PROPOSED REDEVELOPMENT OF THE FORMER ST. JOHN VILLA CAMPUS, 57 CLEVELAND PLACE, STATEN ISLAND

STATE ENVIRONMENTAL QUALITY REVIEW FINDINGS STATEMENT

Pursuant to Article 8 of the Environmental Conservation Law (State Environmental Quality Review Act [SEQRA]) and 6 NYCRR Part 617, the New York City School Construction Authority (SCA), as lead agency under SEQRA, makes the following findings.

Name of Action: Redevelopment of the former St. John Villa Campus, Staten Island

Project Location: The project site comprises two lots (Block 3087, Lot 1 and Block 3089, Lot 59) at 57 Cleveland Place in the Arrochar section of Staten Island. The project site has a gross land area of approximately 8.49 acres (370,029 sf) and is currently occupied by eight buildings (the Villa, Former Elementary School, Chapel Building, Former Annex, Garage, Former High School and Addition, Former Pre-K Center, and Gymnasium) located on Block 3087, Lot 1 and a parking lot on Block 3089, Lot 59.

Description of Action: On behalf of the New York City Department of Education (DOE), the New York City School Construction Authority (SCA) proposes to create three new school facilities, an athletic field with an approximately 700-seat bleacher section, a maintenance building, and an internal driveway network with two parking lots, all of which will be located on Block 3087, Lot 1, as well as a separate parking lot on Block 3089, Lot 59 (the "proposed project") on the former St. John Villa campus at 57 Cleveland Place in the Arrochar section of Staten Island (the "project site"). The three new schools will consist of an approximately 764-seat Gifted and Talented primary /intermediate school (PS/IS) and two separate, independently operated intermediate/high schools (IS/HS) that will collectively provide 1,350 seats. The two IS/HS will share a gymnasium, auditorium, kitchen, and lobby. The PS/IS will serve students in grade levels pre-kindergarten through eight throughout New York

City. Each IS/HS will serve students in grade levels six through twelve in the Borough of Staten Island. All three schools will also serve special education students enrolled in a District 75 program[1] in the Borough of Staten Island. The proposed schools will collectively introduce approximately 2,114 new school seats to the project site.

The project site comprises the former St. John Villa campus, which was previously occupied by the former St. John Villa Academy, a private Roman Catholic school that supported educational facilities for approximately 724 students in grades pre-kindergarten through twelve until its closure in 2018. The buildings associated with this former use remain on the project site and consist of a former convent building ("Villa"), Former Elementary School, Chapel Building, Former Annex, Garage, Former High School and Addition, and Former Pre-K Center. The existing buildings are in poor condition and cannot feasibly accommodate the modern school functions that the proposed project is intended to achieve. All but the Chapel Building will be removed in order to construct the proposed schools and athletic field. The Chapel Building will be maintained for school uses. Given the topography of the site, extensive grading will likely be necessary to accommodate the proposed school facilities.

Funding for site preparation, design, and construction of the proposed project (collectively, the "proposed actions") will be provided by DOE's Five-Year Capital Plan for Fiscal Years 2025-2029. Construction will be phased beginning in Q1 2025 and will conclude in Q2 2030. It is expected that all three new schools will be open by September 2030.

Lead Agency:

New York City School Construction Authority
25-01 Jackson Avenue
Long Island City, New York 11101-3045

[1] District 75 programs provide Citywide special education services for students in need of intensive or specialized services. The proposed project will include approximately 96 District 75 seats in the PS/IS and approximately 96 District 75 seats in the proposed shared facility for two IS/HS, for a total of 192 District 75 seats.

SEQR Status: Type I

SEQR Project No: 24-008

Facts and Conclusions in the Targeted FEIS Relied Upon to Support the Decision:

PROJECT DESCRIPTION

The proposed project entails the demolition of the existing Villa, Former Elementary School, Former Annex, Garage, Former High School and Addition, Former Pre-K Center, and the parking lot on Block 3089, Lot 59 and the construction of an approximately 764-seat PS/IS Gifted and Talented facility, a shared facility for two separate, independently operated IS/HS that will collectively provide approximately 1,350 seats, an athletic field, an internal driveway network, and parking areas. The Chapel Building located on the central portion of Block 3087, Lot 1 will be preserved. Construction will be phased, beginning in Q1 2025. Demolition will begin and conclude in Q1 2025. Site work, grading, and utilities will begin in Q1 2025 and conclude in Q4 2025. Construction of the shared facility for two IS/HS and the athletic field will begin in Q3 2025 and be complete by Q2 2029. Construction of the PS/IS and renovation of the Chapel Building will begin in Q3 2025 and conclude in Q2 2030. It is anticipated that the shared facility for two IS/HS will be operational in Q3 2029, while construction activities related to the PS/IS and Chapel Building renovations are ongoing.

The PS/IS will employ approximately 99 teachers and staff. The proposed shared facility for two IS/HS will employ approximately 158 teachers and staff. These public school facilities will operate during normal school hours from September to June, though it is expected that the athletic field will operate occasionally in the evenings, on weekends, and during summer months when school is not in session.

