PUBLIC SAFETY ANSWERING CENTER II

FINAL ENVIRONMENTAL IMPACT STATEMENT

CEQR NO.: 07NYP004X
ULURP NO.: 080197MMX AND 090070PCX

CEQR LEAD AGENCY:
NEW YORK CITY POLICE DEPARTMENT (NYPD)

January 23, 2009

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CEQR No.: 0NYP004X
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Project Location: Bronx, New York

Lead Agency: The New York City Police Department

Lead Agency Contact:
Inspector Anthony Tria, Commanding Officer
New York City Police Department- Capital Construction
620 Circle Drive
Fort Totten, NY 11359

Prepared by: Philip Habib & Associates

With
Sandstone Environmental Associates
Urbahn
Skidmore, Owings, and Merrill
Fire Department of New York City
New York City Department of Design & Construction
New York City Department of Information Technology & Telecommunications
New York City Department of Citywide Administrative Services

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FOREWORD[1]

This document is the Final Environmental Impact Statement (FEIS) for the Public Safety Answering Center II (PSAC II) project. The Draft Environmental Impact Statement (DEIS) for the PSAC II project was accepted as complete by the New York City Police Department (NYPD), as lead agency under City Environmental Quality Review (CEQR), and issued for public review and comment on August 18, 2008. Public notice of completion of the DEIS was distributed, and a public notice addressing the hearing on the DEIS was published in the New York State Department of Environmental Conservation Environmental News Bulletin (ENB) and was also placed in a local newspaper, the New York Post, on December 1, 2008. A public hearing on the DEIS was held on December 17, 2007 by the New York City Planning Commission (CPC) in conjunction with the Uniform Land Use Review Procedure (ULURP) 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 December 31, 2008.

This FEIS reflects changes to the proposed project since publication of the DEIS, revisions made to impact studies, and all substantive comments made during the public review period of the DEIS. Notable changes subsequent to publishing the DEIS include the following:

- Chapter 19, "Alternatives" was modified to include a 911 Call and Dispatch Center Alternative, which was developed in response to the current budget pressures faced by New York City and to comments received during the public review process. This alternative examines a reduced program for the public facility in which PSAC II would function only as a 911 Call and Dispatch Center, similar to the existing PSAC I in Downtown Brooklyn. The command center operations for the FDNY and NYPD, which are part of the Proposed Action, would not be relocated to the proposed development site. This alternative examines a reduced development program for PSAC II that would include a lower building height and less building gross square footage from the Proposed Action.

- Revisions to background projects. Where appropriate, impact studies were updated to account for changes to the development program for the Towers at the Hutchinson Metro Center (HMC), as well as to account for other No-Build development projects.

- Revisions to the transportation studies. The traffic studies have been modified to account for revisions to capacity calculations at a number of intersections, as well as revisions to proposed mitigation measures. Background traffic volumes were adjusted for changes in projected No-Build development.

- Chapter 18, "Mitigation" was updated to reflect additional discussions conducted between the DEIS and FEIS with the New York City Department of Transportation (NYCDOT) with respect to potential mitigation measures. Chapter 18 and Chapter 22, "Unavoidable Adverse Impacts" were revised to note that traffic impacts would remain unmitigated if the NYPD does not place traffic enforcement agents at intersections during the temporary Consolidated Operations of PSAC II.

[1] This foreword is new to the FEIS.

- Chapter 16, “Construction” was revised to include a detailed traffic study analysis.

In addition to these changes, the FEIS identifies the comments received during the public review period and provides responses in a new chapter, Chapter 23, “Comments and Responses.” A new appendix has also been added to the FEIS, Appendix B, “Written Comments.” Where appropriate, the text of other chapters of this FEIS was revised in response to comments, revisions in the analyses, or changes in the project. Unless otherwise indicated by a footnote, and this Foreword, all revisions changes to the text are indicated by double underlining.

PUBLIC SAFETY ANSWERING CENTER II
EXECUTIVE SUMMARY

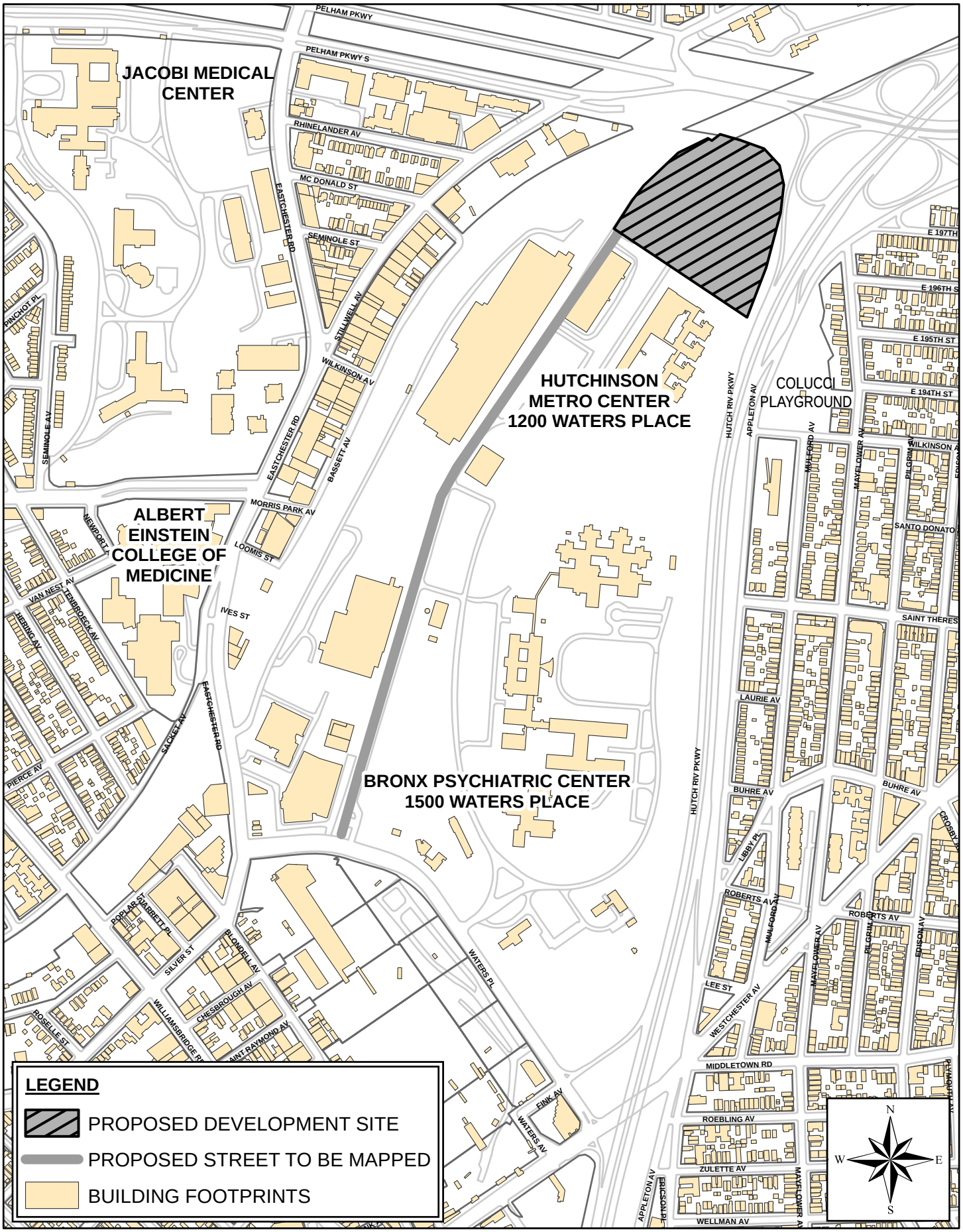
A. INTRODUCTION

The New York City Police Department (NYPD), Fire Department of New York City (FDNY), New York City Department of Information Technology and Telecommunications (NYCDOITT) and the New York City Department of Citywide Administrative Services (NYCDCAS), on behalf of the City of New York (the "City"), are proposing to construct a second emergency communications 911 center, the Public Safety Answering Center II ("PSAC II'), for the City on an approximately 8.75 acre site in Bronx Community District 11 (see Figure S-1). The proposed public facility would function as a parallel operation to the existing PSAC I in Downtown Brooklyn and would augment and provide redundancy to the current emergency 911 response services in the City. It would serve as a streamlined emergency call intake and dispatch center for all of the City's first responders, including the NYPD, FDNY, and the Emergency Medical Services (EMS), and would also house command control center operations for the FDNY and the NYPD to coordinate emergency response throughout the entire city at a centralized location. The proposed facility would consist of a single office building and an accessory parking garage ("proposed development").

The proposed development would be located near the interchange of the Pelham and the Hutchinson River Parkways, and to the east of the New York, New Haven and Hartford railroad right-of-way for Amtrak in the northeast Bronx. The development site would comprise the northernmost portion of the Hutchinson Metro Center (HMC) office complex, consisting of portions of three irregularly shaped privately owned lots, including Lot 75 and part of Lots 40 and 55 on Block 4226 ("proposed development site"). The site is partially occupied by vacant land and partially occupied by at-grade accessory parking for the HMC. As the proposed development site is relatively isolated from the surrounding area with no linear frontage adjacent to a public street, the applicant is also proposing to amend the City Map to map an existing privately owned street ("Industrial Street") that provides access to the HMC as a public street ("Marconi Street") to ensure permanent vehicular access and utility services to the proposed development along a public right-of-way. Marconi Street (Block 4226, part of Lots 30, 35 and 40) would extend north of Waters Place from a signalized intersection located approximately 420 feet east of the intersection of Eastchester Avenue and Waters Place for approximately 0.63 miles to the southern boundary of the proposed development site. It would be mapped at a width of 60 feet for approximately 1,790 feet and 50 feet for approximately 1,550 feet.

This proposal involves three discretionary actions, consisting of site selection for a public facility, acquisition of privately owned land by the City, and an amendment to the City Map to establish a new public street ("the Proposed Action"). As the proposed development is still in the early design phases, for conservative EIS analysis purposes, an illustrative massing study has been prepared for the programmatic requirements of PSAC II. The massing study represents the anticipated maximum building envelope that could be constructed for the proposed development, which includes an approximately 640,000 gross square foot (gsf) building with 14 levels (350 feet tall with an elevation of 374 feet) and a 500-space accessory parking garage. Based on the illustrative massing study, in addition to the discretionary actions described above, the proposed development will require a mayoral zoning override to modify the accessory parking requirements of the proposed development site's M1-

Figure S-1
Location Map



Source: NYC DCP, NYC DOiTT

FIGURE NOT TO SCALE

1 zoning regulations. If all necessary approvals are granted, construction of the proposed development is expected to commence in 2009, and continue for approximately 42 months, with move-ins beginning by mid-2012. It is expected that the proposed development would be fully occupied by late-2012, and therefore this is the analysis year used throughout this Final Environmental Impact Statement (FEIS).

This FEIS has been prepared in conformance with applicable laws and regulations, including Executive Order No. 91, New York City Environmental Quality Review (CEQR) regulations, and follows the guidance of the *CEQR Technical Manual*, October 2001. The FEIS includes review and analysis of all relevant impact categories identified in the *CEQR Technical Manual*. The EIS contains a description and analysis of the Proposed Action and its environmental setting; the environmental impacts of the Proposed Action, including its short and long term effects, and typical associated environmental effects; identification of any significant adverse environmental effects that can be avoided through incorporation of corrective measures into the Action; a discussion of alternatives to the Proposed Action; the identification of any irreversible and irretrievable commitments of resources that would be involved in the Proposed Action should it be implemented; and a description of any necessary mitigation measures proposed to minimize significant adverse environmental impacts.

B. PURPOSE AND NEED

Central to New York City's emergency communications system is a unified structure that consolidates and streamlines emergency call taking and dispatch operations using two load-balanced facilities (i.e., PSAC I and PSAC II). These two facilities would consolidate operators and dispatchers for all the City's emergency services within two call centers. The proposed PSAC II development would serve as a redundant hot site working with the existing PSAC I facility at 11 MetroTech Center in Downtown Brooklyn. It would also support command control center operations for the FDNY and the NYPD, which would enable police and fire officials to coordinate and manage emergency response with the New York City Office of Emergency Management (OEM) across the entire City at a central location.

