From: Tim Sohn
To: 8th Street Block Association
Re: Empty Lot / Pre-K Update
Date: 6/21/18

Hi Neighbors,

Since I won't be able to attend tonight's meeting, I wanted to pass along a quick summary of where things stand with regard to progress by the NYC Dept. of Education's School Construction Authority (SCA) on the proposed Pre-K (K710) on the empty lot running between 8th and 9th Streets (Block 1003, Lot 11; referred to as 168 8th Street in all SCA paperwork).

Overall, SCA representatives have not been all that forthcoming with information, though they have been pretty responsive when asked to clean up trash dumped along their fence, and they have taken note of our prior input and letters. (Also, I did bring **the rat issue** to their attention and am awaiting a response from their construction management team.)

This is the SCA's response this week to my most recent inquiry:

> *"We are in the pre-design phase so we don't yet have any design details to share. Our opening date for the school is September 2021. In general design takes about a year and construction about 2 years – this could be slightly shorter for a small building like a pre-K center. Working backward from the 2021 opening, we still have a bit of time before we will be starting construction, I can estimate sometime later in 2019. As soon as we choose a design firm and start design, timelines will be set more specifically and we'll be able to give you that information."*

The paperwork they sent following my Freedom of Information Law request contained hundreds of pages of studies going back years, but here are a few major takeaways:

1) **DESIGN**: As noted above, they are still in the pre-design phase, so nothing is set, but preliminary plans called for a 3-story structure, 26,640 gross square feet, 36 feet in height, with entrance on 9th St side, housing 180 pre-k seats in ten classrooms with approx. 28 full time staff, along with an exercise room, kitchen facilities, and playground on north (8th St) side of school building, with 8 foot side yards on both sides. (See attached site plan.)

2) **ENVIRONMENTAL ASSESSMENT**: At this stage, the SCA has concluded all environmental and other studies (land use, historic, water and sewer, sanitation, transportation, air quality, noise, public health, etc) and deemed that "the proposed action … will not have a significant effect on the quality of

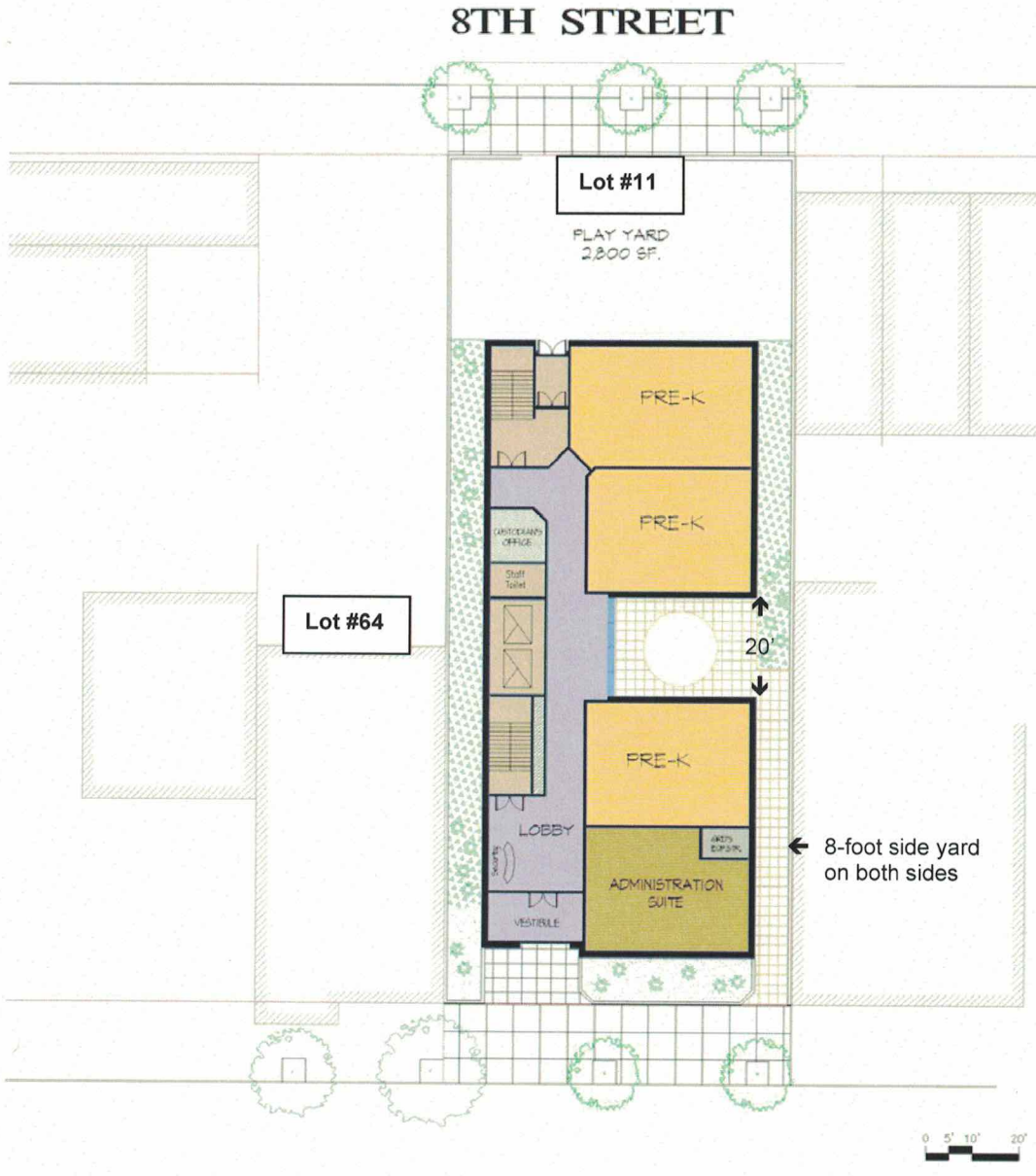
the environment," and therefore a full Environmental Impact Statement will not be required. (Executive Summary from November 2016 attached.)

