1) BACKGROUND

The purpose of Technical Memorandum 002 was to assess the environmental effects of the inclusion of Block 2432 Lot 8 into the Development Site (Block 2432, Lots 9, 21, 41, 44, and 50) and the changes to the project footprint and lot coverage that would occur as a result. Additionally, Technical Memorandum 002 assessed the change in programming compared to the development assessed in Technical Memorandum 001 and the Revised Environmental Assessment Statement (EAS).

The Applicant (QB Development Owner, LLC) proposes to develop two predominantly residential buildings on the Development Site at 69-02 Queens Boulevard in the Woodside neighborhood of the Borough of Queens, Community District 2. The site is generally bounded by Queens Boulevard to the north; 70th Street to the east; 47th Avenue to the south; and 69th Street to the west. The elevated Long Island Rail Road (LIRR) tracks traverse the southwest corner of the site. To facilitate the development, the Applicant requested approval of three discretionary actions: (i) a zoning map amendment to rezone Lot 1 and parts of Lots 41, 44, and 50 on Block 2432 ("Rezoning Area") from an M1-1 zoning district to an R7X zoning district with a C2-3 commercial overlay; (ii) a Large-Scale General Development (LSGD) Special Permit to modify building height requirements on the Development Site; and (iii) a zoning text amendment to Appendix F of the New York City Zoning Resolution (ZR) to designate a Mandatory Inclusionary Housing (MIH) area on the entirety of Block 2432 (Lots 1, 8, 9, 21, 23, 39, 41, 44, and 50). Collectively, the discretionary actions ("Approved Actions") affected Block 2432, Lots 1, 8, 9, 21, 23, 39, 41, 44, and 50 ("Directly Affected Area").

The initial proposed development would include a total of 495,076 gross square feet (gsf), comprised of approximately 5,640 sf of ground floor retail use; approximately 561 dwelling units on the upper floors, of which approximately 30 percent (169 units) would be permanently affordable pursuant to Mandatory Inclusionary Housing (MIH) requirements; and approximately 33,106 gsf of at-grade parking (242 spaces) using stackers accessed via an existing curb cut on 69th Street.

The Department of City Planning (DCP) on behalf of the City Planning Commission (CPC) determined the development as described above, and contemplated in an Environmental Assessment Statement (EAS) dated April 6, 2018, would not have the potential to result in a significant adverse impact on the environment and issued a Negative Declaration on April 9, 2018. Subsequent to the issuance of the April 9 Negative Declaration, Lot 8 on Block 2432 was removed from the special permit (but remained part of the Directly Affected Area because of its continued inclusion in the designated MIH area) and a Revised EAS reflecting this change was issued on August 31, 2018 (the "August 31 EAS"). A Revised Negative Declaration was issued on September 5, 2018. The Proposed Actions were approved by the CPC on September 5, 2018 (see CPC Reports C 180265 ZMQ, N 180266 ZRQ, and C 180267 ZSQ).

The development contemplated in the August 31 EAS comprised approximately 456,330 gsf of mixed-income residential area (561 dwelling units), of which approximately 30 percent (169 dwelling units), would be allocated as permanently affordable for households with incomes at an average of 80 percent of the Area Median Income (AMI); approximately 5,907 gsf of ground floor retail space; an approximately 6,971-square-foot (0.16-acre) publicly accessible landscaped pedestrian walkway; and approximately 33,106 gsf of at-grade accessory parking (shared by both

buildings with double stackers) that would be accessed by an existing curb cut on 69th Street (264 parking spaces).

During the Uniform Land Use Review Procedure (ULURP) process, in response to concerns raised by the Queens Borough President and the local councilmember, the Applicant revised the proposed project to include a school. No additional discretionary actions were required because the Proposed Actions approved by the CPC on September 5, 2018 allow for a school as-of-right in the R7X district.

During the ULURP process, the City Council proposed modifications that would reduce building heights. While the development footprint would remain the same, the West Tower was reduced from a 17-story (181.5-foot) building to a 15-story (161.5-foot) building and the East Tower was reduced from a 14-story (151.5-foot) building to a 12-story (140-foot) building. Additionally, the development would implement minor signal timing improvements at the intersections of Queens Boulevard and 69 Street and Queens Boulevard and 70 Street.[1] To facilitate such improvements, the DCP or the Applicant will inform the New York City Department of Transportation (DOT) in writing, six (6) months prior to completion and operation of the proposed project for the implementation of the proposed improvements. In response to the City Council proposed modifications, a supplementary assessment of the potential environmental effects of the inclusion of the school and reduced building heights was performed, and is detailed in Technical Memorandum 001.

