commonly associated with the discharge of chlorinated drinking water.

The proposed project would not result in impacts from contaminated media and building materials. To prevent VOCs in soil vapor from entering the building, a sub-slab depressurization system would be designed and retrofitted in the existing building. All soil excavated during building renovation would be properly managed in accordance with all applicable local, State and Federal regulations. In

addition, a minimum of two feet of environmentally clean fill would be placed over existing soil in all landscaped areas. Finally, suspect ACM, LBP, and/or PCB containing materials would be properly managed during construction or renovation activities. In addition, to minimize the potential for exposure by construction workers and the surrounding public, standard industry practices, including appropriate health and safety measures, would be utilized.

### Water and Sewer Infrastructure

The proposed school would contain approximately 180,000 SF of floor area, which falls below the CEQR threshold of 250,000 SF of community facility space, for which an assessment is warranted of wastewater and stormwater conveyance and treatment in areas of Manhattan served by a combined sewer system. In addition, based on a capacity of approximately 1,000 school seats, the proposed project would result in water usage of approximately 40,600 gallons per day. Since the proposed project would not result in significantly large water demands (i.e., over 1 million gallons per day), it would have no significant effect on the city's water supply system or sewer system. Therefore, the proposed project would not have a significant adverse impact on water and sewer infrastructure.

### Energy

According to the *CEQR Technical Manual*, new construction or substantial renovation of buildings would not require a detailed energy assessment, as it is subject to the New York State Energy Conservation Code, which is reflective of state and city energy policy. Additionally, New York City public schools must follow the SCA's *NYC Green Schools Guide* (revised 2009) regarding energy efficiencies. Therefore, the proposed project would not result in significant adverse energy impacts.

### Solid Waste and Sanitation Services

The proposed 1,000-seat school is projected to generate approximately 4,000 pounds per week of solid waste, based on the rate of 4 pounds per week for each public intermediate school student. According to the *CEQR Technical Manual*, a generation rate of less than 100,000 pounds (50 tons) per week is not considered large. Therefore, the proposed project would not be expected to affect the delivery of sanitation services or place a significant burden on the city's solid waste management system.

### Transportation

Based on trip-generation projections for the students and staff associated with the proposed new school, the proposed project would not result in significant adverse impacts to traffic flow, parking conditions, or subway service.

The pedestrian conditions analysis determined that there would be an impact to pedestrian flow at the west crosswalk of the intersection of Morton Street and Hudson Street during the AM peak hour. This impact could be addressed by increasing the width of the crosswalk by 1 foot.

There would be a significant impact to southbound service on the M20 bus line during the AM peak hour and to northbound service during the PM peak hour due to additional project-generated ridership. This impact could be addressed by either increasing the number of standard buses (three additional M20 buses in each impacted direction) or, where feasible, converting the route to articulated bus service. It is the general policy of New York City Transit (NYCT) to provide additional bus service where demand warrants, taking into account financial and operational constraints. Based on NYCT's ongoing passenger monitoring program and as new development occurs throughout the area, NYCT would generate a comprehensive service plan to respond with capital and/or operational improvements to address specific, known needs, where fiscally feasible and operationally practicable. Through this ongoing program, expanded bus service would be provided as needs are determined. Therefore, in order to avoid potential impacts to public transit, the SCA shall notify NYCT at least one year prior to student occupancy of the proposed public school facility so NYCT can incorporate the projected increase in ridership into its planning and operational processes.

### Air Quality

The number of vehicles generated by the proposed project would not result in significant mobile-source air quality impacts. Results of stationary-source and air-toxic analyses show that the school's heating plant would have no adverse effect on surrounding land uses, and no other existing emission sources, including toxic pollutants from nearby industrial sources, would have adverse impacts on the school. Therefore, the proposed project would not directly or indirectly result in exceedances of applicable standards and no significant adverse impacts to air quality would occur.

### Greenhouse Gas Emissions

Since the proposed project would result in development that is substantially below the 350,000-SF threshold cited in the *CEQR Technical Manual* for warranting a greenhouse gas consistency assessment, it would not contribute significantly to greenhouse gas emissions nor result in a significant greenhouse gas emission impact, and no further analysis is warranted.

### Noise

The proposed project would not result in any perceptible increases in traffic-generated noise levels, and no mobile-source noise impacts would occur. Noise generated from the proposed schoolyard would not exceed the SCA's noise-impact threshold at any sensitive receptors (i.e., residences) near the project site, and no stationary-source noise impacts would occur.

### Public Health

According to the *CEQR Technical Manual*, a public health analysis is not necessary for most projects. Where no significant unmitigated adverse impact is found in other CEQR analysis areas, such as air quality, water quality, hazardous materials, or noise, no public health analysis is warranted. No impacts related to hazardous materials, air quality, water quality, or noise are anticipated as a result

of the proposed project; therefore, the proposed project would not be expected to result in a significant adverse impact to public health.

### Neighborhood Character

The proposed project would be consistent with the mixed-use character of the immediate neighborhood, which principally comprises residential, commercial and institutional uses, including schools. As discussed in each respective section of this report, the proposed project would not result in significant adverse impacts to any of the various elements that contribute to neighborhood character, including land use, open space, urban design and visual resources, historic resources, socioeconomic conditions, traffic, or noise. Therefore, the proposed project would not result in a significant adverse impact to neighborhood character.

### Construction Impacts

Construction of the proposed project would be expected to take approximately 2 ½ years. During construction, there would likely be disruptive effects on the project site and in its immediate environs related primarily to increased traffic and noise. However, because the proposed project entails the conversation of an existing building, it would not involve the typically most disruptive effects associated with new building construction, such as excavation and pile driving for new foundations. In addition, measures would be undertaken to minimize these disruptive effects and maintain public safety. Therefore, the proposed project would not result in significant adverse construction impacts.

# A. PROJECT DESCRIPTION

## A.1. INTRODUCTION

On behalf of the New York City Department of Education (DOE), the New York City School Construction Authority (SCA) proposes to acquire and convert an existing building located at 75 Morton Street (Block 603, Lot 49) in the West Village neighborhood of Manhattan to a public middle school facility. The new school facility would provide approximately 900 seats for 6th through 8th grades in Community School District 2 (CSD 2) and approximately 100 seats for a District 75 Special Education program. The proposed project also includes the renovation of the parking lot (Block 603, Lot 53) located adjacent to the subject building for use as a schoolyard.

The following sections provide descriptions of the project purpose and need, the project site, and the proposed project. The ensuing sections present the findings of environmental analyses conducted, using the *New York City Environmental Quality Review (CEQR) Technical Manual* methodologies. These subjects include Land Use, Zoning and Public Policy; Socioeconomic Conditions; Community Facilities and Services; Open Space; Shadows; Historic and Cultural Resources; Urban Design and Visual Resources; Hazardous Materials; Water and Sewer Infrastructure; Energy; Solid Waste and Sanitation Services; Transportation; Air Quality; Greenhouse Gas Emissions; Noise; Natural Resources; Public Health; Neighborhood Character; and Construction Impacts.

## A.2. PURPOSE AND NEED

The proposed project is intended to provide additional public school capacity at the intermediate school level in CSD 2. As shown in Table A-1, CSD 2 contains 17 public school facilities that serve intermediate-level students. During the 2011–2012 school year, the district's existing public intermediate school and joint primary/intermediate school facilities operated at approximately 82 percent of capacity, with a district-wide total capacity of 10,301 seats and a total enrollment of 8,362 students. However, based on projections prepared by consultants for the SCA, growth of the district's intermediate-school-age population is anticipated to occur, by about 10 percent by 2018. The proposed project would provide approximately 900 additional seats to accommodate this anticipated future growth. In addition, the DOE's Five-Year Capital Plan for Fiscal Years 2010–2014 states that enrollment in District 75 Special Education programs has been increasing in recent years, and the proposed project would provide approximately 100 additional seats for District 75 students.

TABLE A-1: ENROLLMENT FIGURES FOR INTERMEDIATE SCHOOLS AND JOINT PRIMARY/INTERMEDIATE SCHOOLS IN CSD 2 (2011–2012)

| School | Capacity | Enrollment | Utilization |
|---|---|---|---|
| J.H.S 104 Simon Baruch Middle School | 1,201 | 1,057 | 88% |
| P.S. 111 Adolph S. Ochs Academy* | 789 | 586 | 74% |
| I.S. 114 East Side Middle School | 460 | 448 | 97% |
| P.S. 126 Manhattan Academy of Technology* | 886 | 785 | 89% |
| I.S. 131 Sun Yat Sen Middle School | 704 | 556 | 79% |
| J.H.S. 167 Robert F. Wagner 167 | 1,444 | 1,243 | 86% |
| P.S./I.S. 217 Roosevelt Island School* | 708 | 416 | 59% |
| P.S. 225 Ella Baker School* | 335 | 321 | 96% |
| I.S. 255 Salk School of Science | 369 | 386 | 105% |
| I.S. 260 Clinton School for Writers & Artists | 484 | 256 | 53% |
| P.S./I.S. 276 Battery Park City School* | 761 | 551 | 72% |
| I.S. 89 Hudson River Middle School | 311 | 292 | 94% |
| NYC Lab Middle School for Collaborative Studies | 660 | 575 | 87% |
| P.S. 347 American Sign Language and English Lower School* | 411 | 215 | 52% |
| I.S. 422 Quest to Learn** | 204 | 232 | 114% |
| NYC Public School for Dance*** | 220 | 154 | 70% |
| I.S. 896 Lower Manhattan Community Middle School | 354 | 289 | 82% |
| TOTAL | 10,301 | 8,362 | 82% |

Source: New York City Department of Education (2011-2012): Enrollment, Capacity, & Utilization Report.

* School contains Kindergarten through Grade 8.
** School contains Grades 6 through 10.
*** School contains Grades 4 through 8.

## A.3. PROJECT SITE

The project site is located at 75 Morton Street (Block 603, Lots 49 and 53) in the Greenwich Village neighborhood of Manhattan. It consists of an approximately 30,200-square-foot (SF) (0.69 acre) property that occupies the majority of the western portion of the block bounded by Morton Street to the south, Greenwich Street to the west, Barrow Street to the north, and Hudson Street to the east (Figures A-1 and A-2).

The project site contains a 7-story, approximately 180,000-SF building (Lot 49), which was built circa 1920 and occupies the entirety of its approximately 22,000-SF lot. The building fronts on Morton Street with a narrow section extending back to Barrow Street, forming an L-shape. The project site also contains an approximately 8,200-SF paved parking lot (Lot 53) located at the corner of Barrow and Greenwich Streets, which is used as accessory parking for the building. The project site is owned by the State of New York and the building is occupied by the offices of the New York State Office for People with Developmental Disabilities (OPWDD). The OPWDD offices are in the process of being relocated to other locations within the city, and the building is expected to be vacant by the end of 2013.

## A.4. PROPOSED PROJECT

The proposed project would entail the renovation of the existing building on the site into an approximately 1,000-seat public intermediate school facility. The final program for the proposed school has not yet been developed. Therefore, for the purpose of this environmental review, the project has been defined at a conceptual level, based on the DOE's programmatic requirements for the proposed project.

Based on the DOE's programmatic requirements, the new school facility would be expected to include general-instruction and special-education (District 75) classrooms, as well as specialty classrooms for science, art, and music. It would also be expected to provide a cafeteria, library, auditorium, and a gymnasium for physical education. The proposed project would also entail the renovation of the existing parking lot on the site (Lot 53) into a schoolyard for outdoor recreation.

For the purpose of this environmental review, it is assumed that construction of the proposed project would begin in 2014 and the proposed school facility would be ready for student occupancy in the 2016-17 school year. Therefore, 2016 has been selected as the analysis year for the proposed project.

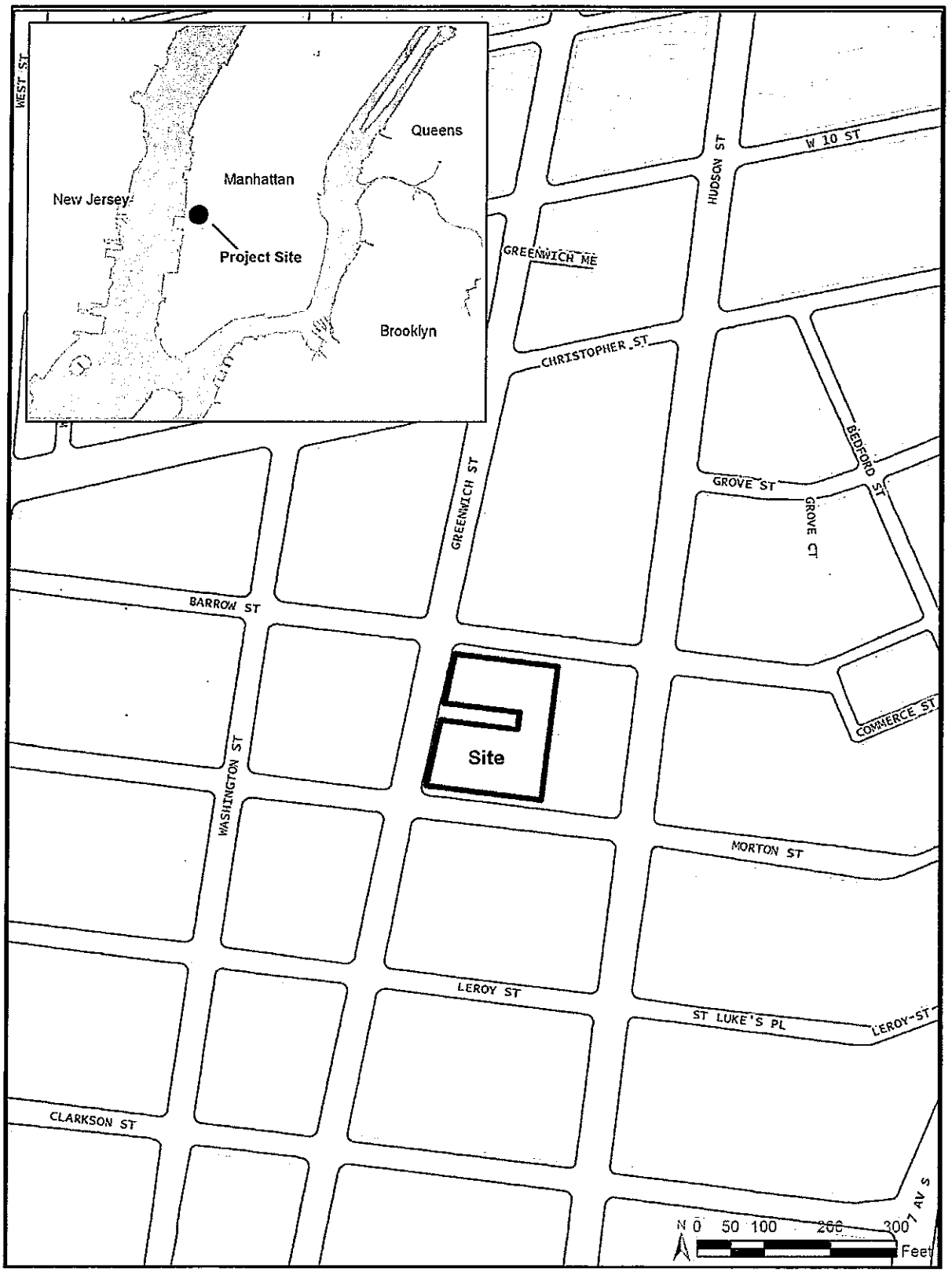
## A.5. REQUIRED ACTIONS AND APPROVALS

The proposed project would require final approval of the proposed site by the Mayor and City Council pursuant to the SCA's enabling legislation. In addition, implementation of the proposed project would be expected to involve additional discretionary actions by other city and state agencies. Approvals that would be required by other city agencies include a zoning override from the Deputy Mayor for Economic Development. State agency approvals and other discretionary actions that would be required in connection with the proposed project include the approval of the disposition of state property from the Interagency Council (OPWDD, New York State Office of Mental Health, New York State Office of Alcohol and Substance Abuse Services, New York State Office of General Services, New York State Division of Budget, Empire State Development Corporation, and the Dormitory Authority of the State of New York [DASNY]); the declaration of property as surplus from OPWDD; the negotiation of telecommunication easements prior to sale, and their conveyance to the SCA from DASNY; approval from DASNY to convey the state's interest in the subject property to the SCA; approval of the sale of state property from the New York State Division of Budget; and approval of the contract of sale of state property from the New York State Attorney General.

## A.6. PROJECT STATUS

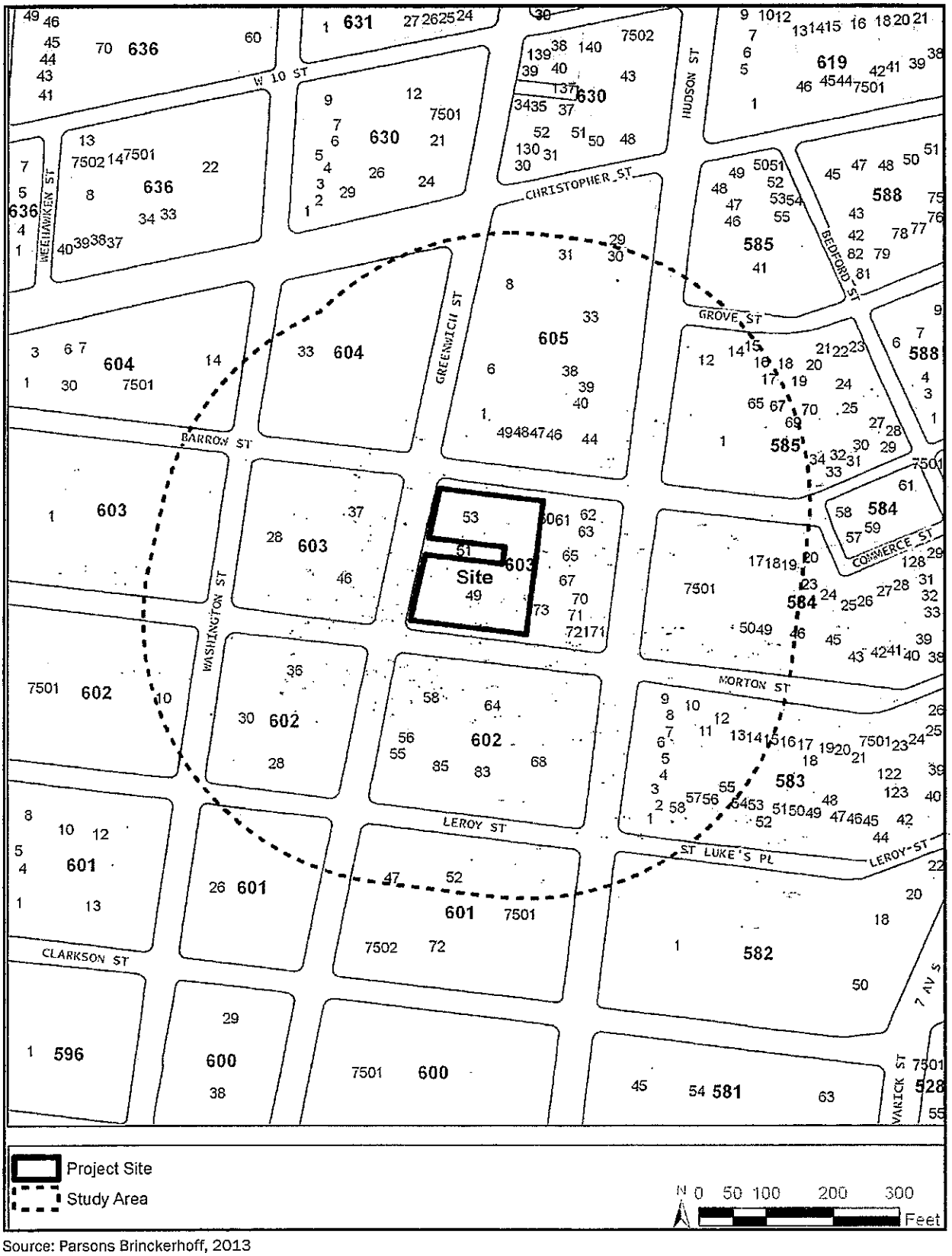
The action is subject to the New York State Environmental Quality Review Act (SEQRA), as mandated in Part 617 6NYCRR. The project site adjoins the Greenwich Village Historic District, which is listed on the State and National Registers of Historic Places. Therefore, the proposed project is a SEQR Type I Action. Guidelines described in the *CEQR Technical Manual* were followed in the impact assessments conducted for the Supplemental Environmental Studies.

## FIGURE A-1: PROJECT LOCATION




Source: Parsons Brinckerhoff, 2013

## FIGURE A-2: TAX MAP




Source: Parsons Brinckerhoff, 2013

# B. EXISTING CONDITIONS AND POTENTIAL IMPACTS

## B.1. LAND USE, ZONING AND PUBLIC POLICY

The *CEQR Technical Manual* requires that a detailed land use and zoning analysis be prepared if a proposed project would include the following conditions:

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

### B.1.1. Existing Land Use in the Study Area

*Project Site*

The project site is located at 75 Morton Street (Block 603, Lots 49 and 53) in the Greenwich Village neighborhood of Manhattan Community District 2. As detailed above in Section A.3, Project Site, the existing 7-story, approximately 180,000-SF building on the project site is occupied by the offices of the OPWDD, and the undeveloped portion of the project site is used as an accessory parking lot. However, the OPWDD is in the process of being relocated to other locations within the city, and the building is expected to be vacant by the end of 2013.

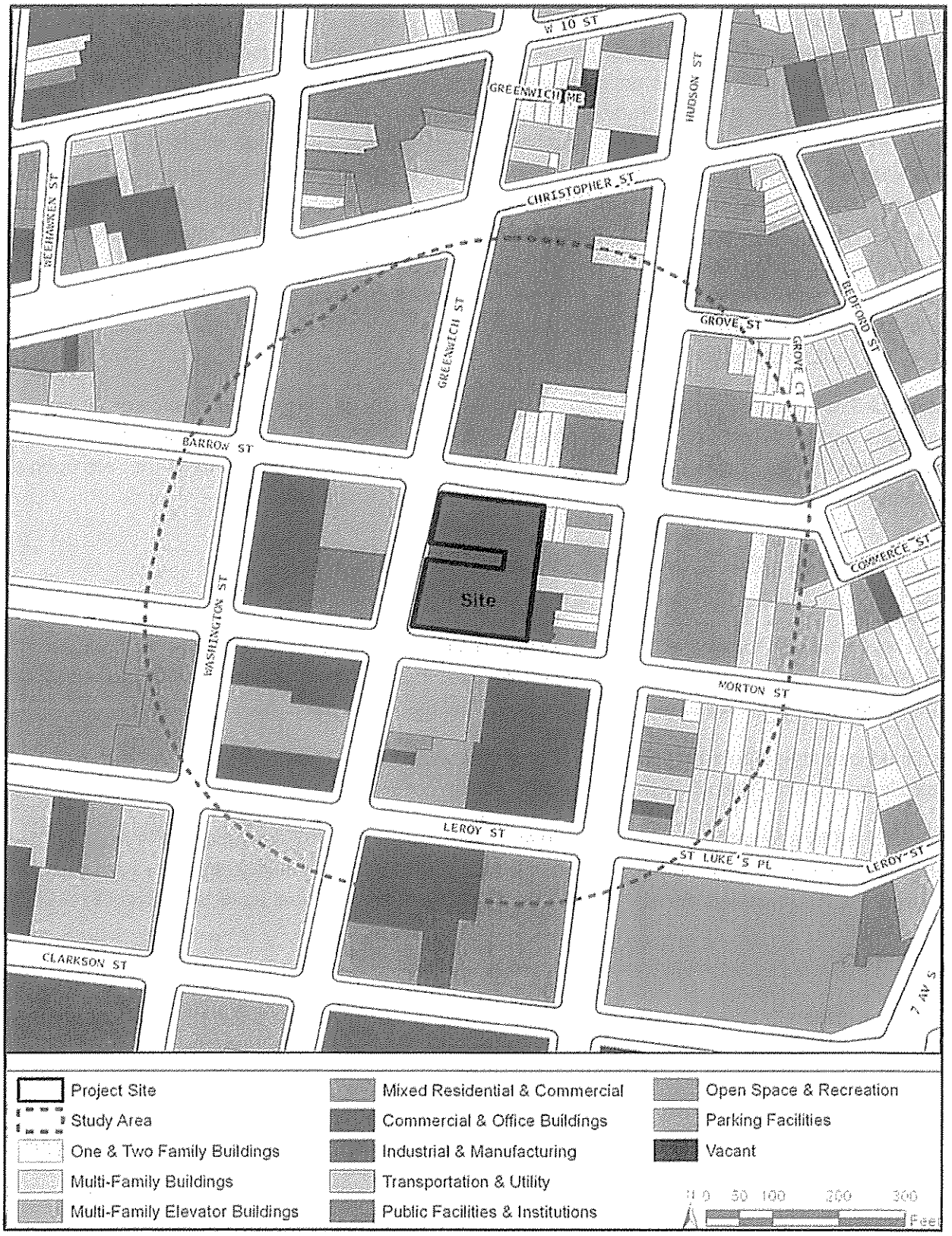
*Study Area*

The land use study area includes the area within a 400-foot radius of the project site (Figure B-1). As described below, the study area principally comprises a mix of residential, commercial, and institutional uses.