3) **ARCHAEOLOGICAL ASSESSMENT**: The Phase 2 dig completed in 2017 found a number of historical objects/artifacts, including various brick foundation walls, bluestone floor, a stone well, a stone privy, and a brick cistern filled with animal bones and other artifacts like ceramics and bottles. But the Battle of Brooklyn cemetery we've all heard so much about must be located elsewhere. "No evidence of human remains or grave shafts was observed anywhere within the Phase 2 work area. It is therefore exceedingly unlikely that intact 18th century archaeological sites or human remains are located on the project site." As such, they ruled that no further study is needed and excavation for remediation or construction can proceed.

(A note on the environmental assessment: parts of it may be worth looking into further, in particular the **transportation studies**, which use a screening assessment developed by the DOT to determine whether a detailed transportation analysis of traffic, parking, congestion, etc, is warranted. The threshold for triggering such a study is "50 peak hour vehicle trips," and their preliminary study conveniently calculated that the school would add only 47 peak hour trips, and therefore no full study was needed. The assumptions used in generating that estimate look low.)

Current site work is limited to the soil monitoring wells which were installed in April/May as part of a remediation plan under the state's Brownfield Cleanup Program. I'm waiting for an answer on timeline for the rest of that work. (Brownfield details attached.)

Thanks,
Tim (174)



Site Plan
Figure 1-2

168 8th Street Pre-K Center, Brooklyn, New York

Environmental Assessment Form and Supplemental Studies

Lead Agency:
New York City School Construction Authority

Lead Agency Contact:
Kenrick Ou
Director, Real Estate Services

Preparer:
AKRF, Inc.

November 2016

A. INTRODUCTION

The New York City School Construction Authority (SCA) proposes the site selection, acceptance of construction funding, and construction of a new Pre-Kindergarten (Pre-K) Center (K710) with the capacity of approximately 180 seats, in the Gowanus section of Brooklyn. The proposed school would serve Community School District (CSD) 15 and would accommodate children in pre-Kindergarten. The project site is an approximately 13,500-square-foot (sf), rectangle-shaped site located at 168 8th Street. The site is composed of Block 1003, Lot 11. The entire project site is currently an undeveloped and paved lot with secured chain-link fencing.

Although design plans for the new building have not been finalized, it is expected that the proposed school building would contain approximately 24,640 gross square feet (gsf) and would be a rectangle-shaped, three-story building, approximately 36 feet in height. It is anticipated that the student drop off/pick up location and the main entrance to the school would be along 9th Street. An at-grade playground area would be located on the northern portion of the site along 8th Street.

