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BOROUGH PRESIDENT'S TESTIMONY TO NEW YORK CITY COUNCIL
GATEWAY HIGH SCHOOL
June 4, 2007

GOOD MORNING. THANK YOU FOR THIS OPPORTUNITY TO SPEAK TO YOU ABOUT THE PROPOSED GATEWAY HIGH SCHOOL.

WHAT IS MORE IMPORTANT THAN THE FUTURE OF OUR CHILDREN? THEY WILL BE THE RESIDENTS, WORKERS AND LEADERS OF TOMORROW. MEDICAL CARE AND TECHNOLOGY ARE CONSTANTLY CHANGING AND ADVANCING. WE NEED TO GIVE OUR STUDENTS ALL AVAILABLE ADVANTAGES AND RESOURCES IN A PROPER SETTING - TO PREPARE THEM TO DO THE RESEARCH AND THE WORK OF THE FUTURE.

IN ADDITION TO ACADEMIC TRAINING, PRACTICAL HANDS ON EXPERIENCE IN A STATE-OF-THE-ART, REAL LIFE CLINICAL SETTING IS ESSENTIAL TO GAINING THE HIGHLY SPECIALIZED EDUCATION AND TECHNICAL TRAINING THAT ARE REQUIRED TO BECOME A DOCTOR, A NURSE OR A TECHNICIAN IN A CONSTANTLY ADVANCING ENVIRONMENT.

THAT IS WHY IT IS CRITICAL THAT GATEWAY HIGH SCHOOL IS LOCATED ON THE QUEENS HOSPITAL CENTER CAMPUS.

NOT SO LONG AGO, ANOTHER ADMINISTRATION WAS READY TO SHUT THE HOSPITAL DOWN AND SELL IT FOR DEVELOPMENT. IT WAS AFTER A LONG HARD FIGHT, THAT THE STATE-OF-THE-ART QUEENS HOSPITAL WITH IT'S CENTERS OF EXCELLENCE, WAS BUILT AS A PART OF A PLAN TO TRANSFORM THAT CAMPUS INTO A FACILITY THAT WOULD TRULY MAKE A DIFFERENCE FOR ALL PARTS OF OUR COMMUNITY - YOUNG AND OLD.

THE KEY - TO LOCATING THE GATEWAY HIGH SCHOOL ON THE QUEENS HOSPITAL CENTER CAMPUS - IS EXACTLY THAT - CLOSE PROXIMITY TO A WORKING HOSPITAL THAT PROVIDES THE KNOWLEDGE AND EXPERIENCE THAT CAN BE GAINED NO WHERE ELSE! INSTEAD OF LOSING VALUABLE TIME COMMUTING, STUDENTS WOULD BE MINUTES AWAY FROM THE INVALUABLE TRAINING AND TIME SPENT IN CLINICAL SETTINGS. THE TRAINING AND EDUCATION RECEIVED ON THIS CAMPUS WOULD PREPARE OUR STUDENTS TO GO ON TO MEANINGFUL CAREERS IN THE MEDICAL PROFESSIONS.

IN ORDER TO ASSURE THAT THE SITE IS SUITABLE FOR THE GATEWAY HIGH SCHOOL, THE SCHOOL CONSTRUCTION

AUTHORITY HAS CONDUCTED, AS REQUIRED BY LAW, ENVIRONMENTAL ASSESSMENTS AND COMPREHENSIVE TESTING AS SPECIFIED BY THE REGULATIONS OF THE NEW YORK STATE ENVIRONMENTAL QUALITY REVIEW ACT.

THESE ACTIONS ARE SUMMARIZED IN A NUMBER OF DOCUMENTS THAT DISCLOSE THE FINDINGS, REQUIRED MITIGATIONS AND ALL ACTIONS REQUIRED TO FULLY ADDRESS ANY ENVIRONMENTAL CONCERNS. ALL ACTIONS WERE PLANNED AND COMPLETED WITH CLOSE CONSULTATION WITH THE NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION, AND THE NEW YORK STATE DEPARTMENT OF HEALTH.

EXTENSIVE MEASURES WERE TAKEN, SOIL VAPOR SAMPLING, SOIL BORINGS AND MONITORING WELLS WERE INSTALLED TO ASSESS THE EXTENT AND CONTENT OF CONTAMINATION AROUND A SITE WHERE UNDERGROUND STORAGE TANKS HAD BEEN LOCATED.