As noted in Section A.3. Project Site, the project site occupies the majority of the western portion of the block bounded by Morton, Greenwich, Barrow, and Hudson Streets. The only other building on the western side of the block is a former warehouse building that has been converted to residential use fronting on Greenwich Street, which is located between the 75 Morton Street building and the parking lot area of the project site. There is also a 1-story commercial building located adjacent to the east side of the project site on Morton Street. The remainder of the block to the east of the project site comprises low- and mid-rise residential buildings, some of which include ground-floor retail uses along Hudson Street.

The portion of the study area to the east of Hudson Street is principally residential, with some of the buildings along Hudson Street containing ground-floor commercial uses. This area includes a few mid-rise apartment buildings on Hudson Street, and the side streets are mostly occupied by rows of single-family brownstones. A public primary school, PS 3, is located on Grove Street between Hudson and Bedford Streets. Land use in this portion of the study area has a distinct character from that to the west of Hudson Street, which, as described below, contains a more varied mix of land uses.

## FIGURE B-1: LAND USE




Source: Parsons Brinckerhoff, 2013

The portion of the study area west and south of the project site contains a mix of primarily commercial and residential uses. Most of the residential and commercial uses within this area are housed in former warehouse buildings, ranging between 8 to 10 stories in height, which have been converted to their present uses. Since most of these residential building conversions are located in a M1-5 zoning district, which does not allow residential use as-of-right, they were permitted by zoning variances granted by the New York City Board of Standards and Appeals (BSA). There are also several mid-rise apartment buildings interspersed among these former warehouse buildings along Greenwich and Washington Streets. Across the street from the project site, at the southwest corner of Morton and Greenwich Streets, is a vacant warehouse building that had been planned to be converted to residential use, but the development did not occur and there are no known development plans for the site. Also across the street from the project site, at the southeast corner of Greenwich and Morton Streets, is a former warehouse building that has been converted to a dormitory facility for New York University. At the southern edge of the study area along Greenwich Street is a FedEx distribution facility.

The portion of the study north of the project site is occupied principally by The Church of St. Luke in the Fields and its associated parochial school, which serves Pre-K through 8th-grade students. The church property also contains landscaped grounds with gardens and seating areas that are open to the public.

## B.1.2. Existing Zoning and Public Policies in the Project Area

*Project Site*

The project site is located in a M1-5 zoning district (Figure B-2), which is a medium-density manufacturing district that allows light industrial uses, subject to performance standards, and most commercial uses as-of-right. Schools are not permitted as-of-right in M1-5 zoning districts.

Public policies that would be applicable to the proposed project include PlaNYC and the New York *State Smart Growth Public Infrastructure Policy Act*.

PlaNYC, the City's long-term sustainability plan, was adopted in 2007 and updated in April 2011. A PlaNYC consistency assessment is warranted under CEQR for large, publicly sponsored projects. The following PlaNYC initiatives are identified in the *CEQR Technical Manual* as most relevant to a CEQR assessment.

Land Use

A project is generally considered consistent with PlaNYC's land use goals if it includes one or more of the following elements: pursue transit-oriented development; preserve and upgrade current housing; promote walkable destinations for retail and other services; reclaim underutilized waterfronts; adapt outdated buildings to new uses; develop underused areas to knit neighborhoods together; deck over rail yards, rail lines and highways; extend the Inclusionary Housing program in a manner consistent with such policy; preserve existing affordable housing; and redevelop brownfields.

Open Space

A project is generally considered consistent with PlaNYC's open space goals if it includes one or more of the following elements: complete underdeveloped destination parks; provide more multi-purpose fields; install new lighting at fields; create or enhance public plazas; plant trees and other vegetation; upgrade flagship parks; convert landfills into park land; increase opportunities for water-based recreation; and conserve natural areas.

Water Quality

A project is generally considered consistent with PlaNYC's water quality goals if it includes one or more of the following elements: expand and improve wastewater treatment plants; protect and restore wetlands, aquatic systems, and ecological habitats; expand and optimize the sewer network; build high level storm sewers; expand the amount of green, permeable surfaces across the City; expand the Bluebelt system; use "green" infrastructure to manage stormwater; are consistent with the Sustainable Stormwater Management Plan; build systems for on-site management of stormwater runoff; incorporate planting and stormwater management within parking lots; build green roofs; protect wetlands; use water efficient fixtures; and adopt a water conservation program.

Transportation

A project is generally considered consistent with PlaNYC's transportation goals if it includes one or more of the following elements: promote transit-oriented development; promote cycling and other sustainable modes of transportation; improve ferry services; make bicycling safer and more convenient; enhance pedestrian access and safety; facilitate and improve freight movement; maintain and improve roads and bridges; manage roads more efficiently; increase capacity of mass transit; provide new commuter rail access to Manhattan; improve and expand bus service; improve local commuter rail service; and improve access to existing transit.

Air Quality

A project is generally considered consistent with PlaNYC's air quality goals if it maximizes its use of one or more of the following elements: promote mass transit; use alternative fuel vehicles; install anti-idling technology; use retrofitted diesel trucks; use biodiesel in vehicles and in heating oil; use ultra-low sulfur diesel and retrofitted construction vehicles; use cleaner-burning heating fuels; and plant street trees and other vegetation.

Energy

A project is generally considered consistent with PlaNYC's energy goals if includes one or more of the following elements: exceed the energy code; improve energy efficiency in historic buildings; use energy efficient appliances, fixtures, and building systems; participate in peak load management systems, including smart metering; repower or replace inefficient and costly in-city power plants; build distributed generation power units; expand the natural gas infrastructure; use renewable energy; use natural gas; install solar panels; use digester gas from sewage treatment plants; use energy from solid waste; and reinforce the electrical grid.

Natural Resources

A project is generally considered consistent with PlaNYC's natural resources protection goals if it includes one or more of the following elements: plant street trees and other vegetation; protect wetlands; create open space; minimize or capture stormwater runoff; and redevelop brownfields.

Solid Waste

A project would further PlaNYC's solid waste goals if includes one or more of the following elements and does not significantly impede other listed elements: promote waste prevention opportunities; increase the reuse of materials; improve the convenience and ease of recycling; create opportunities to recover organic material; identify additional markets for recycled materials; reduce the impact of the waste system on communities; or remove toxic materials from the general waste system.

New York State enacted the *State Smart Growth Public Infrastructure Policy Act (SSGPIPA)* in 2010, intended to minimize the "unnecessary cost of sprawl development...facilitated by the funding or development of new or expanded transportation, sewer and waste water treatment, water, education, housing and other publicly supported infrastructure inconsistent with smart growth public infrastructure criteria". This law requires state infrastructure agencies to ensure public infrastructure projects undergo a consistency evaluation and attestation using the 10 smart growth criteria established by the legislation:

- To advance projects for the use, maintenance or improvement of existing infrastructure;
- To advance projects located in municipal centers;
- To advance projects in developed areas or areas designated for concentrated infill development in a municipally-approved comprehensive land use plan, local waterfront revitalization plan and/or brownfield opportunity area plan;
- To protect, preserve and enhance the state's resources, including agricultural land, forests, surface and groundwater, air quality, recreation and open space, scenic areas, and significant historic and archaeological resources;
- To foster mixed land uses and compact development, downtown revitalization, brownfield redevelopment, the enhancement of beauty in public spaces, diversity and affordability of housing in proximity to places of employment recreation and commercial development and the integration of all income and age groups;
- To provide mobility through transportation choices including improved public transportation and reduced automobile dependency;
- To coordinate between state and local government and intermunicipal and regional planning;
- To participate in community-based planning and collaboration;
- To ensure predictability in building and land use codes; and
- To promote sustainability by strengthening existing and creating new communities which reduce greenhouse gas emissions and do not compromise the needs of future generations, by among

other means encouraging broad-based public involvement in developing and implementing a community plan and ensuring the governance structure is adequate to sustain its implementation.

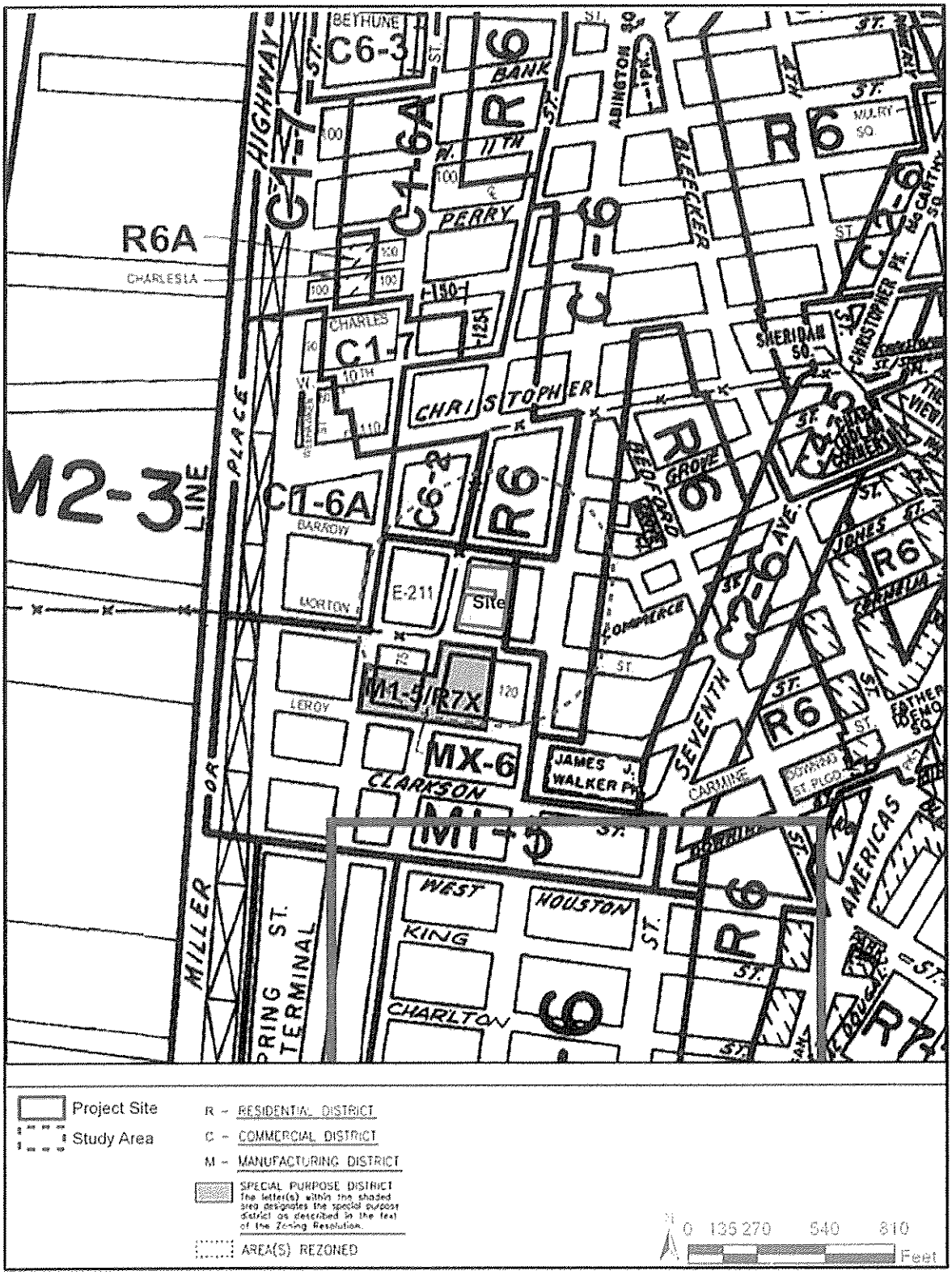
Most state agencies and authorities, including DASNY, are subject to SSGPIPA when they consider whether to undertake, approve, support or finance the construction or reconstruction of new or expanded public infrastructure. To the extent practicable, projects must align with the 10 smart growth criteria. If the project does not meet the relevant criteria or "compliance is considered to be impracticable", a statement of justification of such noncompliance should be prepared by the state agency or authority.

*Study Area*

The 400-foot-radius study area contains portions of several zoning districts, including M1-5, C6-2, R6, C1-6, and a M1-5/R7X Special Mixed Use District (Figure B-2).

North of the project site are portions of a C6-2 and R6 zoning district. C6-2 zoning districts are medium-density commercial districts that allow a wide range of commercial uses as well as residential and community facility uses as-of-right, and R6 zoning districts are medium-density residential districts that also allow community facility uses as-of-right. The project site is bordered to the east by a portion of a C1-6 zoning district, which is a medium-density commercial district that allows local-serving retail and service establishments as well as residential and community facility uses as-of-right. The M1-5 zoning district covers most of the study area west and south of the project site, with the exception of portions of the two blocks located south of the project site, which are located in a M1-5/R7X Special Mixed Use District (MX-6). The MX-6 Special Mixed Use District is a medium-density zoning district that allows both residential and non-residential uses (commercial, community facility and light industrial) to be located either side-by-side or within the same building.

## FIGURE B-2: ZONING




Source: Parsons Brinckerhoff, 2013

## B.1.3. Future No-Action Conditions

*Project Site*

In the future without the proposed project, the OPWDD would vacate the 75 Morton Street building. It is expected that the building would be reoccupied for office use, which would be permitted as-of-right under the site's current M1-5 zoning and would be consistent with development trends in the area. It is assumed that the adjacent parking lot would continue to be used as accessory parking for the building's new office tenants.

*Study Area*

Based on field visits and discussions with the New York City Department of City Planning's Manhattan Office, there are no new developments under construction or planned to be built in the land use study area, nor are any zoning changes anticipated. Therefore, future No-Action conditions in the study area would be expected to resemble existing conditions, and there would be no significant changes in overall land use patterns or development trends.

## B.1.4. Potential Impacts of the Project

*Potential Land Use Impacts of the Project*

The proposed project would change the land use of the project site from commercial office to school use. However, as discussed above, the project site is located in a mixed-use area that contains a large presence of residential uses as well as several institutional uses. The proposed new school would be compatible with the overall mix of land uses in the study area, including its residential and institutional uses. Therefore, the proposed project would not have a significant adverse impact on land use.

*Potential Zoning and Public Policy Impacts of the Project*

Schools are not permitted as-of-right in M1-5 zoning districts; therefore, the proposed project would not conform to the use regulations of the site's M1-5 zoning designation. The SCA would request a zoning override from the Deputy Mayor for Economic Development to allow the proposed project to be developed despite the school's non-conformance with the site's use regulations. If granted, the zoning override would apply only to the proposed project site and would not affect the site's or surrounding area's underlying zoning designation. In addition, as discussed above, the proposed school would be compatible with the general mixed-use land use character of the study area and would not have an adverse impact on land use. Furthermore, the current M1-5 zoning is not reflective of the study area's current mix of residential, commercial and institutional uses, and zoning variances have been granted by the BSA to allow residential use on several sites located in this M1-5 zoning district. Therefore, the proposed project would not result in a significant adverse impact to zoning.

The proposed project's consistency with PlaNYC is evaluated below, in conformance with the guidance provided in the *CEQR Technical Manual*. This assessment finds that the proposed project would be consistent with the relevant sustainability policies outlined in PlaNYC, as discussed below.

**Land Use.** The proposed project would entail the adaptive reuse of the existing building on the project site into a new public school facility, which would serve the needs of the area's intermediate-school-age population. In addition, the proposed project is located in an area of Manhattan that is well served by public transportation, and it is anticipated that the vast majority of student and faculty trips to the site would be by either walking or public transit service. As such, the proposed project would be consistent with PlaNYC's land use goals.

**Open Space.** The proposed school would include an indoor gymnasium and physical education spaces, and the existing approximately 8,200-SF parking lot on the site would be converted to a schoolyard for outdoor recreation. Therefore, the proposed project would be consistent with PlaNYC's open space goals.

**Water Quality.** The proposed project would be developed in compliance with the SCA's *NYC Green Schools Guide* (revised 2009), which was developed to guide the sustainable design, construction and operation of new schools, modernization projects and school renovations, and to achieve compliance with *Local Law 86* of 2005 (New York City's Green Building Law). In accordance with *Local Law 86*, the proposed school facility would be designed and constructed to comply with green building standards not less stringent than standards to achieve a LEED certified or higher rating. As such, the proposed project would comply with the *Local Law 86* water reduction requirements, including the use of low-flow, water-efficient, fixtures. Therefore, the proposed project would be consistent with PlaNYC's water quality goals.

**Transportation.** As discussed above, the proposed project is located in an area of Manhattan that is well served by public transportation, and it is anticipated that the vast majority of student and faculty trips to the site would be by either walking or public transit service. Therefore, the proposed project would be consistent with PlaNYC's transportation goals.

**Air Quality.** As discussed above, the project would be developed in compliance with the SCA's *NYC Green Schools Guide*, which includes energy cost reduction requirements for projects involving boiler replacements. As per SCA standards, the proposed school's boiler system would use cleaner-burning natural gas as opposed to fuel oil. Therefore, the proposed project would be consistent with PlaNYC's air quality goals.

**Energy.** In accordance with the requirements of the SCA's *NYC Green Schools Guide*, the proposed project would use energy efficient fixtures and building systems, and would be required to meet higher energy efficiency standards than required under the New York City Building Code. As such, the proposed project is consistent with PlaNYC's energy goals.

**Solid Waste.** As described in section B.12, "Solid Waste and Sanitation Services," the proposed project would not result in any significant impacts to the City's solid waste system. In addition, the proposed project would entail the adaptive reuse of the existing building on the project site, thereby reducing the use of new building materials that would be associated with new building construction. As such, the proposed project would be consistent with PlaNYC's solid waste management goals.

Since certain approvals and other discretionary actions would be required from the Dormitory Authority of the State of New York (DASNY) and other state agencies in connection with the proposed project, the proposed project has been assessed for its consistency with the *State Smart Growth Public Infrastructure Policy Act (SSGPIPA)* of 2010. This assessment finds that the proposed project would be consistent with the SSGPIPA and would generally support the smart growth criteria established by the legislation. The compatibility of the proposed project with the ten criteria of the SSGPIPA is discussed below.

**To advance projects for the use, maintenance or improvement of existing infrastructure.** The proposed project would utilize existing water, sewer, and energy infrastructure. In addition, the proposed project involves the conversion of the existing building on the project site into a new public school facility. Therefore, the proposed project would be supportive of this criterion.

**To advance projects located in municipal centers.** The proposed project is located in the West Village neighborhood of Manhattan, which is a densely developed area of New York City that is well served by public transportation. Therefore, the proposed project would be supportive of this criterion.

**To advance projects in developed areas or areas designated for concentrated infill development in a municipally-approved comprehensive land use plan, local waterfront revitalization plan and/or brownfield opportunity area plan.** The proposed project is located in a densely developed area of Manhattan; therefore, it would be supportive of this criterion.

**To protect, preserve, and enhance the State's resources, including agricultural land, forests, surface and groundwater, air quality, recreation and open space, scenic areas, and significant historic and archeological resources.** The potential effects of the proposed project on natural resources, air quality, open space, and historic and archaeological resources are analyzed in sections B.8, "Natural Resources;" B.14, "Air Quality;" B.4, "Open Space;" and B.6, "Historic and Cultural Resources" of this report, respectively. These assessments find that the proposed project would not result in significant adverse impacts on these resources. Therefore, the proposed project would be supportive of this criterion.

**To foster mixed land uses and compact development, downtown revitalization, brownfield redevelopment, the enhancement of beauty in public spaces, the diversity and affordability of housing in proximity to places of employment, recreation and commercial development, and the integration of all income and age groups.** The proposed project would foster mixed land uses and compact development by adaptively reusing the existing building on the project site as a new public school facility that would serve the area's intermediate-school-age population. Therefore, the proposed project would be supportive of this criterion.

**To provide mobility through transportation choices including improved public transportation and reduced automobile dependency.** The proposed project is located in an area that is well served by public transportation, and it is anticipated that the vast majority of student and faculty trips to the site would be by either walking or public transit service. Therefore, the proposed project would be supportive of this criterion.

**To coordinate between state and local government and inter-municipal and regional planning.** The planning for, and approval of, the proposed project would require coordination among local and state agencies. The SCA, as SEQR lead agency, has included as involved or interested agencies in the SEQR review numerous local and state agencies, including the New York City Department of Transportation, DASNY, and the New York State Office of Parks, Recreation, and Historic Preservation. Therefore, the proposed project would be supportive of this criterion.

**To participate in community-based planning and collaboration.** The decision to site a new public intermediate school facility on the project site was undertaken by the New York City Department of Education through a community-based planning process. Therefore, the proposed project would be supportive of this criterion.

**To ensure predictability in building and land use codes.** The proposed building renovation would comply with the New York City Building Code. Although the existing manufacturing zoning of the project site does not permit school uses as-of-right, the proposed use of the site for a public school facility would be compatible with the mixed-use character of the surrounding neighborhood. Therefore, the proposed project would be supportive of this criterion.

**To promote sustainability by strengthening existing and creating new communities which reduce greenhouse gas emissions and do not compromise the needs of future generations, by among other means encouraging broad based public involvement in developing and implementing a community plan and ensuring the governance structure is adequate to sustain its implementation.** The proposed project would be developed in compliance with the SCA's *NYC Green Schools Guide* (revised 2009) regarding energy efficiencies, which was developed to guide the sustainable design, construction and operation of new schools, modernization projects and school renovations, and to achieve compliance with *Local Law 86* of 2005 (New York City's Green Building Law). In accordance with *Local Law 86*, the proposed school facility would be designed and constructed to comply with green building standards not less stringent than standards to achieve a LEED certified or higher rating. Therefore, the proposed project would be supportive of this criterion.

A DASNY Smart Growth Impact Statement Assessment Form is included as Appendix C.

There are no other public policies pertaining to the study area that would be affected by the proposed project. Therefore, the proposed project would not result in any significant adverse impacts with respect to public policies.

# B.2. SOCIOECONOMIC CONDITIONS

The *CEQR Technical Manual* indicates that a socioeconomic analysis should be conducted if a proposed project may reasonably be expected to result in substantial socioeconomic changes within the area affected by the project that would not be expected to occur without the project. Such changes could occur if the project would result in any of the following conditions:

- Direct displacement of residential population (more than 500 residents) substantially altering the socioeconomic character of a neighborhood.
- Direct displacement of more than 100 employees or of a business that is unusually important because its products or services are uniquely dependent on its location.
- Substantial new development that is markedly different from existing uses, development, and activities within the neighborhood. Residential development of 200 units or less or commercial development of 200,000 SF or less would typically not result in significant socioeconomic impacts.
- Adverse effect on conditions in a specific industry.

## B.2.1. Screening Assessment

The proposed project would not result in any conditions that would meet or exceed the *CEQR Technical Manual* screening criteria (see above) for warranting an analysis of socioeconomic conditions. The relocation of the OPWDD offices would occur in the future absent the proposed project and, therefore, would not be a consequence of the proposed project. Therefore, the proposed project would not result in the direct displacement of any employees or businesses. The potential for indirect socioeconomic effects is typically assessed for projects that would result in substantial new residential or commercial development (i.e., residential development of more than 200 units or commercial development of more than 200,000 SF). Development of a new school facility on the site would not be expected to result in substantial socioeconomic changes in the surrounding area. Therefore, the proposed project would not result in significant adverse impacts to socioeconomic conditions.

# B.3. COMMUNITY FACILITIES AND SERVICES

Community facilities and services are defined as public or publicly funded schools, health-care facilities, libraries, child care centers, and police and fire services. A community facilities analysis evaluates a proposed project's effect on the provision of services by those community facilities. Direct effects occur when a project results in the physical alteration or displacement of a community facility; indirect effects result from increases in residential population, which create additional demand on service delivery. The *CEQR Technical Manual* requires that an analysis be performed if a project would:

- Physically alter a community facility, whether by displacement of the facility or other physical change; or
- Increase the residential population of an area (above specified thresholds), which could increase service demands on public schools, libraries or child care centers by adding more than 100 residents.
- Have only a direct effect on health-care facilities and/or police and fire protection services such as affecting the physical operations of, or access to and from, a police precinct, fire station, or health-care facility.

## B.3.1. Screening Assessment

The proposed project would have a beneficial effect on school services by providing a new public school facility to serve CSD 2's intermediate-level student population, and would not cause any of the conditions cited above as warranting an analysis of community facilities and services. The proposed project would not have any direct effects on community facilities since it would not physically alter a community facility, nor would it have any indirect effects since it would not add residents to the area who could place an additional demand on community services. Therefore, the proposed project would not have a significant adverse impact on community facilities and services.

# B.4. OPEN SPACE

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

- Displace or result in a physical change to a public open space or reduce its utilization or aesthetic value; or
- Increase demands on area open space by adding a new user population sufficiently large to noticeably diminish the ability of an area's open space to serve the future population (more than 50 residents or 125 workers if the project is within an underserved area; more than 350 residents or 750 workers if the project is within a well-served area; or more than 200 residents or 500 workers if the project is not within either an underserved or well-served area.)

## B.4.1. Screening Assessment

The proposed school would not place any additional demand on the area's open space resources as it would provide adequate on-site recreational facilities to meet the needs of its students. The proposed school would include an indoor gymnasium and physical education spaces, and the approximately 8,200-SF open area of the site would be converted to a schoolyard for outdoor recreation. Therefore, the proposed project would have no effect on publicly accessible open space and would not result in a significant adverse impact.

# B.5. SHADOWS

A shadow assessment is required only if a project would either result in new structures (or additions to existing structures, including the addition of rooftop mechanical equipment) of 50 feet or more in height, or if the project is located adjacent to, or across the street from, a sunlight-sensitive resource. Conversely, if the proposed project would not result in either of these conditions, a shadow assessment is not necessary and no impact is predicted.