The site is located in a predominantly residential area zoned R6-B, where schools are permitted as-of-right. Funding for design and construction of this project would be provided in the New York City Department of Education's (DOE) Capital Plan for Fiscal Years 2015 to 2019.

For the purpose of this environmental review, it is assumed that construction of the proposed project would begin in 2017 and the student occupancy would begin in September 2019. Accordingly, 2019 has been selected as the Build Year for which the environmental assessment areas have been analyzed. It is assumed that if the proposed project does not proceed, the project site would remain in its current undeveloped state (the "No Action" scenario).

B. PROBABLE IMPACTS OF THE PROPOSED PROJECT

LAND USE

With the proposed project, a new pre-kindergarten center would be constructed. The proposed building would have 3 stories and would be approximately 36 feet in height. It is anticipated that the student drop off/pick up location and the main entrance to the school would be along 9th Street. The playground area would be located to the north of the school building along 8th Street. The proposed project would be compatible with land uses in the study area, which are predominantly residential. The proposed project would improve land use conditions in the study area by replacing an undeveloped site with a new school facility. The proposed project would be generally consistent with the height of other structures in the study area and would be compatible with the surrounding uses. Therefore, the proposed project is not expected to have a significant adverse impact on land use.

ZONING AND PUBLIC POLICY

The proposed project is located within an R6-B residential zoning district, in which schools are allowed as-of-right. While the design of the school is not yet final, preliminary plans show that the project would result in compliance with local zoning. Therefore, the proposed project would have no significant adverse impact on zoning in the study area.

COMMUNITY CHARACTER

The proposed project would replace an undeveloped site with a new primary school facility that would be compatible with surrounding buildings and land uses. The increase in traffic volumes expected to result from the proposed project is not expected to result in any significant adverse impacts to community character.

COMMUNITY FACILITIES

Police and fire services would be adjusted as deemed necessary by NYPD and FDNY, and no significant adverse impacts to police or fire services are expected to result from the proposed project.

HISTORIC AND CULTURAL RESOURCES

ARCHAEOLOGICAL RESOURCES

A Phase 1A was performed for the proposed project, and it concluded that the project site is archaeologically sensitive for historic period archaeological resources, possibly including human remains. Therefore, additional archaeological testing in the form of a Phase 1B Archaeological Investigation was recommended. The Phase 1B investigation would be conducted to confirm the presence or absence of archaeological resources on the project site. With the completion of the Phase 1B investigation and any subsequent archaeological investigations as necessary (e.g., a Phase 2 Archaeological Survey or a Phase 3 Data Recovery) that would be undertaken in consultation with OPRHP, the proposed project would not result in significant adverse impacts to archaeological resources.

ARCHITECTURAL RESOURCES

With the proposed project, the project site would be developed with a new free-standing building that would occupy the through-block site. Since there are no architectural resources on the project site, the proposed new building would not result in any significant adverse impacts to architectural resources. In terms of the study area, no architectural resources in the study area would be demolished or altered as a result of the proposed project. In a comment letter dated July 12, 2016, OPRHP determined that the proposed project would "have no adverse impact on above-ground historical resources listed in or eligible for the New York State and National Registers of Historic Places". OPRHP also determined that "there are no eligible or listed buildings within 90 feet of the Area of Potential Effect" (see **Appendix A**).

The proposed project's potential to result in indirect, or contextual impacts, was also evaluated. Indirect impacts could result from blocking significant public views of a resource; isolating a resource from its setting or relationship to the streetscape; altering the setting of a resource; introducing incompatible visual, audible, or atmospheric elements to a resource's setting; or introducing shadows over a historic landscape or an architectural resource with sun-sensitive

features that contribute to that resource's significance, such as a church with notable stained glass windows.

The redevelopment of the project site would not be expected to result in any significant adverse impacts to architectural resources in the study area. The proposed three-story school building would be consistent with the height of other existing study area buildings, most of which are one to four stories. The new building would also be faced in masonry and would be set back from the street on both 8th and 9th Streets by small yard areas, which is consistent with other nearby buildings. Although a portion of the 4th Avenue Subway Station's elevated rail line extends through the study area approximately 225 feet south of the project site, it is located beyond intervening buildings, substantially limiting its visibility from the project site. The small portion of the Gowanus Canal Historic District is located more distant from the project site, at approximately 350 feet to the northwest, beyond intervening buildings. Therefore, the proposed project would not adversely affect the setting or historic character of either of these two historic resources.