THE RESULTING DATA WERE USED TO FORMULATE, AGAIN IN CONJUNCTION AND APPROVAL OF THE NEW YORK STATE DEC AND DOH, A PLAN THAT WOULD EFFECTIVELY ADDRESS THE CONTAMINATION THAT WAS FOUND.

THE PLAN INCLUDES EXCAVATION OF 6,000 TONS OF SOIL, REPLACEMENT OF THAT SOIL WITH CLEAN FILL, GROUND WATER

MONITORING WELLS WILL BE INSTALLED AND CHECKED WITH FINDINGS REPORTED TO NEW YORK STATE DEC ON A QUARTERLY BASIS, A VAPOR BARRIER AND DEPRESSURIZATION SYSTEM WILL BE INSTALLED BELOW THE BUILDING TO PREVENT ANYTHING FROM ENTERING IT, AND MONITORING WILL BE IN PLACE DURING THE ENTIRE REMEDIATION PERIOD TO PROTECT WORKERS DURING ALL PHASES OF WORK ON THE SITE.

IN ADDITION TO THE SOIL ISSUES, MEASURES HAVE BEEN OUTLINED TO ADDRESS TRAFFIC AND TRANSPORTATION ISSUES THAT WERE IDENTIFIED IN THE ASSESSMENTS. ALL OF THESE WERE CONDUCTED AS SPECIFIED BY NEW YORK STATE LAW.

THE PROMISE OF THE GATEWAY HIGH SCHOOL CAN NOT BE FULFILLED ON ANY OTHER SITE. I WOULD NOT SUPPORT THIS PLAN UNLESS I WAS CONFIDENT THAT THE SAFETY AND HEALTH OF OUR STUDENTS AND THE WORKERS WHO WILL BUILD IT WERE ABSOLUTELY PROTECTED. AND, I WOULD NOT SUPPORT THIS PLAN IF IT WOULD HARM THE SURROUNDING COMMUNITY.

I STRONGLY URGE YOU TO APPROVE THE GATEWAY HIGH SCHOOL ON THE QUEENS HOSPITAL CENTER CAMPUS BECAUSE IT WILL

BECOME AN INVALUABLE RESOURCE IN PREPARING OUR CHILDREN FOR CAREERS AND FUTURES IN MEDICINE. I AM CONFIDENT THAT THIS PROGRAM WILL BECOME AN EXAMPLE OF EXCELLENCE IN THE NEW YORK CITY SCHOOL SYSTEM.

THANK YOU FOR YOUR CONSIDERATION.



THE CITY OF NEW YORK
OFFICE OF THE MAYOR
NEW YORK, NY 10007

TESTIMONY OF DENNIS M. WALCOTT, DEPUTY MAYOR
Land Use Subcommittee on Siting
June 4, 2007

Good afternoon Chair Lappin, Council Member Gennaro and members of the Land Use Subcommittee on Siting. My name is Dennis Walcott, I am the Deputy Mayor for Education and Community Development. I am here today in support of this extremely important project, the Queens Gateway to Health Sciences Secondary School. I'm also here to represent Mayor Bloomberg. As you know the Mayor worked tirelessly with the Council to secure the funding to complete the projects this capital plan and this project is a very important component of this plan.

This proposal to place the Gateway School on the campus of the Queens Hospital presents a unique opportunity for our students to pursue careers in the fields of medicine and research. As you know, this school is currently located in a building that serves 569 students and is operating at over 112% capacity. Even in these overcrowded conditions, the quality of this school and the success of our students are exceptional. The Gateway is a school of excellence with an average attendance rate of 95%, and where the graduation rate is 90% with 90% of the students earning a Regents diploma. They have accelerated math and science programs and earn college credits through the College Now program. The new facility will allow the school to accommodate 800 students and will strengthen the school's existing partnership with Queens Hospital. The building facility will include state of the art science labs, demonstration rooms and a library specializing in the health sciences. It will allow direct access to the hospital and will

provide the students opportunities for internships and research projects.

It is well known that NYC public high schools are extremely overcrowded and, the high schools in Queens are among the most overcrowded in the City. Construction of this school will provide much needed additional capacity. Since 2000, we have been in the planning process for this school and we have appeared before many groups in the community to discuss our plans. I'm personally invested in moving this project forward and I've spoken with Councilman Gennaro and many members of the community about the importance of seeing this school become a reality. Throughout those discussions, several concerns have arisen and the SCA has worked to address each of them. They include traffic and transit, parking, and environmental conditions at the site.