Each day the City's 911 system fields on average approximately 33,000 emergency calls, or a total of more than 12 million emergency calls per year. PSAC I is a standalone facility that is responsible for the call transfer and dispatch for all emergency services in the five boroughs. As a single facility with limited backup operations, PSAC I handles emergency call taking and dispatch operations for all the City's first responders, including NYPD, FDNY, and EMS. The proposed development would function as a parallel operation to PSAC I, that would backup existing service and alleviate pressure on PSAC I by sharing the volume of emergency calls in the City. It would enhance the City's emergency communications system and infrastructure by providing a second load-balanced 911 center that would work in conjunction with the existing PSAC I. The proposed development is also expected to improve voice and data communications infrastructures in the City, and therefore public safety, by heightening emergency response ability and disaster recovery capacity in the City using two load-balanced facilities (PSAC I and PSAC II). Additionally, it is also expected to strengthen the City's ability to maintain communication in the event of any emergency, such as natural disaster or terrorist attack, etc. The proposed development would be designed to operate without interruption under extreme adverse conditions with redundant mechanical systems and multiple generators.

The proposed emergency facility would be a fully redundant and load-balanced intake and dispatch center for emergency calls that would provide more secure and long range support to the City's 911 system. The proposed development, like PSAC I, would operate continuously 24 hours per day, seven

days per week, and the operators and dispatchers for all of the City's emergency agencies would work side by side.

The proposed development site is an ideal location for PSAC II in terms of its size, configuration, relative isolation, strategic location from the existing PSAC I in Brooklyn, availability of utilities and highway access, and compatibility with surrounding land uses. The proposed development site encompasses an approximately 8.75-acre site that is essentially severed from the surrounding area, bordered by the Pelham Parkway to the north, the Hutchinson River Parkway to the east, and partially by an Amtrak right-of-way to the west. This area of the City is also less densely developed, supporting large commercial and institutional uses on campus-like settings. There are no existing or planned structures within at least 150 feet of the proposed development site, and residential uses are located more than 500 feet from the site. The Pelham and the Hutchinson River Parkways provide wide buffers between the predominantly residential areas of Pelham Gardens and Pelham Bay, and the Amtrak right-of-way and a number of light industrial, warehousing, commercial and vehicular storage uses physically separate the proposed development site from the residential neighborhood of Indian Village.

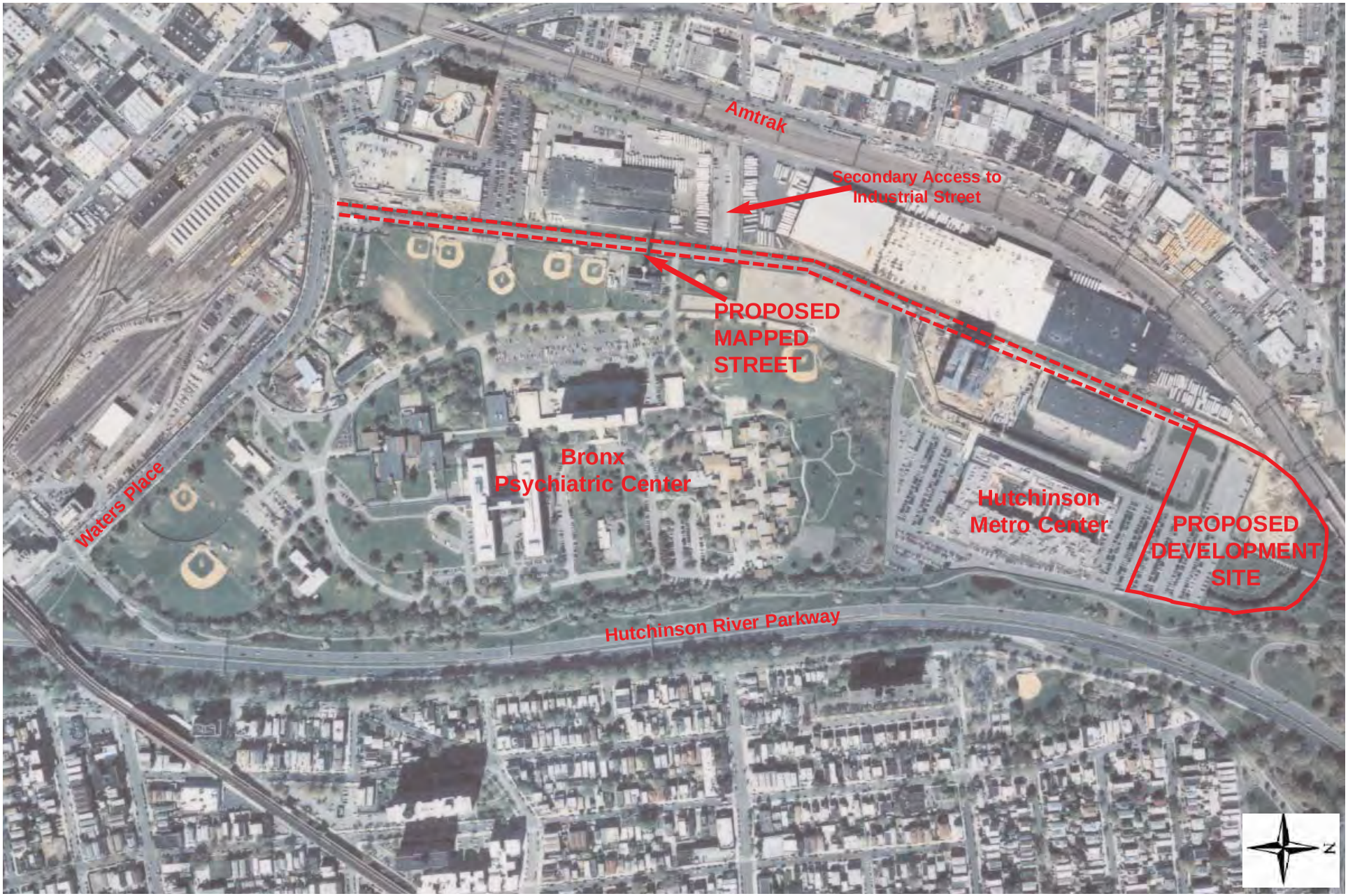
The proposed development site also has vehicular access and is accessible from a number of major highways, including I-95, the Bronx River Parkway, the New York State Thruway, and the Cross Bronx Expressway. In addition, it has excellent radio and microwave transmission/reception. Furthermore, the necessary security measures can be readily implemented for the proposed development without adversely affecting the surrounding area.

C. PROJECT SITE AND ITS CONTEXT

The proposed development site and the area affected by the proposed mapping action, combined, create the area defined as the "Project Site." The Project Site encompasses a total of approximately 13.08 acres, and includes the approximately 8.75 acre proposed development site, which would be acquired by the City, and the approximately 4.33 acre area that would be mapped as a new public street, which would provide access to the proposed development site along a public right-of-way.

As described previously, the proposed development site is located to the southwest of the interchange of the Pelham and the Hutchinson River Parkways. It is a bell-shaped property that comprises the northernmost portion of the HMC in the Pelham Parkway area of the northeastern Bronx (see Figure S-2).

The proposed development site is generally bounded by the Pelham Parkway to the north, the Hutchinson River Parkway to the east, and partially by the Amtrak right-of-way to the west. The proposed development site consists of Bronx Block 4226, Lot 75 and the northern portion of Lots 40 and 55 on Block 4226. It is entirely privately owned and largely unimproved, and encompasses approximately 8.75 acres of land. The development site is partially occupied by at-grade accessory parking for the HMC (Block 4226, part of Lots 40 and 55) and partially occupied by vacant land that formerly accommodated two baseball fields (Block 4226, Lot 75). The two ball fields are no longer functional, enclosed by fencing, and largely overgrown, and partially overlaid with a series of debris mounds (soil, concrete, asphalt). An asphalt pedestrian walkway also cuts through the center of the northern portion of the development site providing a pedestrian connection between the Pelham Parkway and the HMC. The proposed development site is zoned M1-1.



PSAC II EIS

Figure S-2

Aerial View of Proposed Development Site and Proposed Public Street to be Mapped

The proposed development site does not have any linear frontage adjacent to a public street. As described above, vehicular access to the proposed development site is only provided from the south via Industrial Street, which provides access to the HMC. The employees, visitors, and students of the tenants of the HMC are the exclusive users of this roadway. Industrial Street operates as a two-way, private access roadway that extends north of Waters Place from a signalized intersection located approximately 420 feet to the east of the intersection of Waters Place and Eastchester Road. It extends for approximately 0.63 miles from an attended gatehouse located on the north side of Waters Place to the proposed development site. The northern portion of Industrial Street is currently closed due to ongoing construction efforts occurring at the southwestern corner of the HMC.

In order to ensure permanent access and to provide utility services to the proposed development, the applicant is proposing to amend the City Map to map the private roadway as a public street ("Marconi Street") that would extend from Waters Place to the southern boundary of the proposed development site (see Figure S-3). The area affected by the proposed mapping action comprises approximately 4.33 acres (Block 4226, part of Lots 30, 35 and 40) and is partially zoned M1-1 and R5.

D. DESCRIPTION OF PROPOSED ACTION

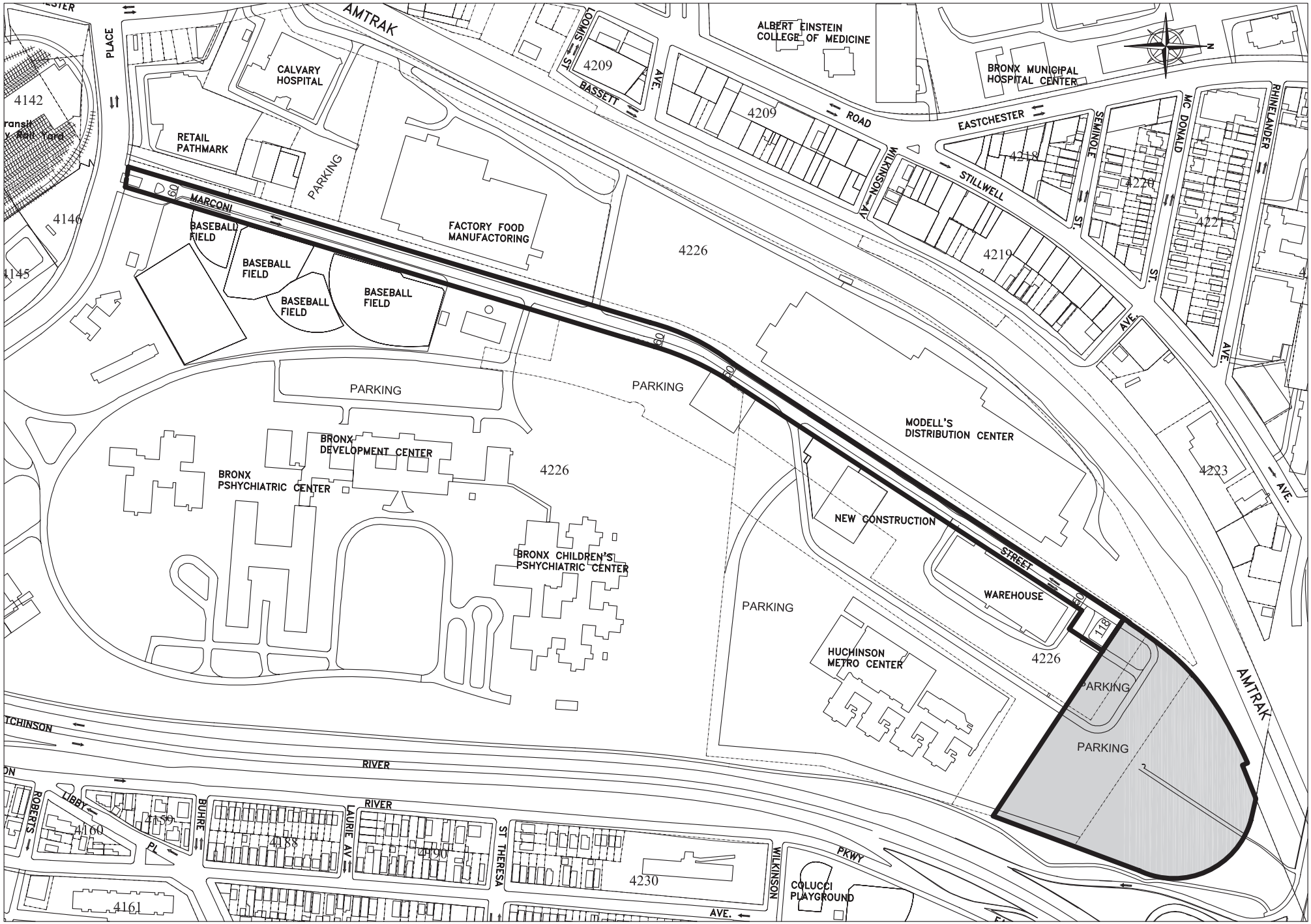
The proposal for PSAC II requires the following discretionary actions that are subject to approval through the Uniform Land Use Review Procedure (ULURP) under City Charter Section 197(c), including:

- Acquisition of an approximately 8.75-acre site by the City of New York (the "City") from a private landowner, encompassing the northern portion of the HMC site, which is generally bounded by the Pelham Parkway right-of-way to the north, the Hutchinson River Parkway right-of-way to the east, and partially by the New York-New Haven Hartford rail line of Amtrak to the west (proposed development site; Bronx Block 4226, Lot 75 and part of Lots 40 and 55).