The potential architectural resource on the north side of 8th Street would not be adversely affected by the proposed project as the new school building would be consistent with the height, cladding materials, and massing of this potential architectural resource. The potential architectural resource at 252 10th Street is located approximately 390 feet south of the project site, beyond the elevated rail line, and has no visual relationship with the project site. As such, the proposed building would not screen or eliminate any publicly accessible views to any known or potential architectural resources in the study area. Therefore, the proposed project would not result in any adverse physical or contextual effects on architectural resources in the study area.

Overall, the proposed project is not expected to adversely affect archaeological or architectural resources.

TRANSPORTATION

TRAFFIC

It was determined that the proposed project's incremental vehicle trips would not exceed the *CEQR Technical Manual* analysis threshold of 50 peak hour vehicle trips. Therefore, a detailed traffic analysis is not warranted and the proposed project is not expected to result in any significant adverse traffic impacts.

TRANSIT

It was determined that the proposed project's incremental subway trips would not exceed the *CEQR Technical Manual* analysis threshold of 200 or more peak hour subway trips per station. Therefore, a detailed analysis of subway facilities is not warranted and the proposed project is not expected to result in any significant adverse subway impacts.

In addition, incremental bus trips would be fewer than 50 peak hour bus riders on a bus route in a single direction. Therefore, based on *CEQR Technical Manual* guidelines a detailed analysis of buses is not warranted and the proposed project is not expected to result in any significant adverse bus line-haul impacts.

PEDESTRIANS

Based on a detailed assignment of project-generated pedestrian trips, one sidewalk and one corner were identified as warranting detailed analysis for the weekday AM and PM school-related peak hours. Analyses performed for these pedestrian elements showed that the proposed project would not result in any significant adverse pedestrian impacts.

PARKING

The *CEQR Technical Manual* states that if a quantified traffic analysis is not required, it is likely that a parking assessment is also not warranted. As discussed above, a detailed quantitative traffic study is not warranted and the proposed project is not expected to result in any significant adverse traffic impacts. Therefore, an on- and off-street parking analysis is not required and the proposed project is similarly not expected to result in any significant adverse parking impacts.

VEHICULAR AND PEDESTRIAN SAFETY

Crash data for the study area intersections were obtained from the New York State Department of Transportation (NYSDOT) for the time period between January 1, 2013 and December 31, 2015. During this period, a total of 260 reportable and non-reportable accidents, one fatality, 244 injuries, and 97 pedestrian/bicyclist-related crashes occurred at the study area intersections. A rolling total of crash data identifies three study area intersections, 3rd Avenue and 9th Street, 4th Avenue and 9th Street, and 5th Avenue and 9th Street, as high accident locations in the 2013 to 2015 period. The implementation of additional safety measures, such as the installation of countdown timers on crosswalks, posting signs warning drivers to yield to pedestrians in crosswalks, and restriping faded crosswalks can be implemented to improve pedestrian safety at these intersections.

AIR QUALITY

To assess air quality impacts associated with emissions from the natural gas-fired heating and hot water systems, a stationary source analysis was conducted to evaluate the potential effect of these emission sources on air quality. The proposed project would be located within 400 feet of an area zoned for manufacturing uses. Therefore, the potential effects of stationary source emissions from existing nearby industrial facilities on the proposed project building were assessed.

There would be no potential significant adverse air quality impacts from emissions of nitrogen dioxide (NO_2) and particulate matter (PM) from the proposed project's heating and hot water systems. In addition, emissions from nearby industrial facilities would not result in impacts that would exceed the New York State Department of Environmental Conservation (NYSDEC) guideline concentrations for air toxic pollutants. Therefore, no significant adverse air quality impacts would occur as a result of the proposed project.

NOISE

AMBIENT NOISE

The main source of noise from the proposed school would be from the proposed playground, which is expected to be located in the north of the project site. The nearest sensitive receptor was identified as a 3-story residential building (i.e., Site 1, 174 8th Avenue) immediately east of the proposed playground, but with no windows/doors facing the playground. The second nearest

sensitive receptor was identified as a 4-story residential/commercial building (i.e., 162 8th Street) located approximately 75 feet west of the playground site with a direct line-of-sight.