As assessed in Technical Memorandum 001, the actions approved on September 5, 2018 would facilitate the development of two buildings collectively containing approximately 493,791 gross square-foot (gsf) of mixed residential, commercial, community facility, and parking. The development assessed in Technical Memorandum 001 would comprise approximately 354,791 gsf of mixed-income residential floor area (approximately 431 dwelling units), of which approximately 30 percent (129 dwelling units), would be allocated as permanently affordable for households with incomes averaging 80 percent of the Area Median Income (AMI); approximately 12,787 gsf of commercial retail space; an approximately 79,702 gsf community facility (school); and approximately 46,511 gsf (217 parking spaces) of accessory parking using double stackers.

On October 31, 2018 the City Council approved the development assessed in Technical Memorandum 001 (henceforth referred to as the "Approved Project"). The Applicant then sought approval of certain minor modifications to the Approved Project, approved by the City Planning Commission on September 5, 2018 and approved with modifications by the City Council on October 31, 2018. The requested minor modifications would (i) reinstate Block 2432, Lot 8, into the Development Site resulting in an increased lot area from approximately 71,696 square feet to 71,907 square feet and (ii) slightly alter the building footprints of the West and East Towers (resulting in an increase in lot coverage from 47.1 percent to 51.3 percent) so that all available floor area would be utilized.

The requested site plan minor modifications would facilitate the development of two buildings, collectively containing approximately 548,620 gsf of mixed residential, commercial, community facility, and parking (the "Modified Project"). The Modified Project would comprise approximately

[1] At the intersection of Queens Boulevard and 69 Street, minor signal timing improvements would be made during the weekday AM and weekday afternoon peak hours. At the intersection of Queens Boulevard and 70 Street, minor signal timing improvements would be made during the weekday AM peak hour.

405,848 gsf of mixed-income residential floor area (approximately 505 dwelling units), of which approximately 30 percent (152 dwelling units), would be allocated as permanently affordable for households with incomes averaging 80 percent of the AMI;[2] approximately 15,033 gsf of commercial retail space; an approximately 81,484 gsf community facility (school); and approximately 46,255 (238 parking spaces) of accessory parking using double stackers. The Modified Project was assessed in the Revised EAS dated November 27, 2019 and a revised negative declaration was issued.

Shortly after the publication of the Revised EAS dated November 27, 2019, new data was released by the NYC School Construction Authority (SCA) including Projected Public School Ratios (housing multipliers). The data is available on SCA's website: Capital Plan Reports & Data. Projected Public School Ratios for grades PreK-5 (Elementary Schools) and 6-8 (Middle Schools) were calculated at the Community School District (CSD) level. Projected Public School Ratios for grades 9-12 (High School) were calculated at the borough level. Since the newly released data indicates an increase in the number of pupils generated for all grade levels by new housing in the CSD 24, the community school district in which the Modified Project is situated, this Technical Memorandum presents an updated assessment using the new housing multiplier data in order to more conservatively and accurately estimate the number of pupils anticipated to be generated by the Modified Project. This assessment continues to include enrollment data from the 2017-2018 Academic Year and housing starts data from 2018, as neither updated data would affect the conclusions and updated housing starts are not yet available. The assessment conclusions presented in this Technical Memorandum, indicating that no significant adverse impacts related to public schools would result from the Modified Project, do not alter the conclusions of the Revised EAS dated November 27, 2019.

2) DESCRIPTION OF THE SURROUNDING AREA

As shown in Figure 1, the 400-foot radius surrounding the Directly Affected Area ("Study Area") is characterized by a mix of one- and two-family and multifamily walk-up residences to the north and southwest; commercial and industrial uses along Queens Boulevard and 47th Avenue to the southeast; and community facility uses to the south. Lots 23, 26, 34, and 37 on the northeast corner of Block 2432 are currently being developed with a nine-story residential building. A LIRR right-of-way runs adjacent to the Development Site on the southwestern corner of Block 2432 (Lot 1); Queens Boulevard runs east-west along the north side. The block to the southeast of the Development Site is occupied by Saint Mary's Church and includes the church, church rectory, a School for Language & Communication Development (an intermediate school), and SCO Family Services.

The predominant zoning classifications within the Study Area are residential zoning districts R4-1, R4, R5, and R7X. There is a C2-3 commercial overlay along Queens Boulevard and an M1-1 manufacturing zoning district to the south of the Development Site (Figure 2). The Development Site is served by New York City Transit (NYCT) bus lines that include the Q47 running north-south on 69th Street, the Q60 and X63 running east-west on Queens Boulevard, and the Q18 running three blocks west of the Development Site on 65th Place. The northbound Q47 and eastbound Q60 stop on the northwestern corner of the Development Site. In addition, the LIRR Woodside Station is approximately 0.7 miles to the northwest of the Development Site.

[2] For the purpose of this analysis, development contemplated in the With-Action Condition would include 20 percent of the residential floor area (101 dwelling units) as affordable for families with incomes at or below 80 percent AMI.