- Site Selection for a public facility to locate a new 911 center for emergency calls for the City's first responders, as well as command control center operations for the FDNY and NYPD at the proposed development site in the Pelham Parkway area of the Bronx, which would operate in tandem with the existing PSAC I located at 11 MetroTech Center in Downtown Brooklyn.

- An amendment to the City Map to establish a public street (Block 4226, part of Lots 30, 35, and 40) that would extend north of Waters Place from a point located approximately 420 feet east of the intersection of Eastchester Road and Waters Place for approximately 3,340 feet (0.63 miles). As part of this mapping action, the City would acquire the roadbed of the new public street being mapped from the respective landowners.

As the proposed public facility is still in preliminary design, for conservative EIS analysis purposes, an illustrative massing study has been prepared for the programmatic requirements of the proposed development. The massing study represents the anticipated maximum building envelope that could be constructed for PSAC II, which includes an approximately 640,000 gsf building with a 41,160 gsf footprint and 14 levels (350 feet tall with an elevation of 374 feet) above grade plus a cellar level and a 500-space accessory parking garage. Based on the illustrative massing study, in addition to the above,



PSAC II EIS

Figure S-3
Proposed Public Street

the proposed development will require a mayoral zoning override to modify the accessory parking requirements of the proposed development site's M1-1 zoning regulations.

Development Program

The proposed development would be a unique public facility that would function similar to an office facility but would operate 24-hours per day, 7 days per week, 365 days per year. It would serve as the City's second 911 center, which would backup existing emergency communication services and alleviate pressure on PSAC I by sharing the volume of emergency calls for first responders in the City. The building would also house command control center operations for the FDNY and NYPD, which would coordinate and manage emergency response across the entire City with the OEM.

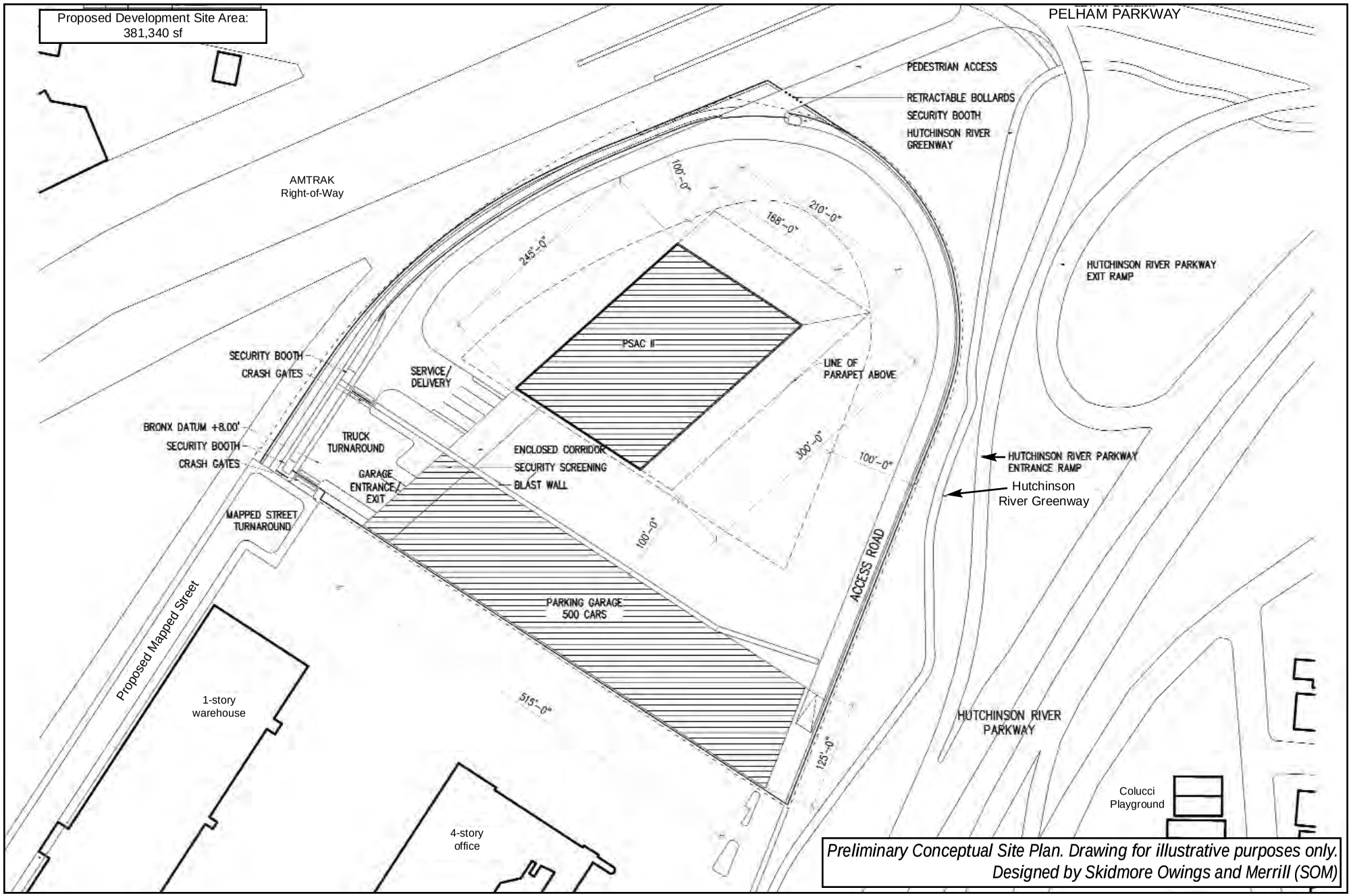
The proposed development would comply with all applicable laws and ordinances, including the recently enacted Green Buildings Law (Local Law 86) governing sustainable design. Green building design, or sustainable design, strives to reduce a building's impact on its occupants and the environment. Sustainable design integrates architectural elements and engineering systems to optimize performance of proposed buildings and their interaction with the environment.

As shown in the preliminary site plan (Figure S-4), the proposed development would consist of a new approximately 640,0000 gsf building and a 500-space above-grade accessory parking garage. The building would primarily house the 911 call intake and dispatch operations and command control center operations for the FDNY and NYPD, as well as related mechanical and data systems. This building is expected to have a parallelogram-shaped building footprint of up to approximately 41,160 square feet (sf), which would be offset from all other structures on the site, as well as the property line for security purposes.

The building would have approximately 14 levels above grade with a height of approximately 350 feet to the roofline (elevation 374 feet), and would have one below-grade cellar level (see Figure S-5). Mechanical systems and other communications equipment necessary for PSAC II operation may rise above the roofline. Floor to floor ceiling heights in the building are expected to range between 20 to 45 feet tall due to the extensive mechanical infrastructure systems. Excluding the mechanical systems, the building is expected to contain approximately 288,854 zoning square feet (zsf) of floor area. The building would have one main pedestrian entrance that is expected to be located on the southern façade of the building.

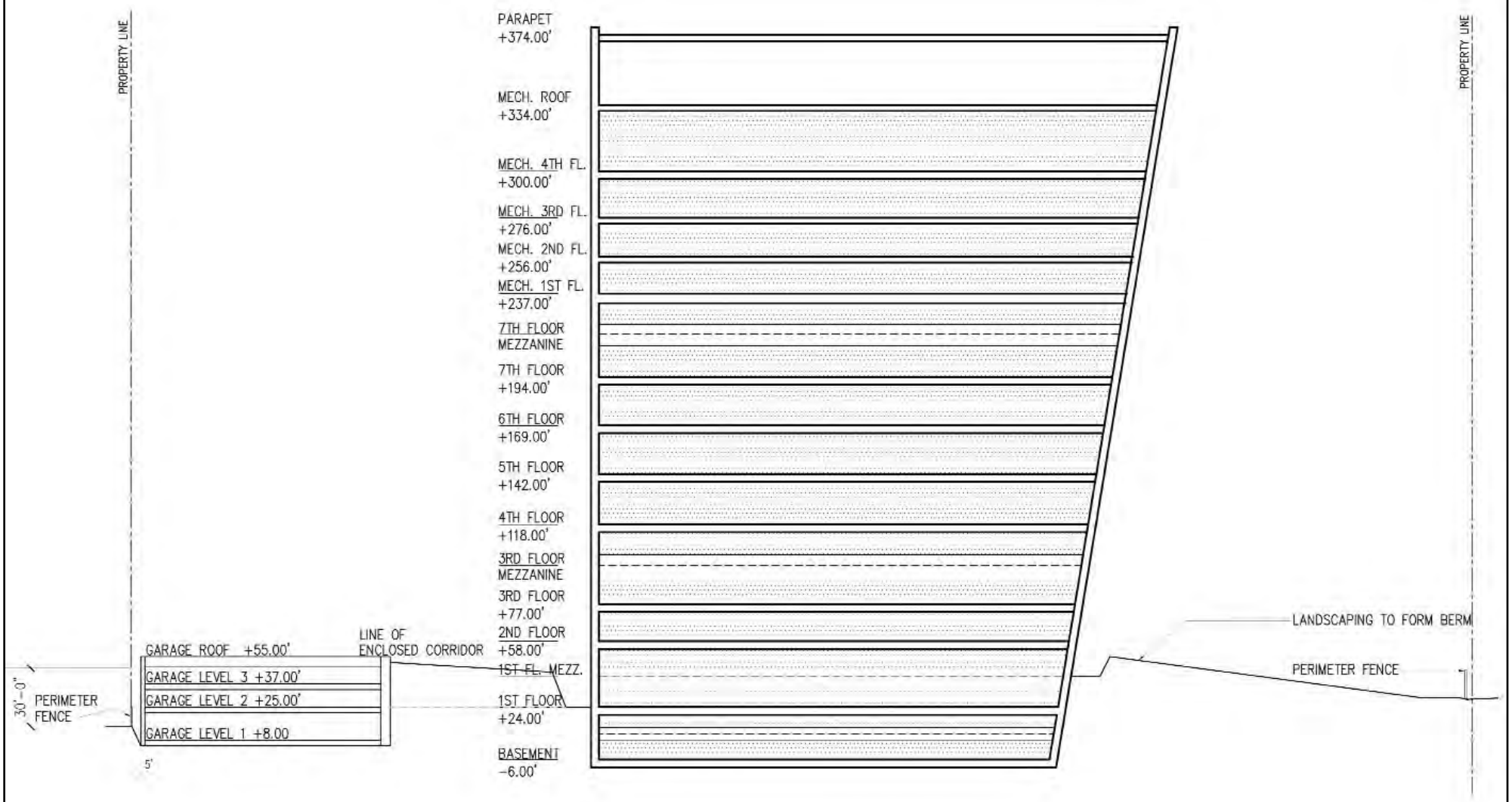
The accessory parking garage would be constructed at the southern edge of the development site. The proposed garage would accommodate approximately 500 vehicles and would be accessible from the proposed public street through a gated security entrance to the site. The accessory parking garage would contain approximately 163,000 gsf (with approximately 92,000 zsf) and would have a height of approximately 30 feet. It would have three levels of parking with rooftop green space. A small security control office would occupy approximately 2,000 gsf on the second floor of the new parking garage, which would house security and screening operations for entering the proposed office building. An enclosed walkway would connect the security screening office in the parking garage to the main entrance of the office building. All visitors and employees to the proposed PSAC II facility would be required to pass through this security screening facility and the interconnected walkway to enter the office facility.