Measured existing noise levels near these locations were in the low 60s dBA, and based on the noise analysis, would be expected to increase by 3.1 dBA when the school playground is being used. Noise level increases of this magnitude would be barely perceptible to readily noticeable, but would not exceed the 5 dBA impact criterion. In addition, the proposed design for the new building would include acoustically rated windows and central air conditioning (a means of alternate ventilation). The proposed building's façades, which would include these elements, would be designed to provide a composite Outdoor-Indoor Transmission Class (OITC) rating[1] and would ensure acceptable noise levels according to the CEQR criteria.

MECHANICAL SYSTEMS

The building mechanical system (i.e., heating, ventilation, and air conditioning systems) would be designed to meet all applicable noise regulations (i.e., Subchapter 5, §24-227 of the New York City Noise Control Code and the New York City Department of Buildings Code) and to avoid producing levels that would result in any significant increase in ambient noise levels.

SOIL AND GROUNDWATER CONDITIONS

Based on the nature and extent of detected concentrations of chlorinated solvent-related volatile organic compounds (VOCs) in soil vapor and groundwater, a formal agreement between the NYCSCA and NYSDEC may be needed. Collaborating with the NYSDEC will provide the mechanism needed for additional assistance into the possible investigation and/or remediation of the source of contamination. Depending on the terms of the agreement with the NYSDEC, through a Consent Order or Brownfield Cleanup Program, an investigation of down-gradient (off-site) groundwater impacts and a receptor survey (i.e., soil vapor intrusion investigation) may be required.

In addition, to prevent volatile organic compounds in soil vapor from entering the new school building in the future, a sub-slab depressurization system and soil vapor barrier should be incorporated into the building design. All material excavated during construction, should be properly characterized and disposed and a minimum of two feet of environmentally clean fill should be placed over existing soil in all landscaped areas. Any suspect asbestos-containing materials (ACM), lead-based paint (LBP), and polychlorinated biphenyl (PCB)-containing materials including buried structures, would be identified and properly managed during construction activities. If dewatering is necessary during development activities, treatment of dewatering effluent will be required prior to discharge to the municipal sewer. In addition, to minimize the potential for exposure of construction workers and the surrounding public, standard industry practices, including appropriate health and safety measures, would be utilized.

CONSTRUCTION IMPACTS

A breakdown of the anticipated construction program is shown below in **Table S-1.**

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[1] The OITC classification is defined by ASTM International (ASTM E1332) and provides a single-number rating that is used for designing a building façade including walls, doors, glazing, and combinations thereof. The OITC rating is designed to evaluate building elements by their ability to reduce the overall loudness of ground and air transportation noise.

Table S-1
On-Site Construction Activities

Construction Activity	Months of Construction
Mobilization, Clearing, Excavation and Foundation	6 Months
Superstructure and Exterior Work	8 Months
Interior Construction and Fit-out	9 Months
Exterior Finishing and Landscaping	3 Months
TOTAL	26 Months

Source: New York City School Construction Authority.

Construction would begin with the fencing and screening of the site, then excavation and grading. Soil would be excavated from the project site and removed by truck to a licensed landfill or recycling facility. If soil containing petroleum or other contaminated materials is discovered during excavation activities, it would be segregated and disposed of in accordance with all applicable Federal, State, and local regulations and guidelines. Additionally, all material that needs to be removed from the site would be disposed of in accordance with applicable requirements. Piles would be driven, as necessary, to support the building, and pile caps would be formed and concrete poured to build the foundations for the building.

Next, the project's structural frame and exterior façade would be erected. Construction of the exterior enclosure, or "shell" of the building would include construction of the building's framework (installation of beams and columns), floor decks, façade (exterior walls and cladding), and roof construction. In the final one to two years of construction, interior finishing would proceed, including electrical work, plumbing, wall and ceiling construction, painting, floorwork, and other finishing items along with the completion of the remaining exterior work, such as utility and façade work. During this time, most work would occur inside, and operation of heavy on-site equipment would be infrequent. As construction nears completion on the interior of the project, final site work would commence and would include construction of the outdoor courtyard and play areas and any landscaping.

The estimated average number of workers on site by phase would be: 40 workers for mobilization, clearing, excavation and foundation; 50 workers for superstructure and exterior work; 80 workers for interior construction and fit-out; and 30 workers for exterior finishing and landscaping.