## B.5.1. Screening Assessment

A shadow assessment is required for projects that result in new incremental shadows of sufficient length to reach a sunlight-sensitive resource (e.g., a public open space, historic resource with sunlight-dependent features, or important natural feature). Since the proposed project entails the conversion of the existing building on the site, it would not result in any new incremental shadows. Therefore, the proposed project would not result in a significant adverse shadow impact.

# B.6. HISTORIC AND CULTURAL RESOURCES

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

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

## B.6.1. Existing Conditions

*Historic Architectural Resources*

A 400-foot-radius study area was defined to assess the potential for the proposed project to affect historic architectural resources within the vicinity of the project site. Within the study area, there is one individual New York City-designated landmark (the United State's Appraiser's Store building) and a portion of one designated historic district (the Greenwich Village Historic District) (Figure B-3). The United State's Appraiser's Store building is located catty-corner to the northwest of the project site. The 10-story, Romanesque Revival building, which was completed in 1899, was historically used as a warehouse but has since been converted to apartments. The Greenwich Village Historic District, New York City designated in 1969 and included on the State and National Registers of Historic Places in 1978, borders the project site to the north and east. According to the New York City Landmark Preservation Commission's designation report, the historic district is significant as one of the city's oldest and most architecturally diverse residential neighborhoods, and reflects the physical growth and continuing change that has occurred in Greenwich Village since the original small rural community of Greenwich began to urbanize in the 1820s.

*Archaeological Resources*

A Preliminary Archaeological Assessment/Disturbance Record study was completed in January 2013 for the project site to 1) identify categories of potential archaeological resources on the project site; 2) examine the construction history of the project site to determine the probability that any potential archaeological resources have survived post-depositional disturbances and remain on the site; and 3) determine whether additional research, in the form of a Phase 1A study, is necessary. The study concluded that the project site does not contain precontact archaeological sensitivity. The study also concluded that the development of the existing 7-story building with a basement that covers the entire footprint of Lot 49 would have eliminated any potential historic-period archaeological remains on this portion of the project site. However, the study concluded that the Lot 53 portion of the project site, which contains a surface parking lot that is planned to be renovated as a schoolyard as part of the proposed project, contains historic-period archaeological sensitivity associated with the former 19th-century structures on the lot. Therefore, the study recommended that a complete Phase IA Archaeological Documentary Study be conducted for the Lot 53 portion of the project site. In

accordance with the recommendation of the Preliminary Archaeological Assessment/Disturbance Record study, a Phase IA Archaeological Documentary Study was completed in February 2013 for the Lot 53 portion of the project site. The Phase IA Archaeological Documentary Study included a comprehensive review of all available archival materials, such as deed and tax records, which would reveal the earliest buildings and occupations on the lot, as well as city directory and census records, which would help identify 19th-century occupants and identify more specific past uses of the lot. The Phase IA Archaeological Documentary Study was also intended to clarify any additional disturbance issues for Lot 53 that were not revealed as part of the Preliminary Archaeological Assessment/Disturbance Record study.

The Phase IA Archaeological Documentary Study found that the historic lots that comprised Lot 53 were occupied by a variety of tenants during the 19th-century, with the first development on the lots in 1828, and that it is possible that portions of shaft features, such as privies, wells, and cisterns associated with the former 19th-century structures on Lot 53 could still be present beneath the current paved parking lot. The study identified specific areas of archaeological sensitivity within portions of Lot 53 where archaeological resources (i.e., 19th-century shaft features) may still be present. The study recommended that Phase IB archaeological testing be conducted if the proposed project would entail subsurface disturbance of the archaeologically sensitive portions of the site.

## B.6.2. Future No-Action Conditions

In the future without the proposed project, it is expected that the 75 Morton Street building would be reoccupied for office use and the adjacent parking lot would continue to be used as accessory parking for the new offices. There are no new developments under construction or planned to be built in the study area. Therefore, future No-Action conditions on the project site and its vicinity would resemble existing conditions with respect to historic resources.

## B.6.3. Potential Impacts of the Project

*Historic Architectural Resources*

The SCA has initiated consultation with the New York State Office of Parks, Recreation and Historic Preservation (OPRHP) regarding the proposed project's potential effects on historic resources. In a letter dated April 4, 2013, the OPRHP stated that the building at 75 Morton Street has been determined not to be eligible for inclusion on the State and National Registers of Historic Places due to the many alterations it has undergone. However, because the project site is adjacent to the southwest boundary of the Greenwich Village Historic District, OPRHP requested continued consultation with the SCA as the project design is developed (Appendix B). Accordingly, the SCA will continue to consult with the OPRHP as the project design progresses to avoid a potential adverse impact to the adjoining historic district. Therefore, the proposed project would not result in significant adverse impacts to historic architectural resources.

*Archaeological Resources*

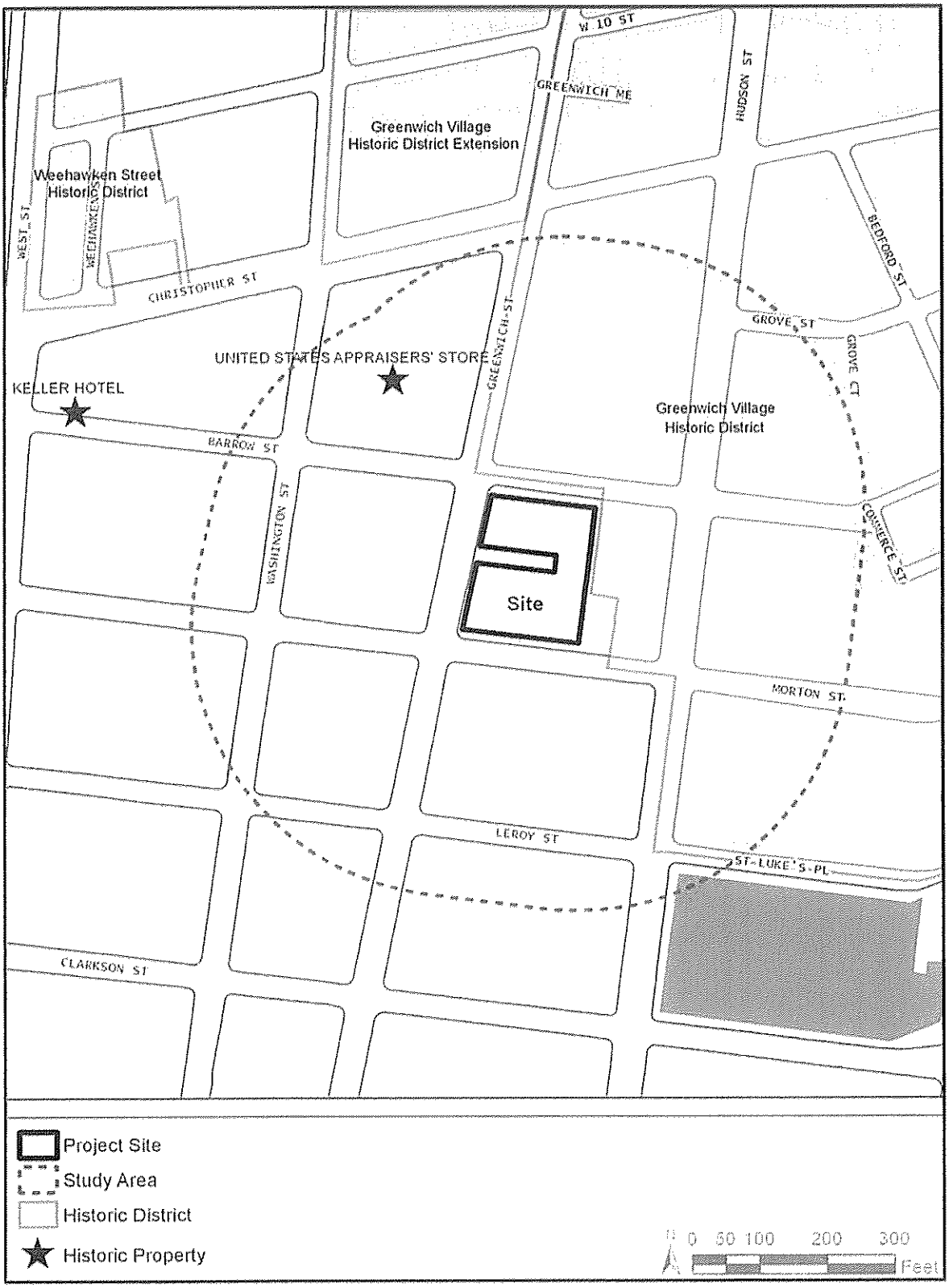
As discussed in Section B.6.1, Existing Conditions, the Phase IA Archaeological Documentary Study concluded that portions of Lot 53 are sensitive for historic-period archaeological remains, specifically

for the recovery of 19th-century shaft features, and recommended that Phase IB archaeological testing be conducted if the proposed project would entail subsurface disturbance of these areas. The OPRHP concurred with this recommendation in its letter of April 4, 2013 (Appendix B).

Therefore, if project plans ultimately include subsurface disturbance of Lot 53, limited Phase IB archaeological testing will be conducted within the archaeologically sensitive portions of the lot prior to any project-related disturbance. The testing, which would be done in accordance with an OPRHP-approved protocol, would involve using a backhoe to remove the existing pavement and any underlying modern fill or debris to expose potential archaeological resources; if such resources are found to be present, the testing would include procedures for the recovery and analysis of the resources. Upon completion of the Phase IB archaeological testing program, a report detailing its findings would be prepared and submitted to the OPRHP.

According to the *CEQR Technical Manual*, a significant adverse impact to an archaeological resource results from the physical destruction of the resource, and the value or significance of an archaeological resource relates to its potential to provide important information. Therefore, if archaeological resources are found to be present during the Phase IB field testing, the recovery of the resources and information gathered through their analysis as part of the Phase IB testing program would serve to avoid a significant adverse impact. Therefore, with implementation of the Phase IB testing program, the proposed project would not result in a significant adverse impact to archaeological resources.

## FIGURE B-3: HISTORIC RESOURCES




Source: Parsons Brinckerhoff, 2013

# B.7. URBAN DESIGN AND VISUAL RESOURCES

The *CEQR Technical Manual* requires an assessment of urban design when a project may have effects on one or more of the elements that contribute to the pedestrian experience, including streets, buildings, visual resources, open spaces, and natural features. There is no need to conduct an urban design and visual resources analysis if a proposed project would be constructed within existing zoning envelopes and would not result in physical changes beyond the bulk and form permitted as-of-right.

## B.7.1. Screening Assessment

According to the *CEQR Technical Manual*, an urban design analysis is not required if a proposed project would be constructed within existing zoning envelopes and would not result in physical changes beyond the bulk and form permitted "as-of-right." The proposed project would not change the physical form of the existing building on the project site in terms of its scale or bulk, and would have no effect on the area's urban design or visual resources. Therefore, the proposed project would not result in a significant adverse impact to urban design and visual resources.

# B.8. NATURAL RESOURCES

The *CEQR Technical Manual* requires an evaluation of natural resources when 1) a natural resource is present on or near the site of the project, and 2) there is a disturbance of that resource caused by the project. If the site of the project and the immediate adjacent area are substantially devoid of natural resources, no natural resources assessment is necessary.

## B.8.1. Screening Assessment

The project site is located in a densely developed area of Manhattan that is substantially devoid of natural resources, and neither the project site nor adjacent area contain any natural resources that could be adversely affected by the proposed project. Therefore, the proposed project would result in no significant adverse impact to natural resources.

# B.9. HAZARDOUS MATERIALS

The potential for significant impacts related to hazardous materials can occur when 1) elevated levels of hazardous materials exist on a site and the project would increase pathways to human or environmental exposure; 2) a project would introduce new activities or processes using hazardous materials and the risk of human or environmental exposure is increased; or 3) the project would introduce a population to potential environmental exposure from off-site sources. If all these elements can be ruled out, no further analysis is necessary.

This section addresses environmental conditions at the location of the proposed public school located at 75 Morton Street, New York, New York 10014 hereafter referred to as the proposed project site. A Phase I Environmental Site Assessment (ESA) of the proposed project site was completed by TRC Engineers, Inc. (TRC) on behalf of the SCA in July 2012. 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 for Testing and Materials (ASTM) Standard Practice E 1527-05 as recognized environmental conditions (RECs). In addition, other environmental issues or conditions such as radon, asbestos-containing materials (ACM), lead-based paint (LBP), and polychlorinated biphenyl (PCB)-containing equipment were evaluated. The Phase I ESA included a site inspection, a review of the existing data on geology and hydrology of the area, and a review of historical maps, federal, state, and local agency records, and other documents to assess past and current uses of the site and adjacent areas.

The Phase I ESA identified on-site RECs associated with the historic use of the site by a drug and chemical company, and a motor freight station; the prior ownership of the site by the "Fisher Scientific Company" and the potential presence of fill material from demolition of structures formerly present on the site. Additionally, the site was listed as a hazardous waste generator for halogenated solvents (2009) and PCBs containing oils (1998). The Phase I ESA identified off-site RECs associated with the historic presence of laundries, an automobile garage, parking facilities, automobile repair facilities, motor freight stations, a depot with a gasoline underground storage tank, a solid waste facility, a machining company, a glass finishing company, welding facilities, chemical facilities, druggists, paint and dyeing facilities, and iron, metal and ink manufacturers on adjoining and nearby properties; four nearby spills sites; one "E"- designated site, and four nearby hazardous waste generators (one of which is a current dry cleaner). Additionally, the Phase I ESA revealed environmental concerns associated with suspect ACM, suspect interior and exterior LBP, lead-shielded walls and mercury-containing equipment and/or residues associated with a former dental office, suspect PCB-containing light ballasts, exterior caulk, and hydraulic oil, and potential for elevated radon concentrations.

A Phase II Environmental Site Investigation (ESI) was completed by TRC on behalf of the SCA in November 2012 to assess the RECs identified in the Phase I ESA. A Supplemental Site Investigation was completed by TRC on behalf of the SCA in June 2013 to further evaluate the source of volatile organic compounds (VOCs) in groundwater.

## B.9.1. Existing Conditions

The project site is located at 75 Morton Street, New York, NY 10014. The legal description for the site is Block 603, Lots 49 and 53. The site encompasses approximately 27,500 square feet in area. Lot 49 is improved with a seven-story office building with a full basement. Lot 53 is undeveloped, paved, and used for vehicle parking. The seven-story building on Lot 49 occupies an approximately 22,000-square foot footprint and the total floor space is approximately 177,000 square feet. The site was formerly occupied by low-rise residential and commercial structures until approximately 1920. In approximately 1920, the seven-story site building was constructed and later occupied by various commercial tenants including a drug and chemical company (from at least 1921 to at least 1950) and a motor freight station (1969). Further, the site was historically (in 1966) owned by the "Fisher Scientific Company". The Department of Corrections owned the site building in the late 1960's to the early 1970's. The site was then purchased by the New York State Office of Mental Retardation and Developmental Disabilities (OMRDD). The site is currently the central office site for the New York State Office for People with Developmental Disabilities (OPDD) (formerly OMRDD).

A Phase II ESI was conducted to determine whether the RECs identified in the Phase I ESA have affected the suitability of the site for development of a public school facility. The investigation included a geophysical survey; the advancement of soil borings; installation of one (1) temporary monitoring well and five (5) permanent monitoring wells; surveying and gauging of permanent monitoring wells; mercury vapor testing; and, the collection and laboratory analysis of sub-slab soil vapor, soil vapor, indoor air, ambient air, soil, groundwater and radon samples.

Twelve (12) soil borings were advanced on the site to a maximum depth of 32 feet below ground surface (bgs). Groundwater was encountered at the site at depths ranging from approximately 21 to 25 feet below grade surface (bgs). There were no visual or olfactory indications of contamination observed in any of the soil borings. One (1) soil boring was converted to a temporary monitoring well. Five (5) soil borings were converted to permanent monitoring wells. The measured hydraulic gradient is to the west-southwest.

The geophysical survey did not reveal evidence of utilities or buried structures in the vicinity of the soil borings. There were no significant geophysical anomalies noted during the geophysical survey.

The results of the analyses of soil samples revealed that the semi-volatile organic compounds (SVOCs) benzo(a)anthracene, benzo(a)pyrene, benzo(b)fluoranthene, benzo(k)fluoranthene, chrysene, dibenzo(a,h)anthracene and indeno(1,2,3-cd)pyrene were detected in one or more soil samples at concentrations above Unrestricted Use Soil Cleanup Objectives (SCOs) and/or New York State Department of Environmental Conservation (NYSDEC) Commissioner Policy (CP-51) Soil Cleanup Levels (SCLs). Additionally, the metals copper, zinc, mercury, nickel and lead were detected in one or more soil samples at concentrations above Unrestricted Use SCOs. TRC attributed the detected SVOCs and metals concentrations exceeding the regulatory criteria to the characteristics of historic fill material at the site since there was no evidence of contamination observed in these soil samples. The soil samples containing lead at elevated concentrations were analyzed via the Toxicity Characteristic Leaching Procedure (TCLP) and the analyses indicate that the soil would not be

characterized as hazardous waste. No VOCs, PCBs, or pesticides were detected in the soil samples at concentrations above Unrestricted Use SCOs and/or CP-51 SCLs.

One VOC, PCE, exceeded its corresponding Class GA Value in five of the six groundwater samples collected. Trichloroethene (TCE) was detected at the Class GA Value in one well located downgradient of the site. PCE was not detected above its Class GA Value and TCE was not detected in the well located upgradient of the site. Considering the groundwater flow direction and the PCE contaminant concentration distribution, the source of chlorinated VOCs in groundwater could not be conclusively determined, which warranted the recommendation for a supplemental investigation. Additionally, elevated concentrations of metals were detected in groundwater at the site, which are attributed to the characteristics of the historic fill below the site. A comparison of the groundwater sampling results to the New York City Department of Environmental Protection (NYCDEP) Sewer Use Discharge Limits indicate that treatment of dewatering effluent is required prior to discharge to the sewer system due to the concentrations of total suspended solids and PCE.

The results of the analyses of the soil vapor samples indicate that petroleum- and chlorinated solvent-related compounds were detected in the soil vapor samples at concentrations exceeding comparison criteria. Two compounds, PCE and TCE, were detected at concentrations above the New York State Department of Health (NYSDOH) Air Guideline Values (AGVs) in one or more samples. The results of analyses of soil vapor samples were also evaluated with respect to the matrices in the NYSDOH "Final Guidance for Evaluating Soil Vapor Intrusion in the State of New York", dated October 2006 (NYSDOH Guidance), which indicates that mitigation is the recommended action, regardless of indoor air concentrations. There were no VOCs detected in indoor or ambient air at concentrations exceeding the range of published background concentrations, indicating that there is no immediate health risk to building occupants.

Mercury vapor testing was performed in the former dentist's office in the 4th floor of the site building. The concentrations of mercury vapor in indoor air did not exceed the detection limit of the instrument (0.000 milligrams per cubic meter).

Three (3) radon samples were collected from the lowest occupied level of the site building. The results of the analyses did not identify radon concentrations approaching the United States Environmental Protection Agency recommended Action Level.

A Supplemental Site Investigation was conducted by TRC on behalf of the SCA in April and May, 2013 to further evaluate the source of VOCs in the groundwater. The investigation included a geophysical survey, advancement of seven (7) soil borings, installation of six (6) permanent monitoring wells, surveying and gauging of permanent monitoring wells, and collection and laboratory analysis of groundwater and soil samples.

The geophysical survey did not reveal evidence of utilities or buried structures in the vicinity of the soil borings. Some boring locations had significant cobble-sized geophysical anomalies found during the geophysical survey, making it difficult to pre-clear each boring location.

Seven (7) soil borings were advanced on the site to a maximum depth of 35 feet below ground surface (bgs) in the parking lot and surrounding sidewalks and 21 feet below the top of the basement floor slab (btos). Groundwater was encountered at the site at depths ranging from approximately 11 feet btos in the basement of the site building to 27 feet bgs outside of the site building. There were no visual or olfactory indications of contamination observed in any of the soil borings. Four (4) soil samples were selected from seven (7) soil borings for laboratory analysis (one from each boring completed inside the existing building). The results of the analyses of soil samples did not indicate the presence of VOCs in any of the samples.

Six (6) soil borings were converted to permanent monitoring wells. The measured hydraulic gradient was westerly. Eleven groundwater samples were collected from the existing and newly installed wells. The VOCs PCE, TCE and/or chloroform were found in 10 of the 11 samples collected at concentrations exceeding their corresponding Class GA values. The concentration of PCE in the sample collected upgradient of the site was approximately three orders of magnitude greater than the corresponding Class GA value and between one and two orders of magnitude greater than the PCE concentrations in samples collected from the other monitoring wells. TCE was detected above the Class GA value in one well located cross gradient of the site.

The elevated concentration of PCE in groundwater, upgradient of the site and adjacent to a dry cleaning facility, as well as historic use of properties upgradient of the site as a paint shop and machine shop, and the absence of PCE or TCE detections in the soil samples collected below the basement slab of the site building indicates the detected PCE concentrations in on-site groundwater can be attributed to an off-site source. Due to the absence of detectable TCE concentrations in on-site soil, the elevated TCE concentration in one groundwater sample is attributed to an off-site release located south of the site. The concentration of chloroform detected in the wells may be attributable to an off-site source since it was not detected in elevated concentrations during prior sampling events and its presence in groundwater is commonly associated with the discharge of chlorinated drinking water.

### B.9.2. Future No-Action Conditions

In the future without the proposed project, the existing building on the project site would be expected to be reoccupied for office use and it would not be converted to a public school facility.

### B.9.3. Potential Impacts of the Project

The proposed project would not result in impacts from contaminated media and building materials. To prevent VOCs in soil vapor from entering the building, a sub-slab depressurization system would be designed and retrofitted in the existing building. All soil excavated during building renovation would be properly managed in accordance with all applicable local, State and Federal regulations. In addition, a minimum of two feet of environmentally clean fill would be placed over existing soil in all landscaped areas. Finally, suspect ACM, LBP, and/or PCB containing materials would be properly managed during construction or renovation activities. In addition, to minimize the potential for exposure by construction workers and the surrounding public, standard industry practices, including appropriate health and safety measures, would be utilized.

# B.10. WATER AND SEWER INFRASTRUCTURE

The *CEQR Technical Manual* requires an assessment of water supply when actions:

- Would have an exceptionally large demand for water (greater than 1 million gallons/day); or
- Are located in a portion of the system that experiences low water pressure.

A preliminary analysis of wastewater and stormwater conveyance and treatment would be needed if the project:

- Is located in a combined sewer area and would exceed the following incremental development above the predicted No-Action condition: 1,000 residential units or 250,000 SF of commercial or community facility space or more in Manhattan; or 400 residential units or 150,000 SF of commercial or community facility space or more in the Bronx, Brooklyn, Staten Island or Queens.

## B.10.1. Screening Assessment

The proposed school would contain approximately 180,000 SF of floor area, which falls below the CEQR threshold of 250,000 SF of community facility space, for which an assessment is warranted of wastewater and stormwater conveyance and treatment in areas of Manhattan served by a combined sewer system.

In addition, based on a capacity of approximately 1,000 school seats, the proposed project would result in water usage of approximately 40,600 gallons per day. Since the proposed project would not result in significantly large water demands (i.e., over 1 million gallons per day), it would have no significant effects on the city's water supply system or sewer system. Therefore, the proposed project would not have a significant adverse impact on water and sewer infrastructure.

# B.11. ENERGY

The *CEQR Technical Manual* requires an assessment of energy when projects would affect transmission or generation of energy, or may generate substantial indirect consumption of energy.

## B.11.1. Screening Assessment

According to the *CEQR Technical Manual*, new construction or substantial renovation of buildings would not require a detailed energy assessment, as it is subject to the New York State Energy Conservation Code, which is reflective of state and city energy policy. Additionally, New York City public schools must follow the SCA's *NYC Green Schools Guide* (revised 2009) regarding energy efficiencies. Therefore, the proposed project would not result in significant adverse energy impacts, and no further evaluation is required.

# B.12. SOLID WASTE AND SANITATION SERVICES

The *CEQR Technical Manual* requires a detailed evaluation of the effect of a proposed project on solid waste and sanitation services if solid waste generation would be unusually large, typically greater than 50 tons/week.

## B.12.1. Screening Assessment

The proposed 1,000-seat school is projected to generate approximately 4,000 pounds per week of solid waste, based on the rate of 4 pounds per week for each public intermediate school student. According to the *CEQR Technical Manual*, a generation rate of less than 100,000 pounds (50 tons) per week is not considered large. Therefore, the proposed project would not be expected to affect the delivery of sanitation services or place a significant burden on the city's solid waste management system.

# B.13. TRANSPORTATION

The *CEQR Technical Manual* requires detailed assessment of traffic and parking conditions when 50 or more vehicular trips would be generated by the project through one intersection during a peak hour. Similarly, if the project would generate 200 or more transit trips at a subway station or on a subway line, 50 or more bus trips in a single direction on a single route, or 200 or more pedestrian trips through a single pedestrian element during a peak hour, there is the potential for a significant impact and a detailed assessment is required.