69-02 QUEENS BOULEVARD

FIGURE 1
LAND USE MAP



Map Reference: NYC Department of City Planning MapPLUTO, DOITT Shapefiles

Development Site
Study Area (400-foot radius)
Directly Affected Area

Land Use

- One & Two Family Residences
- Multifamily Walkup Residences
- Multifamily Elevator Residences
- Mixed Residential/ Commercial
- Commercial Uses
- Industrial/Manufacturing
- Transportation/Utility
- Public Facilities/Institutions
- Open Space
- Parking
- Vacant Land

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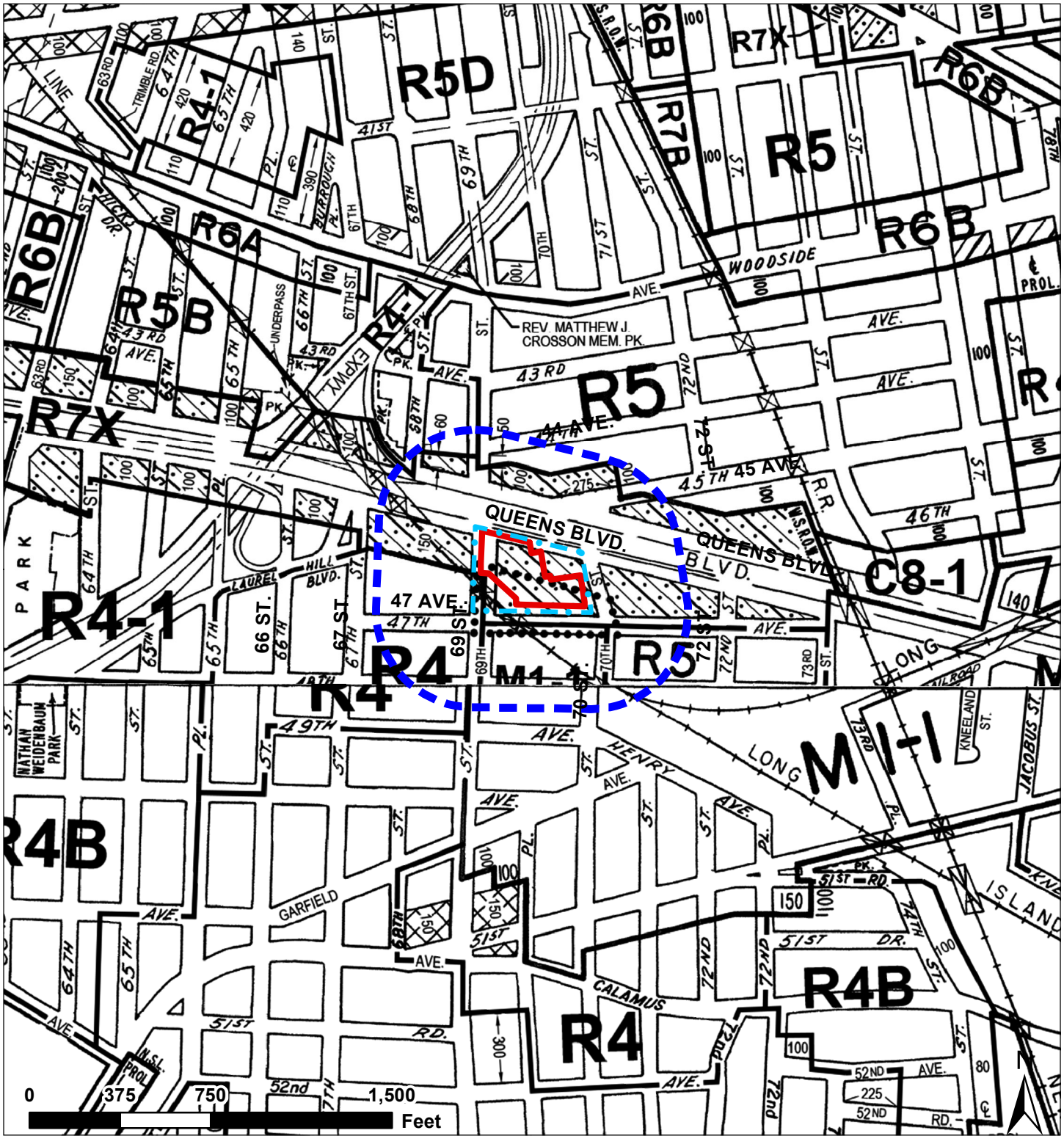
FIGURE 2

EXISTING ZONING MAP

69-02 QUEENS BOULEVARD



Map Reference: NYC Department of City Planning MapPLUTO, Zoning Boundary Shapefiles

Directly Affected Area
Study Area (400-foot radius)
Development Site
Commercial Overlay
Zoning District

