SCA
School Construction Authority

NYC
Department of Education

STATE ENVIRONMENTAL QUALITY REVIEW
NOTICE OF COMPLETION OF
FINAL ENVIRONMENTAL IMPACT STATEMENT

DATE: November 16, 2011

SEQR PROJECT NO.: 12-005

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

Pursuant to the State Environmental Quality Review Act (Article 8 of the New York State Environmental Conservation Law) and the regulations adopted pursuant thereto (6 NYCRR Part 617), a Final Environmental Impact Statement (FEIS) has been prepared covering the action described below and is available for public inspection at the office of the Lead Agency and applicant as set forth below. Pursuant to §1730.2 of the Public Authorities Law, the New York City School Construction Authority (SCA) is SEQR Lead Agency. The FEIS is also available at the SCA's website (www.nycsca.org).

A Draft Environmental Impact Statement (DEIS) for the proposed project was issued on August 3, 2011. A public hearing on the DEIS was held on August 17, 2011, at P.S. 56, located at 250 Kramer Avenue, Staten Island, New York, in order to accept comments from the public on the environmental issues considered therein. The public comment period remained open for sixteen (16) days following the hearing, and closed on September 2, 2011.

NAME OF ACTION: New, Approximately 444-Seat Primary School Facility, Staten Island
Staten Island, Richmond County

LOCATION: Crabtree Avenue
Staten Island, New York
Tax Block 7092, Tax Lots 39 and75

SEQR STATUS: Type I

DESCRIPTION OF THE PROPOSED ACTION

On behalf of the New York City Department of Education (DOE), the New York City School Construction Authority (SCA) proposes the design and construction of a new primary school facility in Community School District No. 31. The proposed new facility would contain a total of approximately 444 seats serving students in pre-kindergarten through fifth grade.

The proposed site (Block 7092, Lots 39 and 75) is an assemblage of two lots which is located on the block bounded by Crabtree Avenue, Woodrow Road,

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Trina Lane, and Bloomingdale Road in Staten Island. Lot 39, which is owned by the City of New York and under the Department of Education's jurisdiction and management, is an approximately 2.9-acre, vacant, heavily wooded lot. Lot 75, which is privately owned, is approximately 0.3 acre and currently contains a two-story, privately owned house. The zoning is R3-1; community facility uses such as schools are permitted as of right. The site is located in the Special South Richmond District.

According to current project plans, the SCA would acquire the privately owned lot and demolish the existing residential building in order to construct the proposed facility. Site preparation would involve the removal of trees. The building would contain approximately 66,500 gross square feet of floor area and would be approximately 29 feet high with an approximately 55-foot-high extension containing photovoltaic panels. The building would be constructed on the western portion of the project site. A new internal U-shaped roadway with access from Woodrow and Bloomingdale Roads would serve as the main bus drop-off and pick-up location.

In accordance with the SCA's program of requirements, the proposed new school facility would contain general instructional classrooms for Pre-K through Grade 5, and additional special education classrooms to serve these grade levels. It would accommodate classrooms for District 75 Special Educational students and related facilities. It would also feature specialized rooms for art, music, and science instruction; a combined gymnasium and assembly space; a library; a cafeteria and kitchen facility; an administrative suite; and student support spaces (including guidance offices and a medical suite). Outdoor recreational areas would be located on the north and south of the building. The facility is being designed with the intent to achieve net zero energy consumption, so that on an annual basis, the building would consume no more energy than the building produces. To that end, the facility is being designed to maximize north and south sunlight exposure and to incorporate energy-efficient design measures such as photovoltaic panels, storm-water retention, and geothermal heating and cooling.

Design and construction of the proposed school facility would be conducted pursuant to DOE's Five-Year Capital Plan for Fiscal Years 2010-2014. The SCA would begin construction activities in 2012. Student occupancy of the building is expected to occur in 2015. For the purposes of the environmental impact analyses, 2015 has been selected as the Build Year.