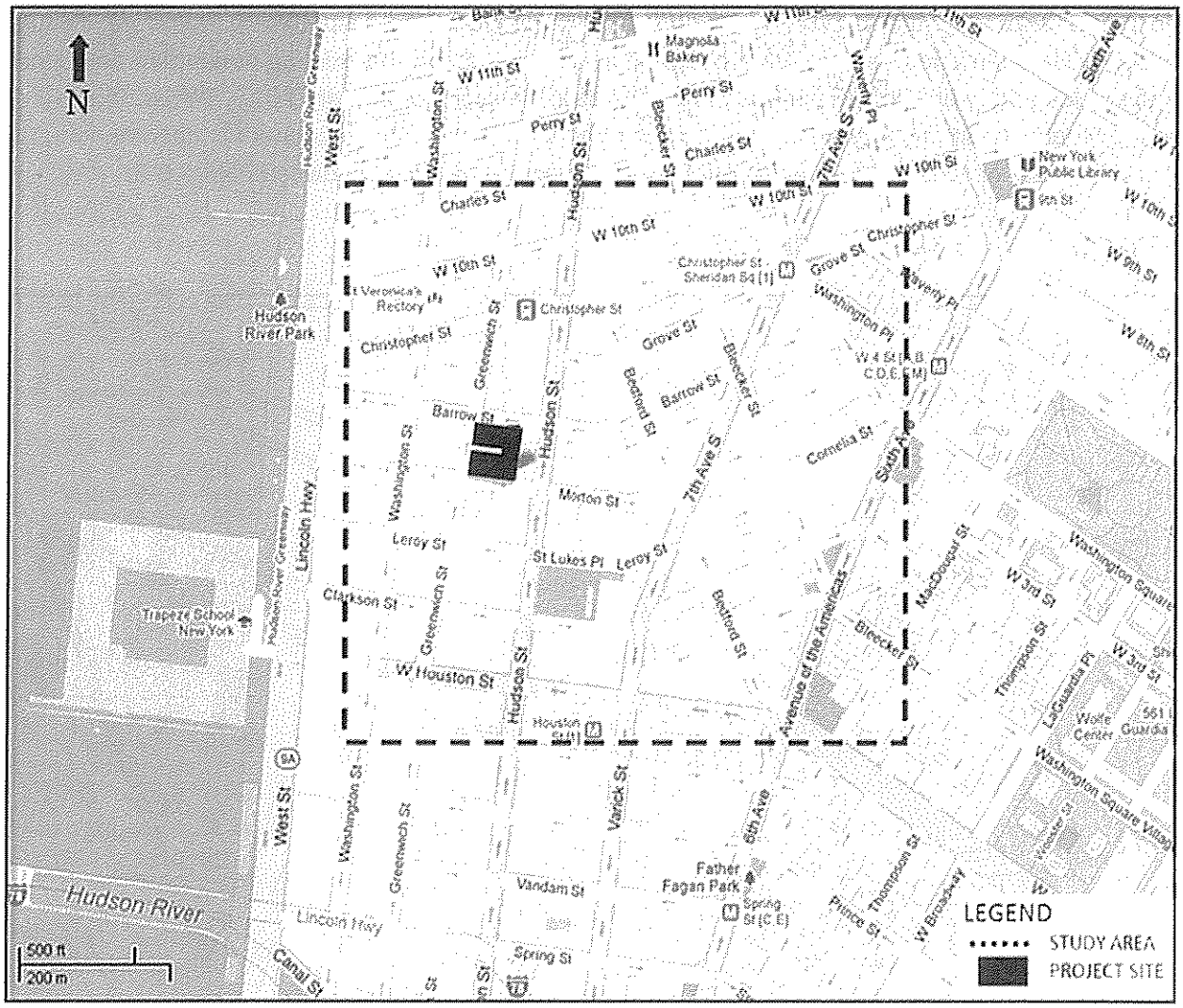
The proposed project would convert the existing building located at 75 Morton Street in Manhattan to a new public middle school facility accommodating approximately 1,000 students and 100 faculty and staff. The new school facility would provide approximately 900 seats for 6th through 8th grade in CSD 2 and approximately 100 seats for a District 75 Special Education program. The proposed school is expected to be ready for student occupancy at the start of the 2016-2017 school year; therefore, 2016 has been selected as the analysis year for the proposed project.

Since the existing building on the project site would be expected to be reoccupied for office use in the future without the proposed project (No-Action condition), the new trips generated at the site by the proposed project comprise the net increment above the trips that would be generated by the No-Action condition, taking into consideration potential changes in the peak hours, peaking characteristics, and modal shares. Based on previous studies for schools in Manhattan, the AM peak hour for the proposed project is 7:15–8:15 AM and the PM peak hour is 2:45-3:45 PM. As shown in Figure B-4, the transportation study area was defined to include the facilities and transportation elements most likely to be used by the majority of new trips traveling to and from the new school, taking into consideration the CEQR vehicular and pedestrian traffic threshold screening volumes to determine the appropriate limits of the study area.

Because the proposed school would not increase vehicular traffic during the AM and PM peak hours by 50 or more vehicles at any location (the proposed project would generate less vehicular traffic than the office use on the site assumed in the No-Action condition), a traffic and parking analysis is not required under the CEQR guidelines.

There are several subway stations in the study area; however, the projected volume of additional subway riders during the peak hours is below the CEQR threshold of an additional 200 trips at a subway station or on a subway line; therefore, an analysis of subway station elements and subway line-haul service is not required. However, the number of additional bus trips generated by the project would be expected to exceed the CEQR threshold of 200 trips in the peak hour and, therefore, a capacity analysis is required for those individual bus routes that would have an increase of 50 or more peak-hour passengers.

## FIGURE B-4: TRANSPORTATION STUDY AREA

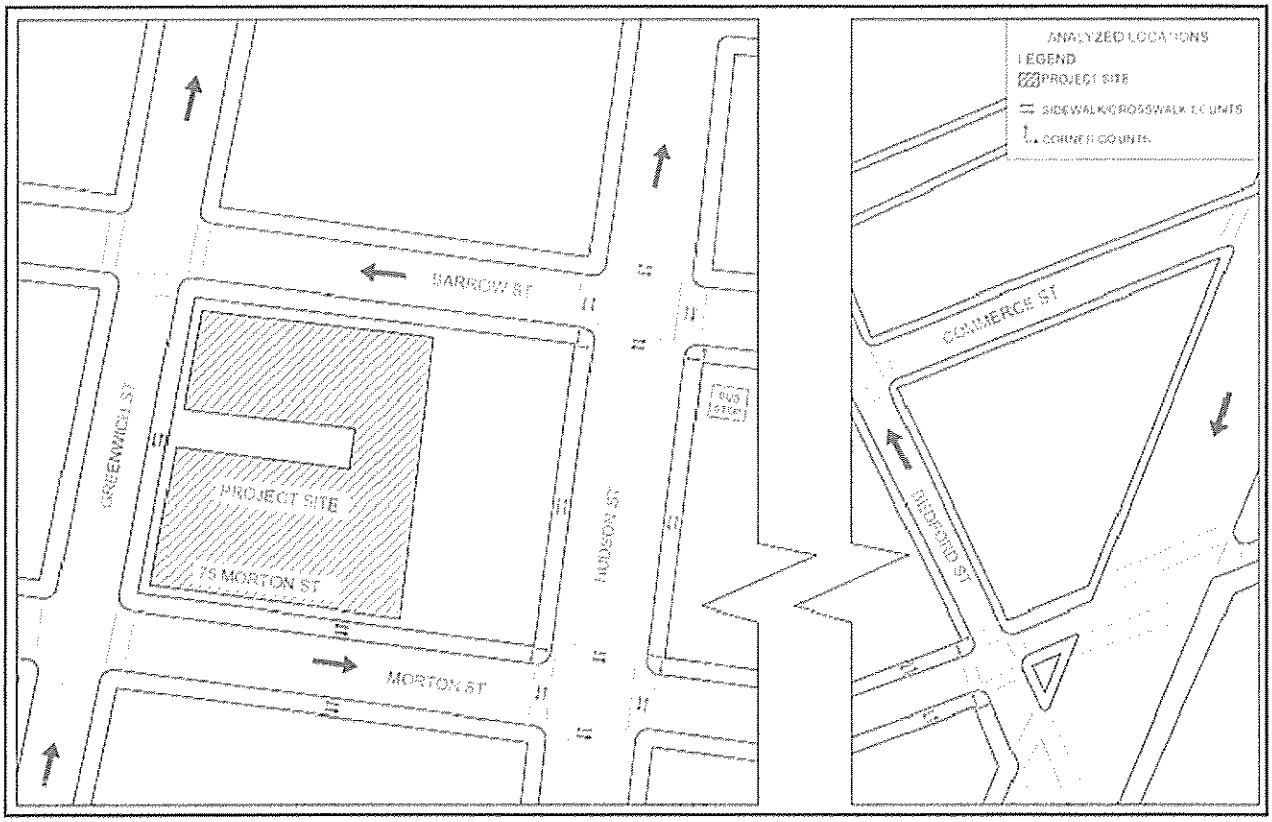



Source: Parsons Brinckerhoff, 2013

## B.13.1. Existing Conditions

The proposed school would primarily generate new travel demand for pedestrian and bus trips, meeting or exceeding the CEQR threshold of 200 trips and 50 trips, respectively. Therefore, existing (2013) pedestrian and bus trips were analyzed in detail. Data on the existing pedestrian conditions in the study area were developed based on field data collected in January 2013. Pedestrian counts were collected at study area sidewalks, corners and crosswalks. These counts included continuous counts and 15- or 12-minute sample counts at the analyzed locations shown in Figure B-5.

## FIGURE B-5: ANALYZED LOCATIONS




Source: Parsons Brinckerhoff, 2013

*Existing Street Network*

The project site is located within a block bordered by the following streets:

- Morton Street on the south side of the project site is a one-way eastbound roadway. It is 35 feet wide with one travel lane and limited on-street parking on both sides of the street. The north side of the street abuts the project site and is assumed to serve as the principal pick-up and drop-off location for the new school, as well as the main access to the site. Crossing pavement markings are present at the signalized intersection with Hudson Street and at the un-signalized intersection with Greenwich Street.

- Hudson Street is a one-way northbound roadway located on the east side of the project site. It is 52 feet wide with two travel lanes and metered on-street parking on both sides of the street. The M20 bus stops on the southeast corner of the intersection of Hudson Street and Barrow Street. There is a bike lane on the west side of Hudson Street. Both intersections at Hudson Street/ Barrow Street and Hudson Street/Morton Street are signalized.
- Barrow Street is a one-way westbound roadway north of the project site. It is 34 feet wide with one travel lane. On-street parking is permitted on both sides of the street. Barrow Street is a mostly residential street with a Belgian block road surface. Crosswalk pavement markings are present at the signalized intersection with Hudson Street and at the un-signalized intersection with Greenwich Street.
- Greenwich Street is a one-way northbound roadway west of the project site. It is 46 feet wide with one travel lane, a bike lane, and parking on both sides of the street permitted during certain times.

### *Vehicular Traffic and Parking*

The proposed school would result in fewer than 50 peak-hour vehicle trip ends (Table B-11) and, therefore, further quantified analysis of traffic and parking is not required in accordance with CEQR guidelines.

### *Public Transportation*

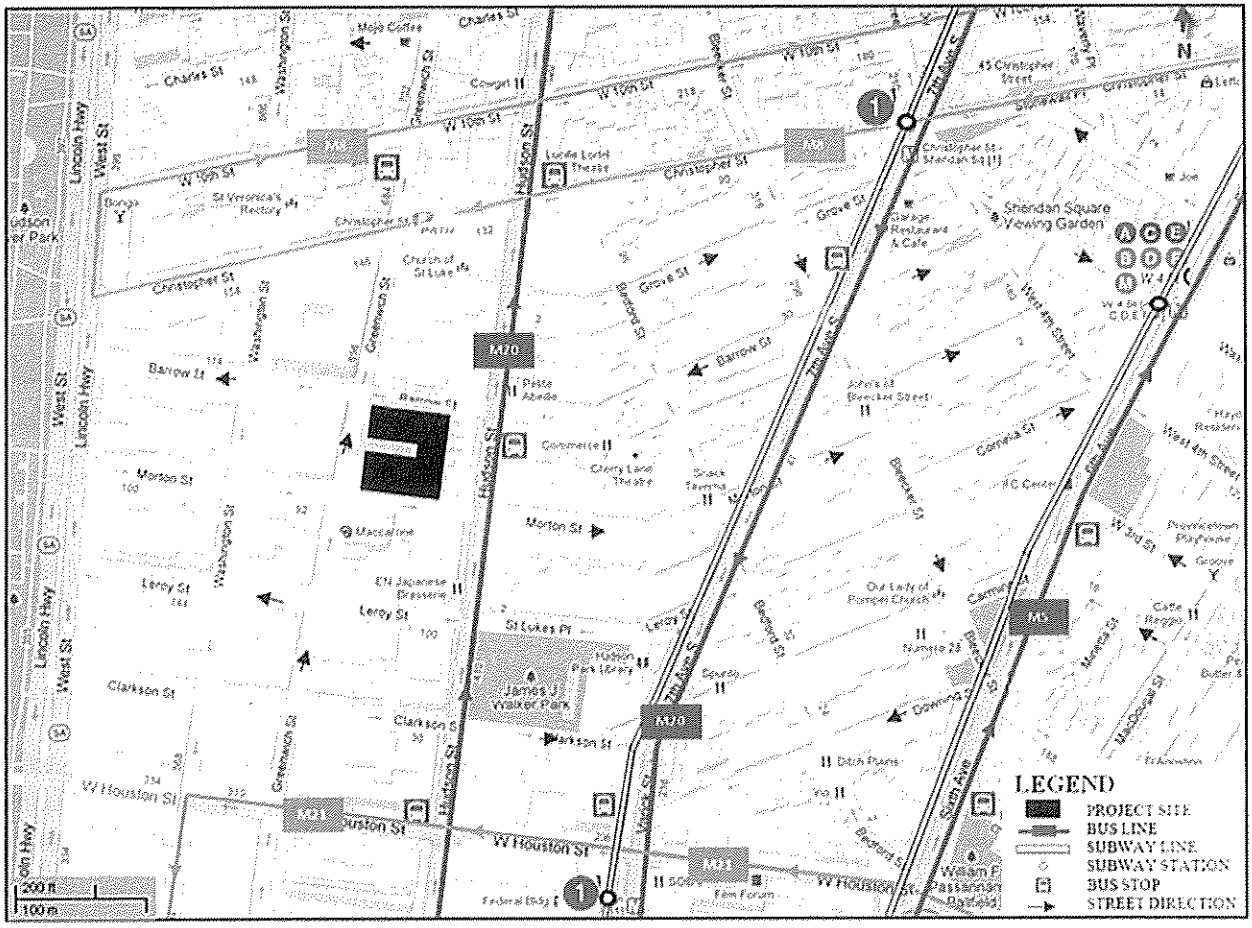
A detailed transit assessment is needed for bus ridership because there would be 200 or more total additional bus trips and 50 or more additional bus trips in a single direction on a single route during the analysis peak hours. However, no detailed analysis is necessary for subway ridership because the 200 passenger threshold at any subway station or on a single subway line in a single direction during any analysis peak hour would not be exceeded. Public transportation services located in the vicinity of the project area are described below and shown in Figure B-6.

#### Buses

There are three bus lines providing service within a ¼-mile walking distance of the site of the proposed school. All of the bus lines are operated by the Metropolitan Transportation Authority-New York City Transit (NYCT):

- The M8 operates along West 10th Street (eastbound) and Christopher Street (westbound) between West Street (Route 9A) and Avenue D during weekdays. It travels at an average frequency of about 10 minutes during the AM and PM peak hours.
- The M20 travels along Hudson Street northbound and Seventh Avenue southbound as it approaches the study area. It operates at an average frequency of 20 minutes during the AM peak hour and 15 minutes during the PM peak hour on weekdays.
- The M21 travels along West Houston Street as it approaches the study area. It operates at an average frequency of 15 minutes during the AM peak hour and 20 minutes during the PM peak hour.

## FIGURE B-6: TRANSIT SERVICES IN THE STUDY AREA




Source: Parsons Brinckerhoff, 2013

Subway Stations/Lines

Three subway stations within walking distance of the proposed school at 75 Morton Street serve the study area. The nearest subway station, on the # 1 IRT line, is located less than a ¼-mile distance, at Houston Street and Varick Street. The Christopher Street and Sheridan Square subway station, also on the # 1 IRT line, is approximately 1/3 mile away. The West 4th Street/Washington Square subway station, providing access to the A, C, E, B, D, F and M trains, is located less than ½-mile from the project site.

*Pedestrians*

The analysis of pedestrian flow conditions focuses on those sidewalks in the study area that are expected to be used by concentrations of students and staff as they enter and exit the proposed school. The primary pedestrian facilities most affected by project demand would be the sidewalks immediately adjacent to the site. For a school site, the *CEQR Technical Manual* further states that the pedestrian study area should include all pedestrian facilities that are expected to have 200 or more new trips in any peak hour. In addition, an assessment of pedestrian safety conditions on

principal pedestrian access paths to/from the project site is also required for a new or expanded school.

Data on existing pedestrian conditions in the study area were developed based on field counts conducted in January 2013 during the weekday AM (7:30 AM–9:30 AM) and PM (2:00–4:00 PM) periods. To address pedestrian safety conditions, accident summary data were obtained from the New York City Department of Transportation (NYCDOT) along the following streets providing principal pedestrian access to/from the school:

- Greenwich Street from Morton Street to West 10th Street
- Hudson Street from West Houston Street to West 10th Street
- Morton Street from Greenwich Street to Bleecker Street

Pedestrian flow conditions during the AM and PM peak hours were analyzed using spreadsheets provided by NYCDOT based on the *Highway Capacity Manual* (HCM 2000) methodology, and applying appropriate peak-hour factors (PHF) for both the No-Action and With-Action conditions to account for high 15-minute peak volumes characteristic of a school facility. For sidewalks, conditions are measured in terms of pedestrian flow rate per minute per foot (PMF) of width for that portion of the sidewalk that can be effectively used for pedestrian flow. The sidewalk analyses determine both the average flow rate level of service (LOS), as well as the platoon adjusted LOS, which more accurately estimates the dynamics of walking. "Platooning" is the tendency of pedestrians to move in groups or "platoons" once they cross a street where traffic conditions required them to wait.

The evaluation of crosswalks is more complicated than for sidewalks. Crosswalks cannot be treated as sidewalks because they involve pedestrians crossing the street and others queued waiting for the traffic signal to change. To effectively evaluate crosswalks, the analysis compares available (green) time and space with pedestrian demand, measured in terms of square feet of circulation space per pedestrian, with LOS A equating to 60 or more square feet per pedestrian (SF/ped); LOS B ranging from 40-60 SF/ped; LOS C from 24 to 40 SF/ped; LOS D from 15 to 24 SF/ped; LOS E from 8 to 15 SF/ped; and LOS F at less than 8 SF/ped. Similar to the methodology used for sidewalks with the representation of "platooning," the evaluation of crosswalks also considers the effect of maximum surge conditions. This is the point in which the maximum number of pedestrians is in the crosswalk and usually occurs when the lead pedestrians reach the opposite corner of the street. Table B-1 shows the flow rate/LOS relationships for all analyzed pedestrian elements, using the HCM methodology.

TABLE B-1: SIDEWALK/WALKWAY LEVEL OF SERVICE (LOS) FOR NON-PLATOON AND PLATOON CONDITIONS

| Level of Service | Non-Platoon Flow | Platoon Flow | Comments |
|---|---|---|---|
| A | ≤ 5 pmf | ≤0.5 pmf | Unrestricted Flow |
| B | > 5 to 7 pmf | > 0.5 to 3 pmf | Slightly restricted flow |
| C | > 7 to 10 pmf | > 3 to 6 pmf | Restricted, but fluid flow |
| D | > 10 to 15 pmf | > 6 to 11 pmf | Restricted flow that requires continuous alterations of walking stride and direction |
| E | > 15 to 23 pmf | > 11 to 18 pmf | Severely restricted flow |
| F | > 23 pmf | > 18 pmf | Flows that exceed capacity where shuffling and queuing are evident, no reverse movement is possible |

Source: *CEQR Technical Manual*, 2012

TABLE B-2: CORNER/SIDEWALK LEVEL OF SERVICE (LOS) PEDESTRIAN

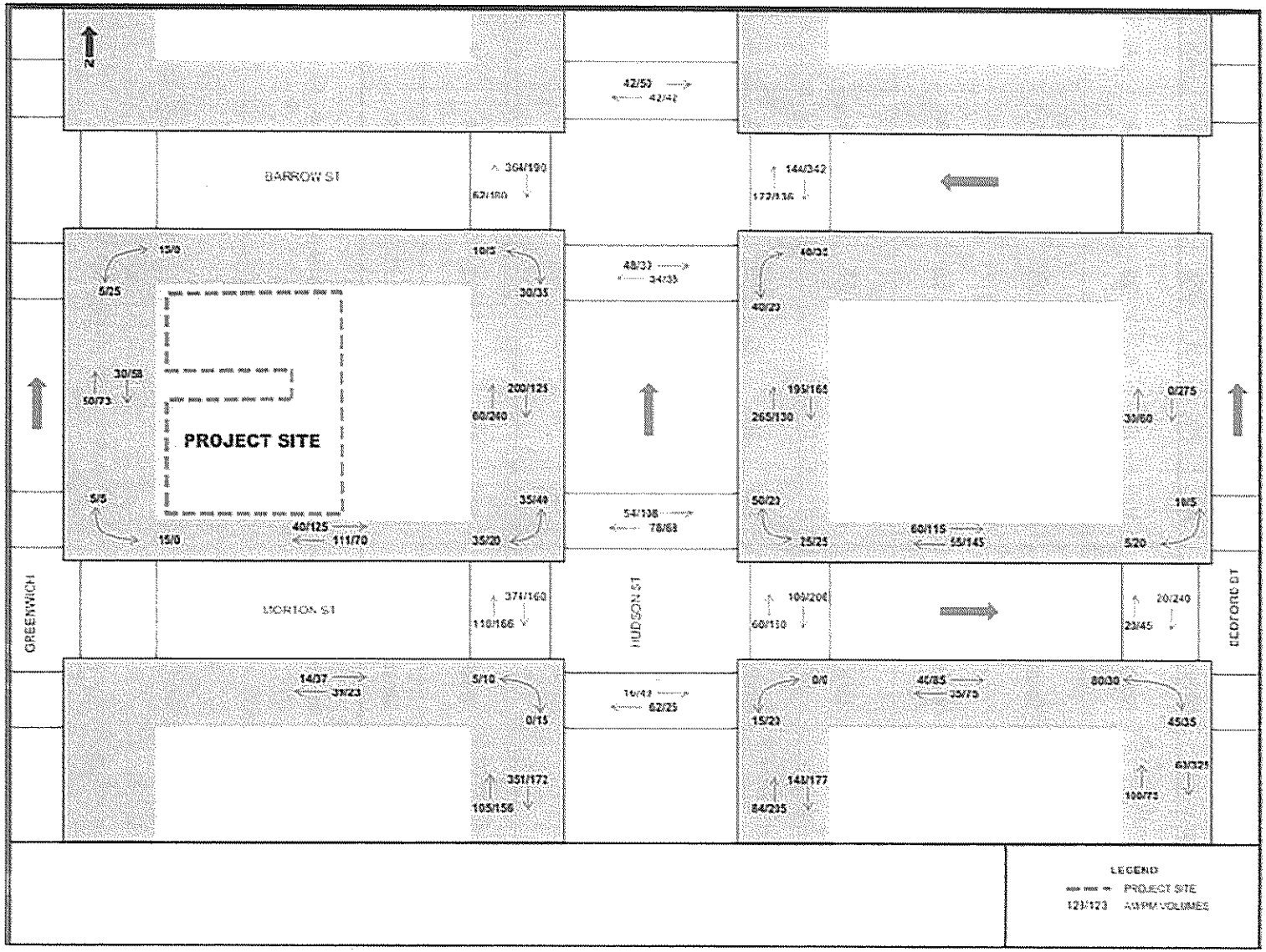
| Level of Service | Space (SF/ped) |
|---|---|
| A | > 60 |
| B | > 40 – 60 |
| C | > 24 – 40 |
| D | > 15 – 24 |
| E | > 8 – 15 |
| F | ≤ 8 |

Source: *CEQR Technical Manual*, 2012

The primary entrance/exit to the proposed school is assumed to remain at the current location in the middle of the block on Morton Street, although there is an entrance/exit at the corner of Morton Street and Greenwich Street and a rear entrance/exit on Barrow Street. For a conservative analysis, it was assumed that all pedestrian demand would distribute from the north sidewalk of Morton Street to the areas served by the school. The analysis of pedestrian conditions was limited to the sidewalks adjacent to the school where new project-generated pedestrian trips would be most concentrated. Table B-3, Table B-4, and Table B-5 show the existing LOS at sidewalks, crosswalks and corners. Figure B-7 shows existing pedestrian volumes. All of the analyzed pedestrian elements operate at LOS B conditions or better.

The most recent available accident summary data within the study area were obtained from NYCDOT for a 3-year period from January 1, 2008, to December 31, 2010. Accident data were requested where the CEQR threshold of 200 additional pedestrians would be exceeded. Table B-6 provides a summary of the accidents reported during 2008, 2009, and 2010. A detailed analysis of any 12 consecutive-month periods during these 3 years was done. A total of nine intersections had accidents involving pedestrians/bicyclists.