WOODSIDE, QUEENS, NY

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3) DESCRIPTION OF THE DEVELOPMENT SITE

The Development Site is located at 69-02 Queens Boulevard and comprises Block 2432, Lots 8, 9, 21, 41, 44, and 50; these seven tax lots have a total area of approximately 71,907 square feet (sf) (Figure 3). The Development Site is bounded by Queens Boulevard to the north; 70th Street to the east; 47th Avenue to the south; elevated LIRR tracks to the southwest; and 69th Street to the west. Lots 8, 9 and 21 comprise the northwestern part of the site. Lots 41, 44, and 50 comprise the southeastern part of the site. As a result of the approval of the Proposed Actions on October 31, 2018, the entire Development Site is mapped with an R7X zoning district and a C2-3 commercial overlay and falls within a designated Mandatory Inclusionary Housing (MIH) area.

The northwestern part of the Development Site comprises Lots 8, 9 and 21. Lot 9 is currently vacant and was previously improved with a one-story building used as a gas station/car wash and an auto repair shop; Lots 8 and 21 are currently vacant. The southwestern part of the Development Site comprises Lots 41 and 50, which are currently vacant, and Lot 44, which is improved with a one-story warehouse building occupied by a floral decorating business.

4) MODIFIED PROJECT

The requested site plan minor modification would facilitate the construction of one 15-story (161.5-foot) mixed residential/commercial building and one 12-story (140-foot) residential building, totaling approximately 548,620 gsf (the "Modified Project"). The Modified Project would comprise approximately 405,848 gsf of mixed-income residential area (505 dwelling units), of which approximately 30 percent (152 dwelling units) would be permanently affordable for families with incomes averaging 80 percent AMI pursuant to Option 2 of the MIH program; approximately 15,033 sf of ground floor retail space; an approximately 81,484 gsf community facility (school); an approximately 7,293-square-foot (0.17-acre) publicly accessible landscaped pedestrian walkway; and approximately 46,255 gsf of accessory parking (238 parking spaces)[3] using double stackers accessed by an existing curb cut on 69th Street. Additionally, the Modified Project would implement the same minor signal timing improvements at the intersections of Queens Boulevard and 69 Street and Queens Boulevard and 70 Street as were described in Technical Memorandum 001.[4] To facilitate such improvements, the DCP or the Applicant will inform the New York City Department of Transportation (DOT) in writing, six (6) months prior to completion and operation of the proposed project for the implementation of the proposed improvements.

[3] 23 spaces for income restricted units at 15 percent of the total affordable units (152 units) (ZR §25-251 and §36-33); and 177 spaces for market-rate units at 50 percent of the total market-rate units (354 units) (ZR §36-33 and §25-23); and 38 spaces for commercial use at 1 per 400 sf of commercial floor area (ZR §36-21).

[4] At the intersection of Queens Boulevard and 69 Street, minor signal timing improvements would be made during the weekday AM and weekday afternoon peak hours. At the intersection of Queens Boulevard and 70 Street, minor signal timing improvements would be made during the weekday AM peak hour.

The 15-story (161.5-foot) mixed residential/commercial building would front Queens Boulevard ("West Tower") and would include the following:

- Approximately 243,520 gsf of residential area (314 dwelling units) on floors 2 through 15. Approximately 94 dwelling units would be permanently affordable for families with incomes averaging 80 percent AMI; and[5]

- Approximately 15,033 gsf of retail space fronting Queens Boulevard.

The 12-story (140-foot) mixed residential/community facility building would front 47th Avenue ("East Tower") and would include the following:

- Approximately 162,326 gsf of residential use (191 dwelling units) on floors 1 through 12. Approximately 57 dwelling units would be permanently affordable for families with incomes averaging 80 percent AMI.[6]

- An approximately 81,484 gsf community facility (elementary/ intermediate school).

The Modified Project would be developed in a single phase. Construction would commence as soon as the requested site plans and building permits are granted. The Modified Project would be constructed over an approximately 22 month period by the end of 2021, and the residential and commercial portions would be anticipated to be operational by the end of 2021. However, as a result of the site selection period and fit out process for the proposed elementary/intermediate school, the build year for the purposes of this assessment would be 2025.