POTENTIAL SIGNIFICANT ADVERSE IMPACTS

HISTORIC RESOURCES

In November 2009, a Phase 1A Archaeological Documentary Study of Lot 39 was completed. The study concluded that the lot was moderately sensitive for pre-contact archaeological resources and highly sensitive for historic period

archaeological resources. The Phase 1A recommended a Phase 1B archaeological investigation of the site to determine the presence or absence of archaeological resources such as pre-contact deposits or historic period domestic shaft features (i.e., privies, cisterns, or wells).

In comments dated December 7, 2009, the New York State Office of Parks, Recreation, and Historic Preservation (OPRHP) concurred with the conclusions of the Phase 1A study. OPRHP requested that Phase 2 testing be completed rather than a Phase 1B investigation given that previous archaeological excavations completed on the project site in the early 1970s had identified intact archaeological deposits on the site and because shaft features are visibly extant on the property. In addition, Phase 2 testing was recommended because the project site is located within the State National Register-listed Sandy Ground Historic Archaeological District. A Phase 2 Archaeological Investigation of the project site was completed in March 2011. Lot 75 was added to the project site after the completion of the Phase 1A archaeological documentary study and was therefore included within the Phase 2 investigation.

Based on the results of a Phase 2 Archeological Investigation, three areas of the project site are considered to have the potential to contain significant archaeological resources: (1) the northwest corner; (2) the eastern shaft feature; and (3) the western shaft feature. The Phase 2 report concluded that additional archaeological investigation of these areas could result in the discovery of features (in the northwest corner) or artifact deposits (in all three areas) that could provide significant information concerning the Sandy Ground community with respect to the three main areas of interest outlined above: population migration, community evolution, and community response to economic hardship. The remainder of the project site does not have the potential to yield significant archaeological information.

Since the project would require excavation or disturbance in the three sensitive areas and plans cannot be altered so as to avoid this area, additional archaeological analysis (i.e., Phase 3 data recovery) would be undertaken in consultation with OPRHP. Given the size, construction, and the depth of potential resources, archaeologically monitored mechanical excavation has been recommended. If artifact deposits are observed during excavation they should be sufficiently sampled to retain their informational value. With completion of the Phase 3 data recovery, there would be no significant adverse impacts to archaeological resources. The Phase 2 Archaeological Survey was submitted to OPRHP in March 2011 for review and comment. In a comment letter dated May 24, 2011, OPRHP concurred with the conclusions of the Phase 2 survey and its recommendations for further Phase 3 data recovery in the locations of the two existing shaft features and in the vicinity of the former historic lot at the northwest corner of the project site. An archaeological data recovery plan was submitted and approved by OPRHP in a letter dated September 13, 2011 and the fieldwork portion of the data recovery was completed for the three areas of archaeological

potential during the months of August and September 2011. Analysis of the recovered finds is ongoing and an end of field letter is currently being prepared for submission to the OPRHP . The data value of the identified resources has been collected and no additional archaeological fieldwork is warranted. With the completion of the Phase 3 testing report and the acceptance of the report's findings by OPRHP, there would be no significant adverse impacts on archaeological resources.

TRANSPORTATION

Two intersections would experience significant traffic impacts as a result of vehicular traffic generated by the proposed project. However, mitigation measures were identified, that, if implemented, would improve all of the affected intersection approaches/lane groups such that they would operate at the same or better service conditions than under the No Build conditions. The affected intersections and proposed mitigation measures are as follows:

Bloomingdale Road and Crabtree Avenue (WB)

Project-generated trips would result in significant, adverse impacts to the westbound approach at the unsignalized intersection of Bloomingdale Road and Crabtree Avenue during the AM and PM peak hours. To address this impact, it is proposed to add lane restriping and implement signal timing modifications during the AM and PM peak hours, as described in the DEIS. The proposed project's traffic impact during these time periods would be fully mitigated with these measures.