Implementation of the proposed development also requires an amendment to the City Map to map a private, unmapped roadway (Block 4226, part of Lots 30, 35, and 40) as a public street. The proposed public street would extend north of Waters Place from a point located approximately 420 feet east of the intersection of Waters Place and Eastchester Road for approximately 0.63 miles and would



PSAC II EIS

Figure S-4
Preliminary Site Plan



Preliminary Section. Drawing for illustrative purposes only.
Designed by Skidmore Owings and Merrill (SOM)

PSAC II EIS

Figure S-5
Preliminary Section

terminate in a hammerhead cul de sac at the southern boundary of the proposed development site. It would be a two-way street. As part of this mapping action, the portions of Lots 30, 35, and 40 on Bronx Block 4226 that would be mapped as a public street would be acquired by the City from the respective landowners. The proposed street would be City-owned and maintained.

Vehicular access to the proposed development would be provided from the south via the proposed public street. A gated security entrance operated by the NYPD would be established at the southwest corner of the proposed development site, which would control vehicular as well as pedestrian access to the proposed development. Vehicles would be vetted through security in an approximately 90-foot wide truck turnaround prior to being authorized to proceed to the accessory garage or truck service/delivery area.

Although an approximately 6-foot tall fence/wall would encircle the proposed development and provide a security perimeter, a publicly accessible pedestrian path would be established along the western edge of the property just outside of the perimeter fence, which would continue to provide a public pedestrian connection between the Pelham Parkway on the north and the HMC on the south. In addition, the existing pedestrian pathway within the Pelham Parkway right-of-way to the north of the proposed development site, which is under the New York City Department of Park's jurisdiction, would also be realigned and widened to approximately 25 feet, which would enable the path to serve as an emergency access/egress route for the proposed development.[1] This pathway would continue to be accessible to the public on a regular basis as a pedestrian walkway. A small security booth is envisioned to be established at the northern tip of the site, which would monitor and control access/egress to the proposed development site from the emergency route.

The proposed development is expected to be complete and operational by the end of 2012. It would operate 24 hours a day and 7 days per week. Similar to PSAC I, the majority of employees would work in three separate shifts, and shift changes would typically occur at approximately 7:00 AM, 3:00 PM, and 11:00 PM. The largest (or peak) shift would generally be the 3:00 PM to 11:00 PM shift. The next largest shift would be the 7:00 AM to 3:00 PM shift, followed by the 11:00 PM to 7:00 AM shift.

As described above, the proposed development is envisioned to be a parallel redundant hot site to PSAC I, and would be expected to typically handle about half of the City's emergency calls. However, it is being designed to accommodate emergency 911 communications for the entire City during heightened security days and if PSAC I should become non-operational for any reason. On a typical day, the proposed development would have a staff size of approximately 850 employees that would work in several eight-to 12-hour overlapping shifts (a maximum of 315 employees per shift) throughout a 24-hour period. When operating in backup mode or during heightened security days, staffing levels at the proposed development would increase. During this emergency condition, it is expected that all or some of the PSAC I operations and staff would be temporarily relocated to the proposed development and the facility would have a maximum staff size of approximately 1,700 employees (includes the staffs of both PSAC I and PSAC II) that would work over a 24-hour period in overlapping shifts. Up to approximately 630 employees are expected to work at the proposed development site at any given time under emergency conditions when the staffs of PSAC I and PSAC II consolidate at the site.

[1] It is expected that vehicles would only use this emergency egress route to the Pelham Parkway, if there was a fire, flood, or evacuation of the proposed facility. In order to prevent vehicular access, a rated vehicle barrier would be installed at the property line of the proposed development site and a gate would be installed at the Pelham Parkway guardrail. In addition, traffic personnel and officers would be staffed at the emergency route to control vehicular access.

E. FRAMEWORK FOR ANALYSIS

Scope of Environmental Analysis

As set forth in the Positive Declaration, the lead agency has determined that the Proposed Action may result in one or more significant adverse environmental impacts and thus requires the preparation of an EIS. The EIS has been prepared in accordance with the guidelines set forth in the *CEQR Technical Manual*.

For all technical analyses in the EIS, the assessment includes a description of existing conditions, an assessment of conditions in the future without the Proposed Action for the year that the proposed development would be completed (i.e., No-Build condition), and an assessment of conditions for the same year with the completion of the proposed development in the future (i.e., Build condition). Identification and evaluation of impacts of the proposed development are based on the change from the future without the Proposed Action to the future with the Proposed Action (i.e., the incremental difference between the Build and No-Build conditions serves as the basis for the impact analyses).

Analysis Year

An EIS analyzes the effects of a Proposed Action on its environmental setting. Because a Proposed Action, if approved, would typically take place in the future, the action's environmental setting is not the current environment but the environment, as it would exist at the proposed development's completion and occupation, in the future. Therefore, future conditions must be projected. This prediction is made for a particular year, generally known as the "analysis year" or "Build year," which is the year when the action would be substantially operational. As previously described, 2012 is the year that the proposed PSAC II development is expected to be completed and fully operational.

Definition of Study Areas

For each technical area in which impacts may occur, a study area is defined for analysis. This is the geographic area likely to be affected by the proposed development for a given technical area, or the area in which impacts of that type could occur. Appropriate study areas differ depending on the type of impact being analyzed. It is anticipated that the direct principal effects of the proposed development would occur within the Project Site boundaries. The methods and study areas for addressing impacts are discussed in the individual technical analysis chapters.

Defining Baseline Conditions

Existing Conditions

For each technical area being assessed in the EIS, the current conditions must first be described. The assessment of existing conditions establishes a baseline, not against which the Proposed Action is measured, but from which future conditions can be projected. The prediction of future conditions begins with an assessment of existing conditions because these can be measured and observed. Studies of existing conditions are generally selected for the reasonable worst-case conditions. For example, the times when the greatest number of new vehicular, pedestrian and transit trips to and from a Project Site would occur are measured for the traffic analysis. The project impacts are then assessed for those same traffic peak periods.

Definition of 2012 Future Without the Proposed Action (No-Build Condition)

The "future without the Proposed Action," or "No-Build condition," describes a baseline condition, which is evaluated and compared to the incremental changes due to the proposed development. The No-Build condition is assessed for the same 2012 analysis year as the proposed development.

The No-Build condition uses existing conditions as a baseline and adds to it changes known or expected to be in place by 2012. For many technical areas, the No-Build condition incorporates known development projects that are likely to be built by the analysis year. This includes development currently under construction or which can be reasonably anticipated due to the current level of planning and public approvals. The No-Build analyses for some technical areas, such as traffic, use a background growth factor to account for a general increase expected in the future. Such growth factors may also be used in the absence of known development projects. The No-Build analyses must also consider other future changes that will affect the environmental setting. These could include technology changes, such as advances in vehicle pollution control and roadway improvements, and changes to City policies, such as zoning regulations.

For conservative CEQR analysis purposes, it is assumed that the proposed development site (Block 4226, Lot 75 and part of Lots 40 and 55) would not be developed in the absence of the Proposed Action (No-Build condition) by the analysis year of 2012, and would continue to support largely unimproved land. This assumption would create the greatest incremental difference between the Build and No-Build conditions for the proposed development site, and therefore, would yield the most conservative results for CEQR technical area impact analyses.

2012 Future With the Proposed Action (Build Condition)

The approvals currently sought would facilitate the acquisition of private property and site selection for a public facility by the City, to permit the construction of a second emergency communications 911 center for the City in the Pelham Parkway area of the Bronx ("proposed development"). The proposed approvals would also involve a mapping action to establish a new public street extending north of Waters Place that would provide access and utility services to the proposed development along a public right-of-way.

As there is expected to be a number of circumstances when the proposed development would accommodate emergency 911 communications for the entire City, including during heightened security days and if PSAC I should become non-operational for any reason, the EIS analyzes two staffing level conditions at the proposed facility, including "Typical Operations" and temporary "Consolidated Operations." For some technical areas (such as the density-based technical areas of Open Space and Traffic) the proposed development may have different potential environmental impacts under the two staffing level conditions. The EIS analyzes a typical event condition when both PSAC I and PSAC II are operating concurrently ("Typical Operations"). During this condition, approximately 850 employees are expected to work over a 24-hour period in eight-to 12-hour overlapping shifts at the proposed development site. A maximum of approximately 315 employees are expected to work at the proposed development during any given shift during regular day-to-day operations. As there is expected to be a significant number of various instances, such as routine maintenance, emergency conditions and emergency drills that would require the temporary transfer of PSAC I personnel to the proposed development, the EIS also analyzes a condition when there are temporary increases in staffing levels from combined facilities at the proposed development ("Consolidated Operations"). This condition assumes that PSAC II is operating at 100 percent of its capacity during heightened security days, or when PSAC I is non-operational for any reason. During this condition, up to approximately 1,700 employees, including the staffs of both PSAC I and PSAC II, would work over a 24-hour period in eight-to 12-hour overlapping shifts at the proposed

development site. A maximum of approximately 630 employees are expected to work at the proposed development site during any given shift when PSAC I and II operations are consolidated.

This conservative methodology fully discloses any impacts, and describes any required mitigation that could be associated with either staffing level condition of the proposed development. The EIS analyzes the two staffing level conditions for the following density-based technical areas: Open Space; Infrastructure; Solid Waste; Traffic and Parking; Transit and Pedestrians; Air Quality; and Noise.

F. REQUIRED APPROVALS

The proposed action requires City Planning Commission (CPC) and City Council approvals through the Uniform Land Use Review Procedure (ULURP), and includes the following:

- Acquisition of an approximately 8.75 acre site by the City from a private land owner, encompassing the northern portion of the HMC, which is generally bounded by the Pelham Parkway right-of-way to the north, the Hutchinson River Parkway right-of-way to the east, and partially by the New York-New Haven Hartford rail line of Amtrak to the west (proposed development site);

- Site Selection for a public facility to locate a new emergency communications center at the proposed development site in the Pelham Parkway area of the Bronx, which would operate in tandem with the existing PSAC I located at 11 MetroTech Center in Downtown Brooklyn;

- An amendment to the City Map to establish a public street that would extend north of Waters Place; and

- As part of this mapping action, the City would acquire the roadbed of the new public street being mapped from the respective landowners.

These actions are also subject to the City Environmental Quality Review (CEQR) procedures.

G. FUTURE WITH THE PROPOSED ACTION (BUILD CONDITION)

Land Use, Zoning, and Public Policy

The Proposed Action would facilitate the construction of a public facility that would consist of an approximately 640,000 gsf office building, which would primarily accommodate a 911 center and command control center operations for the FDNY and NYPD, as well as related mechanical and data systems. A 500-space accessory parking garage would also be constructed at the site. The proposed development would be a second emergency communications 911 center for City's police, fire, and emergency medical operations that would be a parallel operation to the existing PSAC I in Downtown Brooklyn. However, the proposed development would be designed to accommodate emergency 911 communications for the entire City during heightened security days and if PSAC I should become non-operational for any reason.

The Proposed Action would not have any significant adverse impacts on land use and public policy. The Proposed Action would represent a significant change in land use and an increase in density on the proposed development site, replacing largely unimproved, underutilized land with a necessary public facility. This change in land use would be substantial and therefore, considered significant. Given the proposed development site's relative isolation from adjacent development, the introduction of the proposed development at this location is not expected to adversely affect or limit existing and anticipated land uses in the area or alter neighborhood character. The proposed development would be consistent with prevailing land uses in the surrounding area, including major commercial and institutional uses, and would complement current on-going development trends. It would not conflict or be inconsistent with public policy or plans for the area. The Proposed Action would also improve the street network through mapping Industrial Street as a public street ("Marconi Street") that would provide access to the proposed development and the HMC along a public right-of-way.

No zoning changes are proposed for the Project Site and the proposed development would be consistent with the site's M1-1 zoning and conform to the New York City Zoning Resolution's bulk requirements regarding floor area, and height and setback regulations. As the required accessory parking is not warranted for the proposed development, a mayoral zoning override is being sought to modify the accessory parking regulations.