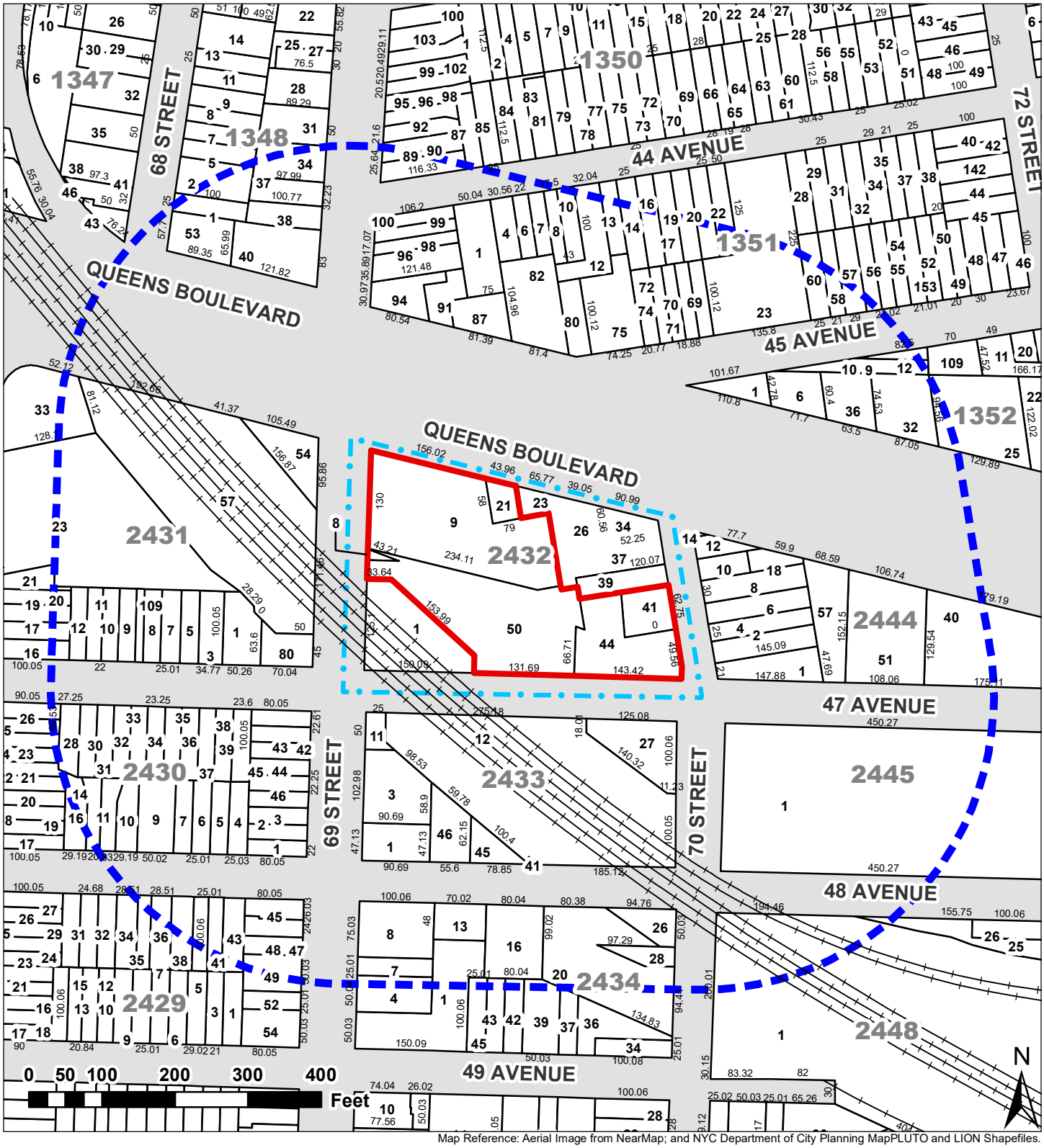
As stated in the August 31 EAS, in the No-Action Condition, Lots 9, 21, and 41 would be developed with a 12-story, approximately 311,596-gross-square-foot (gsf) mixed residential/commercial building. Development in the No-Action Condition would include (i) approximately 5,460 sf of commercial space on the ground floor fronting Queens Boulevard; (ii) approximately 226,840 gsf of residential space (289 dwelling units, of which 58 units would be affordable); and (iii) approximately 79,296 gsf of at-grade and below-grade parking (124 spaces). The No-Action Condition would also include the existing two-story, approximately 10,943-gsf community center and surface parking (25 spaces) on Lot 50. A portion of the existing one-story commercial warehouse on Lot 44 would be demolished to accommodate the development in the No-Action Condition; the remaining portion of the existing warehouse would continue to operate as a warehouse facility.

[5] For purposes of this environmental review, the Modified Project contemplates that 20 percent of the residential floor area in the West Tower (63 dwelling units) would be allocated as affordable for families with incomes at or below 80 percent AMI.

[6] For purposes of this environmental review, the Modified Project contemplates that 20 percent of the residential floor area in the East Tower (38 dwelling units) would be allocated as affordable for families with incomes at or below 80 percent AMI.

69-02 QUEENS BOULEVARD

FIGURE 3
TAX MAP



Map Reference: Aerial Image from NearMap; and NYC Department of City Planning MapPLUTO and LION Shapefiles.

