

Foreword

The Draft Environmental Impact Statement (DEIS) for the Gateway Estates II proposal was accepted as complete by the New York City Department of Housing Preservation and Development (HPD), as lead agency under City Environmental Quality Review (CEQR), and issued for public review and comment on September 3, 2008. A public hearing on the DEIS was held on January 7, 2009 by HPD and the New York City Planning Commission (CPC) (in conjunction with the proposal's Uniform Land Use Review Procedure [ULURP] hearing) at Spector Hall, 22 Reade Street. Oral and written comments were accepted at that hearing and throughout the public comment period, which was held open until January 20, 2009.

This Final Environmental Impact Statement (FEIS) reflects changes to the proposed project since publication of the DEIS, revisions made to impact assessments, and all substantive comments made during the public review period of the DEIS. Notable changes subsequent to the publishing of the DEIS include the following:

- **Description of the Proposed Project:** The DEIS indicated that the Proposed Project would include a 1,650 seat public high school. Subsequent to publication of the DEIS, the School Construction Authority provided updated information on the school to HPD. Based on this information, the program for the school is 1,226 seats serving intermediate and high school levels (490 seats at the intermediate school level and 736 seats at the high school level); however, the planning of the school is ongoing.

The technical analyses in this FEIS have been updated to reflect the revised program for the school.

- **Proposed Actions.** The DEIS indicates that the applicant would seek a special permit for modification of height and setbacks for buildings along Erskine Street and Gateway Drive (ZR Section 74-743). This special permit is no longer being sought.
- **Community Facilities and Services:** Subsequent to publication of the DEIS, the Mayor's Office of Environmental Coordination (OEC) released new factors for calculation demand for elementary, intermediate, and high schools as well as day care centers. The analyses in this FEIS have been prepared using OEC's new factors.
- **Historic Resources:** Subsequent to publication of the DEIS, Phase 1B archaeological testing was undertaken at the project site. The testing concluded that the area of sensitivity identified in the DEIS is substantially disturbed. Therefore, this FEIS concludes that the proposed project would not result in significant adverse impacts on archaeological resources.
- **Traffic and Parking:** As directed by the New York City Department of Transportation (NYCDOT), this FEIS includes a Saturday afternoon peak hour analysis of traffic and parking.
- **Transit and Pedestrians:** The DEIS analysis of bus line-haul included two routes—B6 and B13; the routes that served the project site when existing conditions analyses were prepared for the DEIS. However, two routes—B83 and Q8—have recently been extended to the project site, and a line-haul analysis has been prepared for these routes in this FEIS.

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Furthermore, New York City Transit has required that the analysis of bus line-haul in this FEIS reflect their revised guideline capacities.

NYCDOT has required that pedestrian safety measures be recommended for the intersection of Liberty Avenue and Pennsylvania Avenue in this FEIS.

- Air Quality and Noise. The air quality and noise analyses were revised to account for the revised traffic analysis described above.

In addition to these changes, the FEIS identifies the comments received during the public review period and provides responses in a new chapter, Chapter 27, “Comments and Responses on the DEIS.” Where appropriate, the text of other chapters of this FEIS has been revised in response to comments, revisions in the analyses, or changes in the project. These revisions and changes are indicated by double underlines. *