The Proposed Action would result in an adverse, but not significant, zoning impact causing non-conformance on the HMC site with respect to current underlying zoning. The City's acquisition of an approximately 8.75 acre development site would directly displace (or eliminate) at-grade accessory parking spaces for the HMC, which are required pursuant to the site's M1-1 zoning. In addition, the City's acquisition of proposed development site as well the area comprising the proposed public street, would cause the HMC to exceed its permitted maximum floor area. The elimination of these required accessory parking spaces would render the HMC non-compliant with the site's M1-1 zoning parking regulations and the overall reduction in the size of the HMC zoning lot would cause the HMC to be non-compliant with the site's maximum floor area regulations, and therefore, result in an adverse zoning impact.

The Proposed Action is consistent with the Waterfront Revitalization Program (WRP), and is not expected to have any effects on applicable public policy. The proposed PSAC II is listed in the *Citywide Statement of Needs for Fiscal Years 2006-2007*, and is an essential public facility that would enhance citywide emergency communications by creating a unified structure using two load-balanced facilities (i.e., PSAC I and PSAC II).

Open Space

The Proposed Action would not result in a significant adverse open space impact. No existing open space recourses would be directly displaced, nor would the Proposed Action introduce any publicly accessible open space resources. The Proposed Action would facilitate the construction of a new public facility, PSAC II, which would introduce a large worker population to the study area. For conservative CEQR analysis purposes, two staffing level conditions were analyzed at the proposed development, including a typical day (PSAC II operations only; "Typical Operations") and an event when there are temporary increases in staffing levels from combined facilities (employees of both PSAC I and PSAC II) at the proposed development site ("Consolidated Operations").

When the proposed development is operating under typical conditions, the Proposed Action would result in an approximately 3.3 percent decrease in the combined passive open space ratio, which is an incremental decrease of approximately 0.04 acres per 1,000 residents and workers. During an event when PSAC I and PSAC II temporarily consolidate operations at the proposed development site, the

Proposed Action would result in an approximately 5.7 percent decrease in the combined passive open space ratio, which is an incremental decrease of 0.07 acres per 1,000 residents and workers. Under both operating conditions, the open space ratios would exceed the CEQR guideline for adequacy indicating that the study area would continue to be well served by passive open spaces in the future with the Proposed Action.

The reduction of the total open space ratio in either operating condition at the proposed development site, is not expected to noticeably diminish the ability of the study area's open spaces to serve its user populations in the future with the Proposed Action. The proposed development site is bordered by the associated open space of the Pelham Parkway on its north and the Hutchinson River Greenway on its east. Both of these open spaces are lightly used, and it is expected that the new workers would likely use these two open space resources as their primary recreational facilities. This would minimize their affect on the Colucci Playground, which is heavily used by the surrounding area. Furthermore, it is expected that the grounds of the proposed development would be landscaped and likely feature passive recreational amenities such as seating areas and tables that would be for the exclusive use of the facility's employees, adding to the open space amenities available to the proposed workers. This would further reduce the Proposed Action's effect on open spaces in the study area.

In addition, considering the proximity of Pelham Bay Park, which comprises more than 2,700 acres, and the 1.6-acre Burns Playground to the study area's boundaries, it is likely that area residents and workers would occasionally use these facilities and therefore, minimize the effect of increased populations on open space resources. Also, improvements for the Pelham Parkway malls between Boston Road and the Hutchinson River Parkway, and the implementation of the Hutchinson River Greenway between Pelham Parkway and the City's northern border are planned in the near future, which would further enhance and/or expand open space resources within the study area. Therefore, the Proposed Action is not anticipated to result in a significant adverse impact on open space.

Shadows

According to CEQR guidelines, an adverse shadow impact is considered to occur when a shadow of a structure built as a result of the Proposed Action falls on publicly accessible open spaces, important natural features, or historic landscapes or other historic resources if the features that make the resource significant depend on sunlight. In general, shadows on City streets and sidewalks or other buildings are not considered significant under CEQR. Therefore, the assessment of potential shadow impacts is limited to new shadows long enough to reach publicly accessible open spaces or sunlight sensitive historic resources.

Shadow analyses were performed on four days of the year: June 21; May 6; March 21; and December 21. The *CEQR Technical Manual* defines the temporal limits of a shadow analysis period to fall between an hour and a half after sunrise and an hour and a half before sunset.

The Proposed Action would not result in significant adverse shadow impacts on open space resources in the surrounding area. The incremental shadows from the proposed PSAC II development would reach portions of the associated linear open spaces of the Pelham Parkway and the Hutchison River Greenway during all four representative analysis periods, and Colucci Playground during the June analysis period.

Although the proposed PSAC II development would cast incremental shadows on the linear open spaces of the Pelham Parkway, located directly north and northeast of the proposed development site, for extended amounts of time during the late morning and/or afternoon on each of the four analysis periods, these open space areas are very lightly used, contain open grass lawns, trees and a few narrow

asphalt pathways, and do not feature any recreational amenities, such as benches, seating areas, tables, etc. The linear open spaces of the Pelham Parkway to the northwest of the site, which consist of two large rectangular center plots that are used for sunbathing during the warmer months of the year, would only be cast in incremental shadow by the proposed development for a brief period (slightly less than three hours) during the morning hours on the December 21 analysis day. As shadows travel throughout the day, following the sun's path in the sky, they would move in a band and not cover any substantial portion of the Pelham Parkway at any given time. The proposed development's incremental shadows would generally be cast mostly upon minimally utilized portions of the Pelham Parkway, and therefore, there would be no significant adverse shadow impacts to the linear open spaces of the Pelham Parkway.

The proposed PSAC II development would also cast incremental shadows on the Hutchinson River Greenway on each of the four analysis periods during the afternoon. As the Hutchinson River Greenway is a narrow linear open space that extends along the eastern edge of the proposed development site, the proposed development would generally begin to cast incremental shadows on this open space in the mid-to late afternoon period until the end of the analysis period. Therefore, the Hutchinson River Greenway would experience sunlight for the entire morning and most of the early afternoon hours during all four of the analysis periods. It is expected that this open space would still obtain adequate sunlight for its vegetation, and there would not be significant adverse shadow impacts. Furthermore, the incremental shadows created by the proposed development are not expected to substantially reduce the usability of this open space, which features landscaping and a narrow asphalt pathway for pedestrians and cyclists.

In addition, the proposed PSAC II development would also cast incremental shadows on the northern tip of Colucci Playground, which features a paved seating area with benches surrounded by shade trees, for a brief period during the late afternoon/early evening on the June analysis date. Due to the short duration (less than an hour) and small size of the incremental shadows, there would be no significant shadow adverse impacts to Colucci Playground.

Overall, there would be no noticeable reduction in the usability of any open space as a result of incremental shadows created by the Proposed Action. As there are also no historic resources or natural features within the shadow radius, there are no significant adverse impacts anticipated as a result of shadows created by the Proposed Action.

Urban Design and Visual Resources

In the 2012 future with the Proposed Action, significant, but not adverse changes would be made to the urban design conditions in the study area. The Proposed Action would dramatically alter the urban design and general appearance of the proposed development site by replacing a largely unimproved, approximately 8.75-acre site with a new public facility development consisting of an approximately 640,000 gsf building and a 500-space accessory parking garage. The proposed development would be substantial and on a very visible site in the northeastern Bronx, and is expected to result in a considerable visual change to the surrounding area and a prominent addition to the cityscape, both in its immediate environment and from some distance away. The proposed PSAC II building would be a tall, modern, and visually distinctive structure in the area, as it would differ from the generally lower-rise buildings in the immediately surrounding area.

Similar to the immediately surrounding area, the proposed PSAC II development would occupy a relatively large site and would be setback from all street frontages. The Proposed Action would not result in new or different building arrangements than currently exist in the study area. There is no

existing streetwall; buildings in the vicinity of the proposed development site are generally arranged on expansive properties and setback from public streets with variously shaped footprints.

The Proposed Action would not have significant adverse impacts on the block forms, street pattern, and street hierarchy. To provide vehicular access and utility services to the proposed development along a public right-of-way, the Proposed Action would map an existing private road, Industrial Street, as a public street ("Marconi Street"), which would extend north of Waters Place and terminate in a hammerhead cul de sac at the southern boundary of the proposed development site. The Proposed Action would not substantially alter the block shapes found in the study area or create new block forms, and would therefore maintain these existing urban design features.

The Proposed Action would improve the appearance of the area's streetscape by adding sidewalks, street lighting and landscaping to Industrial Street, which would be mapped as a public street (Marconi Street). This is expected to encourage pedestrian activity and activate the streetscape. In addition, the Proposed Action would result in landscaping improvements to the open space of the Pelham Parkway right-of-way directly north of the proposed development site.

No adverse impacts upon visual resources are anticipated as a result of the Proposed Action. The Proposed Action would considerably change views within the study area, but would not block significant public view corridors, vistas, or natural or built features.

Neighborhood Character

The Proposed Action is not expected to result in a change in the character of the study area in general. It would result in an overall change in the character of the area with respect to land use, urban design, and improvements or modifications to public pedestrian and vehicular access to the proposed development site and the immediately surrounding area. This change would not result in a significant adverse impact on neighborhood character. The Proposed Action would facilitate the siting and construction of a necessary public facility, PSAC II, on an expansive, relatively isolated parcel of underutilized industrial property in the northeast Bronx, which would improve and heighten emergency response capabilities within the City.

The proposed PSAC II development would introduce a new use to the study area, which would be compatible with existing land use patterns and commercial and institutional development trends in the immediate study area. Beyond the Project Site's immediate surroundings, the Proposed Action is not expected to have a pronounced effect on the character of adjacent neighborhoods, as it is largely isolated from the surrounding area by broad thoroughfares and partially by an Amtrak right-of-way. The addition of a substantial number of employees to the site would result in additional traffic, transit, and pedestrian trips in the study area. While some significant traffic impacts were identified, many of these impacts occur in locations that would already be congested in 2012 in the absence of the Proposed Action. It is expected that these traffic impacts would be mitigated and would not significantly alter neighborhood character. The neighborhood character of the area would also not be significantly impacted by noise increases resulting from the Proposed Action.

The establishment of Marconi Street is expected to improve public access to the proposed development site and the HMC, as well as enhance the visual streetscape. Although the proposed PSAC II building would be substantially taller than all other surrounding buildings, it would not block or impinge upon the view corridors of the Pelham or the Hutchinson River Parkways. Therefore, the Proposed Action is not expected to have a significant adverse effect on neighborhood character.

Hazardous Materials

The origins of hazardous materials that may be present in soil, soil vapor, and groundwater at the Project Site can be broken down into a few general categories including: the placement of historic fill, sometime between 1897 and 1947 on the site, which formerly contained marshland and a portion of the Westchester Creek ran through it from north to south; releases of chemicals into the soil and ground water from historic industrial, manufacturing, and automotive facilities and activities from the early 1900s to the late 1990s; releases of petroleum products and chemicals from railroad tracks located on the Project Site from the late 1890s through at least 1996; pesticides or herbicides may have been historically applied to the baseball fields formerly located at the site; and adjacent and nearby properties with the potential to impact soil and groundwater conditions at the proposed development site and beneath the roadway of Industrial Street were identified on various databases. Given these recognized environmental conditions, a subsurface investigation has been conducted, which included the collection and analysis of 32 soil borings, two test pits, 17 temporary well points, 20 temporary soil gas probes and three composite soil samples from debris mounds at the site.

The Phase II ESI results indicated that fill soil throughout the Project Site has elevated levels of Polycyclic Aromatic Hydrocarbons (PAHs) and Target Analyte List (TAL) Metals, which are characteristic of urban fill. The Phase II ESI results also indicated elevated levels of PAHs and TAL Metals in the groundwater, which can be attributed to the fill and the turbid nature of the groundwater samples that were collected. The low level detections of pesticides in shallow soil and at various depths above the groundwater table can likely be attributed to historic pesticide use at the site and on adjacent properties. Human exposure can be reduced or eliminated using proven remedial technologies and/or institutional and engineering controls, which are outlined in Section H, "Mitigation" below.