Bloomingdale Road and Woodrow Road

Project-generated trips would result in a significant, adverse impact to each approach at the signalized intersection of Bloomingdale Road and Woodrow Road during the morning and afternoon peak periods. While not considered a project impact, the project driveway approach would operate at mid-Level-of-Service D or worse during the morning and afternoon peak periods. To address this impact, it is proposed to add lane restriping and implement signal timing modifications during the AM and PM peak hours, as described in the DEIS. The proposed project's traffic impact during these time periods would be fully mitigated with these measures.

All the mitigation measures discussed above are subject to review and approval by the New York City Department of Transportation (DOT), which makes the final determination of the need for these improvements.

SOIL AND GROUNDWATER CONDITIONS

As part of the environmental review process, the SCA completed environmental due diligence investigations for the subject property. The investigations included Phase I Environmental Site Assessments (ESAs) for Lots 39 and 75 (November 2009 and June 2010, respectively) and a Phase II Environmental Site

Investigation (ESI) for Lot 39 (August 2010), all performed by AKRF Engineering, P.C. The Phase I ESAs identified on-site recognized environmental conditions (RECs) including: potential buried structures and/or demolition debris that may contain abandoned underground storage tanks (USTs) from structures shown on historical maps of the area; the potential presence of historic fill associated with the historic site structures and clearing activities; and the potential presence of dumped materials on Lot 39, indicated by soil and refuse piles near the perimeter of the site. The only off-site REC identified for the site was a historic auto repair facility northwest of the site shown on Sanborn maps from 1987 through 1995. Environmental concerns identified during the Phase I ESAs included the potential presence of asbestos containing material (ACM), lead-based paint (LBP), and (polychlorinated biphenyl) PCB-containing items in the residence on Lot 75, and/or in potential buried structures on both lots.

The Phase II ESI field activities consisted of a geophysical survey; the completion of four (4) soil borings, four (4) test pits, and four (4) soil vapor sampling points. Eight (8) soil samples, four (4) soil vapor samples, and one (1) ambient air sample were collected for laboratory analysis.

All analyzed parameters were within the State Soil Cleanup Objectives except for selected metals commonly associated with historic fill materials and selected pesticides commonly found in the environment due to their former widespread use for mosquito control. Volatile organic compound (VOC) and semi volatile organic compound (SVOC) concentrations in the soil samples were all below their respective Unrestricted Use SCOs. PCBs were not detected in any of the soil samples.

VOCs were detected in all four of the soil vapor samples at concentrations above the anticipated background levels for indoor air, and trichloroethene (TCE) was detected in one of the four soil vapor samples at a concentration slightly above the above the State Air Guideline Value. VOCs detected in the ambient air sample were below the anticipated background levels for outdoor air.

The proposed project would not result in impacts from contaminated media and building materials. Prior to the construction of the project and after the SCA acquires the property, a pre-design investigation would be conducted to search for potential USTs and to further characterize subsurface conditions in the Lot 75 portion of the proposed project site. If encountered, suspect USTs and any contaminated soil would be removed in accordance with all applicable regulations. As a preventative measure, a soil vapor barrier and a sub-slab depressurization system would be installed below the building to prevent potential soil vapor intrusion into the proposed school building. Any suspect ACM, LBP, and PCB-containing materials affected by the preparation of the site for use as a public school would be identified prior to construction and properly managed during construction activities. All soil excavated during building construction would be properly managed in accordance with all applicable local,

State and Federal regulations. If dewatering is necessary due to perched water conditions, dewatering fluids would be handled and discharged in accordance with applicable regulations. For areas of the site where exposed soils may exist after building construction (i.e., landscaped areas), a twenty-four (24) inch thick layer of environmentally clean fill would be placed over the soils. 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.

Other potential environmental impact assessment areas were fully examined, including land use, zoning, and community character; urban design and visual resources; natural resources; waterfront revitalization program; air quality; noise; infrastructure; greenhouse gas emissions; construction impacts; and public health. No other significant adverse impacts were identified.

BENEFICIAL IMPACTS

Development of the proposed project would provide approximately 444 additional permanent public school seats at the primary level to serve Community School District No. 31.

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November 16, 2011
Date