



**STATE ENVIRONMENTAL QUALITY REVIEW  
NOTICE OF COMPLETION OF DRAFT ENVIRONMENTAL IMPACT  
STATEMENT AND NOTICE OF PUBLIC HEARING**

**DATE:** April 2, 2018

**SEQR PROJECT NO.:** 17-018

**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 Draft Environmental Impact Statement (DEIS) has been prepared covering the action described below. It is available for public inspection at the office of the Lead Agency and applicant as set forth above. Pursuant to §1730.2 of the Public Authorities Law, the New York City School Construction Authority (SCA) is SEQR Lead Agency. Comments on the DEIS are requested and will be accepted by the SCA until the close of business on Friday May 4, 2018. The DEIS is also available at the SCA's website <http://www.nycsca.org/Community/New-School-Sites>

A public hearing will be held on Thursday, April 19, 2018, at the Central Family Life Center, 59 Wright Street, Staten Island, NY, at 6:00 p.m. The purpose of this hearing is to accept comments from the public on the DEIS and the environmental issues considered therein.

**NAME OF ACTION:** New Primary School Facility  
P.S. 70  
Staten Island, Richmond County

**LOCATION:** 45 Waverly Place/357 Targee Street  
Staten Island, New York  
Tax Block 365, Tax Lot 1

**SEQR STATUS:** Type 1

**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 to construct a new primary school facility of approximately 748 seats.



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According to design plans, the proposed project will be built on both the southern and western portions of the project site with frontages on both Waverly Place and Targee Street. The school's main entrance will be located on Waverly Place.

The new facility will provide approximately 748 seats for grade levels pre-kindergarten through grade five, and will include the following: classrooms for grade levels pre-kindergarten through five, special education classrooms, lobby area, kitchen, cafeteria, exercise room, administrative office suite, staff lunch room, gymnasium (gymnasium/auditorium), multi-purpose room, physical therapy room, speech therapy room, medical suite, library, art room, reading resource room, staff workroom, science resource room, music room, office space, and storage. It will also include an approximate 18,321 square foot (sf) main play yard and an approximate 2,730 sf early childhood play yard.

The proposed site is located within CSD No. 31. This new facility will address existing overcrowding and forecast changes in student enrollments in the District, and will also support DOE's policies regarding class-size reduction, transition from the use of transportable classroom units (TCUs), and the expansion of pre-kindergarten classroom capacity in the City. Construction of the proposed project will be undertaken pursuant to the DOE's Five-Year Capital Plan for Fiscal Years 2015-2019.

Student occupancy of the new facility is anticipated to occur in September 2022. For the purposes of the environmental impact analyses, 2022 has been selected as the Build Year.

## **POTENTIAL SIGNIFICANT ADVERSE IMPACTS**

### **HISTORIC RESOURCES**

The existing warehouse building on the project site was constructed in 1886 and has been determined eligible for inclusion in the State and National Registers of Historic Places by the New York State Office of Parks, Recreation and Historic Preservation (OPRHP). The building housed the former Peter Wiederer Mirror Factory and is a surviving example of a late nineteenth century industrial building on Staten Island. The building is noted as an important example of the area's history of manufacturing/technology as well as the social/ethnic history of the German immigration to the area surrounding the site. The structure, comprised of three connected masonry buildings, is severely deteriorated due to age, long term lack of maintenance, water infiltration, and fire damage.

The proposed project will require that the existing warehouse building be demolished to meet today's building code requirements necessary to safely accommodate the DOE's Program of Requirements (POR) for a new, modern



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code-compliant primary school. Under Section 14.09 of the State Historic Preservation Act of 1980 (SHPA), the demolition is likely to result in an adverse effect to the historic resource, and may constitute a significant adverse impact to historic resources. As required under Section 14.09, consultation with OPRHP was undertaken by the SCA as part of the proposed development of a new public school facility on the project site. OPRHP commented in its letter of January 2, 2018, that based on their review of the SCA's Structural Condition Assessment Report (July 28, 2017), which assessed the conditions of the warehouse building on the project site, they concurred with the SCA's determination that there are no prudent and feasible alternatives to demolition of the historic building (OPRHP Project Review Number 16PR08451). In consideration of OPRHP's recommendation, the SCA has developed and signed a Letter of Resolution (LOR) which outlines the agreement between the SCA and OPRHP, identifying the proper mitigation measures to be incorporated into the proposed project, OPRHP has consented to the proposed project subject to the following stipulations:

- (1) Consultation with OPRHP on the design of the new school; and
- (2) Historic Documentation: The building located at 357 Targee Street, Staten Island (Richmond County), NY shall be photographically documented including the following views:
  - a. All elevations;
  - b. Overall and select detail views providing an accurate visual representation of the property and its significant features;
  - c. OPRHP shall be provided with one copy of the documentation that shall be for archival storage in the New York State Archives. A second copy of the documentation shall also be provided to Historic Richmond Town (Staten Island Historic Society) or the local history division of the Staten Island Public Library. The documentation shall be provided to OPRHP in photocopy and digital formats for retention in the OPRHP files. The documentation shall be submitted to OPRHP prior to any demolition activities by the SCA; and
- (3) The SCA's design will incorporate certain preserved elements from the existing building in order to preserve some of its history. Approximately thirty square feet of interior tin ceiling and twenty (20) structural decorative metal stars have been identified for incorporation into the design of the new school facility; and that the SCA will consult with OPRHP on the incorporation of these elements into the new school design.



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### TRAFFIC AND TRANSPORTATION

With the proposed project, significant adverse traffic impacts are expected at two signalized intersections. Mitigation measures are recommended to mitigate the significant traffic impacts at the intersections of Vanderbilt Avenue at Osgood Avenue and at Targee Street, by making signal timing adjustments and enabling “daylighting” (i.e., temporary removal of parking adjacent to the curbs) during school hours.

The east and westbound Waverly Place approaches at Targee Street are expected to deteriorate to Level of Service (LOS) E and F conditions in the AM and PM peak hours. This would not be considered a significant traffic impact as the traffic volumes on east and westbound Waverly Place (minor street approaches) do not exceed the 90 Passenger Car Equivalent (PCE) threshold during the peak hours. However, given that this unsignalized intersection is projected to operate at a poor level of service and is close to the proposed main entrance of the new school, the SCA will coordinate with the New York City Department of Transportation (NYCDOT) to monitor traffic and safety operations at this intersection to determine if any operational and/or safety improvements are needed.

No pedestrian impacts will be expected. The proposed school is projected to generate approximately 1,240 pedestrian trips during the peak hours. Analysis of the pedestrian elements adjacent to the proposed school site that will process the highest school-generated volumes will continue to operate at an acceptable LOS C condition or better.

No significant transit impacts will be expected. Less than 200 incremental peak hour transit trips will be generated by staff, students, and accompanying adults; therefore, the proposed school is unlikely to create a significant transit impact.

No significant parking impacts will be expected. The proposed school will increase the parking demand by 58 vehicles. The parking analysis indicates that the available capacity of on-street parking within a reasonable walking distance of the proposed school site can accommodate the proposed parking demand, with a remaining surplus of 264 spaces.

### SOIL AND GROUNDWATER CONDITIONS

A Phase I Environmental Site Assessment (ESA) and a Phase II Environmental Site Investigation (ESI) were completed for the proposed project site between April 2015 and August 2016. The Phase I ESA and Phase II ESI evaluated the potential environmental conditions of the site.



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The Phase I ESA, completed in April 2015, identified the following on-site recognized environmental conditions (RECs) associated with the site: the potential presence of fill material from demolition of structures; evidence of soil borings advanced on the site by others; the historic use of the site for manufacturing including silvering and varnishing, as a foundry, and as a laundry; the historic use of coal and oil for heating system fuels; and the potential presence of an on-site underground storage tank (UST). Identified off-site RECs with the potential to impact the site included: the historic use of nearby properties as a hat factory, for manufacturing, for woodworking, for automobile repair, for television repair, as a paint store and as a laundry; and, an adjacent upgradient property listed in regulatory agency databases for hazardous waste generation and historic auto repair. In addition, environmental concerns include potential asbestos-containing materials (ACM), lead-based paint (LBP) and polychlorinated biphenyl (PCB)-containing materials in existing and buried structures, and methane from historic landfilling near the site.