PURPOSE AND NEED

The proposed project's purpose is to provide additional permanent public primary, intermediate, and high school capacity in the Borough of Staten Island in order to address forecast changes in future student enrollment and to support DOE's policies regarding class size reduction. Staten Island faces overcrowding in many schools across the borough. District 31 (Staten Island) currently has only 24 percent of classes in compliance with the new Class Size Reduction Law; this is the third-lowest percentage in compliance among the City's 32 school districts. The compliance rate of District 31 is also significantly lower than the Citywide average of approximately 40 percent. In addition, District 31 represents nearly eight percent of all the classrooms needed Citywide. These data points are a clear

indicator for the need for additional classrooms in District 31. Moreover, the Class Size Reduction Law mandates a very tight timeframe for its implementation, which requires the SCA/DOE to maximize capacity creation on any given site. In order to provide much-needed capacity, as well as to assist in achieving the recently adopted class size maximums, SCA, in collaboration with New York City Public Schools, intends to provide appropriate school space. In addition, it is a cost-effective use of taxpayer funds to provide ample school seats on a large property, rather than to acquire and develop additional parcels at additional taxpayer expense.

POTENTIAL EFFECTS OF THE PROPOSED ACTION

An Environmental Assessment Form (EAF) and Supplemental Environmental Studies report, completed on May 1, 2024, established that the proposed project will not result in significant adverse impacts to Land Use, Zoning, and Public Policy; Socioeconomic Conditions; Community Facilities and Services; Open Space; Urban Design and Visual Resources; Natural Resources; Hazardous Materials; Solid Waste and Sanitation Services; and Energy. As a result, these technical areas do not require further analysis in the Targeted FEIS. The findings of the EAF and Supplemental Environmental Studies, which were prepared in accordance with the New York *City Environmental Quality Review (CEQR) Technical Manual*, can be accessed on the SCA's website (http://www.nycsca.org/Community/New-School-Sites). The FEIS is deemed "Targeted" in that it focuses on the potential for impacts related to a select set of analyses, which consist of Shadows, Historic and Cultural Resources, Water and Sewer Infrastructure, Transportation, Air Quality, Noise, Public Health, Neighborhood Character, and Construction-Related Impacts.

Of the analyses presented in the Targeted FEIS, the proposed actions have the potential to result in significant adverse impacts related to Historic and Cultural Resources (Architectural Resources), Transportation (Traffic and Transit), Noise (Mobile Sources), and Construction (Traffic, Transit, and Noise). While all efforts have been made to mitigate these impacts, certain impacts related to Transportation (Traffic), Noise (Mobile Sources), and Construction (Traffic and Noise) will be unmitigatable. The impacts and proposed mitigation measures are outlined in greater detail below.

SHADOWS

The project site itself is a State/National Register of Historic Places (S/NRHP)-eligible resource, containing several buildings (the Villa, the Former Elementary School, the Chapel Building, the Former Annex, the Garage, the Former High School and Addition, the Former Pre-K Center, and Gymnasium), landscaped

areas, and driveways and parking areas. Sunlight-sensitive elements include elements of the existing buildings and landscaping features on the project site. Because the proposed project will entail the demolition of all buildings except for the Chapel Building, as well as the regrading of existing landscaped areas, the shadows analysis only considered the sunlight-sensitive features of the Chapel Building.

On each of the analysis dates, shadows from the proposed project will reach the Chapel Building in the afternoon and will gradually extend to cover portions of the west and sometimes south façades, which contain arched windows with rusticated stone trim, a balcony on the south façade, and a portico balcony on the west façade. The duration of incremental shadows on the Chapel Building resulting from the proposed project will be 3 hours and 8 minutes on December 21st, 3 hours and 34 minutes on March 21st/September 21st, 4 hours 18 minutes on May 6th/August 6th, and 4 hours 46 minutes on June 21st.

Shadows on the east façade of the Chapel Building, which contains arched windows with rusticated stone trim, will notably decrease in the future with the proposed project. However, shadows will also notably increase on the south and west façades of the Chapel Building, which contain arched windows with rusticated stone trim, the balcony on the south façade, and the portico balcony on the west façade.

The increase in shadows on the south façade will not be perceptible to the general public from the surrounding streetscape. The increase in shadows on the west façade will be perceptible to the general public along Cleveland Place and Chicago Avenue. However, the public's enjoyment of this resource is not dependent on the sunlight received on the southern balcony, the portico balcony, or the building's arched windows, from which all stained glass was removed prior to the SCA's acquisition of the site. Rather, public enjoyment of the Chapel Building is primarily derived from its visual prominence and its historic aesthetic, both of which will remain unaffected by the increase in shadow.

Further, the SCA is in ongoing coordination with New York State Office of Parks, Recreation, and Historic Preservation (OPRHP) throughout the design process to maintain key historic elements on the project site, while allowing for the development of modern educational facilities that meet current building codes and standards. This additional level of review will help ensure that the public enjoyment of the Chapel Building is maintained in the future with the proposed project.

Given these considerations, the proposed project will not result in a significant adverse shadows impact to the Chapel Building.

HISTORIC AND CULTURAL RESOURCES

Archaeological Resources

The Phase IA Archaeological Documentary Study completed for the project site determined that no further research and study of archaeological resources is warranted based on significant disturbance to the original ground surface and therefore it has a low sensitivity for both precontact and historical period archaeological resources. Construction of the proposed project will not result in significant adverse impacts to archaeological resources.

Architectural Resources

The proposed project will require that the majority of the existing on-site structures be demolished to accommodate the project's new uses. Of the existing buildings, only the Chapel Building will remain. The existing St. John Villa Academy on the project site has been determined eligible for listing in the S/NRHP. As such, under Section 14.09 of the State Historic Preservation Act of 1980 (SHPA), demolition of a S/NRHP-eligible resource will result in an adverse impact to the historic resource. As required under Section 14.09, consultation with the OPRHP was undertaken by the SCA as part of the proposed project. OPRHP, in its letter of March 1, 2021, responded to the SCA's request to initiate the formal consultation process regarding the redevelopment of the project site for school use. In their response, OPRHP confirmed that the proposed project will constitute an adverse impact on the eligible S/NRHP resource and recommended that the SCA consult with their office on ways to mitigate the adverse impact.