The traffic conditions in the vicinity of the site are not great now, even without the school. The SCA completed a comprehensive traffic impact analysis for the school. It found that the school's additional teachers and staff would worsen traffic at two intersections, but that the impacts could be mitigated through signal timing adjustments. I want to be clear that those adjustments would not make the area's traffic disappear, but would address the specific impact of the school-generated traffic. The SCA has shared its findings with the Department of Transportation, and DOT has begun to evaluate those findings and recommendations. Similarly, in the recent meetings with local residents and civics, the SCA heard their concerns about the level of bus services in the area. In response, the SCA has reached out the MTA Bus Company, which confirmed that the level of services provided by the private bus companies did not meet their standards, and that the MTA has been increasing bus service to meet rider ship needs since it took over. The SCA will continue to work with the MTA on this issue, so there will be enough buses to meet the existing needs of this community as well as those of the Gateway students.

It's also become clear from the recent meetings and public comments we have received that parking availability is a serious concern for the Hillcrest community. I understand that many residents disagree with the original findings of the SCA and other previous studies regarding the local parking availability. Therefore, the City, through the Health and Hospitals Corporation, has agreed to offer permanent parking on

hospital grounds to the Gateway school staff. We heard the community's concerns, we looked at the unique needs of Hillcrest and the impact of having a school and hospital on the same land, and we were able to identify space to offer the convenience of on-campus parking.

We've heard concerns about the site's environmental conditions and the SCA's proposed remediation plan. The SCA is evaluating the recommendations that the local civics' consultant has made to enhance the remediation plan, but I want to stress two items. First, the plan has been reviewed and approved by the State Department of Health and Department of Environmental Conservation. Second, because we are talking about the safety and well-being of our children, that plan includes several levels of safeguards and precautions to make sure that the environmental controls are effective and the site is safe.

Finally, I want to be very clear that even after this public review process ends, the City, the SCA, and the school will continue to work closely with this community. We've shown through the numerous meetings through the years and most especially in recent weeks that the City is listening and is responsive to your concerns. For example, this beautiful school building has been designed to be respectful of its neighbors, and is a facility that Hillcrest and Queens should be proud of. We are equally committed to addressing any operational issues that arise once the school building opens.

Without this school, this site will either languish unused or could potentially see another less desirable use. Under that scenario, this critical opportunity to expand the Gateway school would be lost. The Gateway school is a high-performing program which cannot currently accommodate the numbers of students that attend and want to attend. Again, I emphasize that we have widespread overcrowding in our schools particularly in Queens, and we face great challenges in siting schools to alleviate the overcrowding. We cannot afford to pass up feasible opportunities to build seats. Our children deserve to learn in state-of-the-art facilities with adequate space to receive a high-quality education that they are entitled to.

I urge the Council to support this high-quality program and vote in favor of this proposal.



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District Manager

May 1, 2007

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Mr. Ross J. Holden
Vice President and General Counsel
NYC School Construction Authority
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**Re: New 800-Seat Gateway Secondary School Facility, Queens
Community School District No. 28**

Dear Madam/Sir:

In accordance with your instructions regarding the development of a new, approximately 800-seat facility for the Gateway Secondary School on the grounds of Queens Hospital Center, we have abided by Section 1731 of the New York City School Construction Authority Act (NYCSCAA). Upon receiving notice of the proposed site selection (Block 6858, Lot 1 [portion]) on March 21, 2007, we conducted a Public Hearing on April 12, 2007 (Section 1731.2), and at a Public Meeting held on April 18, 2007, voted on the proposed siting identified above.

At the April 12, 2007 CB-8 Public Hearing, the 10 members of CB-8 present unanimously opposed the building of the Gateway Secondary School at this site.

At the April 18, 2007 CB-8 Public Meeting, 24 members of CB-8 voted against the building of the Gateway Secondary School at this site; 12 members were in favor; 1 member abstained with cause.

In accordance with Section 1731.3 of the NYCSCAA, we herewith submit to the Authority, written comments on the proposed Site Plan.