# FIGURE B-7: AM/PM PEAK-HOUR PEDESTRIAN VOLUMES (EXISTING)




Source: Parsons Brinckerhoff, 2013

*Existing Pedestrian Conditions*

TABLE B-3: SIDEWALK ANALYSIS (EXISTING)

| Block Face | Side | Effective Sidewalk Width (ft) | Peak-Hour Volume | | Persons per Foot per Minute (PMF) | | Average Level of Service | | Platoon Conditions Level of Service | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | AM | PM | AM | PM | AM | PM | AM | PM |
| Morton St (between Hudson St and Greenwich St) | North | 8 | 151 | 195 | 0.4 | 0.5 | A | A | A | A |
| Morton St (between Hudson St and Greenwich St) | South | 11 | 53 | 60 | 0.1 | 0.1 | A | A | A | A |
| Hudson St (between Morton St and Barrow St) | West | 8 | 260 | 365 | 0.7 | 0.9 | A | A | B | B |
| Hudson St (between Morton St and Barrow St) | East | 11 | 460 | 295 | 0.8 | 0.5 | A | A | B | A |
| Morton St (between Hudson St and Bedford St) | North | 3 | 115 | 260 | 0.5 | 1.0 | A | A | A | B |
| Morton St (between Hudson St and Bedford St) | South | 5 | 75 | 160 | 0.3 | 0.6 | A | A | A | B |
| Greenwich St (between Morton St and Barrow St) | East | 6 | 80 | 130 | 0.3 | 0.4 | A | A | A | A |
| Bedford St (between Morton St and Seventh Ave) | West | 10 | 160 | 400 | 0.3 | 0.8 | A | A | A | B |
| Seventh Avenue (between St. Lukes Pl and Bedford St) | West | 15 | 180 | 240 | 0.3 | 0.3 | A | A | A | A |

Source: Parsons Brinckerhoff, 2013

**Note:** Effective Sidewalk Width = Total sidewalk width minus the sum of widths and shy distances from obstructions

## TABLE B-4: CROSSWALK ANALYSIS (EXISTING)

| Intersection | Corner | Length (ft) | Width (ft) | Average Pedestrian Space (SF/ped) | | Level of Service | |
|---|---|---|---|---|---|---|---|
| | | | | AM | PM | AM | PM |
| Morton St @ Hudson St | North | 52 | 14 | 426 | 333 | A | A |
| | East | 35 | 11 | 117 | 54 | A | B |
| | South | 53 | 14 | 760 | 943 | A | A |
| | West | 35 | 14 | 49 | 80 | B | A |
| Hudson St @ Barrow St | North | 53 | 15 | 638 | 609 | A | A |
| | East | 36 | 13* | 66 | 44 | A | B |
| | South | 52 | 14 | 706 | 892 | A | A |
| | West | 33 | 13 | 44 | 55 | B | B |

Source: Parsons Brinckerhoff, 2013

* No crosswalk markings at this location; effective crosswalk width assumed to be 13 feet.

## TABLE B-5: STREET CORNER ANALYSIS (EXISTING)

| Intersection | Corner | Sidewalk Dimensions (ft) | Curb Radii (ft) | Average Pedestrian Space (SF/ped) | | Level of Service | |
|---|---|---|---|---|---|---|---|
| | | | | AM | PM | AM | PM |
| Morton St @ Hudson St | NE | 19 x 15 | 14 | 449 | 294 | A | A |
| | SE | 19 x 15 | 14 | 662 | 391 | A | A |
| | SW | 18 x 14 | 12 | 269 | 378 | A | A |
| | NW | 18 x 14 | 12 | 212 | 283 | A | A |
| Hudson St @ Barrow St | NE | 14 x 19 | 13 | 386 | 273 | A | A |
| | SE | 19 x 14 | 13 | 327 | 275 | A | A |
| | SW | 19 x 16 | 12 | 353 | 416 | A | A |
| | NW | 19 x 16 | 12 | 356 | 424 | A | A |

Source: Parsons Brinckerhoff, 2013

## TABLE B-6: SUMMARY OF PEDESTRIAN/BICYCLE ACCIDENT DATA (2008-2010)

| Location | Signalized | Total Accidents | Pedestrian Fatalities | Involving Pedestrians/Bicyclists | | |
|---|---|---|---|---|---|---|
| | | | | 2008 | 2009 | 2010 |
| Greenwich St @ Barrow St | No | 1 | — | 0 | 1 | 0 |
| Greenwich St @ Christopher St | Yes | 3 | — | 1 | 0 | 2 |
| Greenwich St @ Morton St | No | 1 | — | 0 | 1 | 0 |
| Greenwich St @ W 10th St | Yes | 1 | — | 0 | 1 | 0 |
| Hudson St @ Christopher St | Yes | 8 | — | 2 | 3 | 3 |
| Hudson St @ Morton St | Yes | 1 | — | 0 | 0 | 1 |
| Hudson St @ W 10th St | Yes | 3 | — | 0 | 2 | 1 |
| Morton St @ Bedford St | Yes | 1 | — | 0 | 1 | 0 |
| Morton St @ Bleecker St | No | 1 | — | 0 | 0 | 1 |

Source: NYSDOT Accident Data Files for the 3-year period between January 1, 2008, and December 31, 2010.

According to the *CEQR Technical Manual*, a high accident location is one where there were five or more pedestrian/bicyclists injury crashes in any consecutive 12-month period of the most recent 3-year period for which data are available. None of the intersections presented in Table B-6 had five or more pedestrian/bicycle accidents in any 12-month consecutive period. Therefore, none of the study area intersections is considered to be a high accident location.

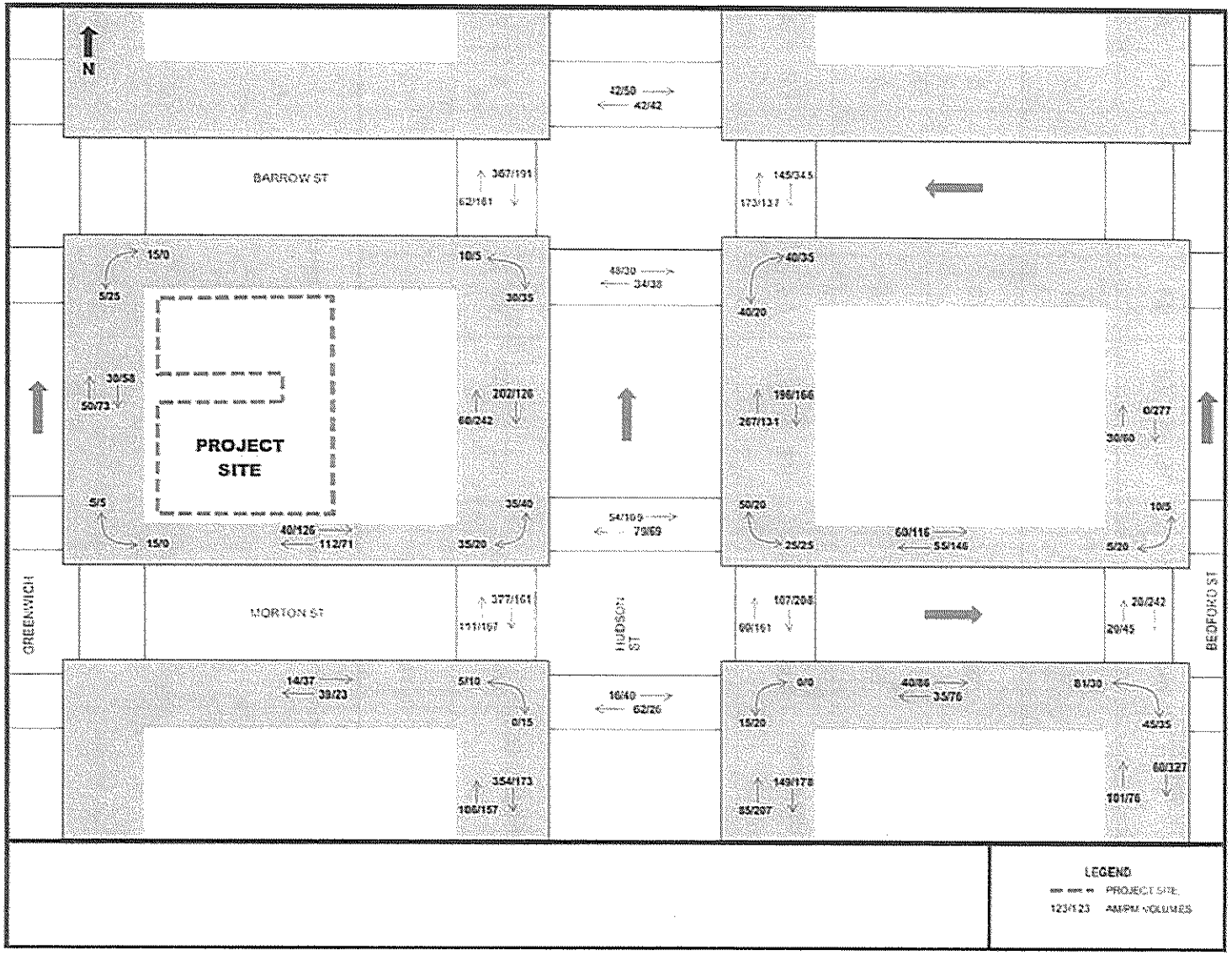
## B.13.2. 2016 Future No-Action Conditions

Future transportation conditions were analyzed for 2016, the year in which the proposed project is assumed to be completed. Between 2013 and 2016, it is expected that background growth would increase existing pedestrian and transit volumes in the study area by 0.25 percent per year, the background growth rate recommended in the *CEQR Technical Manual* to be applied to proposed projects in Manhattan.

### *Pedestrians*

All pedestrian elements for the No-Action condition would continue to operate at LOS B or better. Figure B-8 shows the 2016 No-Action pedestrian volumes at the analyzed locations and Table B-7, Table B-8, and Table B-9 show the 2016 No-Action levels of service at the analyzed sidewalks, crosswalks and corners.

## FIGURE B-8: AM/PM PEAK-HOUR VOLUMES (FUTURE NO-ACTION)




Source: Parsons Brinckerhoff, 2013

## TABLE B-7: SIDEWALK ANALYSIS (FUTURE NO-ACTION)

| Block Face | Side | Effective Sidewalk Width (ft)* | Peak-Hour Volume | | Persons per Foot per Minute (PMF) | | Average Level of Service | | Platoon Conditions Level of Service | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | AM | PM | AM | PM | AM | PM | AM | PM |
| Morton St (between Hudson St and Greenwich St) | North | 8 | 152 | 196 | 0.4 | 0.5 | A | A | A | A |
| Morton St (between Hudson St and Greenwich St) | South | 11 | 53 | 60 | 0.1 | 0.1 | A | A | A | A |
| Hudson St (between Morton St and Barrow St) | West | 8 | 262 | 368 | 0.6 | 0.9 | A | A | B | B |
| Hudson St (between Morton St and Barrow St) | East | 11 | 463 | 297 | 0.8 | 0.5 | A | A | B | A |
| Morton St (between Hudson St and Bedford St) | North | 3 | 116 | 262 | 0.5 | 1.0 | A | A | A | B |
| Morton St (between Hudson St and Bedford St) | South | 5 | 76 | 161 | 0.3 | 0.6 | A | A | A | B |
| Greenwich St (between Morton St and Barrow St) | East | 6 | 81 | 131 | 0.3 | 0.4 | A | A | A | A |
| Bedford St (between Morton St and 7th Ave) | West | 10 | 161 | 403 | 0.3 | 0.8 | A | A | A | B |
| Seventh Avenue (between St Lukes Pl and Bedford St) | West | 15 | 181 | 242 | 0.3 | 0.3 | A | A | A | A |

Source: Parsons Brinckerhoff, 2013

*Effective Sidewalk Width = Total sidewalk width minus the sum of widths and shy distances from obstructions

## TABLE B-8: CROSSWALK ANALYSIS (FUTURE NO-ACTION)

| Intersection | Corner | Length (ft) | Width (ft) | Average Pedestrian Space (SF/ped) | | Level of Service | |
|---|---|---|---|---|---|---|---|
| | | | | AM | PM | AM | PM |
| Morton St @ Hudson St | North | 52 | 14 | 423 | 331 | A | A |
| | East | 35 | 11 | 116 | 53 | A | B |
| | South | 53 | 14 | 754 | 936 | A | A |
| | West | 35 | 14 | 49 | 79 | B | A |
| Hudson St @ Barrow St | North | 53 | 15 | 633 | 608 | A | A |
| | East | 36 | 13* | 65 | 44 | A | B |
| | South | 52 | 14 | 701 | 885 | A | A |
| | West | 33 | 13 | 44 | 55 | B | B |

Source: Parsons Brinckerhoff, 2013

* No crosswalk markings at this location; effective crosswalk width assumed to be 13 feet.

## TABLE B-9: STREET CORNER ANALYSIS (FUTURE NO-ACTION)

| Intersection | Corner | Sidewalk Dimensions (ft) | Curb Radii (ft) | Average Pedestrian Space (SF/ped) | | Level of Service | |
|---|---|---|---|---|---|---|---|
| | | | | AM | PM | AM | PM |
| Morton St @ Hudson St | NE | 19 x 15 | 14 | 446 | 291 | A | A |
| | SE | 19 x 15 | 14 | 657 | 388 | A | A |
| | SW | 18 x 14 | 12 | 267 | 375 | A | A |
| | NW | 18 x 14 | 12 | 211 | 281 | A | A |
| Hudson St @ Barrow St | NE | 14 x 19 | 13 | 383 | 270 | A | A |
| | SE | 19 x 14 | 13 | 325 | 273 | A | A |
| | SW | 19 x 16 | 12 | 350 | 413 | A | A |
| | NW | 19 x 16 | 12 | 353 | 421 | A | A |

Source: Parsons Brinckerhoff, 2013

## B.13.3. Potential Impacts of the Project

*Trip Generation*

The modal shares and trip-generation rates used in this analysis are consistent with a community-based school facility with most trips expected to be less than 1 mile in length (Table B-10). Therefore, trips are expected to be primarily by walking (45 percent) and NYCT bus (40 percent), with about 15 percent of the trips by subway (Table B-10) during the AM and PM peak hours of travel.

During the AM peak hour, the proposed project would generate a net increase of 925 trips to the project site (Table B-11). During the PM peak hour, there would be a net decrease of 55 trips and a net increase of 897 trips to and from the project site, respectively. The numbers of trips during the highest 15-minute period of travel in the peak hours are estimated to be 331 trips in the AM and 599 trips in the PM. These trips do not account for absenteeism or after-school activities; as these factors tend to reduce the number of peak-hour trips and lower the actual peaking during the highest 15-minute period, they were excluded for purposes of a conservative analysis.

Since the number of vehicular trips during the peak hour for the proposed school facility would be lower than for the office use in the No-Action condition, there would be a net reduction in vehicular trips. Therefore, there would be no adverse impact on traffic operations or parking demand due to the proposed project. Because the number of net vehicular trips is below the CEQR screening threshold of 50 vehicles, an analysis of traffic impacts is not required.

As the number of pedestrian trips exceeds the 200 trip CEQR threshold, there could be the potential for a pedestrian impact on sidewalks, corners, and crosswalks. Therefore, these pedestrian elements were analyzed in detail to determine if there would be a significant adverse impact.

As the number of bus trips would also exceed the 200 trip CEQR threshold, there could be the potential for bus overcrowding. Therefore, individual bus routes that would have an increase of 50 or more passengers during the peak hour were analyzed in detail to determine if there would be an impact.

Subway trips comprise only 15 percent of the total net trips that would be generated by the project, with a net decrease of 34 trips in the AM peak hour and a net increase of 106 trips in the PM peak hour. As these volumes are below the CEQR screening threshold of 200 trips, no analysis of subway stations elements or subway line-haul service is required.

## TABLE B-10: TRANSPORTATION PLANNING ASSUMPTIONS (FUTURE WITH-ACTION)

| | *(Grades 6 - 8)* Students | *District 75* Students | Faculty/Staff | Office (sqft) |
|---|---|---|---|---|
| **Project Components:** | 900 | 100 | 100 | -180,000 |
| **Attendance Rate:** | (1) 100% | (1) 100% | - | - |
| **Daily Trip Generation:** | 2.0 per student | 2.0 per student | 3.0 per employee | (3) 18.0 per 1,000 gsf |
| **Temporal Distribution:** | (2) | (2) | (2) | (3) |
| AM (7:15am-8:15am) | 50% | 50% | 33% | 5% |
| PM (2:45pm-3:45pm) | 43% | 43% | 32% | 4% |
| **In/Out Splits:** | In Out | In Out | In Out | In Out |
| AM (7:15am-8:15am) | 100% 0% | 100% 0% | 100% 0% | 100% 0% |
| PM (2:45pm-3:45pm) | 0% 100% | 0% 100% | 0% 100% | 48% 52% |
| **Modal Splits:** | (2) AM PM | AM PM | (4) AM/PM | (4) AM PM |
| Auto | 0% 0% | 0% 0% | 16% | 16% 16% |
| Dropoff/Pickup | 0% 0% | 0% 0% | 1% | 1% 1% |
| Walk | 45% 45% | 0% 0% | 10% | 10% 10% |
| Subway | 15% 15% | 0% 0% | 60% | 60% 60% |
| Bus (Transit) | 40% 40% | 0% 0% | 13% | 13% 13% |
| School Bus/Van | 0% 0% | 100% 100% | 0% | 0% 0% |
| | 100% 100% | 100% 100% | 100% | 100% 100% |
| **Vehicle Occupancy:** | (2) | (2) | (2) | (2) |
| Auto | N/A | N/A | 1.2 | 1.2 |
| Dropoff/Pickup | N/A | N/A | 1.4 | 1.4 |
| School Bus/Van | 30.0 | 13.0 | - | - |
| **Daily Truck Trip Generation:** | | | | |
| | (2) 0.03 per student | | | (3) 0.32 per 1,000 gsf |
| | (2) | | | (3) |
| AM | 9.6% | | | 10.0% |
| PM | 0.0% | | | 2.0% |
| | In Out | | | In Out |
| | 50% 50% | | | 50% 50% |

**Sources/Notes:**
(1) The worst-case scenario for trip-generation does not consider absentees from school
(2) Western Rail Yard Final EIS, 2009
(3) Adapted from *CEQR Technical Manual*, 2012
(4) Assumption based on 2000 US Census data for Manhattan, Census Tract 69

## TABLE B-11: TRIP GENERATION (FUTURE WITH-ACTION)

| | | *(Grades 6 - 8)* Students | | *District 75* Students | | Faculty/Staff | | Office (sqft) | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Project Components:** | | 900 | | 100 | | 100 | | -180,000 | | | |
| **Peak Hour Trips:** | | | | | | | | | | | |
| Weekday AM | | 900 | | 100 | | 100 | | -175 | | | |
| Weekday PM | | 774 | | 86 | | 96 | | -113 | | | |
| **In/Out Splits:** | | **In** | **Out** | **In** | **Out** | **In** | **Out** | **In** | **Out** | | |
| Weekday AM | | 900 | 0 | 100 | 0 | 100 | 0 | -175 | 0 | | |
| Weekday PM | | 0 | 774 | 0 | 86 | 0 | 96 | -54 | -59 | | |
| **Peak Hour** | | | | | | | | | | **Net** | |
| **Person Trips:** | | **In** | **Out** | **In** | **Out** | **In** | **Out** | **In** | **Out** | **In** | **Out** |
| AM | Auto | 0 | 0 | 0 | 0 | 16 | 0 | -28 | 0 | -12 | 0 |
| | Dropoff/Pickup | 0 | 0 | 0 | 0 | 1 | 0 | -2 | 0 | -1 | 0 |
| | Walk | 405 | 0 | 0 | 0 | 10 | 0 | -17 | 0 | 398 | 0 |
| | Subway | 135 | 0 | 0 | 0 | 60 | 0 | -105 | 0 | 90 | 0 |
| | Bus (Transit) | 360 | 0 | 0 | 0 | 13 | 0 | -23 | 0 | 350 | 0 |
| | School Bus/Van | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 |
| | Total | 900 | 0 | 100 | 0 | 100 | 0 | -175 | 0 | 925 | 0 |
| PM | Auto | 0 | 0 | 0 | 0 | 0 | 15 | -9 | -9 | -9 | 6 |
| | Dropoff/Pickup | 0 | 0 | 0 | 0 | 0 | 1 | -1 | -1 | -1 | 0 |
| | Walk | 0 | 348 | 0 | 0 | 0 | 10 | -5 | -6 | -5 | 352 |
| | Subway | 0 | 116 | 0 | 0 | 0 | 58 | -33 | -35 | -33 | 139 |
| | Bus (Transit) | 0 | 310 | 0 | 0 | 0 | 12 | -7 | -8 | -7 | 314 |
| | School Bus/Van | 0 | 0 | 0 | 86 | 0 | 0 | 0 | 0 | 0 | 86 |
| | Total | 0 | 774 | 0 | 86 | 0 | 96 | -54 | -59 | -55 | 897 |
| **Peak Hour** | | | | | | | | | | **Net** | |
| **Vehicle Trips:** | | **In** | **Out** | **In** | **Out** | **In** | **Out** | **In** | **Out** | **In** | **Out** |
| AM | Auto | - | - | - | - | 13 | 0 | -23 | 0 | -10 | 0 |
| | Dropoff/Pickup | - | - | - | - | 1 | 1 | -1 | -1 | 0 | 0 |
| | School Bus/Van | 0 | 0 | 8 | 8 | - | - | - | - | 8 | 8 |
| | Truck | 1 | 1 | - | - | - | - | -3 | -3 | -2 | -2 |
| | | | | | | | | | | -4 | 6 |
| PM | Auto | - | - | - | - | 0 | 13 | -7 | -8 | -7 | 5 |
| | Dropoff/Pickup | - | - | - | - | 1 | 1 | 0 | 0 | 1 | 1 |
| | School Bus/Van | 0 | 0 | 7 | 7 | - | - | - | - | 7 | 7 |
| | Truck | 0 | 0 | - | - | - | - | -1 | -1 | -1 | -1 |
| | | | | | | | | | | 0 | 12 |
| **Peak 15-Minute** | | | | | | | | | | **Net** | |
| **Person Trips:** | | **In** | **Out** | **In** | **Out** | **In** | **Out** | **In** | **Out** | **In** | **Out** |
| AM | Auto | 0 | 0 | 0 | 0 | 0 | 0 | -11 | 0 | -11 | 0 |
| | Dropoff | 0 | 0 | 0 | 0 | - | - | -1 | 0 | 0 | 0 |
| | Walk | 162 | 0 | 0 | 0 | 0 | 0 | -7 | 0 | 155 | 0 |
| | Subway | 54 | 0 | 0 | 0 | 0 | 0 | -42 | 0 | 12 | 0 |
| | Bus (Transit) | 144 | 0 | 0 | 0 | 0 | 0 | -9 | 0 | 135 | 0 |
| | School Bus/Van | 0 | 0 | 40 | 0 | - | - | 0 | 0 | 40 | 0 |
| | Total | 360 | 0 | 40 | 0 | 0 | 0 | -70 | 0 | 331 | 0 |
| PM | Auto | 0 | 0 | 0 | 0 | 0 | 0 | -7 | -8 | -7 | -8 |
| | Dropoff | 0 | 0 | 0 | 0 | - | - | 0 | 0 | 0 | 0 |
| | Walk | 0 | 279 | 0 | 0 | 0 | 0 | -4 | -5 | -4 | 274 |
| | Subway | 0 | 93 | 0 | 0 | 0 | 0 | -26 | -28 | -26 | 65 |
| | Bus (Transit) | 0 | 248 | 0 | 0 | 0 | 0 | -6 | -6 | -6 | 242 |
| | School Bus/Van | 0 | 0 | 0 | 69 | - | - | 0 | 0 | 0 | 69 |
| | Total | 0 | 619 | 0 | 69 | 0 | 0 | -44 | -47 | -43 | 642 |

Source: Parsons Brinckerhoff, 2013

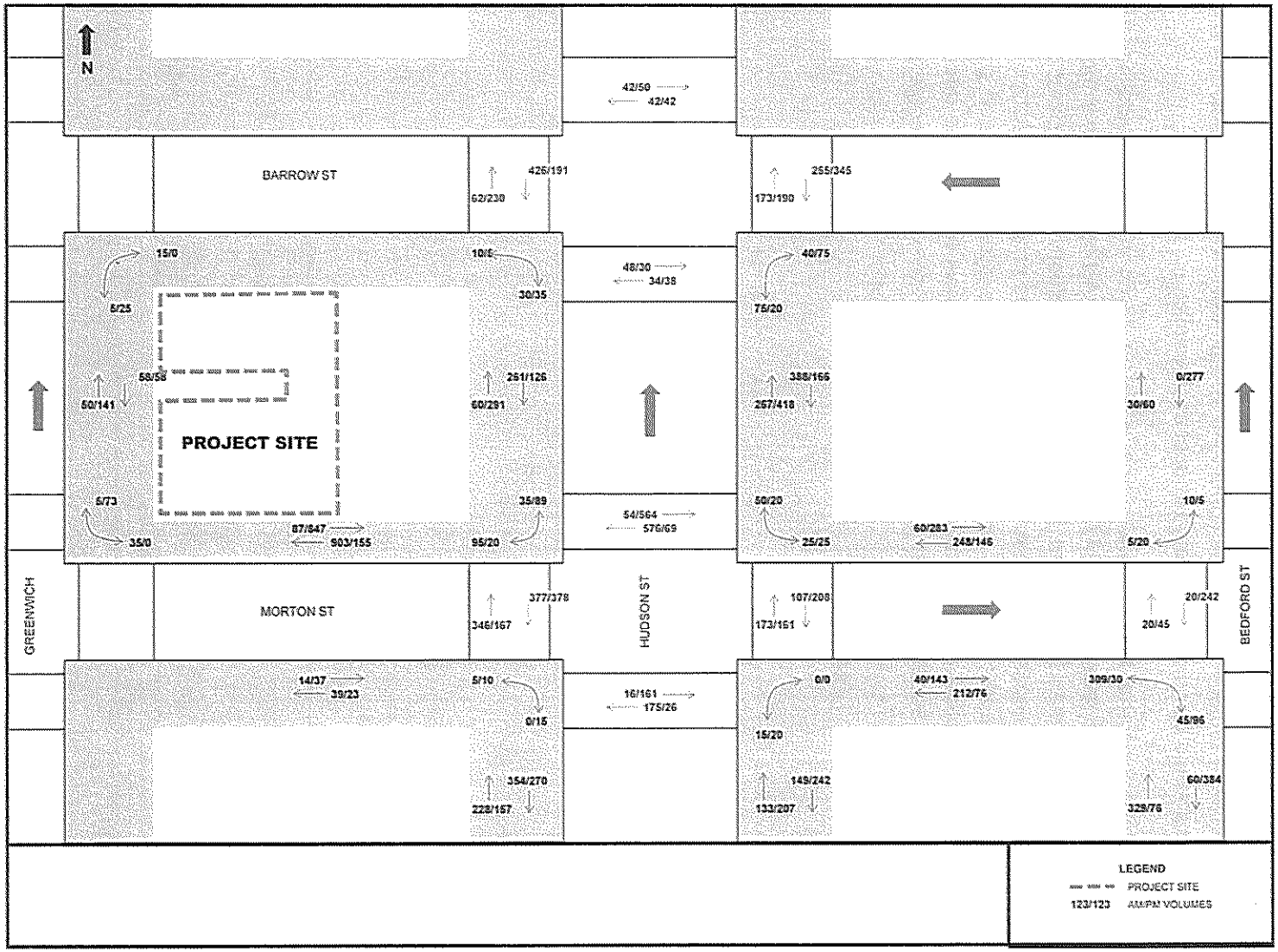
*Pedestrians*

Figure B-9 shows future pedestrian volumes with the proposed project during the AM and PM peak hours, and Tables B-12, B-13 and B-14 summarize the future sidewalk, corner, and crosswalk LOS.

