



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

**DATE:** May 22, 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 Draft Environmental Impact Statement (DEIS) 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. A copy of the DEIS is available for public inspection at the office of the Lead Agency as noted below.

An Environmental Assessment Form (EAF) and Supplemental Environmental Studies report were completed on March 18, 2019. A Positive Declaration, issued on March 18, 2019, established that significant adverse impacts to transportation - specifically traffic, transit (bus), and pedestrians - are expected with the proposed project, thus warranting the preparation of a targeted DEIS. A Draft Scope of Work for a targeted DEIS was issued on March 18, 2019. Written comments on the Draft Scope of Work were accepted through May 9, 2019. No comments were received. The Final Scope of Work was issued on May 22, 2019.

A public hearing will be held on June 5, 2019, at 6:00 p.m. at P.S. Q11 at 54-25 Skillman Avenue, Queens, NY. The purpose of this hearing is to accept comments from the public on the targeted DEIS and the environmental issues considered therein. Comments on the targeted DEIS are requested and will be accepted by the SCA until the close of business on June 24, 2019. The targeted DEIS is also available at the SCA's website  
<http://www.nycsca.org/Community/New-School-Sites>

**NAME OF ACTION:** New High School Facility  
H.S. 472  
Queens, Queens County

**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), demolition of the vacant commercial building on site, and construction of a new high school facility in its place that will accommodate approximately 3,079 seats. The proposed school site is located at 51-30 Northern Boulevard, Queens.

Preliminary design plans provide for a new high school facility, six (6) stories and approximately 304,617 square feet (sf). The proposed school will be built on the western portion of the project site with frontage on Northern Boulevard. The proposed school's main entrance is expected to be located on Northern Boulevard; an additional entrance is planned on the western side of the school building for District 75<sup>1</sup> students arriving and departing the site by school bus.

The proposed new high school facility will create approximately 3,079 seats for students in grade levels nine (9) through twelve (12) within the Borough of Queens. The new facility will house three (3) different high school programs, including a District 75 program. The new school will include: classrooms for grade levels nine through twelve, special education classrooms, two (2) lobby areas, auditorium, gymnasium library, music rooms, art classrooms, science rooms, exercise rooms, two (2) administration suites, two (2) guidance suites, (2) two staff lunch rooms, and storage rooms. 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 will address existing overcrowding and forecast changes in student enrollments at the high school level in Queens. Construction of the proposed project will be undertaken pursuant to the DOE's Five-Year Capital Plan for Fiscal Years 2020-2024.

Student occupancy of the new facility is anticipated to occur in September 2023. For the purposes of the environmental impact analyses, 2023 has been selected as the Build Year.

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<sup>1</sup> District 75 programs provide citywide special education services for students in need of intensive or specialized services.



## **POTENTIAL SIGNIFICANT ADVERSE IMPACTS**

The proposed action has the potential to result in significant adverse impacts related to transportation, specifically traffic, transit (bus), and pedestrians. These impacts and measures proposed to mitigate them are discussed in greater detail below. Not all of the potential impacts to transportation could not be fully mitigated and some are unmitigatable.

The EAF and Supplemental Environmental Studies report 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 DEIS. Therefore, the DEIS is "targeted" in that it has a detailed focus on transportation. As per 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 DEIS 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 EIS for the Proposed HS 472. Transportation is the only technical area presented in the targeted DEIS and is summarized below.

### **TRAFFIC AND TRANSPORTATION**

With the proposed project, significant adverse traffic, transit (bus), and pedestrian impacts are expected, and mitigation measures were identified to avoid the impacts and restore No Build conditions. However, some potential impacts could not 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 (3) out of the five (5) intersections can be fully mitigated with signal timing adjustments to avoid project-generated traffic impacts. A signal timing adjustment at Northern Boulevard and Broadway/54<sup>th</sup> Street during the AM peak hour would 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/51<sup>st</sup> Street and with Broadway/54<sup>th</sup> Street are unmitigatable.

The proposed project will not result in any significant parking impacts. The proposed school will increase the parking demand by 161 vehicles, which will increase the shortfall in 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 proximity of transit in the area.

Two (2) 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 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 impact during the PM peak hour. These impacts would 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 were 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 will occur earlier, between 7 and 8 AM, as area high schools typically have an 8 AM start time for the first class. Assuming the start time for the proposed HS 472 is before 8 AM, 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/54<sup>th</sup> Street (Northern Boulevard Subway Station). The impact at the east crosswalk of Northern Boulevard at McDonald's/former Sports Authority could 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/54<sup>th</sup> Street could be improved by widening the crosswalk pavement marking width from 10 to 20 feet, but will not fully mitigate the impact (i.e., would not restore pedestrian operations to No Build conditions). The impact at the northeast corner of this intersection cannot be mitigated because there is insufficient roadway and sidewalk space for expansion; therefore, no additional sidewalk widening (i.e., curb extensions) is possible, at the northeast corner, to mitigate the potential pedestrian impact.



New High School Facility H.S. 472, Queens  
SEQR Project No. 19-017  
Notice of Targeted DEIS Completion and Hearing  
May 22, 2019  
Page 5 of 5

## **BENEFICIAL IMPACTS**

Development of the proposed project will provide approximately 3,079 additional permanent public school seats at the high school level to serve the Borough of Queens.

## **CONTACT:**

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Lorraine Grillo  
President and CEO

May 22, 2019  
Date