Before stating our continuing concerns regarding this proposed school site, and our overwhelming opposition to it, I must restate CB-8's continuing support for the Gateway School. We have supported this school from its inception. It does an excellent job of educating its youth, and will continue to do so regardless of where its new location will finally be located. **This is not a question of whether or not the Gateway School will continue to exist, it is solely a question of where it will be relocated.** An alternative site, ten minutes away from the Queens Hospital Center (QHC) has been offered by Senator Frank Padavan, but is not being considered even though it is toxic free, provides for free parking to school personnel, and does not negatively impact an already overburdened community. Why build a school, any school, on contaminated land that cannot be 100% guaranteed to prevent the harmful effects of toxic exposure to children, children who are more susceptible than adults to toxic exposure that has been linked to rashes, respiratory illnesses, neurological damage and cancer, among other illnesses?

The process is flawed and unresponsive to community needs and concerns...

The SCA, in a letter, dated March 21, 2007, to CB-8 Chairman Alvin Warshaviak, states, "The Authority will accept public comments on this proposed Site Plan until May 5, 2007. **All comments will be taken into consideration in the Authority's final decision regarding this matter.**" The exact same form letter, dated April 2, 2001, was received by CB-8 for the siting of PS/IS 499Q on the Queens College campus. None of the mitigations requested at that that time, in CB-8's response to the SCA (dated May 10, 2001) have been implemented, to date (Tracking Code #408200404C). In meetings with SCA personnel, the response to suggested mitigations were either not responded to, or the response was, "We will take the suggestion under consideration." Councilman Gennaro aptly characterizes the process as "...a sham process that disrespects this community and makes a mockery of our historic willingness to serve our City."

Environmental concerns... "I note the irony of placing a learning facility on a property that could affect a child's ability to learn." (Comment made by the New York Lawyers For The Public Interest, Inc. regarding the proposed siting of the Gateway School.)

An independent environmental scientist, retained by Senator Frank Padavan and the Hillcrest Citizens for Neighborhood Preservation, Dr. James Cervino, requested two mitigations (quality of replacement soil and a second monitoring system to be installed to detect levels of specific chemicals being released from the site) of the SCA at a meeting held with them on April 12, 2007 at Pace University. The SCA response was that the quality of the replacement soil they intend to use was legal. They said, "We're doing everything within the law." At this point, the Dean of the Pace University Biological and Environmental Sciences Department, Dr. Richard Schlesinger remarked, "Why not use the highest standard of soil replacement that is used throughout the country and is readily available at low cost instead of the planned use of dirt from another site in Queens? The so called guidelines are legal, yet, not acceptable to us scientists and the sick children that are exposed to these so called safe levels. The EPA standards, and the guidelines that are supposed to protect us, don't always protect us." (It should be noted that Dr. Schlesinger was the Dean at NYU, worked at the medical school, and as an urban air toxicologist, is considered an expert when it comes to airborne toxins and their effect on children.) Dr. Schlesinger cited cases where the EPA had relaxed restrictions on air quality and there are people getting sick. When asked what will be done if there is a problem, the response was that there will not be any problems. There was no response from the SCA to the request for a second automated monitoring system. The question was asked, and remains, "Is this about the money vs. the "legal" requirements?"

A telling comment made by the Center for Public Environmental Oversight (CPEO) in its independent review of the contaminated Mott Haven Schools Site (South Bronx), currently under litigation, stated in its report, dated January 24, 2007, "First he reported that the concentrations of contaminants were typical of urban fill in New York City. This may be true to some degree, but CPEO is concerned about its implications. ***This explanation (by the SCA's consultant) suggests that schoolchildren who live in the City are not entitled to the same level of environmental protection as students elsewhere.***" (Page 11)

Traffic safety concerns...

New traffic patterns into and out of the QHC grounds, from Goethals Avenue, immediately East and West of this proposed school site, pose a significant danger to the students. Children tend to playfully run after each other, unaware of the danger of fast moving vehicles as they go to and from the hospital and their school. They would also be exposed to the danger of vehicular traffic using the only available public transportation on either 164th Street or Parsons Blvd.

Parking concerns...

Urbitran Associates, Inc. consistently claims that 120 parking spaces are available for school personnel within one-half mile of the proposed school site from 8:00 AM – 9:00 AM, and states that there will be no adverse parking impact for an estimated 67 vehicles that will require parking. In addition, the SCA states that the QHC will allow school personnel to park on the QHC campus at its regular fees. The SCA does not acknowledge that all parking on the south side of Goethals Ave., from 164th Street to Parsons Blvd. will be eliminated, and that some students will drive to school.