The applicable criteria for sidewalk impacts for the proposed project is based on the CEQR guidelines for platooned flows at non-Central Business District (CBD) locations, which comprise a maximum flow rate of 6.0 PMF for the With-Action condition when the No-Action pedestrian flow rate is less than 3.5 PMF. In the No-Action condition, all sidewalks would be below the 3.5 PMF threshold. In the future with the proposed project (With-Action condition), all sidewalks would be below the 6.0 PMF threshold, and there would be no project-related impact at sidewalks.

The applicable criteria for corner and crosswalk impacts are based on the CEQR guidelines for non-CBD locations, which require greater than 24.0 sf/ped for the With-Action condition if the No-Action pedestrian space is greater than 26.6 sf/ped. In the No-Action condition, all corners and crosswalks would be above the 26.6 sf/ped level. In the future with the proposed project (With-Action condition), all of the analyzed corners and crosswalks would have an average pedestrian space greater than 24.0 sf/ped, with the exception of one location. During the AM peak hour, at the intersection of Morton Street and Hudson Street, the west crosswalk would operate with an average pedestrian space of 23.0 sf/ped.

## FIGURE B-9: PEDESTRIAN AM/PM PEAK HOUR VOLUMES (FUTURE WITH-ACTION)




Source: Parsons Brinckerhoff, 2013

## TABLE B-12: SIDEWALK ANALYSIS (FUTURE WITH-ACTION)

| Block Face | Side | Effective Sidewalk Width (ft)* | Peak-Hour Volume | | Persons Per Foot Per Minute (PMF) | | Average Flow Level of Service | | Platoon Level of Service | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | AM | PM | AM | PM | AM | PM | AM | PM |
| Morton St (between Hudson St and Greenwich St) | North | 8 | 990 | 1002 | 5.5 | 5.4 | B | B | C | C |
| Morton St (between Hudson St and Greenwich St) | South | 11 | 53 | 60 | 0.1 | 0.1 | A | A | A | A |
| Hudson St (between Morton St and Barrow St) | West | 8 | 321 | 417 | 1.1 | 1.3 | A | A | B | B |
| Hudson St (between Morton St and Barrow St) | East | 11 | 655 | 584 | 1.6 | 1.7 | A | A | B | B |
| Morton St (between Hudson St and Bedford St) | North | 3 | 308 | 429 | 1.7 | 2.7 | A | A | B | B |
| Morton St (between Hudson St and Bedford St) | South | 5 | 252 | 219 | 2.2 | 1.3 | A | A | B | B |
| Greenwich St (between Morton St and Barrow St) | East | 6 | 109 | 199 | 0.5 | 1.7 | A | A | B | B |
| Bedford St (between Morton St and 7th Ave) | West | 10 | 390 | 460 | 1.5 | 1.1 | A | A | B | B |
| Seventh Avenue (between St Lukes Pl and Bedford St) | West | 15 | 392 | 283 | 1.0 | 0.5 | A | A | B | A |

Source: Parsons Brinckerhoff, 2013

*Effective Sidewalk Width = Total sidewalk width minus the sum of widths and shy distances from obstructions.

## TABLE B-13: CROSSWALK ANALYSIS (FUTURE WITH-ACTION)

| Intersection | Corner | Length (ft) | Width (ft) | Average Pedestrian Space (SF/ped) | | Level of Service | |
|---|---|---|---|---|---|---|---|
| | | | | AM | PM | AM | PM |
| Morton St @ Hudson St | North | 52 | 14 | 38 | 39 | C | C |
| | East | 35 | 11 | 40 | 53 | C | B |
| | South | 53 | 14 | 158 | 182 | A | A |
| | West | 35 | 14 | 23 | 28 | D | C |
| Hudson St @ Barrow St | North | 53 | 15 | 633 | 605 | A | A |
| | East | 36 | 13* | 34 | 33 | C | C |
| | South | 52 | 14 | 701 | 885 | A | A |
| | West | 33 | 13 | 31 | 39 | C | C |

Source: Parsons Brinckerhoff, 2013

* No crosswalk markings at this location; width assumed to be 13 feet.

## TABLE B-14: CORNER ANALYSIS (FUTURE WITH-ACTION)

| Intersection | Corner | Sidewalk Dimensions (ft) | Curb Radii (ft) | Average Pedestrian Space (SF/ped) | | Level of Service | |
|---|---|---|---|---|---|---|---|
| | | | | AM | PM | AM | PM |
| Morton St @ Hudson St | NE | 19 x 15 | 14 | 85 | 101 | A | A |
| | SE | 19 x 15 | 14 | 192 | 246 | A | A |
| | SW | 18 x 14 | 12 | 101 | 130 | A | A |
| | NW | 18 x 14 | 12 | 59 | 55 | B | B |
| Hudson St @ Barrow St | NE | 14 x 19 | 13 | 218 | 217 | A | A |
| | SE | 19 x 14 | 13 | 187 | 190 | A | A |
| | SW | 19 x 16 | 12 | 276 | 316 | A | A |
| | NW | 19 x 16 | 12 | 267 | 327 | A | A |

Source: Parsons Brinckerhoff, 2013

*Bus Capacity Analysis*

Table B-15 summarizes the results of the bus capacity analysis for routes that would experience a net increase of 50 or more bus passengers in any direction during the AM and PM peak hours due to the proposed project. Only one of the three bus routes most likely to be used by new students and staff would be potentially affected: the M20, which travels north along Hudson Street and south along Seventh Avenue. A detailed analysis is not required for the M8, which travels east along West 10th Street and west along Christopher Street, and the M21 bus along Houston Street, since both of these routes would have fewer than 50 additional passengers during the peak hours with the proposed project in place.

TABLE B-15: BUS SERVICE (FUTURE WITH-ACTION)

| Bus Line | Peak Hour | Direction | Peak Load Point | Buses per Hour | Hourly Capacity[1] | No-Action Volumes[2] | Project-Generated Volumes[2] | Average Number of Passengers per Bus | With-Action Available Capacity |
|---|---|---|---|---|---|---|---|---|---|
| M20 | AM | NB | 8th Ave and 14th St | 3 | 162 | 86 | 46 | 44 | 30 |
| | | SB | 7th Ave and W 33rd St | 3 | 162 | 85 | 211 | 99 | (134) |
| | PM | NB | 8th Ave and W 39th St | 4 | 216 | 149 | 195 | 86 | (128) |
| | | SB | 7th Ave and W 33rd St | 4 | 216 | 129 | 41 | 42 | 46 |

Source: Parsons Brinckerhoff, 2013

**Notes:**
1. Capacities are based on a maximum of 54 passengers for a standard-seat bus.
2. Volumes are at the peak load point.

The M20 bus route would be most affected by the proposed project. Currently, there are three buses per hour in the AM southbound direction, and four buses per hour in the PM northbound direction. Each bus has a maximum capacity of 54 passengers for a standard-seat bus, providing an hourly capacity of 162 passengers in the morning in each direction and 216 passengers in the afternoon in each direction. In the future without the proposed project, the M20 would carry about 85 passengers in the AM southbound direction, leaving 77 seats available; however, the proposed project would add approximately 211 new passengers, requiring 134 additional seats. To meet this demand, three additional buses would be required in the AM southbound direction. In the PM northbound direction, it is expected that approximately 149 passengers would use the M20 bus in the future without the proposed project, leaving only 67 available seats. With the addition of approximately 195 new passengers, there would be a shortfall of 128 seats, which would require three additional buses. During the AM peak hour in the northbound direction and the PM peak hour in the southbound direction, buses would operate below capacity with 30 and 46 seats available, respectively, in the With-Action condition.

## B.13.4. Proposed Improvement Measures

*Pedestrians*

There would be a significant impact to the west crosswalk at the intersection of Morton Street and Hudson Street during the AM peak hour with the project in place. This impact could be avoided by increasing the width of the crosswalk from 14 feet to 15 feet. With this proposed improvement measure, the west crosswalk would operate with an average pedestrian space of approximately 25.0 sf/ped during the AM peak hour in the With-Action condition.

*Bus Service*

There would be a significant impact to southbound service on the M20 bus line during the AM peak hour and to northbound service during the PM peak hour. These impacts could be avoided by either increasing the number of standard buses (three additional M20 buses in each impacted direction) or, where feasible, converting the route to articulated bus service, which would provide greater capacity per bus.

The general policy of the NYCT is to provide additional bus service where demand warrants, taking into account financial and operational constraints. Based on NYCT's ongoing passenger monitoring program and as new development occurs throughout the study area, the NYCT would create a comprehensive service plan to respond to specific, known needs with capital and/or operational improvements where fiscally feasible and operationally practicable. Through this ongoing program, expanded bus service would be provided as needs are determined. Therefore, in order to avoid potential impacts to public transit, the SCA shall notify NYCT at least one year prior to student occupancy of the proposed public school facility so NYCT can incorporate the projected increase in ridership into its planning and operational processes.

# B.14. AIR QUALITY

The *CEQR Technical Manual* requires an assessment of air quality for projects that would increase traffic volumes or emit noxious fumes, especially where they may affect residential or other sensitive uses (such as a school). In this area of Manhattan, a detailed mobile-source analysis is required if 170 or more project-generated vehicles pass through a signalized intersection in any given peak period. In addition, the DEP has established a screening threshold limit for particulate matter, for which a detailed analysis is required if more than 23 project-generated diesel trucks or buses pass through a signalized intersection in any given peak period. Analyses are also required if new sensitive land uses are to be permitted within 400 feet of existing industrial facilities and if a project's heating plant may affect nearby sensitive land uses (or the heating system of nearby buildings may affect a new sensitive land use).

## B.14.1. Introduction

Air quality issues associated with the proposed project are as follows:

- The potential for project-generated changes in vehicular travel resulting in significant mobile-source (vehicular-related) air quality impacts;
- The potential impacts of the school building's heating, ventilation and air conditioning (HVAC) system emissions on existing nearby sensitive land uses and the school's proposed outdoor play area;
- The potential impacts on the school from the HVAC emissions of existing commercial, institutional, or large-scale residential developments located within 400 feet of the proposed school, where the stacks of these existing facilities would be lower or similar in height to the proposed school, as well as the potential impacts on the school from emissions of any large combustion sources, such as a power plant, cogeneration facility, etc., located within 1,000 feet of the school; and
- The potential impacts on the school from air-toxic emissions generated by existing nearby industrial sources.

## B.14.2. Mobile-Source Analysis

Localized increases in pollutant levels may result from increased vehicular traffic volumes and changed traffic patterns in the study area as a consequence of the proposed school. According to the *CEQR Technical Manual* screening threshold for this area of Manhattan, if 170 or more project-generated vehicles pass through a signalized intersection in any given peak period, there is a potential for mobile-source air quality impacts and a detailed analysis is required. The proposed project would not exceed this threshold; therefore, no detailed mobile-source air quality analysis is required and the proposed project would not result in significant mobile-source air quality impacts.

## B.14.3. Stationary Source (HVAC) Analysis

Emissions from the HVAC system of the proposed school may affect air quality levels at nearby existing land uses. The air quality effects of the proposed school's HVAC emissions would be a function of fuel type, stack height, building size (gross floor area), and location of the emission source relative to nearby sensitive land uses.

### *Relevant Air Pollutants for Analysis*

Information about the type of boiler or fuel that would be used to heat the proposed school is not available. Therefore, it was assumed that the school's boiler would use either fuel oil or natural gas. Three of the pollutants identified by the United States Environmental Protection Agency (EPA) as being of concern nationwide (i.e., criteria pollutants) – nitrogen dioxide ($NO_2$), sulfur dioxide ($SO_2$), and particulate matter smaller than 2.5 microns ($PM_{2.5}$) – that are associated with natural gas and fuel oil combustion were considered for the analysis of the HVAC emissions of the proposed school.

### *Applicable Air Quality Standards and Significant Threshold Values*

As required by the Clean Air Act, EPA has established National Ambient Air Quality Standards (NAAQS) for the criteria pollutants. The NAAQS are concentrations set for each of the criteria pollutants to protect public health and the nation's welfare. The analysis focused on the 1-hour $NO_2$, the 1-hour $SO_2$, and the 24-hour $PM_{2.5}$ NAAQS. The current standards that were applied to this analysis, together with their health-related averaging periods, are presented in Table B-16. New York has adopted the NAAQS as the state ambient air quality standards.

TABLE B-16: APPLICABLE NATIONAL AMBIENT AIR QUALITY STANDARDS

| Pollutant | Averaging Period | National and State Standards |
|---|---|---|
| $NO_2$ | 1 Hour | 0.10 ppm (188 µg/m³) |
| | Annual | 0.053 ppm (100 µg/m³) |
| $SO_2$ | 1 Hour | 0.075 ppm (196 µg/m³) |
| $PM_{2.5}$ | 24 Hour | 35 µg/m³ |

Source: US Environmental Protection Agency, "National Primary and Secondary Ambient Air Quality Standards." (49 CFR 50) (www.epa.gov/air/criteria.html) and New York State Department of Environmental Conservation (http://www.dec.ny.gov/chemical/8542.html).

**Notes:** ppm = parts per million
µg/m³ = micrograms per cubic meter

In addition to the NAAQS, the *CEQR Technical Manual* requires that projects subject to CEQR apply interim guidance criteria (based on concentration increments) that were developed by the DEP to determine whether potential adverse $PM_{2.5}$ impacts would be significant. If the estimated impacts of a proposed project are less than these increments, the impacts are not considered to be significant. The following DEP criteria were employed:

- 24-hour average $PM_{2.5}$ concentration increments with the proposed project that are predicted to be greater than 5 µg/m³ at a discrete receptor location would be considered a significant

adverse air quality impact under operational conditions (i.e., a permanent condition predicted to exist for many years regardless of the frequency of occurrence); and

- 24-hour average $PM_{2.5}$ concentration increments with the proposed project that are predicted to be greater than 2 $\mu g/m^3$ but not greater than 5 $\mu g/m^3$ would be considered a significant adverse air quality impact based on the magnitude, frequency, duration, location, and size of the area of the predicted concentrations.

*Analytical Approach*

The *CEQR Technical Manual* provides screening nomographs that can be used to determine whether potential annual $NO_2$ impacts on nearby buildings would be significant. However, because no applicable screening procedures are provided in the *CEQR Technical Manual* for determining compliance with the 1-hour $NO_2$, 1-hour $SO_2$ and 24-hour $PM_{2.5}$ standards, detailed dispersion analyses were conducted for these pollutants.

*Detailed Dispersion Analysis*

The NAAQS for nitrogen oxides have been established for $NO_2$, which is one of the pollutants of concern for this project. However, most of the nitrogen oxide emissions emitted from natural gas boilers are in the form of nitrogen oxide (NOx), which converts to $NO_2$ in the atmosphere in the presence of ozone. This conversion takes time and very little occurs when the sensitive land uses are located near (i.e., within a few hundred feet) of the exhaust stack.

EPA has three levels of analysis (TIERS) that can be used to estimate 1-hour $NO_2$ concentrations. Tier 1 is the most conservative in that it assumes a full (100 percent) conversion of NOx to $NO_2$; Tier 2 applies an ambient $NOx/NO_2$ ratio of 80 percent to the NOx estimated concentration; and Tier 3, which is the most precise approach, utilizes AERMOD's Plume Volume Molar Ratio Method (PVMRM) module. The PVMRM module uses hourly background ozone concentrations from a representative monitoring station to estimate conversion rates of NOx to $NO_2$ for each hour of the year.

Based on the relatively small amount of NOx emissions that would be released from the school building, Tier 1 was conservatively used for this analysis. If estimated 1-hour $NO_2$ impacts were found to be significant using this approach, a Tier 2 (or Tier 3, if determined necessary) analysis would have then been used. Analyses were conducted using the latest version of the EPA's AERMOD dispersion model 7.6 (EPA version 12060). Regulatory default options of the AERMOD model were used. Following CEQR guidelines, the analyses were conducted assuming stack tip downwash, urban boundary layer, and the elimination of calms, with and without the consideration of downwash effects on plume dispersion.

*Meteorological Data*

The analysis was conducted using the 5 latest consecutive years of meteorological data (2008–2012). Surface data were obtained from LaGuardia Airport and upper air data from Brookhaven station, New York. These meteorological data provide hour-by-hour wind speeds and directions, stability states, and temperature inversion elevations over the 5-year period.

*Pollutant Emission Factors/Rates*

The following pollutant emission factors were obtained from EPA AP-42 "Compilation of Air Pollutant Emission Factors" document (the relevant source tables from the document are identified parenthetically):

- $PM_{2.5}$ Emission Factor for natural gas combustion - 7.6 pounds per million cubic feet that include filterable and condensable particles (Table 1.4-2);
- NOx Emission Factor for natural gas combustion (uncontrolled) - 100 pounds per million cubic feet (Table 1.4-1);
- $PM_{2.5}$ Emission factor for oil combustion - 2.13 pounds per thousand gallons of oil, including condensable and filterable particles (Table 1.3-2&1.3-7 for No. 2 fuel oil);
- $NO_2$ Emission factor for oil combustion – 20 pounds per thousand gallons of oil (Table 1.3-1 for No. 2 fuel oil); and
- $SO_2$ Emission factor for oil combustion– 2.13 pounds per thousand gallons based on sulfur content of 15 ppm (Table 1.3-1 for No. 2 oil).

The following fuel use factors, which were obtained from the *CEQR Technical Manual*'s Air Quality Appendix, were applied:

- For fuel oil – 0.30 gallons per square foot annually for education facilities (Table C35); and
- For natural gas – 38.2 cubic foot per square foot annually (Table C25).

Based on the fuel factors and pollutant emission factors, maximum 1-hour, annual $NO_2$, 1-hour $SO_2$, and 24-hour average $PM_{2.5}$ emission rates were estimated. It was assumed that the boilers would operate at 100 percent load during the 3 coldest months of winter season (totaling 2,400 hours), with no heating emissions during the rest of the year. It was assumed that the proposed school would be the same height and contain the same amount of floor area as the existing building that would be converted for the proposed new school.

*Stack Parameters*

It was conservatively assumed that emissions from the proposed school would be released through a single stack located on the roof of the building, which is approximately 75 feet tall. Based on *CEQR Technical Manual* guidance, the height of the stack was assumed to be 3 feet above the roof (e.g., 78 feet above the ground). Other stack parameters (diameters, exit velocities, and temperatures) were developed using the DEP "Combustion Application Permit" database based on the boiler's heat input.

*Receptor Locations*

For the analysis of the school's HVAC system impacts on existing nearby land uses, elevated receptors were placed on the existing nearby buildings at the heights where the highest impacts would be likely to occur. Ground-level receptors were also placed around the perimeter of the proposed schoolyard.

The size and location of existing nearby buildings were determined from field surveys and a review of the New York City Open Accessible Space Information System (OASIS) database. The following nearby buildings that are taller than the proposed school building were identified and included in the analysis:

- 8-story buildings on Block 603, Lot 37 and Block 603, Lot 46
- 9-story buildings on Block 602, Lot 68 and Block 602, Lot 36
- 11-story building on Block 604, Lot 33
- 13-story building on Block 602, Lot 58

*Background Concentrations*

Pollutant background concentrations were obtained from the nearest New York State Department of Environmental Conservation (NYSDEC) monitoring station at Queens College 2. The 1-hour $NO_2$, 1-hour $SO_2$, and annual average $NO_2$ background concentrations that were used in this analysis are 126 µg/m$^3$ (67 ppb), 78.4 µg/m$^3$ (30 ppb), and 39 µg/m$^3$ (20.6 ppb), respectively.

## B.14.4. Potential Stationary Source Impacts of the Project

*Impacts from the Proposed Project on Existing Land Uses*

The maximum estimated impacts of the proposed school building's HVAC emissions on existing land uses are as follows:

- The maximum 24-hour $PM_{2.5}$ concentrations from natural gas and fuel oil were estimated to be 0.01 and 0.05 µg/m$^3$, respectively. This is below the DEP significant threshold value of 2 µg/m$^3$. Therefore, no significant impacts from 24-hour $PM_{2.5}$ emissions would be expected to occur.
- The total of the estimated maximum daily eight highest 1-hour $NO_2$ concentrations for natural gas and fuel oil (5.8 and 14.2 µg/m$^3$, respectively) and the 1-hour $NO_2$ background concentrations (126 µg/m$^3$) are less than the 1-hour $NO_2$ NAAQS of 188 µg/m$^3$. Therefore, no significant impacts from 1-hour $NO_2$ emissions would be expected to occur (even with the conservative assumption of full NOx conversion to $NO_2$).
- The estimated maximum annual $NO_2$ concentrations for natural gas and fuel oil (1.6 and 2.6 µg/m$^3$, respectively) plus the annual $NO_2$ background concentration (39 µg/m$^3$) are less than the annual $NO_2$ NAAQS of 100 µg/m$^3$. Therefore, no significant annual impacts from $NO_2$ emissions would be expected to occur.
- The maximum daily four highest 1-hour $SO_2$ concentrations from fuel oil is minimal (0.4 µg/m$^3$) and, when added to the 1-hour $SO_2$ background concentration (78.4 µg/m$^3$), the total concentration is less than the 1-hour $SO_2$ NAAQS of 196 µg/m$^3$. Therefore, no significant impacts from $SO_2$ emissions would be expected to occur.
- The maximum estimated concentrations of the proposed school's $PM_{2.5}$ and $NO_2$ emissions on the proposed schoolyard to be located on the project site are minimal (less than 0.1 µg/m$^3$). Therefore, no significant impacts would be expected to occur.

Based on the results of the analysis, the HVAC emissions from the proposed school would not adversely affect nearby land uses.

*Impacts from Existing Emission Sources on the Proposed School*

The *CEQR Technical Manual* requires an assessment of proposed projects that could result in the location of sensitive uses within 400 feet of emission sources associated with commercial, institutional, or large-scale residential developments, where the proposed structure would be of a height similar to or greater than the height of an existing emission stack. Similarly, an analysis is required if emissions from any large combustion sources (such as a power plant or cogeneration facility) are located within 1,000 feet of the proposed project. However, as neither such emission sources was identified as being located within 400 feet or 1,000 feet, respectively, of the proposed school, no analysis of these emission sources is required.

## B.14.5. Air-Toxic Emissions of Existing Industrial Sources

*Introduction*

Emissions of toxic pollutants from the operation of existing nearby industrial emission sources could affect the proposed school. An analysis was conducted to determine whether the impacts of these emissions would be significant.

Data necessary to perform this analysis, which include facility type, source identification and location, pollutant emission rates, and exhaust stack parameters, were obtained from regulatory agencies (e.g., from existing air permits) and/or developed using information for typical facilities. Emissions from existing industrial facilities located within 400 feet of the proposed school that are permitted to exhaust toxic pollutants were considered in this analysis.

*Data Sources*

Information regarding emissions of toxic air pollutants from existing industrial sources was developed, as follows:

- An analysis area was developed that includes land uses within 400 feet of the proposed school building.
- Air permits and/or permit applications for active permitted industrial facilities located within the analysis area that are included in the DEP Clean Air Tracking System database were acquired and reviewed to obtain the necessary information to conduct this toxic air analysis. The data on these permits or permit applications are considered the most current and served as the primary basis of data for this analysis.
- Field observations were conducted within the analysis area to identify and validate the existence of the permitted facilities and determine if there are any non-permitted facilities operating within this area.

*Assessment Methodology*

Toxic air pollutants can be grouped in two categories: carcinogenic air pollutants and non-carcinogenic air pollutants. While no federal standards have been promulgated for toxic air pollutants, the EPA and NYSDEC have issued guidelines that establish acceptable ambient levels for these pollutants based on human exposure criteria.