Information about the existing conditions of the St. John Villa Academy campus buildings and the ability of these buildings to meet the proposed project goals was presented in the project's Master Plan, Volume 2, published in 2019. In continued consultation with the OPRHP, the SCA used the data in the Master Plan to develop a Letter of Resolution (LOR) in 2023 that confirms the necessity of demolishing the majority of the St. John Villa Academy buildings and addresses the mitigation of the adverse impact to the S/NRHP-eligible resource.

WATER AND SEWER INFRASTRUCTURE

Based on the preliminary infrastructure analyses prepared per the guidance of the *CEQR Technical Manual*, the proposed project is not anticipated to result in any significant adverse impacts on the City's water supply and wastewater and stormwater conveyance and treatment infrastructure.

The proposed project will generate a water demand of 78,528 gallons per day (gpd), which is significantly less than the one million gallons per day (MGD)

threshold set by the *CEQR Technical Manual* for a preliminary infrastructure analysis. In addition, the project site is not located in an area that experiences low water pressure. Therefore, the proposed project will not result in any significant adverse impacts to the City's water supply system and no further analysis is required.

The total sewage generation for the With-Action condition is 26,208 gpd, which in this case is also the incremental sewage generation over the No-Action condition. This incremental flow represents approximately 0.09 percent of the average daily flow of 30 MGD at the Port Richmond Wastewater Resource Recovery Facility (WRRF) and will not adversely impact the treatment capacity of this facility. The proposed school facilities will also be required per the New York City Plumbing Code (Local Law 33 of 2007) to use low-flow plumbing fixtures, which will further reduce sanitary flows. Therefore, the proposed project will not result in any significant adverse impacts to the City's wastewater collection and treatment system.

The total volume discharged to the combined sewer system in the With-Action condition will represent an increase compared to existing conditions, attributable to the stormwater runoff volumes resulting from the increased impervious areas. However, on-site stormwater best management practices (BMPs) required as part of the Site Connection Proposal approval process with the New York City Department of Environmental Preservation (NYCDEP) will result in a reduction in both the peak discharge and overall volume of stormwater runoff from the project site. With the incorporation of stormwater BMPs to meet NYCDEP's Site Connection Proposal requirements, the submission of a Site Connection Proposal application, and the preparation of a Stormwater Pollution Prevention Plan (SWPPP), it is anticipated that there will be no significant adverse impacts to the combined sewer system and wastewater treatment system.

TRANSPORTATION

Traffic

Intersections/Driveways

Traffic conditions were evaluated for the weekday AM and PM peak hours at 25 intersections and six driveway locations, and for the Saturday midday peak hours at seven intersections and one driveway location in the traffic study area, where additional traffic resulting from the proposed project will be most heavily concentrated. Traffic impact analysis indicates the potential for significant adverse impacts at nine intersections during one or more analyzed peak hours:

- The Narrows Road South eastbound movement at Fingerboard Road will worsen from LOS D to LOS F during the PM peak hour. The Fingerboard Road northbound shared through/right-turn movement and the southbound left-turn movement at Narrows Road South will worsen from LOS D to LOS F conditions during the AM peak hour.
- The Fingerboard Road northbound left-turn movement at Narrows Road North will worsen from LOS D to LOS F conditions during the AM peak hour and worsen from LOS E to LOS F conditions during the PM peak hour. The northbound through movement will worsen from LOS D to LOS E during the PM peak hour. The Narrows Road North westbound movement will worsen from LOS E to LOS F conditions during the AM and PM peak hours and worsen from LOS D to LOS F during the Saturday midday peak hour.
- The West Fingerboard Road eastbound movement at Hylan Boulevard will deteriorate within LOS F conditions during the AM peak hour.
- The McClean Avenue eastbound left-turn movement at Lily Pond Avenue will deteriorate within LOS F during the AM peak hour and the eastbound approach will deteriorate with LOS F during the PM peak hour. The Lily Pond Avenue northbound through movement at McClean Avenue will deteriorate within LOS E conditions during the AM peak hour.
- The Hylan Boulevard northbound left-turn movement at Narrows Road North will deteriorate within LOS F conditions during the AM peak hour and worsen from LOS D to LOS F conditions during the PM peak hour.
- The Narrows Road South eastbound through movement at Hylan Boulevard West will deteriorate within LOS E conditions during the AM peak hour.
- The School Road eastbound left-turn movement at Bay Street will deteriorate from LOS D to E conditions during the AM peak hour.
- The Cleveland Place westbound shared left-turn/right-turn movement at Fingerboard Road will worsen from LOS B to LOS F in the AM and PM peak hours.
- The Landis Avenue northbound right-turn movement at Chicago Avenue will deteriorate from LOS A to LOS F conditions in the AM and PM peak hours.

Implementation of traffic engineering improvements, including modification of traffic signal phasing/timing and/or intersection approach lane reconfiguration will fully mitigate impacts at all intersections except for:

- Fingerboard Road at Narrows Road South (weekday AM and PM peak hours)
- Fingerboard Road at Narrows Road North (weekday AM, PM, and Saturday midday peak hours)
- Lily Pond Avenue at McClean Avenue (weekday AM and PM peak hours)

- Hylan Boulevard East at Narrows Road North (weekday AM and PM peak hours)

These four intersections will constitute unavoidable significant adverse traffic impacts as a result of the proposed project.