Directly Affected Area | Development Site | 2432 Tax Block | 9 Tax Lot

WOODSIDE, QUEENS, NY

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Proposed Minor Modifications

The Modified Project would not result in a building footprint that exceeds or differs substantially from what was assessed in the August 31 EAS or Technical Memorandum 001. However, the Development Site would be expanded to include Block 2432 Lot 8. In contrast to the development contemplated in the August 31 EAS, the Modified Project would result in an increase of community facility floor area and a reduced residential component. The approximately 548,620 gsf mixed use Modified Project comprises approximately 405,848 gsf of residential floor area (505 dwelling units, of which, approximately 152 would be permanently affordable), 15,033 gsf of commercial floor area, an approximately 81,484 gsf community facility (school), and approximately 46,255 gsf of parking area (238 parking spaces).

As shown in Table 1, the Modified Project would result in a net *decrease* of approximately 50,482 gsf of residential area (56 total dwelling units, including 17 permanently affordable dwelling units), a net *increase* of approximately 9,126 gsf of commercial floor area, a net *increase* of approximately 81,484 gsf of community facility floor area (school), and a net *decrease* of approximately four (4) parking spaces.

Compared to the development in the No-Action Condition, as shown in Table 1A, the Modified Project would result in a net *increase* of approximately 179,008 gsf of residential area (216 total dwelling units, including 94 permanently affordable dwelling units), a net *increase* of approximately 873 gsf of commercial floor area, a net *increase* of approximately 70,541 gsf of community facility floor area (school), and a net *increase* of approximately 89 parking spaces.

Table 1: Difference between the development in the August 31 EAS and the Modified Project

Land Use	August 31 EAS (GSF)	Approved Project (GSF)	Modified Project (GSF)	Difference between *EAS and Modified Project*	Difference between *Approved Project and Modified Project*
Residential	456,330	354,791	405,848	**-50,482**	**+ 51,057**
Total Residential Units	561	431	505	**-56**	**+ 74**
Affordable Residential Units	*169*	*129*	*152*	***-17***	**+ 23**
Commercial	5,907	12,787	15,033	**+9,126**	**+ 2,246**
Community Facility	0	79,702	81,484	**+81,484**	**+ 1,782**
Accessory Parking	33,106 (242 spaces)	46,511 (217 spaces)	46,255 (238 spaces)	**+13,149 (-4 spaces)**	**-256 (+21 spaces)**
Building Height (feet)	West: 181.5 feet East: 151.5 feet	West: 161.5 feet East: 140 feet	West: 161.5 feet East: 140 feet	**West: -20 feet** **East: - 11.5 feet**	West: 0 feet East: 0 feet
TOTAL	**495,343**	**493,791**	**548,620**	**+53,277**	**+54,829**

Table 1A: Incremental difference between No-Action Condition and the Modified Project

Land Use	No-Action Condition	Modified Project (GSF)	No-Action Increment
Residential	226,840	405,848	**179,008**
Total Residential Units	289	505	**216**
Affordable Residential Units	*58*	*152*	***94***
Commercial	14,160	15,033	**873**
Community Facility	10,943	81,484	**+70,541**
Accessory Parking	94,296 (149 spaces)	46,255 (238 spaces)	**-48,041 (+89 spaces)**
Building Height (feet)	West: 125 feet	West: 161.5 feet East: 140 feet	**West: +36.5 feet** **East: +140 feet**
TOTAL	**346,239**	**548,620**	**+202,381**

5) ASSESSMENT OF PROPOSED MODIFICATIONS

The Modified Project would result in a *decrease* in the number of residential dwelling units (505) compared to the development contemplated in the August 31 EAS (561 dwelling units). The Modified Project would result in an *increase* in commercial and community facility floor area compared to the development contemplated in the August 31 EAS. Specifically, the Modified Project includes an increase of approximately 9,126 gsf of commercial floor area and an increase of approximately 81,484 gsf of community facility floor area (school). These additional commercial and community facility uses were not assessed in the August 31 EAS, but were assessed in Technical Memorandum 001.

Compared to the Approved Project, the Modified project would result in an *increase* of approximately 74 dwelling units, an *increase* of 2,246 gsf of commercial space, and an *increase* of 1,782 gsf of community facility area. The Modified Project would also result in an *increase* of approximately 21 parking spaces compared to the Approved Project. However, the building heights of the Modified Project would remain the same as the Approved Project.

A. COMMUNITY FACILITIES AND SERVICES

Public Schools

While the Modified Project would result in fewer dwelling units than what was assessed in the August 31 EAS, because the build year has been extended to 2025, a revised community facilities assessment is warranted.

Elementary and Intermediate Schools

As disclosed in the August 31 EAS, in the With-Action Condition, elementary schools within Sub-district 2 of Community School District (CSD) 24 (the "School Study Area") would operate with a deficit of approximately 793 seats. The increase in the elementary school utilization rate from the future No-Action to the future With-Action condition would be approximately 1.65 percent. Intermediate schools within Sub-district 2 of CSD 24 would operate with a deficit of approximately 1,793 seats. The increase in the intermediate school utilization rate between the No-Action and With-Action Condition would be approximately 0.67 percent.