Typical equipment used for site clearing, excavation, and foundation work would include excavators, bulldozers, backhoes, compaction equipment, tractors, jackhammers, and concrete pumping trucks. Trucks would deliver concrete and other building materials, and remove excavated material as well as demolition and construction debris. The construction equipment likely to be used during erection of the superstructure would include compressors, cranes, derricks, hoists, bending jigs, and welding machines. During façade and roof construction, hoists may continue to be used. Trucks would remain in use for material supply and construction waste removal. Interior and finishing work would employ a large number of construction workers, and a wide variety of fixtures and supplies would have to be delivered to the site. It is anticipated that trucks would access the site from both 8th and 9th Streets.

The majority of construction activities would take place Monday through Friday, although if necessary, the delivery or installation of certain equipment could occur on weekend days. Hours of construction are regulated by the New York City Department of Buildings (DOB) and apply in all areas of the City.

Much of the proposed project's construction staging would occur within the project site, thereby limiting any effects on surrounding roadways and pedestrian elements. However, certain construction activities may require the temporary closing, narrowing, or otherwise impeding of the surrounding streets and sidewalks.

The analysis concluded that the proposed project would not result in extensive construction-related effects with respect to any of the analysis areas of concern. Therefore, no significant adverse impacts are expected to occur as a result of construction. ✷

NEW YORK STATE OF OPPORTUNITY | Department of Environmental Conservation

Environmental Site Remediation Database Search Details

Site Record

Administrative Information

Site Name: 168 8th Street
Site Code: C224266
Program: Brownfield Cleanup Program
Classification: A
EPA ID Number:

Location

DEC Region: 2
Address: 168 8TH STREET
City: Brooklyn Zip: 11215
County: Kings
Latitude: 40.671533333
Longitude: -73.990147222
Site Type:
Estimated Size: 0.31 Acres

Site Owner(s) and Operator(s)

Current Owner Name: New York City School Construction Authority
Current Owner(s) Address: 30-30 Thomson Avenue
Long Island City,NY, 11101

Site Document Repository

Name: Brooklyn Public Library - Pacific Branch
Address: 25 4th Avenue
Brooklyn,NY 11217
Name: Brooklyn Public Library Central Library
Address: 10 Grand Army Plaza
Brooklyn,NY 11238
Name: Brooklyn Community Board 6
Address: 250 Baltic Street
Brooklyn,NY 11201

Site Description

Location and Site Features The Site is located in Gowanus, a mixed-use urban area of Brooklyn, New York, which includes residential, commercial, and manufacturing areas. The Site consists of one lot

(Block 1003, Lot 11) totaling approximately 13,500 square feet (sf) or 0.31 acre. The Site is a vacant concrete and gravel covered lot and is fenced. The northern portion of the Site is approximately one to two feet lower in elevation in comparison to the southern portion of the lot and a concrete ramp located on the east-central portion of the lot connects these two areas for vehicle access. The Site is bordered to the north by 8th Street followed by a two-story commercial building and three-story residential buildings; to the east by three- and four-story residential buildings; to the west by a one-story institutional building (American Legion Hall) with a parking lot followed by a one-story commercial building with a parking lot (Enterprise Rent-A-Car) and four-story residential buildings with one first-floor commercial tenant; and, to the south by 9th Street followed by a one story commercial building (Top Notch Auto Repair) and three-story residential buildings. Beyond the properties immediately adjacent to the Site, property uses are commercial, residential, institutional, and manufacturing. Current Zoning and Land Use According to the New York City Department of City Planning (NYCDCP) Zoning Map 16C, the Site is zoned for residential use (R6A for the southern portion of the Site and R6B for the northern portion of the Site). Residential districts permit community facilities such as schools. The Site has been vacant for approximately 25 years and there are no structures on the Site. Past Use of the Site Historic records indicate that the Site was first developed as farmland. A residential building, which was demolished in the late 1800s, was present on the southern portion of the Site. From the late 1800s to the early 1900s, the Site was occupied by an ink manufacturer (1888 to 1906), a storage facility (1906 to 1926) with a gauge manufacturer (circa 1917), a chemical laboratory (1926), and a machine works facility (1928 to 1934). In the mid- to late-1900s the Site was occupied by a garage and a gasoline station (from approximately 1926 to at least 1951), a plumbing supply/metal products manufacturer (1945 to 1965), and a textile factory (1976 to 1992). A fire occurred on the Site in the early 1990s and the lot has been vacant since approximately 1992. Site Geology and Hydrogeology The geology of Kings County consists of unconsolidated glacial deposits overlying crystalline bedrock. The subsurface geology for the Site property likely includes the following formations: Pleistocene upper glacial deposits, Gardiners Clay, Jameco Gravel, Cretaceous Raritan Formation consisting of sands and clays, and crystalline bedrock. Bedrock was not encountered in the soil borings or trench excavations advanced at the Site as the depth to crystalline bedrock for the area is estimated to be 200 feet below ground surface (bgs). Fill material consisting of brown sand, silts with fine gravel, coal, and brick fragments was encountered at the Site to a maximum depth of approximately 10 feet bgs. Deeper, native material consisting of sand, silt and clay was encountered to 20 feet bgs. Based on topography in the area and review of the USGS Hydraulic Conditions Map for Long Island, NY, 2013 (USGS Groundwater Conditions on Long Island, New York in 2013), it is expected that the predominant direction of groundwater flow is northwesterly; however, groundwater flow direction will be confirmed during implementation of the Remedial Investigation. Based on information gathered during the Phase II Environmental Site Investigation (ESI), the depth to groundwater at the Site ranges from approximately 13 to 19 feet bgs.