Highway Analysis

Significant adverse impacts were also identified at the following I-278 freeway/service road segments during one or more analyzed peak hours:

- The I-278 eastbound diverge segment at Exit 14, basic highway segment between Exits 14 and 15, and diverge segment at Exit 15, which currently operate at LOS F during the weekday AM peak hour, will deteriorate within LOS F in the No-Action and With-Action scenarios.
- The I-278 westbound weaving segment, which currently operates at LOS E in the weekday AM and Saturday Midday peak hours and at LOS F in the weekday PM peak hour, will operate at LOS F during the No-Action scenario and deteriorate within LOS F in the With-Action scenario for all analysis peak hours.
- The I-278 westbound basic highway segment between the on-ramp at Hylan Boulevard and Exit 13A, which currently operates at LOS F during the weekday PM peak hour, will deteriorate within LOS F in the No-Action and With-Action scenarios. During the Saturday midday peak hour, this segment currently operates at LOS D; it will worsen to LOS E in the No-Action scenario and worsen to LOS F in the With-Action scenario.
- The Narrows Road North westbound weaving segment, which currently operates at LOS E during the weekday PM peak hour, will deteriorate within LOS F in the No-Action and With-Action scenarios.

These highway impacts will constitute unavoidable significant adverse traffic impacts as a result of the proposed project.

Transit

The proposed project will result in a capacity shortfall for the S79-SBS bus route during the weekday PM peak hour for the southbound direction. As a result, the S79-SBS bus route will experience a significant adverse impact based on *CEQR Technical Manual* criteria. This significant adverse impact could be fully mitigated by the addition of approximately one standard bus in the PM peak hour.

Pedestrians

The pedestrian analysis indicates that all pedestrian elements in the project study area would operate at acceptable Level of Service (LOS) C conditions or better during the weekday AM and PM peak analysis hours. Therefore, significant adverse impacts to pedestrian operations are not anticipated based on *CEQR Technical Manual* criteria.

Vehicle and Pedestrian Safety

The City's Vision Zero initiative seeks to eliminate all deaths from traffic crashes, regardless of whether on foot, bicycle, or inside a motor vehicle. Within the project study area, Hylan Boulevard, Narrows Road North, Narrows Road South, McClean Avenue, and Bay Street are considered Vision Zero Priority Corridors. Additionally, the intersections of Fingerboard Road at Narrows Road South and Lily Pond Avenue at McClean Avenue are considered Vision Zero Priority Intersections.

Crash data for intersections within a quarter-mile of the project site, as well as the intersections within the traffic study area, were obtained from the New York City Department of Transportation (NYCDOT) for the three-year period between January 1, 2017, and December 31, 2019. During the three-year reporting period, a total of 153 injury crashes occurred, of which 16 were pedestrian-related crashes and one was a bicycle-related crash. Two intersections in the study area would be considered high-crash intersections as defined in the *CEQR Technical Manual* – Fingerboard Road at Narrows Road South and Lily Pond Avenue at McClean Avenue.

Parking

There are approximately 492 legal on-street parking spaces within a reasonable walking distance of the project site. This supply of on-street parking spaces has an available capacity of 143 spaces during the weekday AM period, 134 spaces during the weekday midday period, and 303 spaces during the Saturday midday period.

The proposed project is estimated to provide a total of 160 off-street parking spaces for faculty and staff. Visitors, high school students who drive themselves to and from school, and all other faculty and staff are anticipated to use available on-street parking. Additionally, the proposed project is estimated to remove 61 on-street parking spaces during the weekday AM and midday periods and 19 on-street parking spaces during the Saturday midday period to accommodate student loading zones, driveway entrances and exits, and a fire zone.

Overall, the proposed project is projected to generate an on-street parking demand of 56, 56, and 47 parking spaces during the weekday AM, midday, and Saturday midday peak periods, respectively. This on-street parking demand would result in a parking shortfall within a quarter-mile radius of the project site during the weekday midday period. However, this shortfall would not be considered significant due to the availability and proximity of several MTA bus routes.

AIR QUALITY

The proposed project will use electric power to run the buildings' heating and hot water systems, so there will be no significant adverse air quality impacts from project-related stationary sources. There are no large combustion sources located within 1,000 feet of the project site and no industrial source permits on file for sites located within 400 feet of the project site; therefore, no significant adverse impacts from large combustion or industrial source emissions will result with the proposed project.

Project-related vehicle trips will exceed CEQR screening thresholds for carbon monoxide (CO) and particulate matter less than 2.5 microns in diameter ($PM_{2.5}$) mobile-source analyses. In addition, the proposed project will include three surface parking lots. Based on the results of the mobile-source screening assessment, the intersection of Fingerboard Road and Narrows Road South and the proposed parking areas were evaluated for CO. The intersection of Chicago Avenue and Landis Avenue, in addition to the three proposed surface parking lots, were evaluated for $PM_{2.5}$. Results of the mobile-source CO and $PM_{2.5}$ analyses show that project-generated vehicles will not exceed applicable air quality standards or CEQR *de minimis* thresholds.

