



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

DATE: July 9, 2019

SEQR PROJECT NO.: 19-017

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 targeted Final Environmental Impact Statement (FEIS) has been prepared covering the action described 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 available for public inspection at the office of the SCA, as well as on the SCA's website (<http://www.nycsca.org/Community/New-School-Sites>).

A targeted Draft Environmental Impact Statement (DEIS) for the proposed project was issued on May 22, 2019. A public hearing on the DEIS was held on June 5, 2019, at P.S. Q11 located at 54-25 Skillman Avenue, Queens, NY, where the public was invited to comment on the environmental issues identified for consideration in the targeted DEIS. The public comment period remained open for nineteen (19) days following the hearing and closed on June 24, 2019.

NAME OF ACTION: New High School Facility
H.S. Q472

LOCATION: 51-30 Northern Boulevard
Queens, New York
Tax Block 1192, Tax Lots 41, 47, 48, and 54

SEQR STATUS: Unlisted

DESCRIPTION OF THE PROPOSED ACTION

On behalf of the New York City Department of Education (DOE), the SCA proposes the acquisition of a privately-owned property (Block 1192, Lots 41, 47, 48, and 54) for the demolition of the vacant commercial building currently located on aforementioned site, and, thereafter, the construction of a new, 3,079 seat



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high school facility The proposed school site is located at 51-30 Northern Boulevard, Queens.

Preliminary design plans provide for a new six (6) story, approximately 304,617 square foot school facility. The proposed new school building will be constructed on the western portion of the proposed site with the main entrance fronting on Northern Boulevard. An additional entrance will be located on the western side of the new school building, to accommodate school bus drop off and pick up within the proposed site.

The proposed new high school facility will provide approximately 3,079 seats for grade levels nine through twelve within the Borough of Queens and will house three (3) different high school organizations, including a District 75 program. The new facility will include the following: classrooms for grade levels nine through twelve; special education classrooms; two (2) entrances with lobbies; an auditorium; a gymnasium; kitchen/cafeteria; a library; specialized classrooms for music, art and science; several exercise rooms; two (2) administration suites; two (2) guidance suites; medical suite, two (2) staff lunch rooms; and storage. It will also include an approximately 26,911 square foot (sf) outdoor play area on the northeastern portion of the project site.

This new facility is designed to increase Queens High School capacity in an effort to mitigate existing overcrowding and forecast changes in student enrollments. Construction of the proposed project will be undertaken pursuant to the DOE's Five-Year Capital Plan for Fiscal Years 2020-2024.

The new facility is anticipated to be ready for student occupancy in September 2023. For the purposes of the environmental impact analyses, 2023 has been selected as the Build Year.

POTENTIAL SIGNIFICANT ADVERSE IMPACTS

The proposed action has the potential to result in significant adverse impacts related to transportation, specifically vehicular traffic, transit (bus), and pedestrians. The impacts and proposed mitigation measures are outlined in greater detail below. While all efforts have been made to minimize the transportation impacts, some impacts cannot be fully mitigated and others are unmitigatable.

An Environmental Assessment Form (EAF) and Supplemental Environmental Studies report, completed on March 18, 2019, established that other technical areas examined in the EAF will not result in significant adverse impacts on the environment and, as a result, these technical areas do not require further analysis in the targeted FEIS. The FEIS is deemed "targeted" in that it focuses on



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transportation impacts. The findings of the EAF and supplemental studies, which were prepared in accordance with the New York *City Environmental Quality Review (CEQR) Technical Manual*, the technical areas that do not warrant analysis in the FEIS are: 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 Infrastructure; Solid Waste and Sanitation Services; Energy; Air Quality; Noise; Public Health; Neighborhood Character; and Construction-Related Impacts. These technical areas have been analyzed through the EAF and Supplemental Environmental Studies report, which are included in their entirety as an attachment to the targeted FEIS for the Proposed HS 472Q. Transportation is the only technical area presented in the targeted FEIS and is summarized below.

TRAFFIC AND TRANSPORTATION

With the proposed project, significant adverse traffic, transit (bus), and pedestrian impacts are expected, and mitigation measures have been identified to avoid the some of the impacts and restore to No Build conditions. However, some identified, potential impacts cannot be fully mitigated and some will be unmitigatable, as summarized below.

The proposed project is expected to result in significant traffic impacts at five of the study area intersections. Three out of the five intersections can be fully mitigated with signal timing adjustments. A signal timing adjustment at Northern Boulevard and Broadway/54th Street during the AM peak hour is expected to improve the overall intersection Level of Service (LOS), but will not fully mitigate traffic operations to No Build conditions. During the PM peak hour, the project-generated impacts at the intersections of Northern Boulevard with Woodside Avenue/51st Street and with Broadway/54th Street are unmitigatable.

The proposed project will not result in any significant parking impacts. The proposed school will increase the existing parking demand by 161 vehicles, which will increase the shortfall of available on-street parking from two (2) to 13 percent on the most restrictive days; however, this shortfall may not be considered a significant impact for this project due to the availability and close proximity of transit in the area.

Two (2) public bus routes, the Q18 and Q66, are anticipated to experience significant impacts during the AM and PM peak hours as a result of the proposed project. The Q18 eastbound and westbound routes are expected to experience significant impacts during both the AM and PM peak hours, while the Q66 westbound route is expected to experience a significant impact during the AM peak hour and the Q66 eastbound route is expected to experience a significant



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impact during the PM peak hour. These impacts can be mitigated by adding one (1) additional Q18 bus per direction and one (1) additional Q66 westbound bus during the AM peak hour, and one (1) additional Q18 eastbound bus, one (1) additional Q66 eastbound bus, and two (2) additional Q18 westbound buses during the PM peak hour.

With the proposed project, pedestrian volumes at the Northern Boulevard Subway Station are assumed to increase with the increment of students and staff utilizing subway transit during the AM and PM peak hours. The subway stair analysis identified a potential, significant stair impact on the southbound subway stair S4 during the AM peak hour of pedestrian movement, which is 7:45 to 8:45 AM. However, from an operational standpoint, the peak travel period for high school students is anticipated to be between 7 and 8 AM, as area high schools typically have an 8 AM start time for the first class. Therefore, if the start time for the proposed H.S. 472 is before 8 AM (assuming a traditional high school start time), then the school-generated southbound subway trips will not overlap with the peak hour for commuters at subway stair S4 and will not result in a significant stair impact. Adding the AM peak hour incremental high school student subway trips to the 7 to 8 AM subway station volumes will not result in a significant impact at subway stair S4. Therefore, the proposed project will not result in any subway service impacts.

The proposed project will result in significant pedestrian impacts at the east crosswalk of Northern Boulevard at McDonald's/former Sports Authority, and at the east (diagonal) crosswalk and northeast corner of Northern Boulevard and Broadway/54th Street (Northern Boulevard Subway Station). The impact at the east crosswalk of Northern Boulevard at McDonald's/former Sports Authority can be improved by widening the crosswalk pavement marking width from 10 to 20 feet. The impact at the east (diagonal) crosswalk of Northern Boulevard and Broadway/54th Street can be improved by widening the crosswalk pavement marking width from 10 to 20 feet, but will not fully mitigate the impact. The impact at the northeast corner of this intersection cannot be mitigated as there is limited roadway and sidewalk space available for widening; therefore, no additional curb extensions can be provided at the northeast corner to mitigate the potential pedestrian impact.

BENEFICIAL IMPACTS

Development of the proposed project will provide approximately 3,079 additional permanent public high school seats for the residents of the Borough of Queens.



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Date