All remediation measures would be undertaken pursuant to a remediation plan approved by the New York City Department of Environmental Protection (NYCDEP). Prior to any excavation or construction activity at the Project Site, a Construction Health and Safety Plan (CHASP) would be prepared that will meet the requirements set forth by the Occupational, Safety and Health Administration (OSHA), New York State Department of Health (NYSDOH) and NYCDEP, and any other applicable regulations. The CHASP would identify the possible locations and risks associated with the potential contaminants that may be encountered, and the administrative and engineering controls that would be utilized to mitigate concerns. These measures would ensure that no significant adverse impact related to hazardous materials would occur.

Waterfront Revitalization Program (WRP)

The Proposed Action would redevelop an underutilized, largely unimproved, non-waterfront site in an M1-1 zoning district with an essential public facility that would enhance citywide emergency communications using two load-balanced facilities (PSAC I and PSAC II). It is expected to be consistent with applicable policies of the Waterfront Revitalization Program (WRP).

Although portions of the Project Site, including the southwest corner of the proposed development site and the majority of the area that would be mapped as a new public street, are within the 100-year floodplain, the area falling within the coastal zone boundary is not subject to critical erosion. The proposed office building and accessory parking garage are not expected to be located within the 100-year floodplain boundary. Furthermore, all new structures would comply with local laws and have no habitable spaces within the floodplain. The proposed PSAC II development would comply with the New York City Building Code and Federal Emergency Management Agency (FEMA) requirements regarding the lowest floor elevation, which would be at or above the base flood elevation (BFE). The proposed development site would also be graded to bring the proposed building and accessory garage

above the flood elevation. Portions of the proposed public street would be located within the floodplain. However, an approximately 25-foot wide emergency access/egress route for the proposed development would be provided to the north of the site within the Pelham Parkway right-of-way, which would be located outside of the 100-year floodplain boundary. This emergency access/egress route would provide a connection to the Pelham Parkway from the proposed development site. The Proposed Action would not increase any current flooding conditions.

Infrastructure

The Proposed Action would not result in significant adverse impacts on existing infrastructure systems. The existing City infrastructure has sufficient capacity to accommodate the proposed PSAC II development under either staffing level condition without having a significant adverse impact on other users.

As part of the Proposed Action, a new water line would be constructed within the proposed street (Marconi Street), which would be designed and built to meet NYCDEP requirements. The proposed PSAC II development is expected to generate a maximum demand of 106,500 gallons per day (gpd) of water under it temporary Consolidated Operations when it would accommodate the staffs of both PSAC I and PSAC II. As this is well below the CEQR impact threshold of one million gallons of water per day, the Proposed Action is not expected to overburden the City's water supply system under either staffing level condition of the proposed PSAC II development, and would not result in a significant adverse impact to the City's water supply or water pressure.

A new sewer would also be constructed within Marconi Street to serve the proposed development. It would be designed and built to meet NYCDEP requirements. When the proposed development is accommodating the staffs of both PSAC I and PSAC II under its temporary Consolidated Operations, the Hunts Point Water Pollution Control Plant (WPCP) is expected to receive up to approximately 42,500 gpd of additional sanitary sewage from the proposed development, which represents less than one tenth of one percent of the plant's treatment capacity. Consequently, there would be adequate treatment capacity at the Hunts Point WPCP to handle the increased sanitary flows from the proposed PSAC II development under either staffing level condition, and the Proposed Action would not result in a significant adverse impact to the city's sanitary sewer system.

Stormwater from the proposed development would either be discharged into a new, separate public storm sewer to be constructed in the proposed street (Marconi Street), or into the existing Hutchinson River Parkway storm sewer located along the eastern edge of the proposed development site. All new sewer connections would be installed in accordance with NYCDEP design standards. Detention tanks or retention facilities would also be provided on-site to reduce the expected increase in storm water flow due to the creation of additional impermeable surfaces on the site. The stormwater discharges are not expected to have a significant adverse impact on the sewer system or on the water quality of the Westchester Creek. In addition, to reduce stormwater generation and/or provide some water quality treatment from newly created site pathways, a green roof is proposed for the accessory parking garage, porous pavement surfaces are expected be provided on-site, and water quality improvement measures would be provided on-site such as the use of hydrodynamic separators or similar measures for removing suspended solids.

Solid Waste and Sanitation Services

Development pursuant to the Proposed Action would occur in an area that is currently served by New York City Department of Sanitation (DSNY) trash and recycling pick-ups. The Proposed Action

would not adversely affect the delivery of these services, or place a significant burden on the City's solid waste management system. The proposed PSAC II development would normally generate approximately 5.52 tons of solid waste per week under typical day-to-day operations, and a maximum of up to 11.05 tons of solid waste per week when the facilities of PSAC I and PSAC II would temporarily consolidate at the proposed development site under emergency conditions. Under either staffing level condition of the proposed development, the increase in solid waste to be picked up by the DSNY is relatively small (a maximum of 1.58 tons per day under the temporary Consolidated Operations condition assuming a 7-day week) when compared to the estimated 12,000 tons of residential and institutional refuse and recyclables collected by the DSNY per day. No significant adverse impacts to solid waste and sanitation services are therefore expected to result from the Proposed Action.

Energy

The proposed PSAC II development would create new energy demands at the Project Site. All new structures would be required to comply with the New York State Conservation Construction Code. The proposed development would also incorporate measures to achieve Leadership in Energy and Environmental Design (LEED) certification—at a minimum—, with a goal of a higher LEED Silver certification where feasible and practicable. The LEED rating system, developed by the non-profit U.S. Green Building Council, is a standard ensuring a high degree of environmental stewardship, considering energy efficiency, minimization of waste sent to landfills, and other sustainability best practices in building design and operation.

Electricity and gas would be supplied by Consolidated Edison and if possible, would be fed to the proposed development from two separate utility grids. Emergency generators would also be established on the proposed development site to supply power during an electrical blackout, which would consume minor amounts of energy. The long-term operation of the proposed PSAC II development is expected to consume about 84.5 billion British Thermal Units (BTUs) per year. Consolidated Edison could supply this energy without disruption to the main distribution system. Therefore, there would not be any significant adverse energy impacts from the proposed development.

Traffic and Parking

Traffic analyses were undertaken to determine potential impacts of the added traffic and parking demand from the construction of the proposed PSAC II development on the street network in the AM (6:30 AM to 7:30 AM) and midday (2:30 PM to 3:30 PM) peak hours in the 2012 future with the Proposed Action. This analysis considered two staffing level conditions of the proposed PSAC II development, including the Typical Operations, when PSAC I and PSAC II would operate concurrently and the proposed development would accommodate the PSAC II employees only (850 employees throughout a 24-hour period), and the temporary Consolidated Operations, when the proposed development would handle emergency communications for the entire City and the proposed development would accommodate the combined staffs of PSAC I and PSAC II (up to 1,700 employees throughout a 24-hour period).

Under Typical Operations, the proposed PSAC II development would result in a net total increase of approximately 366 vehicle trips in the AM peak hour and a net total increase of approximately 372 vehicle trips in the midday peak hour. When the proposed PSAC II development would temporarily be comprised of both PSAC I and PSAC II employees under Consolidated Operations, a total net increase of approximately 712 and 745 vehicle trips would occur in the AM and midday peak hours, respectively. Under Typical Operations, the proposed PSAC II development would result in significant

traffic impacts at six signalized intersections in one or more peak periods by 2012, with the midday peak hour having the most impacts, with six impacted intersections, followed by the AM peak period with 3 impacted intersections (see Table S-1). As also shown in Table S-1, under Consolidated Operations, the proposed PSAC II development could result in significant traffic impacts at three additional signalized intersections (in total, six in the AM peak hour and nine in the midday peak hour). See Section H, "Mitigation" below for the proposed mitigation measures.

Table S-1
Summary of Impacted Intersections

	Typical Operations		Consolidated Operations	
Signalized Intersections	**AM**	**Midday**	**AM**	**Midday**
Waters Place @ Eastchester Road	**X**	**X**	**X**	**X**
Waters Place @ Industrial Road	**X**	**X**	**X**	**X**
Waters Place @ the entrance to the Bronx Psychiatric Center			**X**	**X**
Little League Place @ Westchester Avenue			**X**	**X**
East Tremont Avenue @ Ericson Place			**X**	**X**
East Tremont Avenue @ Sliver Street (Eastchester Rd)	**X**	**X**	**X**	**X**
East Tremont Avenue @ Castle Hill Avenue		**X**		**X**
Eastchester Road @ Ives Street		**X**		**X**
Eastchester Road @ Morris Park Avenue		**X**		**X**
X	Impacts to one or more movements in the peak hour.			

All of the proposed PSAC II parking demand is expected to be accommodated on-site. The proposed 500 space accessory parking garage would provide enough capacity to accommodate all of the demand generated by the proposed PSAC II development under Typical and Operations. Under Typical Operations, the proposed PSAC II development would have a maximum parking demand of approximately 264 spaces (53% garage utilization). During the Consolidated Operation of PSAC II, the 500-space accessory garage would operate at capacity with a maximum accumulation of 496 spaces and a utilization rate of 99 percent with only four available spaces. In the event additional vehicles would need to park at the garage, the NYPD would direct vehicles to park elsewhere on the site. It should be noted that the project site would be a secured facility with no unauthorized access.

As the proposed PSAC II development would directly displace some required accessory parking for the HMC, the effect of this loss of required accessory parking on the current and projected parking demand at HMC was also analyzed. The results of the analysis indicate that although the provided accessory parking capacity of the HMC would no longer comply with the site's M1-1 zoning parking regulations (which, as discussed above under "Land Use, Zoning, and Public Policy" would result in an adverse zoning impact), the HMC would retain a sufficient number of parking spaces to accommodate all of its projected parking demand. Therefore, as the HMC office, hotel, and student demand would not affect on-street or off-street parking demand and capacity, no significant adverse parking impacts would result from the Proposed Action.

Transit and Pedestrians

In the 2012 future with the Proposed Action, the proposed PSAC II development would generate a total (in and out combined) net increase in person trips by subway of 32, 53 and 59 in the weekday AM, midday, and PM peak hours, respectively, under its Typical Operation. New person-trips by local bus under Typical Operations of PSAC II would total 96, 129, and 129 (in and out combined) in the respective weekday AM, midday, and PM peak hours. As the site of the proposed development is

relatively isolated from surrounding residential areas, in a low-density somewhat industrial section of the northeastern Bronx, the number of person trips to and from the proposed development made solely by walking ("walk-only" trips) is expected to be minimal. Under Typical Operations, a net new 13, 22 and 15 walk-only trips (in and out combined) would occur in the AM, midday, and PM peak hours, respectively.

Transit and pedestrian person trips to and from the proposed PSAC II development would be greater under the temporary Consolidated Operations of the facility, as the proposed PSAC II development would accommodate the staffs of both PSAC I and PSAC II (up to 1,700 employees throughout a 24-hour period). In the AM, midday, and PM peak hours, person trips by subway would total 166, 226 and 178 (in and out combined), respectively and person trips by local bus would total 116, 149 and 129 (in and out combined), respectively. A minimal number of additional walk-only person trips would result under temporary Consolidated Operations. When the staffs of both PSAC I and PSAC II combine at the proposed development, a total increase of 15, 24 and 15 walk-only person trips made solely by walking (in and out combined) would occur in the AM, midday and PM peak hours, respectively.

No significant adverse impacts would result at any analyzed transit or pedestrian facility under both the Typical and temporary Consolidated Operations of the proposed PSAC II development.

Air Quality

Air quality analyses were undertaken to determine the potential for impacts under the Proposed Action. These impacts can be either direct or indirect. Direct impacts come from stationary sources at the development site, such as emissions from heating systems. Indirect impacts are defined as the potential for emissions due to mobile source/vehicles generated by the proposed development. Pollutants that are examined for mobile sources are carbon monoxide (CO) and respirable particulate matter (PM_{10} and $PM_{2.5}$). An analysis of the potential accessory parking garage impacts was also prepared for the proposed 500 space accessory garage.

The Proposed Action would not result in any significant adverse air quality impacts from either mobile or stationary sources.