Additionally, a Phase II ESI was completed in May 2015. The Phase II ESI consisted of a geophysical survey, inspection of interior floor drains, the advancement of soil borings, one (1) temporary well point, and the collection and laboratory analysis of soil, groundwater, and sub-slab vapor and soil vapor samples. The results identified anomalies indicative of USTs. Based on review of the sub-slab vapor and soil vapor sampling results, several petroleum-related volatile organic compounds (VOCs) were detected at concentrations exceeding New York State Department of Health (NYSDOH) published background concentrations. Several metals and pesticides were detected in soil at concentrations above New York State Department of Environmental Conservation (NYSDEC) Unrestricted Use Soil Cleanup Objectives (SCOs). Additionally, the VOCs tetrachloroethene (PCE), acetone, and xylenes were detected in the soil sample collected from one (1) floor drain at elevated concentrations, significantly exceeding Unrestricted Use SCOs. VOCs were not detected in the groundwater sample above NYSDEC Class GA Values.

Phase II ESI field activities were performed between April 25 and June 19, 2016 and consisted of geophysical surveys; inspection of two (2) floor drains, truck scale manhole covers, and an underground structure; the advancement of soil borings; installation of temporary soil vapor probes, and temporary groundwater monitoring wells; and the collection and laboratory analysis of a water sample from the underground structure and ambient air, soil vapor, soil, and groundwater samples. The results of the Phase II ESI indicated one (1) VOC, PCE, detected in soil vapor and sub-slab vapor at concentrations exceeding the NYSDOH Air Guideline Value and may be attributed to historic site operations. One (1) VOC (xylene), metals and one (1) pesticide (4,4'-DDT) were detected in soil samples at concentrations above unrestricted use criteria and are attributed to naturally occurring constituents, the characteristics of site soil and/or historic on-site



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activities/operations. One VOC (chloroform), semivolatile organic compounds, and two (2) metals (in a filtered sample) were detected at concentrations marginally above comparison criteria in groundwater, and may be attributed to historic site operations, historic off-site operations, and/or the characteristics of site soil. The geophysical surveys identified an UST area south of the site building which may contain two (2) USTs, three (3) anomalies in the site building and an underground structure.

For the site to be suitable for construction of a public school, a vapor barrier and sub-slab depressurization system will be incorporated into the foundation design. The USTs and underground structures will be cleaned and removed and confirmatory endpoint samples will be collected. Excavated soil will be characterized to identify material handling, reuse, and/or disposal requirements; and, two (2) feet of environmentally clean fill will be placed over all landscaped areas. Any dewatering necessary during construction activities will be performed in accordance with applicable local, State, and Federal regulations. Suspect asbestos-containing material (ACM), lead-based paint (LBP), and/or polychlorinated biphenyl- (PCB-) containing building materials, including buried structures, affected by site development, will be properly managed. In addition, to minimize the potential for exposure by construction workers and the surrounding public, standard industry practices, including appropriate health and safety measures, will be utilized. Since all of these measures will be implemented as part of the proposed project, no adverse impacts due to the identified soil and groundwater conditions will occur.

Other potential environmental impact assessment areas were fully examined, including land use, zoning, and public policy; socioeconomic and demographic conditions; community facilities; open space and recreational resources; archeological resources; urban design and aesthetics; neighborhood character; infrastructure and energy; solid waste; air quality; noise; natural resources; and construction impacts. No other significant adverse impacts were identified.

## **BENEFICIAL IMPACTS**

Development of the proposed project will provide approximately 748 additional permanent public school seats at the primary level to serve Community School District No. 31.

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Lorraine Grillo  
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April 2, 2018  
Date