Contaminants of Concern (Including Materials Disposed)

Contaminant Name/Type
nickel
tetrachloroethene (PCE)
chromium
1,1-dichloroethene
mercury
cis-1,2-dichloroethene
trichloroethene (TCE)

Site Environmental Assessment

Between 2011 and 2013, TRC conducted a Phase 1 Environmental Site Assessment and Phase II Environmental Site Investigation (ESI). Additionally, since the Site has been identified by local community groups as a potential burial ground for Revolutionary War soldiers, an archaeological investigation was completed by AKRF Engineering, P.C. in June 2017. The results from the investigations include the following: SOIL - Three metals (chromium, mercury, and nickel) were detected in shallow soil (1 to 4 feet bgs) at concentrations above the Restricted-Residential Use Soil Cleanup Objectives (RRSCOs). Trichloroethene (TCE) was detected in one shallow soil sample with the concentration of 8.44 ppm from 3.5 to 4 feet bgs above the Protection of Groundwater SCO of 0.47 ppm. TCE was lower than RRSCO value of 21 ppm. GROUNDWATER - Cis-1,2-dichloroethene (cis-1,2-DCE) was detected above the NYSDEC Class GA Value in two locations at a maximum concentration of 18 ug/L and TCE was detected above the Class GA Value in three locations at a maximum concentration of 99 ug/L. Three metals (magnesium, manganese and sodium) were detected in filtered groundwater concentration exceeding Class GA values. SOIL VAPOR - Chlorinated solvent-related VOCs were detected at elevated concentrations in soil vapor samples. A comparison of maximum concentrations of exceedances for TCE (16,000 ug/m3), cis,1-2-DCE (110 ug/m3), and PCE (940 ug/m3) respectively with the NYSDOH Vapor Intrusion Matrices indicates the recommended action would be mitigation for further development purposes for indoor air and sub-slab conditions. Several petroleum-related VOCs were detected at elevated concentrations in soil vapor samples. Additional Environmental Conditions - The Site is listed in the NYSDEC PBS tank database (PBS Registration No. 2-612781) for three gasoline underground storage tanks (USTs) encountered during the archaeological investigation. As part of the remedial action for the Site, the USTs will be closed and removed in accordance with NYSDEC regulations and guidance. An at-risk IRM was completed in November 2017 (prior to application to the BCP) in the northern portion of the site to remove potential source material. Activities of the IRM included removal of drainage features and piping, excavation, and sampling.

Site Health Assessment

People who enter the site could contact contaminants in the soil by walking on the soil, digging or otherwise disturbing the soil. Contaminated groundwater at the site is not used for drinking or other purposes and the site is served by a public water supply that obtains water from a different source not

affected by this contamination. Volatile organic compounds in the soil vapor may move into overlying buildings and affect the indoor air quality. This process, which is similar to the movement of radon gas from the subsurface into the indoor air of buildings, is referred to as soil vapor intrusion. Because the site is vacant, inhalation of site contaminants in indoor air due to soil vapor intrusion does not represent a concern for the site in its current condition. Additional investigation is needed to evaluate the potential for soil vapor intrusion off-site.

For more Information: E-mail Us

Refine This Search