The EPA developed short-term acute (1-hour) and long-term (annual) inhalation exposure thresholds for toxic pollutants that are defined as acute inhalation exposure concentrations (AIEC) and reference dose concentrations (RfC) for the non-carcinogenic pollutants, and cancer risk thresholds based on compound-specific inhalation unit risk factors (URF) for carcinogenic pollutants. These data are contained in the EPA Integrated Risk Information System (IRIS) database.

To evaluate short-term and annual impacts of non-carcinogenic and carcinogenic toxic air pollutants, the NYSDEC, following EPA guidelines, has also established short-term guideline concentrations (SGC) and annual guideline concentrations (AGC) for exposure limits. AGCs for the carcinogenic pollutants are based on a cancer risk threshold of one per million. These are maximum allowable guideline concentrations that are considered acceptable concentrations below which there should be no adverse effect on public health. AGCs for non-carcinogens, as defined by the NYSDEC, are equivalent to the RfCs established by the EPA.

Once the hazard index of each non-carcinogenic compound is established, they are summed together. If the total hazard index of all compounds combined is less than or equal to one, the non-carcinogenic risk is considered to be insignificant.

Once the incremental risk of each carcinogenic compound is established, they are summed together. If the total risk of all compounds combined is less than or equal to one-in-a-million (1.0 E-06), the carcinogenic risk is considered to be insignificant.

*Dispersion Analysis*

A dispersion modeling analysis of toxic pollutants that may affect the proposed school was conducted using the same version of the EPA AERMOD dispersion model described above. The exposure concentrations produced from the AERMOD model were then used to estimate cancer risk through inhalation and chronic non-cancer and acute hazard indexes for each pollutant, using guideline values.

The methodology to conduct the dispersion analysis was similar to that used for the HVAC analysis. Input data for AERMOD (stack parameters, pollutant emission rates, source location and elevation) are those that are contained in the DEP permits or permit applications. Emission sources for the dispersion analysis were located using geographical information system (GIS) shape files with the Universal Transverse Mercator coordinate projected system information (Datum NAD83, UTM Zone 18). A receptor grid that includes both elevated and ground-level receptors was developed where ground-level and elevated receptors were placed on the school building near each emission source at multiple elevations depending on the location and height of the emission sources. Highest AERMOD-predicted concentrations found at any receptor were used in the health risk assessment. Five consecutive years of meteorological data from LaGuardia Airport (2008-2012) were used.

Emission data and stack parameters for the facilities included in the analysis were obtained and/or developed either directly from the permit for each facility or, when emission data were not included in a permit listed in the DEP database, the necessary data were obtained from the permit application for this facility that is on file at DEP.

*Industrial Facilities and Air-Toxic Emissions Evaluated*

Twenty three (23) permits were collected from the DEP Clean Air Tracking System database for facilities located within 400 feet of the proposed school. However, based on a field survey, eight of these permits were eliminated from further consideration because the related facilities no longer exist or ceased their operations, and no non-permitted industrial sources were found at their locations. One permit was eliminated because no emission rate data were included in the permit. As a result, eight permitted facilities with 14 permits were included in the analysis, and the potential impacts from the toxic emissions identified in these permits were estimated.

Fourteen pollutants, three of which are carcinogens, are released from the eight identified facilities: tetrachloethylene (PERC) from dry cleaners and film cleaning, hydroquinone from film processing, and dichlorobenzene from the printing process.

One facility is a dry cleaner (Permit PA024490) that is equipped with a fourth-generation emission control system with built-in carbon absorber and refrigeration units, as required by the New York State's PERC Dry Cleaning Facilities Regulation (Part 232). This facility is considered a dry-to-dry type, non-vented refrigerated, totally enclosed system with, presumably, no emissions. However, according to the permit for this facility, the efficiency of this control system is listed as 98 percent, which indicates that 2 percent of the PERC may still be released into the atmosphere from doors, windows, roof vents, and other openings throughout the facility. Therefore, for a conservative analysis, 98 percent control efficiency was applied to estimate PERC emissions from this dry cleaner and the remaining 2 percent were treated as fugitive emissions that were modeled as volume sources.

In several of the other permits, air-toxic contaminants are identified as compound groups (e.g., total hydrocarbons or VOCs). Because no guideline concentrations were developed for compound groups, it was necessary to use a substitute contaminant that is representative of the compound group so that a comparison to the guideline concentrations could be made for this analysis. In these instances, the type of source operation was considered in making these assumptions, such as printing operations, for which the most widely used solvent – dichlorobenzene - was selected.

A detailed dispersion modeling analysis was conducted to estimate the potential impact of the toxic pollutants released from the identified facilities on the proposed school.

*Results of the Cancer Risk and Hazard Index Evaluation*

Table B-17 provides permit information for the existing permitted industrial sources considered in the analysis, including the type and location of each facility, permit number, emission point(s), contaminant name, CAS registry number, and hourly and annual emission rates for each pollutant.

Table B-18 provides estimated annual (long-term) exposure concentrations, cancer risks for each pollutant and total incremental cancer risk, and chronic non-cancer quotients for each pollutant and total non-cancer hazard index (HI). Chronic non-cancer quotients (HQ) were also estimated for the carcinogenic pollutants where they have an appropriate guideline values (e.g., *RfC*). The pollutant concentrations shown in table are the maximum values estimated at any of the receptor locations.

As shown on Table B-18, the total individual cancer risk and the total cancer risk caused by the identified facilities (0.2 in-a-million) are below the conservative one-in-a-million threshold established by EPA. Therefore, the cancer risk increase is not considered to be significant. As also shown in Table B-18, the total chronic non-cancer quotients (HQ) and total HI caused by both the carcinogenic and non-carcinogenic pollutants emitted from all of sources combined is estimated to be 0.02. This value is below the level (1) that is considered by the EPA to be significant.

Table B-18 provides estimated 1-hour (short-term) exposure concentrations and acute hazard quotients (AHQ) for each pollutant and the total acute hazard index (AHI). The total AHI caused by all the pollutants emitted from all sources is estimated to be 0.1. This value is below the level (of 1) that is considered by the EPA to be significant.

The result of the air toxics analysis is that no exceedances of EPA, NYSDEC or DEP guideline threshold values for carcinogenic and non-carcinogenic pollutants are predicted, and that the potential impact on the proposed school is not considered significant.

## TABLE B-17: EXISTING ACTIVE INDUSTRIAL SOURCE PERMIT INFORMATION

| Facility Name | Facility Location | | | Permit Information | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Block | Lot | Address | Permit # | Facility Type | Pollutant | CAS No. | Hourly Rate g/sec | Annual Rate g/sec |
| Technicolor East Coast Inc. | 601 | 52 | 110 Leroy Street | PB452103 | Film Cleaning | PERC | 00127-18-4 | 0.04900 | 0.03220 |
| | | | | PB452203 | | PERC | 00127-18-4 | 0.00705 | 0.00465 |
| | | | | PB452303 | Film Processing | Acetic Acid | 00064-19-7 | 0.00013 | 0.00001 |
| | | | | | | Ethylene Diamine | 00107-15-3 | 0.00013 | 0.00001 |
| | | | | | | Hexylene Glycol | 00107-41-5 | 0.00013 | 0.00001 |
| | | | | | | Hydroquinone | 00123-31-9 | 0.00013 | 0.00001 |
| | | | | | | Sodium Carbonate | 00497-19-8 | 0.00013 | 0.00001 |
| | | | | | | Sodium Carbonate | 00497-19-8 | 0.00013 | 0.00004 |
| Technicolor East Coast Inc. | 601 | 52 | 110 Leroy Street | PB452403 | Film Dryer | Potassium Iodide | 07681-11-0 | 0.00030 | 0.00001 |
| | | | | | | Sodium Metabisulfite | 07681-57-4 | 0.00030 | 0.00001 |
| | | | | | | Ammonium Sulfite | 07783-20-2 | 0.00030 | 0.00011 |
| | | | | | | Phosphoric Acid | 92203-02-6 | 0.00013 | 0.00001 |
| Technicolor East Coast Inc. | 601 | 52 | 110 Leroy Street | PB452503 | Film Processing | Acetic Acid | 00064-19-7 | 0.00013 | 0.00001 |
| | | | | | | Ethylene Diamine | 00107-15-3 | 0.00013 | 0.00001 |
| | | | | | | Hexylene Glycol | 00107-41-5 | 0.00013 | 0.00001 |
| | | | | | | Hydroquinone | 00123-31-9 | 0.00013 | 0.00001 |
| | | | | | | Sodium Carbonate | 00497-19-8 | 0.00013 | 0.00001 |
| | | | | | | Sodium Carbonate | 00497-19-8 | 0.00013 | 0.00004 |
| Hudson Kim Cleaners | 584 | 7501 | 462 Hudson Street | PA024490 | Dry Cleaning | PERC | 00127-18-4 | 0.00214 | 0.00030 |
| Enterprise Press Inc. | 602 | 58 | 627 Greenwich Street | PA002393 | Coating | Isopropyl Alcohol | 00067-63-0 | 0.06299 | 0.01151 |
| Draber Press Inc. | 602 | 58 | 627 Greenwich Street | PA015387 | Printing | Dichlorobenzene | 00106-46-7 | 0.03024 | 0.00690 |
| Star Litho Inc. | 602 | 58 | 627 Greenwich Street | PA016387 | Printing | Dichlorobenzene | 00106-46-7 | 0.03402 | 0.00680 |
| | | | | PA016387 | | Isopropyl Alcohol | 00067-63-0 | 0.15119 | 0.03021 |
| Tana Web Inc. | 602 | 58 | 627 Greenwich Street | PA020193 | Printing | Particulate | NY075-00-0 | 0.02520 | 0.01295 |
| Enterprise Press Inc. | 602 | 58 | 627 Greenwich Street | PA050893 | Printing | Isopropyl Alcohol | 00067-63-0 | 0.062999 | 0.01150666 |
| Enterprise Press Inc. | 602 | 58 | 627 Greenwich Street | PA123586 | Printing | Dichlorobenzene | 00106-46-7 | 0.007560 | 0.00276160 |
| | | | | PA123586 | Printing | Isopropyl Alcohol | 00067-63-0 | 0.047879 | 0.01749012 |
| Kopper's Chocolate Spec. | 601 | 72 | 39 Clarkson Street | PA051289 | Coating | Particulate | NY075-00-0 | 0.000126 | 0.00001151 |
| | | | | PA051989 | Coating | Particulate | NY075-00-0 | 0.000126 | 0.00001151 |

Source: NYCDEP Bureau of Environmental Compliance, 2013

## TABLE B-18: CANCER RISK AND CHRONIC NON-CANCER QUOTIENTS (HQ) AND TOTAL HAZARD INDEX OF THE TOXIC POLLUTANTS

| Chemical Name | CAS No, | Max Estimated Concentration ($\mu g/m^3$) | URF ($\mu g/m^3$) (1) | Estimated Cancer Risk (per million) | RfC ($mg/m^3$) (2) | Source | Hazard Quotients (HQ) |
|---|---|---|---|---|---|---|---|
| Dichlorobenzene | 106-46-7 | 4.46E+00 | 9.0E-08 | 1.65E-07 | 0.8 | DAR-1 (4) | 5.35E-03 |
| Ethylene Diamine | 107-15-3 | 1.94E-06 | | | 0.06 | DAR-1 (4) | 3.10E-08 |
| Hydroquinone | 123-31-9 | 9.69E-06 | 2.40E-06 | 9.56E-12 | | DAR-1 (4)) | |
| PERC | 127-18-4 | 3.44E-01 | 2.60E-07 | 3.68E-08 | 0.04 | EPA (3) | 8.25E-03 |
| Acetic Acid | 64-19-7 | 6.78E-05 | | | 0.06 | DAR-1 (4) | 1.08E-06 |
| Isopropyl Alcohol | 67-63-0 | 1.99E+01 | | | 7.0 | DAR-1 (4) | 2.72E-03 |
| Particulate | 75-00-0 | 7.75E-04 | | | 0.045 | DAR-1 (4) | 1.65E-05 |
| Sodium Metabisulfite | 7681-57-4 | 5.19E-05 | | | 0.012 | DAR-1 (4) | 4.15E-06 |
| Phosphoric Acid | 92203-02-6 | 3.79E-07 | | | 0.01 | DAR-1 (4) | 3.64E-08 |
| | | | Total Estimated Cancer Risk (per million) | 0.2 | | | |
| | | | Cancer Risk Threshold (per million) | 1.0 | | | |
| | | | | | | Total Estimated Non-Cancer Hazard Index (HI) | 0.02 |
| | | | | | | Non-Cancer Hazard Index Threshold | 1 |

Source: Parsons Brinckerhoff, 2013

Notes:
(1) URF = compound-specific inhalation unit risk factor in $(\mu g/m^3)^{-1}$
(2) RfC = reference dose concentration, established by the EPA or NYSDEC, $mg/m^3$
(3) EPA = EPA Prioritized Chronic Dose-Response Values
(4) DAR-1 = NYSDEC Policy DAR-1 "Guidelines for the Control of Toxic Ambient Air Contaminants"

## TABLE B-19: ACUTE QUOTIENTS (AHQ) AND TOTAL HAZARD INDEX (AHI) OF THE TOXIC POLLUTANTS

| Chemical Name | CAS No. | Max Estimated Concentration (µg/m³) | AIEC (mg/m³) (1) | Source | Acute Hazard Quotients (AHQ) |
|---|---|---|---|---|---|
| Dichlorobenzene | 106-46-7 | 6.81E+02 | 12 | EPA (2) | 5.68E-02 |
| Hexylene Glycol | 107-41-5 | 7.75E-02 | 12 | DAR-1 (3) | 6.46E-06 |
| Hydroquinone | 123-31-9 | 7.75E-02 | 5 | DAR-1 (3) | 1.55E-05 |
| PERC | 127-18-4 | 2.71E+01 | 20 | EPA (2) | 1.36E-03 |
| Sodium Carbonite | 497-19-8 | 1.55E-01 | 2 | DAR-1 (3) | 7.75E-05 |
| Acetic Acid | 64-19-7 | 7.75E-02 | 3.7 | DAR-1 (3) | 2.10E-05 |
| Isopropyl Alcohol | 67-63-0 | 3.21E+03 | 98 | DAR-1 (3) | 3.28E-02 |
| Particulate | 75-00-0 | 5.77E-01 | 0.38 | DAR-1 (3) | 1.52E-03 |
| Ammonium Sulfite | 7783-20-2 | 5.86E-02 | 0.12 | DAR-1 (3) | 4.88E-04 |
| Phosphoric Acid | 92203-02-6 | 5.86E-02 | 0.3 | DAR-1 (3) | 1.95E-04 |
| | | | | **Total Estimated Acute Hazard Index (AHI)** | **0.1** |
| | | | | **Total Acute Hazard Index Threshold** | **1** |

Source: Parsons Brinckerhoff, 2013

**Notes:**
(1) AIEC = Acute Inhalation Exposure Concentrations, mg/m³
(2) EPA = Acute Dose-Response Values for Screening Risk Assessment
(3) DAR-1 = NYSDEC Policy DAR-1 "Guidelines for the Control of Toxic Ambient Air Contaminants"

# B.15. GREENHOUSE GAS EMISSIONS

According to the *CEQR Technical Manual*, although the contribution of a proposed project's greenhouse gas (GHG) emissions to global GHG emissions is likely to be considered insignificant when measured against the scale and magnitude of global climate, it should still be analyzed to determine a project's consistency with the City's citywide GHG reduction goal "... of reducing citywide GHG emissions by 30% below 2005 levels by 2030." This is currently the most appropriate standard by which to analyze a project under CEQR. Currently, the GHG consistency assessment focuses on projects that would result in development of 350,000 square feet or greater and are being reviewed in an environmental impact statement (EIS).

## B.15.1. Screening Assessment

Since the proposed project would result in development substantially below the 350,000 SF threshold, it would not contribute significantly to greenhouse gas emissions, and no further analysis is warranted.

# B.16. NOISE

The *CEQR Technical Manual* requires a detailed assessment of potential mobile-source noise impacts if a proposed action would double traffic volumes at any location, and a stationary-source noise assessment is required if a substantial generator of noise, such as a playground, is proposed to be located near a noise-sensitive receptor. If playground noise levels would increase by less than 5 dBA, the SCA noise-impact threshold, no impact is predicted.

The noise assessment considered the following three factors: 1) existing noise levels in the vicinity of the project site; 2) the project's noise-generation characteristics (principally from the proposed schoolyard and project-induced traffic) and their potential effects on nearby noise-sensitive receptors; and 3) the inherent sensitivity of the proposed school, as an educational facility, to noise sources in the school site's vicinity.

## B.16.1. Noise Descriptors

The A-weighted sound level (dBA) was used in noise measurements and analysis of the potential project-related noise effects in the project area as dBA correlates well with the human perception of noise. The 1-hour equivalent continuous noise level ($L_{eq}$ in dBA) and the noise level exceeded 10 percent of the time ($L_{10}$ in dBA) were selected as the noise descriptors. The $L_{eq}$ is the equivalent steady-state noise level that contains the same amount of acoustic energy as the fluctuating noise during the period of measurement. The $L_{10}$ descriptor provides an indication of existing average maximum noise levels and permits direct comparison with the CEQR External Noise Exposure Standards (Table B-20) set by DEP's Division of Noise Abatement.

As shown in Table B-20, external noise exposure at noise-sensitive receptor sites is classified into four main categories: "acceptable," "marginally acceptable," "marginally unacceptable," and "clearly unacceptable."

## B.16.2. Criteria

The *CEQR Technical Manual* provides guidance for determining noise exposure in outdoor areas near noise-sensitive uses such as schools and residences. Indoor noise levels in schools are required to be 45 dBA or less. Therefore, for schools located in areas with "marginally unacceptable" noise levels (70–80 dBA), a minimum 28–35 dBA reduction of outdoor noise should be achieved. Additionally, the SCA considers exterior noise level increases from playground-generated noise of 5 dBA or more to be significant.

## TABLE B-20: NOISE EXPOSURE STANDARDS FOR USE IN CITY ENVIRONMENTAL IMPACT REVIEWS[1]

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

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

Notes:

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

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

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

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

## B.16.3. Existing Noise Measurements

*Noise-Monitoring Locations*

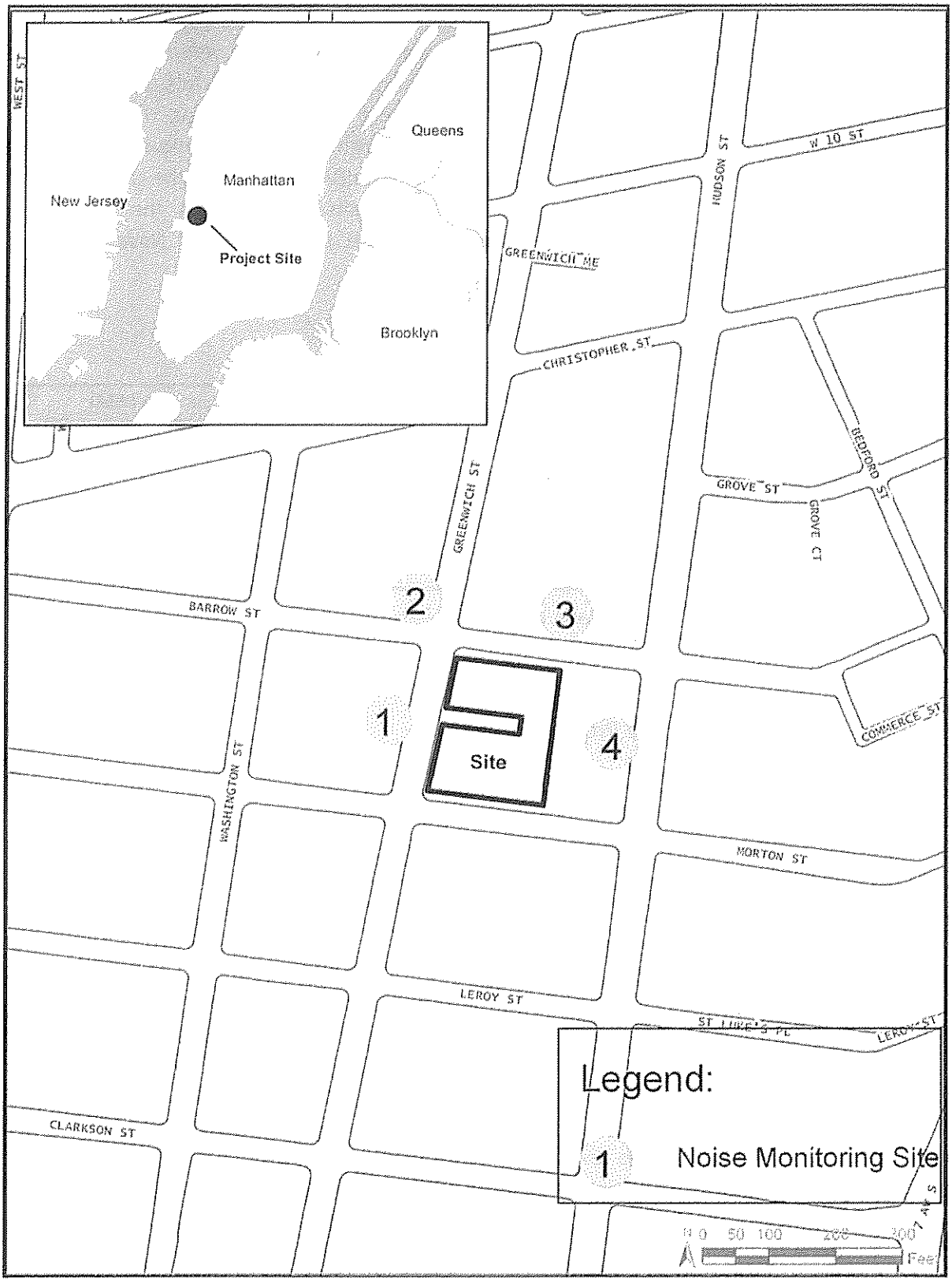
Four representative noise-monitoring sites were selected based on the location of the proposed school building and associated schoolyard (Figure B-10). Site 1 is in front of an 8-story building located at 636 Greenwich Street, which is a college dormitory and represents the nearest noise-sensitive receptor to the front entrance of the proposed school. Site 2 is in front of a 10-story residential building located at 666–668 Greenwich Street. Site 3 is in front of a single-family residence at 96 Barrow Street, which is located directly across the street from the proposed schoolyard. Site 4 is on the west side of Hudson Street between Morton and Barrow Streets, which represents the highest traffic-related noise exposure on the east façade of the proposed school building.

Existing noise levels were collected at these four monitoring sites on January 8, 2013, during school hours for 20 minutes per measurement period. The noise measurements were collected from 8:15 to 9:30 AM, 11:30 AM to 1:30 PM, and 2:15 to 3:30 PM. The measured noise levels were used to evaluate potential future noise impacts at the noise-sensitive receptors from noise generated at the proposed schoolyard, as well as to determine the level of window-wall attenuation the proposed school may require to achieve an acceptable interior noise level. Noise sources near the project site include road traffic and other intermittent noise generated by human activity.

*Equipment Used in Noise Monitoring*

Two sets of calibrated sound-level meters with calibrated condenser microphones and wind shields were used in the noise monitoring. The measurement microphones were mounted on tripods at a height of approximately 5.5 feet above the ground. At the end of each 20-minute monitoring period, the $L_{10}$ and the $L_{eq}$ noise levels were read and recorded from the digital display of the sound-level meters. Noise measurements were collected during the weekday with favorable weather conditions consisting of precipitation-free time periods with dry road surface conditions and wind speeds of 12 miles per hour (mph) or less.

## FIGURE B-10: SHORT-TERM (20-MINUTE) NOISE-MONITORING LOCATIONS




Source: Parsons Brinckerhoff, 2013

*Existing Noise Levels*

As shown in Table B-21, measured noise levels ranged from an Leq (1-hour) level of approximately 60 dBA to 70.5 dBA. The moderate range in noise levels was due primarily to varying traffic conditions and receptor-to-roadway distances. For example, observed traffic volumes at Site 3 on Barrow Street were rather low resulting in significantly lower measured noise levels during all three monitoring time periods. The highest recorded ambient noise levels were along Hudson Street, where vehicle movements and travel speeds were noticeably higher than on the other roadways in the vicinity of the project site. The $L_{10}$ noise was generally 2 to 4 dBA greater than the corresponding $L_{eq}$ readings. Measured $L_{10}$ noise levels at all monitoring sites were within the "marginally acceptable" and "marginally unacceptable" categories of the CEQR External Noise Exposure Standards (Table B-21).

TABLE B-21: SHORT-TERM NOISE-MONITORING SITE RESULTS

| Site Number | Monitoring Site Location | Hourly $L_{eq}$ (dBA) | | | Hourly $L_{10}$ (dBA) | | |
|---|---|---|---|---|---|---|---|
| | | AM | Midday | PM | AM | Midday | PM |
| 1 | 636 Greenwich Street | 66.3 | 62.4 | 60.1 | 68.2 | 64.5 | 63.3 |
| 2 | 666-668 Greenwich Street | 63.9 | 65.1 | 62.9 | 66.9 | 67.4 | 65.4 |
| 3 | 96 Barrow Street | 61.3 | 62.4 | 59.5 | 64.4 | 65.0 | 62.6 |
| 4 | Hudson Street between Morton and Barrow Streets | 70.5 | 67.8 | 66.9 | 73.3 | 71.4 | 70.9 |

**Source:** Parsons Brinckerhoff, Inc., 2013
**Note** Baseline noise monitoring was completed on January 8, 2013, during the time periods 8:15 to 9:30 a.m., 11:30 a.m. to 1:30 p.m. and 2:15 to 3:30 p.m.