NOISE

Mobile-Source Noise

The proposed project will result in significant adverse mobile-source noise impacts at three locations:

- Hastings Street, Major Avenue, and Landis Avenue
- Landis Avenue and Chicago Avenue
- Hastings Street and Narrows Road South

Stationary Sources – Playground Noise Assessment

An approximately 84,000-square-foot (sf) athletic field will be constructed at the southeastern portion of the project site, and an up to approximately 16,000-sf at-grade playground will be provided on the eastern side of the PS/IS. Projected noise exposure from the proposed athletic field and play yard will be well below the SCA 5 A-weighted decibels (dBA) minimum increase threshold to warrant abatement consideration. Therefore, the proposed project will not result in a significant adverse noise impact on any noise-sensitive properties.

School Interior Noise Levels

Peak-period noise exposure levels within both the interior of the PS/IS and two IS/HS are considered "Marginally Unacceptable" per the *CEQR Technical Manual*.

Double-glazed windows and doors rated to provide a minimum of 31 dBA noise attenuation will be required in the design and construction of the PS/IS to reduce exterior exposure to an acceptable interior level of 45 dBA or less. Double-glazed windows and doors rated to provide a minimum of 28 dBA noise attenuation will be required in the design and construction of the two IS/HS to reduce exterior exposure to an acceptable interior level of 45 dBA or less. With these recommended mitigations in place, interior noise levels within the PS/IS and two IS/HS will remain below the maximum allowable interior L_{10} noise exposure level of 45 dBA.

PUBLIC HEALTH

The proposed project will not result in significant adverse impacts related to hazardous materials, water quality, or air quality. Significant adverse mobile-source noise impacts and construction-related noise impacts will be below the health-based noise threshold. Therefore, the proposed project will not result in significant adverse impacts to public health, and no further analysis is warranted.

NEIGHBORHOOD CHARACTER

The proposed project will result in significant adverse impacts related to historical and cultural resources, transportation, and noise. However, none of these identified impacts, either individually or cumulatively, will alter the defining features of the neighborhood's character.

The features of the St. John Villa campus that are visible from the surrounding community will be maintained to the fullest extent practicable. The Chapel Building, which is visible from Cleveland Place, will be maintained. The Former High School and Addition that front Landis Avenue and Cleveland Place will be demolished; however, the PS/IS will be constructed in a similar location, thereby maintaining the visual connection and street wall. Further, new landscaping features that will be introduced as part of the proposed project will reestablish the greenery that is part of the pedestrian experience in the study area.

The project site's former education function will be reestablished, thereby strengthening the institutional campus presence in the study area. Further, the low-density residential character of the study area and pedestrian views of greenery will be maintained.

Given these considerations, the proposed project will not result in a significant adverse impact to neighborhood character.

CONSTRUCTION-RELATED IMPACTS

Construction of the proposed project will not result in significant adverse impacts related to transit, pedestrians, air quality, historic and cultural resources, hazardous materials, or natural resources. However, construction activities associated with the proposed project could result in significant adverse impacts related to traffic and noise.

Transportation

Traffic

The proposed project will result in a significant adverse traffic impact at one study area intersection – Fingerboard Road at Narrows Road North – during the 2025 (Q4) construction analysis for the 3:00 PM to 4:00 PM construction peak hour. No significant adverse impacts are expected during the 6:00 AM to 7:00 AM construction peak hour.

During the 2030 (Q1) cumulative construction and operational analysis, the proposed project is projected to result in significant adverse traffic impacts at eight study area intersections during the 7:00 AM to 8:00 AM and 2:15 PM to 3:15 PM operational peak hours. During the 2030 (Q1) No Action scenario, five of these eight intersections will operate with one or more lane groups at an unacceptable LOS E or F.

Transit

During the 2025 (Q4) peak analysis period for construction, construction worker travel demand will generate approximately 11 bus trips during both the AM and PM construction peak hours. This is below the *CEQR Technical Manual* 200-trip threshold; therefore, significant adverse impacts are not expected during the 2025 (Q4) analysis period.

During the 2030 (Q1) peak analysis period for cumulative construction and operational bus demand, there will be reduced adverse impacts during the operational peak hours than during the Q3 2030 operational peak hours with full occupancy, as the number of bus trips will be fewer during the construction phase. Most of the proposed project will be completed by this time, and significant adverse bus impacts are expected during the operational peak hours. Therefore, the mitigation measures for 2030 operational bus impacts will also be effective at mitigating any potential impacts from construction transit trips during the 2030 (Q1) peak quarter for cumulative construction and operational travel demand.

Pedestrians

Construction worker travel demand on area sidewalks and crosswalks is expected to total approximately 11 trips in both the 6:00 AM to 7:00 AM and 3:00 PM to 4:00 PM construction peak hours in 2025 (Q4). This is below the *CEQR Technical Manual* 200-trip threshold; therefore, significant adverse impacts are not expected during the 2025 (Q4) analysis period.

During the 2030 (Q1) operational peak hour, travel demand on area sidewalks and crosswalks from completed portions of the proposed project and construction workers is expected to be approximately 912 trips in the 7:00 AM to 8:00 AM hour and 910 trips in the 2:15 PM to 3:15 PM peak hour. A secondary pedestrian screening analysis was prepared for the weekday 7:00 AM to 8:00 AM and 2:15 PM to 3:15 PM construction peak hours and pedestrian elements exceeding the *CEQR Technical Manual* 200-trip threshold were selected for detailed analysis.

All analyzed elements will operate at LOS C or better; therefore, no significant impacts to pedestrian operations are expected during the 2030 (Q1) analysis period.