Senator Frank Padavan has offered the SCA to co-sponsor an independent traffic and congestion study of the proposed high school on the neighborhood. This would give us a more accurate evaluation of these two problems. This offer has not been accepted by the SCA. Senator Padavan has stated that the results of the parking study by Urbitran Associates were outrageous. He aptly states, "The parking survey was a joke. People will not want to walk ½ mile from their parking spot to the school. The hospital employees have a parking problem. This parking problem will be exacerbated should this school be built." Senator Padavan further notes that there will be increasing unmet parking demands in the community as QHC continues to expand its health services.

Councilman James Gennaro, in a Town Hall meeting he convened on March 27, 2007 stated, "The School Construction Authority has completed an environmental assessment and supplemental environmental studies for this project, which characterized the potential impact from this project as minimal. It is my opinion, however, and the opinion of the Hillcrest Estates Civic Association, the Hillcrest Citizens for Neighborhood Preservation, and an independent environmental expert, that these studies are flawed. My office has already communicated this to the SCA. The impacts on this community would indeed be very significant, beyond

which you should be asked to bear." Councilman Gennaro further asks, in "A Community Open Letter to School Construction Authority", "How can this community be expected to engage the SCA in a substantive review process and discussion of this proposal when at the outset of this process we are presented with studies that insult our intelligence?"

Ms. Cynthia Edwards, the principal of the Gateway School, when asked at what time do teachers report to work, stated, "By 8:00 AM." Other school personnel report earlier than 8:00 AM, negating the parking study which was conducted at hours after that time frame. Requests for copies of an "updated" parking study that was conducted several weeks before the March 8, 2007 meeting with the SCA, has not been forthcoming. Offers to accompany parking surveyors to "count" available parking sites in the area was taken "under advisement" by the SCA. The offer has been ignored. As in the fable, *The Emperor's Clothes*, only the SCA consultant, Urbitran Associates, can "see" 120 available parking spaces.

Members of the community who testified at the CB-8 Public Hearing held on April 12, 2007, the CB-8 Public Meeting held on April 18, 2007, and the remarks of community residents at the Town Hall meeting held by Councilman Gennaro on March 27, 2007, at which the SCA presented its plan for the project, were clearly angry, or laughed at the repeated assertions of the SCA consultant that 120 parking spaces were available. Community residents in this already overburdened, overdeveloped community see the daily jockeying that takes place as hospital employees, hospital patients coming for clinic visits, visitors to hospital patients, students from nearby St. John's University, and community residents alike, seek a parking space near their home, QHC, or their school.

What is particularly outrageous, is that the available parking spaces on the QHC campus are rarely 50% utilized. If they were fully utilized, it would make street parking more readily available. It is human nature to wish to save the cost of parking fees and to park as close as possible to where you want to be.

Traffic condition concerns...

Two intersections currently have serious traffic delays that can be mitigated through signal timing adjustments. We recommended that left-hand turn signals be installed at designated intersections. The addition of an estimated 67 vehicles will not materially affect the already existing heavy traffic in this community.

Public transportation concerns...

Urbitran Associates estimates 580 students will be utilizing buses. This is based on an estimate that 80% of the students will be using buses and 10% of the students will be absent, based on citywide data. (The actual Gateway School attendance rate is 95%.) They state that no significant transit impacts are anticipated with the construction of the proposed Gateway School at this site.

Again, wishful thinking will not make it so. The buses that serve the area are filled to capacity and they cannot accommodate more riders during peak times. The MTA confirms that the level of bus services in this area is inadequate.

Neighborhood leaders have spoken with the MTA about this problem, and their response has been that they don't have the funds to add buses to alleviate this problem. Deputy Mayor Dennis Walcott's statement that, "The SCA with the backing of City Hall will continue to work with the MTA on this issue, so there will be enough buses to meet the existing needs of this community as well as those of the Gateway students." is not reassuring. The projected completion date for the Gateway School is 2010, and due to term limits, and other factors, commitments made today may not be honored by newly elected officials tomorrow. We have learned that lesson from the commitments made for mitigations for PS/IS 499Q that have not been honored, to date, due to term-limited elected officials not being in office to honor those commitments.