The maximum predicted pollutant concentrations from mobile sources with the Proposed Action would be in compliance with the applicable guidance thresholds and ambient air quality standards. One key intersection location (with multiple receptors) was selected for CO microscale analysis, while a PM microscale analysis was not warranted, as the Proposed Action would not meet the preliminary threshold of adding emissions equivalent to the volume of 19 heavy duty diesel vehicles (HDDV) on a collector-type road with future daily volume over 5,000 vehicles. CO modeling was conducted for the weekday midday peak period (2:30 PM to 3:30 PM) for the intersection of Waters Place and Industrial Street, which would experience the highest project-generated increment of traffic. The results of the analysis show that the proposed PSAC II development would not result in any significant adverse air quality impacts from mobile sources for CO, PM_{10} and $PM_{2.5}$. The accessory parking garage associated with the proposed PSAC II development would also not result in any significant adverse air quality impacts.

Based on a stationary source screening analysis, there would be no potential for significant adverse air quality impacts from the heat and hot water system of the proposed development. In addition, there would be no significant adverse air quality impacts from nearby industrial facilities on the proposed PSAC II development. No industrial facilities of concern or major air pollutant emitters were

identified within either the 400 or 1,000-foot search radius, and therefore, no air quality impacts to the proposed facility from existing land uses is projected.

Noise

A total of three (3) sites were monitored for potential noise impacts under the Proposed Action. The analysis examined the potential for impacts from both net increases in traffic under the Proposed Action as well as the current ambient noise. The analysis showed that there would be significant changes in ambient noise levels as a result of the Proposed Action. However, noise from increased traffic due to the Proposed Action would not cause noise level impacts at any affected intersections. At the little league ball fields along the east side of Industrial Street (proposed public street), no increases of 3 dBA or more would occur during periods when the ball fields would be in use. Substantial noise level increases would occur at the proposed development site due to traffic from the proposed PSAC II development. However, this would not constitute a significant adverse noise impact as no sensitive receptors are or would be present at this location. Traffic generated by the proposed development would enter the accessory parking garage at the southwestern boundary of the proposed development site. This garage would extend along the southern boundary of the proposed development and would be approximately 125 feet wide with a separate vehicular access/egress points on its western façade. The proposed PSAC II office building would be positioned near the center of the proposed development site, setback from the northern façade of the garage by approximately 100 feet. Therefore, the approximate distance from the garage entrance to the office building is about 170 feet, which would provide for some attenuation of the traffic noise. Noise levels at the proposed office building are expected to fall below 65.0 dBA, which is within the Marginally Acceptable category and would be comparable to Existing and No-Build noise levels. The relative increase in noise would be below 4.4 dBA and would not exceed the CEQR impact criteria, and therefore, not be considered a significant adverse impact.

The proposed PSAC II development would be built and operated in compliance with the New York City Noise Code. There would be no stationary sources introduced by the Proposed Action that would generate significant noise, and no significant adverse noise impacts are expected.

Construction Impacts

The Proposed Action would result in the construction of a new building and accessory garage structure on the proposed development site, as well as the construction of infrastructure improvements in the proposed street and directly north of the proposed development site. Construction of the proposed development and infrastructure improvements is expected to be completed by the end of 2012.

As is typical with large construction projects, the anticipated development on the Project Site would cause some disruptions to activities in the surrounding area, particularly during periods of peak construction activity. However, as the proposed development is relatively isolated by the Pelham and the Hutchinson River Parkways and partially by an Amtrak right-of-way, the area of the proposed construction is largely separated from the community, and therefore such disruptions would not be significant. Construction-related activities resulting from the Proposed Action are not expected to have any significant adverse impacts on land use and neighborhood character, socioeconomic conditions, community facilities, open space, historic resources, natural resources, hazardous materials, infrastructure, traffic and parking, transit and pedestrians, air quality, or noise conditions.

A maintenance and protection traffic plan (MPT plan) would be prepared in coordination with the New York City Department of Transportation (NYCDOT) to maintain safe and convenient vehicular

access to the HMC and proposed development site during construction of the proposed PSAC II facility and the reconstruction of Marconi Street (proposed public street). The MPT plan would require that a 24-foot wide, two-way roadway be maintained at all times during construction to provide access between Waters Place and the HMC and proposed development site. This would allow for one moving lane in each direction as is currently provided along the existing Industrial Street. Traffic mitigation measures for the proposed PSAC II development would be implemented by 2011, thereby addressing most of the temporary traffic impacts due to construction. Although traffic impacts would persist at four intersections during one peak hour, these impacts would not be considered significant and adverse The identified traffic impacts would be temporary, and are expected to occur only during the peak construction period for PSAC II.

A Stormwater Pollution Prevention Plan (SWPPP), which would be required by the New York State Department of Environmental Conservation (NYSDEC) due to the size of the Project Site, would minimize any potential construction period impacts to water quality associated with stormwater runoff during land disturbing activities on upland areas.

Moreover, the construction process in New York City is highly regulated to ensure that construction period impacts are eliminated or minimized. The construction process requires consultation and coordination with a number of City and/or State agencies, including NYCDOT, New York City Department of Buildings (NYCDOB), NYCDEP, and, where applicable, NYSDEC, among others.

Public Health

Based on a preliminary screening analysis in accordance with the *CEQR Technical Manual* guidelines, it was determined that a full assessment of the Proposed Action's potential impacts on public health is not necessary and that no significant adverse impacts on public health are expected as a result of the Proposed Action. The Proposed Action would not result in significant adverse impacts related to air quality, odors, noise, solid waste, or hazardous materials, and would not exceed accepted City, state, or Federal standards with respect to public health.

H. MITIGATION

Hazardous Materials

Typical hazardous materials mitigation measures include remedial activities (remediation) such as excavation of contaminated soil or the installation of a groundwater pump and treat system. Mitigation also includes institutional and engineering controls that may already be in place or may be inherent to the proposed redevelopment (e.g., paving an area for parking results in a "cap" that prevents direct contact with contaminated soil below). As discussed below, intrusive activities (construction) at most previously developed urban sites would involve mitigation in the form of proper soil handling and management, preparation and adherence to a site-specific Construction Health and Safety Plan (CHASP) that considers the presence of contaminants, and implementation of a Community Air Monitoring Plan (CAMP) to minimize the creation and dispersion of fugitive airborne dust.

All remediation measures would be undertaken pursuant to a Remediation Action Plan (RAP) approved by the NYCDEP. Prior to any excavation or construction activity at the Project Site, a CHASP would also need to be prepared that will meet the requirements set forth by OSHA, NYSDOH, NYCDEP, and any other applicable regulations. The CHASP would identify the possible

locations and risks associated with the potential contaminants that may be encountered, and the administrative and engineering controls that would be utilized to mitigate concerns. The NYSDEC must also approve any remedial plans related to spill cleanup. These measures would ensure that no significant adverse impact related to hazardous material would occur.

Impacted soil in the area of proposed excavation should be removed and disposed of in accordance with all applicable local, state, and federal regulations. Unpaved or landscaped surfaces should be covered with at least two feet of certified, clean fill and vegetative top soil. Due to the presence of Target Compound List (TCL) volatile organic compounds (VOCs), semi-volatile organic compounds (SVOCs), and metal concentrations above applicable standards at several sampling locations, dust control procedures are recommended during excavation activities to minimize the creation and dispersion of fugitive airborne dust. The CAMP would require real-time monitoring for VOCs and particulates (i.e., dust) at the downwind perimeter of each designated work area when certain activities are in progress at contaminated site. The CAMP is intended to provide a measure of protection for the downwind community from potential airborne contaminant releases as a direct result of investigative and remedial work activities.

Contract documents should identify provisions and a contingency plan for managing, handling, transporting and disposing of non-hazardous petroleum impacted soil and potentially hazardous soil for lead. The Contractor should be required to submit a Materials Handling Plan, to identify the specific protocol and procedures that will be employed to manage the waste in accordance with applicable regulations.

In addition, the removal of existing fencing on the site could involve the disturbance of surfaces with lead-based paint. To protect workers from exposure to lead, OSHA regulations would be complied with.

Traffic

The Proposed Action would result in significant adverse traffic impacts at six signalized intersections in one or more peak periods under Typical Operations of the proposed PSAC II development when the facility would normally operate with a staff size of approximately 850 employees (staff of PSAC II only). These impacted locations are listed in Table S-2. As the proposed PSAC II development is expected to typically operate at this staffing level, a traffic mitigation plan was therefore developed to address these impacts. Mitigation measures associated with this plan include signal timing and phasing changes, new curbside parking restrictions on impacted approaches, and striping changes at some impacted approaches.

As shown in Table S-2, the proposed traffic mitigation measures would fully mitigate all impacts at the three traffic intersections impacted in the AM peak period and the six traffic intersections impacted in the midday peak hour under Typical Operations of the proposed PSAC II development. All of the traffic intersections impacted by the Proposed Action under the Typical Operations of the proposed PSAC II development would no longer be impacted with the implementation of the proposed mitigation plan.

Table S-2
Summary of Mitigated Traffic Impacts under Typical Operations of the Proposed PSAC II Development (staff of PSAC II only)

Signalized Intersections		Typical Operations	
		AM	Midday
Waters Place @	Eastchester Road	**X**	**X**
	Industrial Road	**X**	**X**
East Tremont @	Sliver Street (Eastchester Rd)	**X**	**X**
	Castle Hill Avenue		**X**
Eastchester Road @	Ives Street		**X**
	Morris Park Avenue		**X**
X	All impacts fully Mitigated.		

Temporary Consolidated Operations

With the exception of the eastbound de facto left-turn movement at the intersection of East Tremont Avenue and Silver Street in the AM peak hour and the eastbound defacto left-turn and southbound left and right turns at the intersection of Waters Place and Industrial Street (future Marconi Street), as well as the northbound left-through movement at the intersection of Eastchester Road and Ives Street in the midday peak hour, the mitigation plan proposed for the six traffic intersections significantly impacted by the proposed PSAC II development under Typical Operations would also fully mitigate the traffic impacts at these intersections under the temporary Consolidated Operations of the proposed facility (i.e., when PSAC I employees would temporarily be relocated to PSAC II, and the staff members of PSAC I and PSAC II would temporarily be combined). As discussed in the *Traffic and Parking* section above, three additional signalized intersections (Waters Place at the entrance to the Bronx Psychiatric Center, Little League Place at Westchester Avenue, and East Tremont Avenue at Ericson Place) would also be significantly impacted in both the AM and midday peak hours under Consolidated Operations when the proposed PSAC II development would operate with a staff size of up to approximately 1,700 employees.

As the proposed PSAC II development is expected to accommodate the consolidated staffs of both PSAC I and PSAC II only on a temporary emergency basis, the NYPD is committed to mitigating additional significant adverse impacts at these three signalized intersections, as well as the eastbound de facto left-turn movement at the intersection of East Tremont Avenue and Silver Street, Waters Place and Industrial Street (future Marconi Street) and Eastchester and Ives Street through the use of traffic enforcement agents. The traffic enforcement agents would be under the purview of the NYPD and would improve safety and traffic flow at these intersections. This approach has been recommended by the NYCDOT as the appropriate method of addressing temporary/emergency conditions when all of the City's PSAC workers are at the proposed development site.

I. ALTERNATIVES

Five alternatives to the Proposed Action were considered in this EIS, to examine reasonable and practicable options that avoid or reduce Action-related significant adverse impacts and may still allow for the achievement of the stated goals and objectives of the Proposed Action. The environmental effects of the alternatives are summarized below.

No Action Alternative

The No Action Alternative assumes that the proposed acquisition, site selection, and City Map change actions would not be implemented. While the No Action Alternative would not result in some of the impacts associated with the Proposed Action and resulting proposed PSAC II development, the benefits expected from the Proposed Action relative to land use, urban design, public safety, and WRP consistency would not be realized under this alternative. In addition, the No Action Alternative would fall far short of the objectives of the Proposed Action in facilitating a fully redundant and load-balanced call intake and dispatch center for emergency calls that would provide more secure and long range support to the City's 911 system.

No Impacts Alternative

The No Impacts Alternative would avoid the Proposed Action's identified significant adverse impacts. However, this No Impacts Alternative is not an acceptable alternative to the Proposed Action. By significantly limiting the area on the proposed development site that could be developed and the overall level of development, this alternative would fail to meet the key objectives of the Proposed Action, which include: enhance the City's emergency communications system and infrastructure by providing a second load-balanced 911 center that would work in conjunction with the existing PSAC I; improve voice and data communications infrastructures in the City, and therefore, public safety by heightening emergency response ability and disaster recovery capacity; and strengthen the City's ability to maintain communication in the event of any emergency, such as natural disaster or terrorist attack, etc. As such, this alternative would not meet the goals and objectives of the Proposed Action, and accordingly, it is not considered for purposes of further analysis.