Parking

The 2025 (Q4) peak analysis period for construction parking demand will be approximately 135 spaces during the weekday AM and midday peak periods. Construction workers will be permitted to park in the Cleveland Place parking lot, which will provide 112 spaces. The remaining 23 construction workers will be expected to park on-street. Parking surveys indicate that there is sufficient available capacity within a one-quarter mile walking distance to accommodate this additional demand during the weekday AM and midday periods.

The 2030 (Q1) peak analysis period for cumulative construction and operational parking demand will be approximately 179 spaces during the weekday AM and midday peak periods. Parking surveys indicate that there is sufficient available capacity to within a one-quarter mile walking distance to accommodate this additional demand. Therefore, significant parking shortfalls are not expected.

Air Quality

Construction Year 2025 Cumulative On-Site And Off-Site Analysis Results

During the 2025 peak construction year, cumulative on-site and off-site total concentrations of CO, $PM_{2.5}$, particulate matter less than 10 microns in diameter (PM_{10}), and nitrogen dioxide (NO_2) are predicted to be below their respective NAAQS.

Measures to reduce pollutant emissions during construction will be taken in accordance with applicable laws and regulations, including use of ultra-low sulfur dioxide (ULSD) fuel and Best Available Tailpipe Reduction Technologies (BAT) (diesel particulate filters) on all nonroad engines with a horsepower rating of 50 or greater. Dust suppression measures will also be implemented, in accordance with the New York City Air Pollution Control Code, to prevent particulate matter from becoming airborne.

Construction Year 2025 Parking Lot Analysis Results

Construction-generated worker vehicles using the Cleveland Place parking lot will result in concentrations below the applicable CO and $PM_{2.5}$ NAAQS. Therefore, no significant adverse impact will result.

Construction Analysis Year 2029 On-Site Analysis Results

Since construction activities will be significantly reduced when the project site becomes partially operational after Q3 2029, maximum predicted concentrations are well below the applicable NAAQS. Therefore, construction activities will not result in a significant adverse impact to on-site receptors.

Noise and Vibration

Mobile Sources

2025 Q4 Analysis

During the AM peak construction traffic hour, a maximum noise level increase of 10 dBA is predicted along Hastings Street. For the PM peak construction traffic hour, a maximum noise level increase of 4 dBA is predicted along Cleveland Place. Increases in noise levels by at least 5 dBA will be clearly noticeable to receptors. In locations where a noise level increase of 10 dBA or more is predicted, a doubling in sound levels will occur and considered significant during the 2025 Q4 construction period. As such, there will be mobile-source noise impacts during the 2025 Q4 construction period with the proposed project.

2030 Q1 Analysis

A maximum noise level increase of 3 dBA is predicted in the AM peak traffic hour along Hastings Street. This increase will be just noticeable to receptors located along this roadway segment and will be less significant than increases predicted during the 2025 Q4 construction period. This increase in mobile-source noise will be minimal and will not constitute a significant adverse impact.

Stationary Sources

2025 Q4 Analysis

The proposed project will result in significant adverse stationary-source noise impacts during the 2025 Q4 construction period. These noise level increases assume that all pieces of equipment will be working concurrently and in the same location to evaluate a worst-case scenario. Actual construction noise levels will vary and depend on distance from the work, the types and quantities of equipment working concurrently, location of sensitive receptors (i.e., inside or outside), and natural and/or man-made features (e.g., barriers, berms, existing buildings) between the work and sensitive receptor that will provide shielding.

2030 Q1 Analysis

The proposed project will result in significant adverse stationary-source noise impacts during the 2030 Q1 construction period. As described above, these noise level increases assume that all pieces of equipment will be working at the same time and location to determine a worst-case scenario. Actual construction noise levels will vary and depend on distance from the work, the types and quantities of equipment working concurrently, location of sensitive receptors (i.e., inside or outside), and natural and/or man-made features (e.g., barriers, berms, existing buildings) between the work and sensitive receptor that will provide shielding. The analysis assumes that foundation work for the PS/IS will occur during this phase and not concurrently during Phase 3-1 foundation work. However, noise levels during 2030 Q1 could be reduced at the two IS/HS if all foundation work were to be completed during 2025 Q4 construction, when the school is not in operation.

Cumulative Effects

2025 Q4 Analysis

The proposed project will result in significant adverse cumulative noise impacts during the 2025 Q4 construction period. However, this significant increase in noise levels will be temporary and transient and will only occur during peak construction in Q4 2025.

2030 Q1 Analysis

The proposed project will result in significant adverse cumulative noise impacts during the 2030 Q1 construction period. Peak-period noise exposure levels in the two IS/HS are considered "Clearly Unacceptable" per the *CEQR Technical Manual*. However, this significant increase in noise levels will be temporary and transient and only occur during construction.

Vibration

For work occurring during Phases 1, 2, 3-1, and 3-2, no significant off-site vibration annoyance impacts are predicted.

On-site vibration levels will rise to the point at which they may potentially damage the existing Chapel Building on the project site; however, the SCA will institute a Construction Phasing Plan (CPP) to mitigate any such damage. During Phase 3-2 work, the campus will be in partial operation with the occupation of the two IS/HS. To avoid potential vibration impacts, faculty and staff should avoid campus locations within the specified distances during construction.

Other Technical Areas

A CPP will be warranted to minimize the potential effects of construction equipment-related vibration to the S/NRHP-eligible Chapel Building. If excavation equipment is limited to the use of a backhoe, vibration is likely to remain at a low level. No pile driving will be required during construction. If jackhammering is required, then vibration control measures could be implemented to minimize, as much as possible, the vibration levels at the historic buildings within the study area.