The Urbitran estimate of 580 students using buses does not compute. $800 \text{ students} \times 95\% \text{ daily attendance rate} = 760 \text{ students}$. Stating that the *CEQR Technical Manual* states that, "a project may result in significant adverse transit impacts if it results in the addition of 200 or more new transit trips during a peak hour", begs the question. The present level of inadequate bus service will only intensify with the additional impact of significant numbers of Gateway students, and the increasing numbers of Queens residents coming to QHC, utilizing presently overcrowded buses.

Conclusions and Recommendation...

Repeated communications to and from elected officials, and City agencies, over a period of years, regarding the development of the QHC Campus on an already overdeveloped and overburdened community, have been largely ignored. We have an extensive file of letters, going back many years, to Deputy Mayor

Walcott, Queens Borough President Helen Marshall, Senior Vice-President of the Health and Hospitals Corporation, Ms. LaRay Brown, the Board/Department of Education, and the SCA, that can document our repeated appeals for relief from projects that further negatively impact this community. While we overwhelmingly oppose the Gateway School at this site, for the reasons cited above, we have strongly supported the extension of the QHC Pavilion as a necessary addition to serve the health care needs of Queens residents. It was CB-8's number one Capital Project priority for many years. The proposed Gateway School at this site is a different matter. It can be built, ten minutes away, at a toxic free and safe site that will provide free parking for its staff and will not negatively impact its surrounding community.

It would be a huge mistake to build the Gateway School at the QHC site. Serious and honest consideration should be given to the available alternate site that has been offered by Senator Padavan.

Very truly yours,

Bernie Diamond

Bernie Diamond
CB-8 Area 2/3 Chairman

Alvin Warshaviak / *AW*

Alvin Warshaviak
CB-8 Chairman

- Cc: Hon. Michael Bloomberg
- Hon. Dennis Walcott
- Hon. Helen Marshal
- Hon. Christine Quinn
- Hon. Melinda Katz
- Hon. James Gennaro
- Hon. Frank Padavan
- Hon. Rory Lancman
- Hon. Tony Avella
- Hon. Leroy Comrie
- Hon. John Liu
- Hon. David Weprin

- Hon. Peter Vallone, Jr.
- Hon. Helen Sears
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FRANK PADAVAN

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May 31, 2007

Statement of Senator Frank Padavan on the Proposed "Gateway School"

Situating the Gateway School on the Queens Hospital Campus will raise numerous issues relative to traffic, safety and the environment which will adversely affect the quality of life in the surrounding community. None of these issues, however, detract from all the good work being done by Gateway. That is why I have proposed an alternative site, specifically the Creedmore Campus, which will not create the problems that will arise from the QHC location.

This ill-advised proposal has been opposed by Community Board 8, various community leaders and civic associations. Furthermore, the issues that have been raised have not been adequately addressed. For instance, the Environmental Assessment Form and parking survey came to a rather dubious conclusion, as people will not be inclined to walk a half a mile from their parking spot to the school, and teachers will probably drive around the neighborhood looking for a space rather than pay the \$50 per month fee. The traffic and parking situation in the area, already problematic, will be exacerbated should the school be built.

The most serious concern involves soil and groundwater contamination, carrying with it the potential that dangerous toxins and carcinogens will permeate into the vicinity, arising in part from the past storage of petroleum at this site. The planned ventilation system to expel toxic fumes raises issues of its own that need to be answered regarding oversight and the City's ability to monitor and maintain this system, engendering a public health issue of substantial proportions. Moreover, the ability of the excavations and the Remedial Action Work Plan to remove soil contaminants is far from certain. In addition, the cost of this remediation would be exorbitant.

This proposal will most certainly deleteriously impact this community in various and sundry ways, as the streets will become more congested, parking spaces unavailable, and public services strained to deal with the influx of teachers and students into the area. Needless to say, the environmental condition there obviously negatively predisposes this site to the placement of a school, as students, faculty, and the community at large will be put at risk for exposure to dangerous toxins and chemicals. There is simply no reason to jeopardize the community to this extent. The benefits of Gateway can be garnered without these sizable and serious drawbacks by locating the school at an alternative site, for the sake of the well-being of the prospective students, teachers, the community of Jamaica, and all parties involved.

FP:de