## B.16.4. Potential Impacts of the Project

*Mobile Sources*

The proposed project is not expected to increase traffic volumes beyond the CEQR threshold for warranting a traffic analysis. Therefore, the proposed project would not be expected to result in any perceptible increase in traffic-generated noise levels, and no mobile-source noise impacts would occur.

*Stationary Source: Schoolyard Noise*

The analysis of future noise levels generated at the proposed schoolyard is based on the results of an SCA playground noise study that was conducted during October 1992. The results of the SCA study indicated that the highest hourly playground noise level from school playgrounds occurs during the midday time period with playground-generated noise reaching a $L_{eq}$ noise level of 71 dBA. According to the SCA study, an $L_{eq}$ of 71 dBA corresponds roughly to an $L_{10}$ of 74 dBA at the playground boundary. Noise-exposure levels at the three nearest receptor sites that would result from the proposed schoolyard were estimated using the SCA-approved methodology.

Based on the location of the proposed schoolyard facing both Greenwich and Barrow Streets, schoolyard-generated noise levels would be the highest at Sites 1, 2 and 3. During the midday time period, playground noise exposure at Site 1 would be expected to reach 68 dBA, constituting a 3.5-dBA noise-level change over existing midday ambient levels. Playground noise exposure at Site 2 would reach 69.4 dBA, a 2-dBA increase at this receptor. Site 3 would have a playground noise exposure of 68 dBA, a 3-dBA increase over existing midday ambient levels. At all three of these receptor sites, noise-level increases caused by schoolyard noise would remain below SCA's 5-dBA noise-impact threshold. There is also a residential building located adjacent to the proposed schoolyard at 637 Greenwich Street, which has four windows on its north façade that face the proposed schoolyard. However, the north façade of this building is composed of a masonry wall and the schoolyard-facing windows appear to be inoperable and composed of double-paned glass. In addition, the lower two of the four windows are approximately 30 feet above ground level. Therefore, the north façade of the building is estimated to provide approximately 30 dBA of exterior noise attenuation and schoolyard-generated noise would not be expected to result in a 5-dBA increase in interior noise levels at this residence. Therefore, no schoolyard noise impacts are predicted at any of the receptor sites analyzed.

## B.16.5. Interior Noise Levels

To maintain an acceptable interior noise environment within the school building, where classroom learning and speech intelligibility is critical, interior noise levels should not exceed 45 dBA. Per SCA design standards, the proposed school would be expected to include double-glazed windows, which would provide sufficient window-wall attenuation (Table B-22) to ensure that the future interior noise levels in the school classrooms would be at an acceptable level. Measured $L_{10}$ levels at the noise-monitoring sites around the project site were found to be below the marginally unacceptable category, requiring no additional window-wall noise reduction to maintain a 45 dBA interior noise level. Although $L_{10}$ levels at Site 4 were in the low range of the marginally unacceptable category, no additional window-wall attenuation would be necessary due to the reduction in noise levels resulting from the distance of this noise-monitoring site from the proposed school. The SCA is, however, planning to replace all of the existing windows as part of the building conversion project, and the new windows would meet or exceed the noise attenuation value of the existing windows.

**TABLE B-22: REQUIRED ATTENUATION VALUES TO ACHIEVE ACCEPTABLE INTERIOR NOISE LEVELS WITH THE PROPOSED PROJECT**

| | Marginally Unacceptable | | | | Clearly Unacceptable |
|---|---|---|---|---|---|
| Noise level with proposed project | $70 < L_{10} \leq 73$ | $73 < L_{10} \leq 76$ | $76 < L_{10} \leq 78$ | $78 < L_{10} \leq 80$ | $80 < L_{10}$ |
| Attenuation (*) | (I) 28 dB(A) | (II) 31 dB(A) | (III) 33 dB(A) | (I) 35 dB(A) | 36+ (L10 - 80) dBA** |

**Source:** New York City Department of Environmental Protection (DEP), 2012.

**Notes:**

* The composite window-wall attenuation values are for residential dwellings. Attenuation for commercial office spaces and meeting rooms would be 5 dB(A) less than shown in each category. All of the categories require a closed-window situation and, therefore, an alternative means of ventilation.

** Required attenuation values increase by 1 dB(A) increments for $L_{10}$ values greater than 80 dBA.

# B.17. PUBLIC HEALTH

Public Health includes the activities that society undertakes to create and maintain conditions in which people can be healthy. An assessment of public health examines potential impacts on health citywide, or in the case of a proposed project, on the health of a community or certain groups of individuals that may be affected.

## B.17.1. Screening Assessment

According to the *CEQR Technical Manual*, a public health analysis is not necessary for most projects. Where no significant unmitigated adverse impact is found in other CEQR analysis areas, such as air quality, water quality, hazardous materials, or noise, no public health analysis is warranted. No impacts related to hazardous materials, air quality, water quality, or noise are anticipated as a result of the proposed project; therefore, the proposed project would not result in a significant adverse impact to public health.

# B.18. NEIGHBORHOOD CHARACTER

Neighborhood character is an amalgam of various elements that give neighborhoods their distinct personality such as the existing land uses, open space, urban design, visual resources, historic resources, socioeconomic conditions, traffic, and noise levels found there. The *CEQR Technical Manual* requires an assessment of neighborhood character when a project has the potential to result in significant adverse impacts in any of these other technical areas, or when a project may have moderate effects on several of the elements that define a neighborhood's character.

## B.18.1. Screening Assessment

The proposed project would be consistent with the mixed-use character of the immediate neighborhood, which principally comprises residential, commercial and institutional uses, including schools. As discussed in each respective section of this report, the proposed project would not result in significant adverse impacts to any of the various elements that contribute to neighborhood character, including land use, open space, urban design and visual resources, historic resources, socioeconomic conditions, traffic, or noise levels. Therefore, the proposed project would not result in a significant adverse impact to neighborhood character.

# B.19. CONSTRUCTION IMPACTS

Pursuant to CEQR guidance, a detailed analysis of construction impacts is not required if the construction period is short-term and the intensity of activity is not significant.

Construction of the proposed project would be expected to take approximately 2 ½ years, beginning in 2014 and completed and ready for student occupancy by the start of the school year in 2016. Construction activities would normally take place Monday through Friday, although the delivery or installation of certain critical equipment could occur on weekends. Construction activity would generally be conducted between 8:00 AM and 4:00 PM. Occasionally, overtime may be required to complete some time-sensitive tasks.

Construction activities on the project site and construction-related traffic on nearby streets could cause temporary disruptive effects in the immediate environs; however, as the project comprises primarily interior renovation of an existing building, it would likely have a minimally disruptive effect on the surrounding area. The temporarily disruptive effects of the project's construction activities are described in the following sections. Measures would be undertaken to minimize these effects and maintain public safety throughout the construction period.

## B.19.1. Potential Traffic Impacts During Construction

The construction-related trip generation from construction employee vehicles and trucks would temporarily affect street and traffic conditions in the immediate vicinity of the project site. On-street parking may be partly displaced by construction employee vehicles. As with other construction-related effects, these impacts on traffic and parking conditions would be short-term in duration.

## B.19.2. Potential Noise Impacts During Construction

Construction activities generally have short-term noise effects on noise-sensitive sites in the immediate vicinity of a construction site. Effects on community noise levels during construction result from noise from construction equipment and activities, construction vehicles, and from delivery vehicles traveling to and from the site. The level of effect of these noise sources depends on the noise characteristics of the construction equipment and activities and the distance of these from noise-sensitive receptors. However, as the proposed project entails the conversation of the existing building on the site, it would not involve the typically most disruptive effects associated with new building construction, such as excavation and pile driving for new foundations. In addition, short-term noise from school construction activities must comply with the DEP's rules regarding citywide construction-noise mitigation (Chapter 28 of amended Title 15 of the Rules of the City of New York). In accordance with Section 24-219 of the New York City Noise Code, every construction site where construction activities take place will have, conspicuously posted, a complete and accurate Construction-Noise Mitigation Plan that is being implemented during the project's construction to minimize short-term construction noise.

### B.19.3. Potential Air Quality Impacts During Construction

Construction-related effects of the project on air quality would result primarily from emissions generated by construction-related vehicles traveling to and from the project site. Construction activities would be required to comply with Local Law 77, which requires that ultra-low sulfur vehicles be used and best available control technologies be implemented to reduce tailpipe emissions. Also, mitigation measures to contain construction-generated dust (including wetting truck tires before they leave the construction site and covering haul trucks to prevent material from blowing off) would be implemented.

### B.19.4. Conclusion

Overall, the proposed project's construction-related effects would be typical of the effects of other relatively small construction projects in New York City, such as is the case for a building conversion, and would not be long-term in duration or significant in magnitude. The construction process in New York City is highly regulated to ensure that construction-period impacts are minimized to the extent possible. The construction process requires consultation and coordination with a number of city agencies, including the New York City Departments of Transportation, Buildings and Environmental Protection. Appropriate construction methods would be required by the SCA of the construction contractor to minimize the project's construction impacts. Therefore, the proposed project would not result in significant adverse construction impacts, and no further evaluation is required.

# APPENDIX A

## Works Cited and Personal Contacts

Historical Perspectives, Inc. *Preliminary Archaeological Assessment/Disturbance Record Memorandum: 75 Morton Street, New York, NY 10014*. January 2013.

Joel Kolkmann, New York City Department of City Planning, Manhattan Community District 2 Community Liaison, phone and email communications. February 2013.

New York City Department of City Planning website, http://www.nyc.gov/html/dcp/.

New York City Department of City Planning. *Zoning Handbook*. January 2006.

New York City Department of City Planning. *Zoning Resolution of the City of New York*. Update ongoing.

New York City Department of Education. *Enrollment, Capacity, and Utilization Report (2011–2012)*. September 2012.

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Statistical Forecasting LLC, *Enrollment Projections for 2009 to 2018 for the New York City Public Schools*. October 2009.

The Grier Partnership, Enrollment *Projections 2009 to 2018 – New York City Public Schools*. September 2009.

TRC Engineers, Inc. *Phase I Environmental Site Assessment of Proposed Public School, 75 Morton Street, New York, New York 10014*. July 23, 2012.

TRC Engineers, Inc. *Phase II Environmental Site Investigation Report of Proposed Public School, 75 Morton Street, New York, New York 10014*. November 20, 2012.

# APPENDIX B

# Agency Correspondence

New York State Office of Parks,
Recreation and Historic Preservation
Division for Historic Preservation • Peebles Island, PO Box 189, Waterford, New York 12188-0189
518-237-8643
www.nysparks.com

Andrew M. Cuomo
Governor

Rose Harvey
Commissioner

April 4, 2013

Mr. Kenrick Ou, Senior Director
Real Estate Services
New York City School Construction Authority
30-30 Thomson Avenue
Long Island City, New York 11101

Re: NYCSCA – New Public School
75 Morton Avenue
Manhattan, New York County
13PR00967

Dear Mr. Ou:

Thank you for requesting the comments of the New York State Office of Parks, Recreation and Historic Preservation (OPRHP) regarding the proposed new public school at 75 Morton Street. We have reviewed the information under Section 14.09 of the New York State Parks, Recreation and Historic Preservation Law and the Letter of Resolution between the New York City School Construction Authority and OPRHP dated April 2007 (LOR).

The building at 75 Morton Street (Lot 49) was previously determined not eligible for listing on the National Register of Historic places owing to the many alterations it has undergone over time. Lot 53 where the new building is proposed, however, is directly adjacent to the southwestern boundary of the Greenwich Village Historic District. The OPRHP would like to continue consultation with the NYCSCA as the project design is developed to comment on the potential impact on the historic district.

In addition, we have reviewed the Preliminary Assessment/Disturbance Record Memorandum (January 2013) and the Phase 1A Archaeological Documentary Study (February 2013) and concur with the recommendations for Phase 1B testing in areas identified on Figure 9 of the 1A report if they will be subject to ground disturbance.

Our office looks forward to continuing consultation with you as the project moves forward. Should you have any questions, please contact me at (518)237-8643, ext. 3287, or via email at

elizabeth.martin@parks.ny.gov. When corresponding with the OPRHP regarding this project, please be sure to refer to the OPRHP Project Review (PR) number noted above.

Sincerely,

Elizabeth Martin
Historic Sites Restoration Coordinator

Cc: Thomas Nielsen, RA, NYCSCA

Via email only

**New York State Office of Parks, Recreation and Historic Preservation**

Andrew M. Cuomo
Governor

Rose Harvey
Commissioner

Division for Historic Preservation • Peebles Island, PO Box 189, Waterford, New York 12188-0189

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September 18, 2013

Mr. Kenrick Ou, Senior Director
Real Estate Services
New York City School Construction Authority
30-30 Thomson Avenue
Long Island City, New York 11101

Re: SEQRA
PS 323M – Proposed New School
75 Morton St
Manhattan, New York County
13PR00967

Dear Mr. Ou;

Thank you for requesting the comments of the New York State Office of Parks, Recreation and Historic Preservation (OPRHP) regarding the proposed renovation of the existing building at 75 Morton Street under the New York State Environmental Quality Review Act (SEQRA). As you know the role of this office in the SEQRA process is to provide the Lead Agency with our comments on historic preservation matters as part of its "hard look" at potential environmental impacts that may be associated with local discretionary reviews. We have reviewed the proposed project in accordance with the review in accordance with Section 14.09 of the New York State Parks, Recreation and Historic Preservation Law.

As noted in the Environmental Assessment Form and Supplemental Environmental Studies, the OPRHP has requested continuing consultation as the project moves forward to provide comments on the project's impact on the surrounding historic resources. Additionally, we concur with the recommendations to perform Phase IB Archaeological Testing in areas that will be subject to ground disturbance during the project. We believe these two measures will minimize any potential negative impacts in the project area.

If you have any questions, please feel free to contact me at 518-237-8643 extension 3287, or via email at elizabeth.martin@parks.ny.gov. Please refer to the OPRHP Project Review (PR) number in any future correspondences regarding this project.

Sincerely,

Elizabeth Martin
Historic Site Restoration Coordinator

Via email only

# APPENDIX C

# DASNY Smart Growth Impact Statement Assessment Form

# DASNY

## (Dormitory Authority State of New York)

## SMART GROWTH IMPACT STATEMENT ASSESSMENT FORM

Date: September 20, 2013
Project Name: Proposed Middle School Facility at 75 Morton Street, Manhattan

Project Number: N/A
Completed by: Brad Kieves
Senior Environmental Planner, Parsons Brinckerhoff

**This Smart Growth Impact Statement Assessment Form ("SGISAF") is a tool to assist the applicant and DASNY ("Dormitory Authority State of New York") Smart Growth Advisory Committee in deliberations to determine whether a project is consistent with the New York *State Smart Growth Public Infrastructure Policy Act ("SSGPIPA")* (Article 6 of the New York State *Environmental Conservation Law*). Not all questions/answers may be relevant to all projects.**

Have any other entities issued a Smart Growth Impact Statement with regard to this project? (If so, attach same). ☐ Yes ☒ No

1. Does the project advance or otherwise involve the use of, maintain, or improve existing infrastructure? Check one and describe:

   ☒ Yes ☐ No ☐ Not Relevant

   The proposed project would utilize existing water, sewer, and energy infrastructure. In addition, the proposed project involves the conversion of the existing building on the project site into a new public school facility. Therefore, the proposed project would be supportive of this criterion.

2. Is the project located wholly or partially in a **municipal center**, characterized by any of the following: Check all that apply and explain briefly:

   ☒ A city or a village
   ☐ Within the interior of the boundaries of a generally recognized college, university, hospital, or nursing home campus
   ☒ Area of concentrated and mixed land use that serves as a center for various activities including, but not limited to:
   ☐ Central business districts (such as the commercial and often geographic heart of a city, "downtown", "city center")

☐ Main streets (such as the primary retail street of a village, town, or small city. It is usually a focal point for shops and retailers in the central business district, and is most often used in reference to retailing and socializing)
☒ Downtown areas (such as a city's core (or center) or central business district, usually in a geographical, commercial, and community sense).
☐ Brownfield Opportunity Areas (http://nyswaterfronts.com/BOA_projects.asp)
☐ Downtown areas of Local Waterfront Revitalization Plan areas (http://nyswaterfronts.com/maps_regions.asp)
☒ Locations of transit-oriented development (such as projects serving areas that have access to mass or public transit for residents)
☐ Environmental Justice areas (http://www.dec.ny.gov/public/899.html)
☐ Hardship areas

The proposed project is located in the West Village neighborhood of Manhattan, within a mixed-use area that is well served by public transportation. Therefore, the proposed project would be supportive of this criterion.

3. Is the project located adjacent to municipal centers (please see characteristics in question 2, above) with clearly defined borders, in an area designated for concentrated development in the future by a municipal or regional comprehensive plan that exhibits strong land use, transportation, infrastructure and economic connections to an existing municipal center? Check one and describe:

☒ Yes ☐ No ☐ Not Relevant

The proposed project is located in a densely developed, mixed-use area in the West Village neighborhood of Manhattan. Therefore, the proposed project would be supportive of this criterion.

4. Is the project located in an area designated by a municipal or comprehensive plan, and appropriately zoned, as a future municipal center? Check one and describe:

☐ Yes ☐ No ☒ Not Relevant

5. Is the project located wholly or partially in a developed area or an area designated for concentrated infill development in accordance with a municipally-approved comprehensive land use plan, a local waterfront revitalization plan, brownfield opportunity area plan or other development plan? Check one and describe:

☒ Yes ☐ No ☐ Not Relevant

The proposed project is located in a densely developed area of Manhattan; therefore, it would be supportive of this criterion.

6. Does the project preserve and enhance the state's resources, including agricultural lands, forests, surface and groundwater, air quality, recreation and open space, scenic areas, and/or significant historic and archeological resources? Check one and describe:

   ☒ Yes ☐ No ☐ Not Relevant

   The potential effects of the proposed project on natural resources, air quality, open space, and historic and archaeological resources are analyzed in the project's SEQR Environmental Assessment Form (EAF) and Supplemental Environmental Studies report. These assessments find that the proposed project would not result in significant adverse impacts on these resources. Therefore, the proposed project would be supportive of this criterion.

7. Does the project foster mixed land uses and compact development, downtown revitalization, brownfield redevelopment, the enhancement of beauty in public spaces, the diversity and affordability of housing in proximity to places of employment, recreation and commercial development and/or the integration of all income and age groups? Check one and describe:

   ☒ Yes ☐ No ☐ Not Relevant

   The proposed project would foster mixed land uses and compact development by adaptively reusing the existing building on the project site as a new public school facility that would serve the area's intermediate-school-age population. Therefore, the proposed project would be supportive of this criterion.

8. Does the project provide mobility through transportation choices, including improved public transportation and reduced automobile dependency? Check one and describe:

   ☒ Yes ☐ No ☐ Not Relevant

   The proposed project is located in an area that is well served by public transportation, and it is anticipated that the vast majority of student and faculty trips to the site would be by either walking or public transit service. Therefore, the proposed project would be supportive of this criterion.

9. Does the project demonstrate coordination among state, regional, and local planning and governmental officials? (Demonstration may include *SEQR* coordination with involved and interested agencies, district formation, agreements between involved parties, letters of support, State Pollutant

Discharge Elimination System ("SPDES") permit issuance/revision notices, etc.). Check one and describe:

☒ Yes ☐ No ☐ Not Relevant

The planning for, and approval of, the proposed project would require coordination among local and state agencies. The New York City School Construction Authority (SCA), as SEQR lead agency, has included as involved or interested agencies in the SEQR review numerous local and state agencies, including the New York City Department of Transportation, the Dormitory Authority of the State of New York, and the New York State Office of Parks, Recreation, and Historic Preservation. Therefore, the proposed project would be supportive of this criterion.

10. Does the project involve community-based planning and collaboration? Check one and describe:

☒ Yes ☐ No ☐ Not Relevant

The decision to site a new public intermediate school facility on the project site was undertaken by the New York City Department of Education through a community-based planning process. Therefore, the proposed project would be supportive of this criterion.

11. Is the project consistent with local building and land use codes? Check one and describe:

☒ Yes ☐ No ☐ Not Relevant

The proposed building renovation would comply with the New York City Building Code. Although the existing manufacturing zoning of the project site does not permit school uses as-of-right, the proposed use of the site for a public school facility would be compatible with the mixed-use character of the surrounding neighborhood. Therefore, the proposed project would be supportive of this criterion.

12. Does the project promote sustainability by strengthening existing and creating new communities which reduce greenhouse gas emissions and do not compromise the needs of future generations?

☒ Yes ☐ No ☐ Not Relevant

The proposed project would be developed in compliance with the SCA's *NYC Green Schools Guide* (revised 2009) regarding energy efficiencies, which was developed to guide the sustainable design, construction and operation of new schools, modernization projects and school renovations, and to achieve compliance with *Local Law 86* of 2005 (New York City's Green Building

Law). In accordance with *Local Law 86*, the proposed school facility would be designed and constructed to comply with green building standards not less stringent than standards to achieve a LEED certified or higher rating. Therefore, the proposed project would be supportive of this criterion.

13. During the development of the project, was there broad-based public involvement? (Documentation may include *SEQR* coordination with involved and interested agencies, SPDES permit issuance/revision notice, approval of Bond Resolution, formation of district, evidence of public hearings, Environmental Notice Bulletin ("ENB") or other published notices, letters of support, etc.). Check one and describe:

☒ Yes ☐ No ☐ Not Relevant

The decision to site a new public intermediate school facility on the project site was undertaken by the New York City Department of Education through a community-based planning process. In addition, the SCA, as SEQR lead agency, has included as involved or interested agencies in the SEQR review numerous local and state agencies, including the New York City Department of Transportation, the Dormitory Authority of the State of New York, and the New York State Office of Parks, Recreation, and Historic Preservation. Therefore, the proposed project would be supportive of this criterion.

14. Does the Recipient have an ongoing governance structure to sustain the implementation of community planning? Check one and describe:

☐ Yes ☐ No ☒ Not Relevant

**DASNY has reviewed the available information regarding this project and finds:**

☒ The project was developed in general consistency with the relevant Smart Growth Criteria.

☐ The project was not developed in general consistency with the relevant Smart Growth Criteria.

☐ It was impracticable to develop this project in a manner consistent with the relevant Smart Growth Criteria for the following reasons:

I, President of DASNY/designee of the President of DASNY, hereby attest that the Proposed Project, to the extent practicable, meets the relevant criteria set forth above and that to the extent that it is not practical to meet any relevant criterion, for the reasons given above.

Signature

Jack D. Homkow, Director, Office of Environmental Affairs
Print Name and Title

September 30, 2013
Date

# THE COUNCIL
# THE CITY OF NEW YORK

*Appearance Card*

I intend to appear and speak on Int. No. 75 MORTON Res. No. _____

☑ in favor ☐ in opposition

*Date:* 10/22/13

(PLEASE PRINT)

Name: DENISE COLLINS

Address: 161 JANE ST #9J

I represent: PS 3 PARENT

Address: 490 HUDSON

# THE COUNCIL
# THE CITY OF NEW YORK

*Appearance Card*

75 MORTON

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

~~☑~~ in favor ☐ in opposition

*Date:* _____

(PLEASE PRINT)

Name: Senator Brad Hoylman

Address: _____

I represent: _____

Address: _____

# THE COUNCIL
# THE CITY OF NEW YORK

*Appearance Card*

I intend to appear and speak on Int. No. 75 MORTON Res. No. _____

☑ in favor ☐ in opposition

*Date:* _____

(PLEASE PRINT)

Name: DAVID GRUBER

Address: _____

I represent: CHAIR CB-2

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. 75 MORTON ST. Res. No. _____

☑ in favor ☐ in opposition

*Date:* _____

**(PLEASE PRINT)**

Name: JENSEN AMBACHEN

Address: 3030 THOMSON AVE, QUEENS

I represent: NYC SCHOOL CONSTRUCTION AUTHORITY.

Address: 3030 THOMSON AVE QUEENS

# THE COUNCIL
# THE CITY OF NEW YORK

*Appearance Card*

I intend to appear and speak on Int. No. 75 Morton St. Res. No. _____

☒ in favor ☐ in opposition

*Date:* 10/22/13

**(PLEASE PRINT)**

Name: KENRICK CU

Address: 3030 THOMSON AVE

I represent: NYC SCHOOL CONSTRUCTION AUTHORITY

Address: _____

AVAILABLE FOR QUESTIONS

# THE COUNCIL
# THE CITY OF NEW YORK

WESTEND-COLLEG. HISTORIC DISTRICT

*Appearance Card*

I intend to appear and speak on Int. No. _____ Res. No. 0918

☐ in favor ☑ in opposition

*Date:* 10-22-13

**(PLEASE PRINT)**

Name: RICHARD LOBEL

Address: SHELDON LOBEL, P.C.

I represent: PEGGY MA

Address: 214 WEST 72ND ST

*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:* 10-22-13

**(PLEASE PRINT)**

**Name:** Keen Berger

**Address:** 130 Jane St

**I represent:** Chair 75 Morton Street Task Force

**Address:** Community Board Two 75 Morton Comm Ed Council Two

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

# THE COUNCIL
# THE CITY OF NEW YORK

75 Morton

*Appearance Card*

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

☑ in favor ☐ in opposition

*Date:* 10/22

**(PLEASE PRINT)**

**Name:** Heather Campbell

**Address:** 80 4th Ave

**I represent:** PS41, 75 Morton Task Force

**Address:** _____

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