Identified contaminants at the project site will be addressed through the following measures: the incorporation of a soil vapor barrier and a sub-slab depressurization system into the new building design; fuel oil storage tanks to be closed and removed; the characterization of excavated soil to identify material handling, reuse and/or disposal requirements; and the placement of two feet of environmentally clean fill over all landscaped areas. With the implementation of these measures, there will be no significant adverse construction impacts related to hazardous materials.

There are no significant natural resources on the project site or immediate vicinity.

Therefore, with these measures in place, the proposed project will not result in significant adverse construction-related impacts to historic and cultural resources, hazardous materials, or natural resources.

MITIGATION MEASURES AND UNAVOIDABLE ADVERSE IMPACTS

With the proposed project, significant adverse Historic and Cultural Resources (Architectural Resources), Transportation (Traffic and Transit), Noise (Mobile Sources), and Construction (Traffic, Transit, and Noise) impacts are expected. While all efforts have been made to mitigate these impacts, certain impacts related to Transportation (Traffic), Noise (Mobile Sources), and Construction (Traffic and

Noise) will be unmitigatable. The impacts and proposed mitigation measures are outlined in greater detail below.

Historic and Cultural Resources – Architectural Resources. The SCA and OPRHP agreed to a Letter of Resolution (LOR) in 2023 that confirms the necessity of demolishing the majority of the St. John Villa Academy buildings and addresses the mitigation of the adverse impact to the S/NRHP-eligible resource.

As part of the LOR, OPRHP recognizes that:

- The oldest buildings on the project site, the Villa and the Former Elementary School, have undergone several modifications to their original design affecting their architectural style and significance;
- The access to and entrances of existing buildings do not meet current standards for accessibility and negatively impact safe access to and circulation around the project site;
- The existing buildings do not meet current building and safety codes requirements for egress and accessibility and require significant alterations to provide the required number and width of exits and required elevators, thereby reducing the available area for educational spaces;
- The existing buildings' structural systems cannot be adapted into contemporary instructional spaces because the existing building widths and column grids cannot accommodate and are not compatible with the SCA's standards for classrooms;
- Several of the existing buildings exhibit compromised structural systems, including cracked exterior façades and foundation walls, and a portion of the Former Annex's first floor has collapsed and is currently supported by temporary shoring;
- The existing buildings exhibit water infiltration from cracked and detached face brick façades, deteriorating brick facing, and corroded windows; and
- Staten Island has a demonstrated need for new educational facilities that the proposed project will provide, with few alternative sites for an academic campus.

As part of the LOR, the SCA has agreed to:

- Preserve the Chapel Building in consultation with OPRHP;
- Preserve or reconstruct the existing stone wall, iron fencing, and gates located at a portion of the site's perimeter, depending on condition;
- Continue to consult with OPRHP on the designs of new buildings and site work so that the proposed project will aim to reflect existing visual cues, massing, and scale of the historic buildings currently existing on the project site;

- Compile photo documentation of the Villa, Former Elementary School, Former High School and Addition, Former Pre-K-Center, Former Annex, and Garage;
- Provide drawings of the existing buildings for archive in an electronic database; and
- Install interpretive panels in the Chapel Building that may include photos of the existing former St. John Villa campus.

The LOR agreed to by both the SCA and OPRHP establishes the course of action necessary for successful mitigation of the potential adverse impacts of the demolition of the Villa, Elementary School, High School, Pre-K Center, Annex, and Garage at the St. John Villa Academy in accordance with Section 14.09 of the SHPA. As the proposed project moves forward, the SCA will implement the terms of the LOR to mitigate the adverse impact to the St. John Villa Academy S/NRHP-eligible historic resource. Following completion of the proposed project, the SCA will certify in writing that they have completed the conditions specified in the LOR and will provide any additional documentation regarding the proposed project at the reasonable request of OPRHP.

Transportation - Traffic. Impacts at five of the nine impacted intersections could be mitigated through the implementation of traffic engineering improvements, including modification of traffic signal phasing/timing and/or intersection approach lane reconfiguration. The significant impacts at the remaining four intersections will remain unmitigated. It is recommended that traffic enforcement agents be deployed at three of the unmitigated intersections to improve traffic operations.

Impacts at six freeway segments would remain unmitigated in the absence of practicable and effective mitigation strategies.

Transportation – Transit. The significant adverse impact to the southbound S79-SBS bus route during the weekday PM peak hour could be fully mitigated by the addition of approximately one standard bus in the PM peak hour.

Noise – Mobile Sources. Measures to reduce or eliminate the proposed project's mobile-source noise impacts were explored by the SCA between the Targeted DEIS and Targeted FEIS. The SCA determined that noise mitigation measures, such as window wall attenuation measures and sound-barrier walls, are infeasible and insufficient to mitigate against the mobile nature of these impacts. The SCA did not identify any other potential mitigation measures. Therefore, the proposed project will result in unmitigated significant adverse mobile-source noise impacts at these three locations.

Construction – Traffic. The significant adverse traffic impact at one study area intersection – Fingerboard Road at Narrows Road North – during the 2025

(Q4) construction analysis for the 3:00 PM to 4:00 PM construction peak hour will remain unmitigated during this peak quarter for construction activities.

During the 2030 (Q1) cumulative construction and operational analysis, impacts at four of the eight impacted intersections could be mitigated through the implementation of traffic engineering improvements, including modification of traffic signal phasing/timing and/or intersection approach lane reconfiguration. The significant impacts at the remaining four intersections will remain unmitigated.

Impacts at six freeway segments would remain unmitigated in the absence of practicable and effective mitigation strategies.