The August 31 EAS concluded that development in the With-Action Condition would result in a combined[7] elementary and intermediate school utilization rate (the "collective utilization rate") of approximately 127 percent. Compared to the No-Action Condition, the development in the With-Action Condition would result in an increased elementary school utilization rate of approximately 1.65 percent, and an increased intermediate school utilization rate of approximately 0.67 percent. Although elementary and intermediate schools within the School Study Area would continue to operate at a deficit (i.e., above their designed capacity) the increase in the collective utilization rates

[7] The average of the utilization rates of elementary and intermediate schools.

would be less than the threshold set forth by the *CEQR Technical Manual* (five (5) percent) representing the potential to result in an adverse environmental impact.

The distinction between the development contemplated in the August 31 EAS and the Modified Project is the inclusion of an approximately 81,484 sf community facility (school). The approximately 81,484 sf community facility (school) would be developed as a School Construction Authority (SCA) school with approximately 476 seats for kindergarten through fifth grade students (Appendix B). While the area of the community facility (school) contemplated in the Approved Project was slightly smaller, in both the Modified and Approved Project, the school would contain approximately 476 seats for kindergarten through fifth grade students. While the development contemplated in Technical Memorandum 003 is the same as the development contemplated in Technical Memorandum 002, the number of students generated by the development in the With-Action Condition has increased because the School Construction Authority (SCA) has published new multipliers for conducting the public schools assessment.

According to the *CEQR Technical Manual,* only public schools operated by the DOE are included in the analysis, while private, parochial, and charter schools within the School Study Area are excluded. As a result, for the purposes of this assessment, only the proposed SCA school will be analyzed.

Existing Conditions

New York City elementary schools (P.S.) serve pre-kindergarten (Pre-K) or kindergarten through grade 5; intermediate schools (I.S.) serve grades 6 through 8; elementary/intermediate schools (P.S./I.S.) serve Pre-K or kindergarten through grade 8; and intermediate/high schools (I.S./H.S.) serve grades 6 through 12. In addition to these four categories, there are temporary buildings, transportable classroom units (TCUs), mini-schools, and annexes; however, because these are not permanent, based on *CEQR Technical Manual* guidance, their capacity is excluded.

The seven elementary schools within the School Study Area have an existing utilization rate of approximately 119 percent, with a deficit of approximately 812 seats. The seven intermediate schools within the School Study Area have an existing utilization rate of approximately 106 percent, with a deficit of approximately 316 seats.

No-Action Condition

As shown in Table 2, elementary schools in the School Study Area would operate beyond capacity, while intermediate schools in the School Study Area would operate within capacity in the 2025 No-Action Condition. Elementary schools would have a deficit of approximately 992 seats (123 percent utilization), and intermediate schools would have a surplus of approximately 869 seats (86 percent utilization). Based on this information, schools in the No-Action Condition would have a collective utilization rate of approximately 101 percent.

Table 2: 2025 Estimated No-Action Public Elementary and Intermediate School: Enrollment, Capacity, and Utilization in the School Study Area

Projected 2025 Enrollment[1]	No-Action Residential Development Students [2]	No-Action Condition Students	Total No-Action Enrollment	Capacity	Available Seats	Utilization (%)
Elementary Schools						
4,783	332	110	5,225	4,233	-992	123%
Intermediate Schools						
5,375	114	38	5,527	6,396	869	86%

Notes:
[1] Primary and intermediate school enrollment and projections determined using the CEQR App.
[2] Projected number of students generated from new housing in Queens CSD 24 determined using multipliers provided by the SCA.

With-Action Condition

The Modified Project would introduce approximately 505 residential dwelling units to the Study Area. Based on public school student multipliers provided by the SCA, the Modified Project would generate an additional 82 elementary school students and 28 intermediate school students compared to the development in the No-Action Condition by the 2025 build year. The Modified Project would provide approximately 476 seats for kindergarten through fifth grade students.

As shown in Table 3, elementary schools in the School Study Area would operate beyond capacity, while intermediate schools in the School Study Area would operate within capacity in the 2025 Modified Project Condition. Elementary schools would have a deficit of approximately 598 seats (113 percent utilization), and intermediate schools would have a surplus of approximately 841 seats (87 percent utilization). Based on this information, schools in the Modified Project Condition would have a collective utilization rate of approximately 98 percent.