Construction – Transit. Given ongoing MTA passenger monitoring programs, it is expected that comprehensive service plans will be generated to respond to specific, known needs with capital and/or operational improvements where fiscally and operationally practicable to mitigate the significant adverse impact generated by the projected bus ridership demand.

Construction – Noise. To mitigate mobile-source noise impacts from construction-related vehicles, the rerouting of traffic could be considered where appropriate. Additionally, if a building possesses alternate means of ventilation, windows could remain closed during periods of loud construction to help reduce construction noise levels.

Mitigation for construction stationary-source noise impacts may include noise barriers, use of low-noise emission equipment, locating stationary equipment as far as feasible away from receptors, use of area enclosures, limited duration of activities, substituting diesel equipment with electric-powered equipment, scheduling of activities to minimize impacts (based on either time of day or seasonal considerations), and locating noisy equipment near natural or existing barriers that would shield sensitive receptors. Other noise control measures defined in Title 15, Chapter 28: Citywide Construction Noise Mitigation of The Rules of the City of New York may also be incorporated into the noise control mitigation plan.

Even with the implementation of mitigation measures, noise levels from construction activities and equipment may still occasionally result in an exceedance of noise criteria levels; however, it is anticipated that overall construction noise levels would decrease at all affected receptors over time. To the extent that mitigation measures proposed as part of the proposed project may not be effective at fully mitigating the construction-period noise impacts, then the proposed project may result in unavoidable significant adverse impacts.

ALTERNATIVES TO THE PROPOSED PROJECT

Under the No-Action Alternative, the SCA will not construct a new public school campus on the project site to provide additional public school capacity in Staten Island. Accordingly, under the No-Action Alternative, the existing vacant buildings on the former academic campus will remain on the project site.

The No-Action Alternative would not result in the proposed project's potential significant adverse impacts related to traffic, one bus route, mobile-source noise, construction traffic, or construction noise. However, the No-Action Alternative would also not achieve the goals and objectives of the proposed project. The proposed project would provide needed public school capacity on Staten Island, reestablish the project site as an academic campus, and return the currently vacant site to productive use.

Alternatives for rehabilitation and/or reuse of existing buildings on the project site and a lower-density partial redevelopment scenario were also considered for their feasibility as potential alternatives to the proposed project. These alternatives were determined not to meet the proposed project's purpose and need and, therefore, were not advanced further.

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

There are several resources, both natural and built, that will be expended in the construction and operation of any development that may result from the proposed actions. These resources include the building materials used in the construction of the proposed project; energy in the form of natural gas, petroleum products, and electricity consumed during construction; electricity consumed for the operation of the school buildings and maintenance facility; and the human effort required to develop, construct, and operate various components of any potential development. These resources are considered irretrievably committed because their reuse for some other purpose will be impossible or highly unlikely.

The proposed actions will constitute an irreversible and irretrievable commitment of a potential development site, as a land resource, thereby rendering its use for other purposes infeasible. The irreversible and irretrievable commitment of non-renewable energy will facilitate the provision of needed school seats. Further, the redevelopment of a former private academic campus comprising the project site, to facilitate the development of new public academic campus that will provide additional PS, IS, and HS capacity for Staten Island and New York City as a whole, will be in the public interest. Therefore, considered together, the irreversible and

irretrievable commitment of resources will not represent a significant adverse impact.

RELATIONSHIP BETWEEN LOCAL SHORT-TERM USE OF THE ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

The proposed project entails the construction of three new school facilities that will replace an existing vacant academic campus. The three new school facilities will provide approximately 764 seats for grade levels Pre-K through eight and 1,350 seat for grade levels nine through twelve within Staten Island.

During construction, there will be some short-term adverse effects on the environment. These will include temporary disruptive effects due to increased traffic and noise levels associated with construction activities. Although every effort has been made to mitigate these impacts to the fullest extent possible, they will result in some temporary and transient unmitigated impacts.

Longer-term negative impacts will include changes to transportation and noise. Mitigation measures are available to fully mitigate or partially mitigate most of the project's impacts to transportation. However, some transportation impacts and the identified noise impacts would be unmitigated.

Positive consequences of the proposed project will include the provision of new public school capacity on the site to meet the needs of current and projected future Pre-K to grade twelve students in Staten Island.

GROWTH INDUCING ASPECTS OF THE PROPOSED ACTION

The proposed actions will not induce new development or introduce substantial changes to existing development in the area surrounding the project site. While the proposed project will alter conditions on the former St. John Villa campus, these changes will be limited to the project site and will be consistent with the site's historic use as an academic campus. The surrounding neighborhood is expected to remain generally in its current state of development with the proposed project.

CERTIFICATION OF FINDINGS

Having considered the Targeted FEIS, and having considered the preceding written facts and conclusions relied upon to meet the requirements of 6 NYCRR 617.11, this Statement of Findings certifies that:

1. The requirements of Article 8 of the New York State Conservation Law and the implementing regulations of the New York State Department of Environmental Conservation, 7 NYCRR Part 617, have been met; and

2. Consistent with the social, economic, and other essential considerations from among the reasonable alternatives available, the actin is the one that avoids or minimizes adverse environmental impacts to the maximum extent practicable by incorporating as conditions to the decision those mitigation measures that were identified in the Targeted FEIS and in this Findings Statement.

Name of Agency: New York City School Construction Authority

Signature of Responsible Official:

Name/Title of Responsible Official

Nina Kubota, President and CEO

Date:
December 30, 2024