Table 3: 2025 Estimated Modified Project Public Elementary and Intermediate School: Enrollment, Capacity, and Utilization in the School Study Area

Projected 2025 Enrollment[1]	No-Action Residential Development Students [1]	With-Action Condition Students	Total With-Action Enrollment	Projected Capacity	Available Seats	Utilization (%) with Project	Change in Utilization (%) from No-Action
Elementary Schools							
4,984	332	192	5,307	4,709	-598	113%	-10.73%
Intermediate Schools							
5,463	114	66	5,555	6,396	841	87%	0.44%

Notes:
[1] Primary and intermediate school enrollment and projections determined using the CEQR App.
[2] Projected number of students generated from new housing in Queens CSD 24 determined using multipliers provided by the SCA.

Due to the addition of a school in the Modified Project, the elementary school utilization rate would *decrease* by approximately 10.73 percent and the intermediate school utilization rate would *increase* by approximately 0.44 percent, compared to the No-Action Condition. Neither the project analyzed in the August 31 EAS, the Approved Project analyzed in Technical Memorandum 001, nor the Modified Project (as analyzed in Technical Memorandum 002) resulted in a significant adverse impact on schools.

Conclusion

Based on the assessment above, the Modified Project would result in a collective utilization rate of approximately 98 percent. The decrease in the collective utilization rate is comprised of a -10.73 percent decrease in primary school utilization and a 0.44 percent increase in intermediate school utilization. Although elementary schools within the School Study Area would continue to operate beyond their designed capacity, the Modified Project would alleviate capacity restraints. Intermediate schools in the School Study Area would operate with a surplus of approximately 841 seats in the Modified Project Condition.

Based on this information, the Modified Project is not anticipated to result in any adverse environmental effects to community facilities and services, therefore no further analysis is warranted, and the conclusions of the August 31 EAS and/or Technical Memorandum 001 would not change.[8]

Child Care Centers

The Modified Project would result in a decrease of approximately 17 low- to moderate-income units beyond what was assessed in the August 31 EAS. Based on this information, the number of project-generated children under the age of six who would be eligible for publicly funded child care programs would not increase beyond what was assessed in the August 31 EAS. Therefore, the Modified Project would not result in any new adverse environmental effects to publicly funded child care programs, and the conclusions of the August 31 EAS and/or Technical Memorandum 001 would not change.

Libraries

As concluded in the August 31 EAS, the development contemplated in the August 31 EAS would not result in a five percent or more increase in the ratio of residential units to library branches – the CEQR threshold for determining impacts to library services. The Modified Project would result in the development of approximately 56 fewer residential dwelling units than the development contemplated in the August 31 EAS. Therefore, the Modified Project would generate fewer residents than the project contemplated in the August 31 EAS, and thus, would not meet the threshold for library analysis.

Based on this information, the Modified Project would not result in any adverse environmental effects to libraries, and the conclusions of the August 31 EAS and/or Technical Memorandum 001 would not change.

[8] The development contemplated in the August 31 EAS would not have been anticipated to result in adverse environmental effects to community facilities and services.

Health Care Facilities

The Modified Project would not result in the development of a sizeable neighborhood where none existed before; thus, the Modified Project does not meet the threshold for analysis of health care facilities. Therefore, the Modified Project would not result in any new adverse environmental effects to health care facilities, and the conclusions of the August 31 EAS and/or Technical Memorandum 001 would not change.

Police Services

The Modified Project would neither result in direct effects on the physical operations of, or access to and from, any New York Police Department (NYPD) precinct house, nor result in a sizeable new neighborhood where none existed before. An assessment of the Modified Project as it relates to police services is not required. The Modified Project would not result in any new adverse environmental effects to police services; therefore, the conclusions of the August 31 EAS and/or Technical Memorandum 001 would not change.

Fire Protection

The Modified Project would neither result in direct effects on the physical operations of, or access to and from, any Fire Department of the City of New York (FDNY) facility, nor result in a sizeable new neighborhood where none existed before; therefore, a detailed assessment of fire protection services is not required. The Modified Project would not result in any new adverse environmental effects to fire protection services, and the conclusions of the August 31 EAS and/or Technical Memorandum 001 would not change.

6) CONCLUSION

Shortly after the publication of the Revised EAS dated November 27, 2019, new data was released by the NYC School Construction Authority (SCA) including Projected Public School Ratios (housing multipliers). Since the newly released data indicated an increase in the number of pupils generated for all grade levels by new housing in the CSD 24, the community school district in which the Modified Project is situated, the purpose of this Technical Memorandum is to provide an updated assessment using the new housing multiplier data in order to more conservatively and accurately estimate the number of pupils anticipated to be generated by the Modified Project.. As determined by the assessment of Community Facilities, no significant adverse impacts related to public schools would result from the Modified Project, and the results of the assessment do not alter the conclusions of the Revised EAS dated November 27, 2019.

Accordingly, as demonstrated herein, the Modified Project would not result in any new environmental effects that had not been previously disclosed in the August 31 EAS, Technical Memorandum 001, and/or Technical Memorandum 002.