Alternative Site Alternative

Over the past decade, as part of the current planning process, and in response to comments made at the public scoping meeting, several other alternative sites for the proposed PSAC II development have been considered, most of which are located outside of the borough of the Bronx. Several of these alternate locations included one other site in the Bronx, six sites in Queens, one site in Staten Island, and one site in Manhattan. Some of the sites considered include: (1) the Harlem River Yard in the South Bronx; (2) Fort Totten in northeastern Queens; (3) the Ridgewood Reservoir in southwestern Queens; (4) Sixth Road and 151st Street in northern Queens; (5) 30-30 Northern Boulevard in western Queens; (6) the former Elmhurst Gas Tank Location in southwestern Queens; (7) the Phelps Dodge site in southwestern Queens; (8) the former GATX property in northern Staten Island; and (9) West 44th Street and Eleventh Avenue in Midtown Manhattan. These sites consisted of both private and publicly owned property. None of these alternate locations proved viable. Each of these nine alternative locations for the proposed PSAC II development was found to be unsuitable, as each alternate site did not meet one or more of the selection criteria for siting the proposed public facility. These criteria include: access to public transportation; vicinity to main arterial roadways; available utilities (access to separate grids/distributions); location of technologies; radio propagation; and security requirements. As none of the alternate sites listed above met all of the necessary selection criteria, the Alternate Location Alternative would fall short of the objectives of the Proposed Action. Moreover, the Alternate Location Alternative may result in the same or additional significant adverse impacts as the Proposed Action.

Pelham Parkway Site Access Alternative

The Pelham Parkway Site Access Alternative would result in the same size, scale and density of development on the proposed development site as the Proposed Action. Unlike the Proposed Action, which would establish a new public street to provide vehicular access to the site from Waters Place, this alternative assumes that vehicular access to the site would be provided through the establishment of a private access and utility easement extending from the Pelham Parkway to the site. The Pelham Parkway Site Access Alternative would result in the construction of a private roadway on land outside of the area affected by the Proposed Action.

Overall, the Pelham Parkway Site Access Alternative would have similar effects to the Proposed Action. This alternative would not eliminate the potential for significant adverse impacts on hazardous materials and would also result in significant adverse traffic impacts, which would require mitigation. Similar to the Proposed Action, the Pelham Parkway Site Access Alternative would also result in an adverse, but not significant, zoning impact causing non-conformance on the HMC site with respect to current underlying zoning regulations requirements for accessory parking.

The cost of implementing the Pelham Parkway Site Access Alternative is expected to be considerably more substantial than the Proposed Action, as it involves the designing and constructing of a bridge crossing above an Amtrak right-of-way. This alternative would also require extensive coordination with and approval from Amtrak, the NYCDOT, NYSDOT, and New York City Department of Parks and Recreation (NYCDPR).

911 Call and Dispatch Center Alternative

The 911 Call and Dispatch Center Alternative modifies the scope and program for the proposed PSAC II facility, and assumes that PSAC II would function only as a 911 Call and Dispatch Center, and would not consolidate the command center operations for the FDNY or the NYPD at the proposed development site, as assumed in the Proposed Action. Like the Proposed Action, the 911 call and dispatch center Alternative would involve site selection for a public facility and the acquisition of privately owned property to construct the proposed PSAC II development on an approximately 8.75-acre site comprising the northernmost portion of the HMC. In addition, similar to the Proposed Action, this alternative would amend the City Map to establish a new public street that would provide vehicular access and utility services to the proposed development along a public right-of-way. An existing private access roadway (Industrial Street) for the HMC would be mapped as a public street (Marconi Street).

This alternative would also reduce the size and scale of proposed PSAC II development as compared to the Proposed Action. The modified program for PSAC II would result in a decrease of the proposed development's gross square footage by approximately 90,000 gsf, somewhat different building massing on the site, and lower building height by about 90 feet. The staff size of the Typical Operations of PSAC II under this alternative would be equivalent to the Proposed Action. When operating in backup mode or during heightened security days, under its temporary Consolidated Operations, it is expected that PSAC II would have a maximum staff size of approximately 1,500 employees (with a maximum of approximately 550 employees per shift) that would work over a 24-hour period in overlapping shifts under this alternative, as compared to up 1,700 employees assumed in the Proposed Action (with a maximum of 630 employees per shift).

Overall, the 911 Call and Dispatch Center Alternative would have similar effects to the Proposed Action. This alternative would not eliminate the potential for significant adverse impacts on hazardous materials and would also result in significant adverse traffic impacts, which would require mitigation.

All of the hazardous materials and traffic mitigation measures required for the Proposed Action would also be required for this alternative. Similar to the Proposed Action, the 911 Call and Dispatch Center Alternative would also result in an adverse, but not significant, zoning impact causing non-conformance on the HMC site with respect to current underlying zoning regulations on required accessory parking as well as floor area regulations.

The 911 Call and Dispatch Center Alternative would meet the objectives of the Proposed Action in augmenting and providing redundancy to the current emergency 911 response services in New York City. Similar to the Proposed Action, the proposed PSAC II facility under this alternative would be a fully redundant and load-balanced intake and dispatch center for emergency calls that would provide more secure and long range support to the City's 911 system. Unlike the Proposed Action, it would not consolidate the command center operations for the NYPD and FDNY within one facility at the proposed development site. The command center operations would remain at their current locations at One Police Plaza in Lower Manhattan and at 9 MetroTech Center in Downtown Brooklyn, respectively, under this alternative.

J. UNAVOIDABLE ADVERSE IMPACTS

All of the potential significant adverse impacts of the Proposed Action could be avoided or mitigated by implementing a broad range of mitigation measures.

K. GROWTH INDUCING ASPECTS OF THE PROPOSED ACTION

The Proposed Action would facilitate the construction of a unique public facility that would improve emergency response ability and disaster recovery capacity within the City, as well as provide needed redundancy. Although the Proposed Action would introduce a new land use and an increase in density on the proposed development site (generating new workers and visitors), it is not anticipated that it would have significant spillover or secondary effects resulting in substantial new development in nearby areas. The Proposed Action would retain manufacturing zoning on the proposed development site and would not introduce new development that is markedly different from existing uses, development and activities within the surrounding neighborhood. The ability of the Proposed Action to alter land use patterns in the study area would be minimal, given the site's isolation, existing land use patterns and trends, and zoning district regulations.

L. IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

Resources, both natural and man-made, would be expended in the construction and operation of the proposed public facility facilitated by the Proposed Action. These resources include the building materials (including concrete, wood, metal, glass and asphalt) used in construction of the proposed PSAC II development and new street; energy in the form of gas and electricity consumed during construction and operation of the proposed development by various mechanical and processing

systems; and the human effort (time and labor) required to develop, construct, and operate various components of the proposed development. They are considered irretrievably committed because their reuse for some other purpose would be highly unlikely. The land use changes associated with the development of the proposed development site may also be considered a resource loss. The proposed development constitutes an irreversible and irretrievable commitment of the development site for a public facility use, thereby rendering land use for other purposes infeasible.

Further, funds committed to the design, construction, and operation of the proposed development are not available for other projects. The public services provided in connection with the projected development under the Proposed Action (e.g., police and fire protection) also constitute resource commitments that might otherwise be used for other programs or projects.

Despite the commitments identified above, the proposed PSAC II development would result in a public benefit, due to the expansion of voice and data communication infrastructures in the City, which would enhance emergency response ability and disaster recovery capacity in the City using two load-balanced facilities (PSAC I and PSAC II).

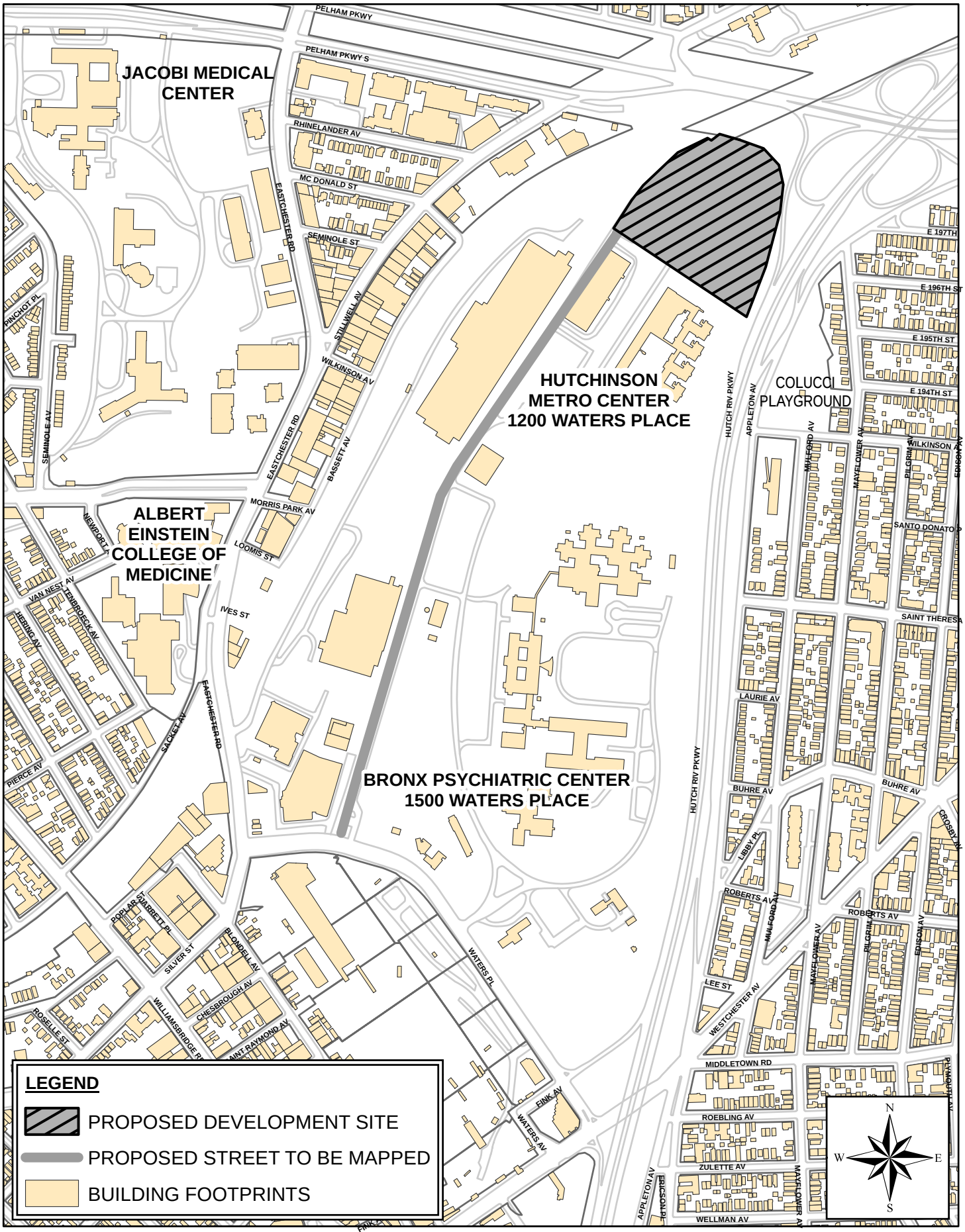
A. INTRODUCTION

The Public Safety Answering Center II (PSAC II) is a proposal to construct a second emergency communications 911 call intake and dispatch center for the City of New York ("the City") on an approximately 8.75 acre site in the Pelham Parkway section of the Bronx (see Figure 1-1, Location Map). The proposed public facility, to be operated by the New York City Police Department (NYPD), the Fire Department of New York (FDNY), and the New York City Department of Information Technology and Telecommunications (NYCDOITT), would function as a parallel operation to the existing PSAC I in Downtown Brooklyn and would augment and provide redundancy to the current emergency 911 response services in New York City. It would serve as a streamlined emergency call intake and dispatch center for all of the City's first responders, including the NYPD, FDNY, and the Emergency Medical Services (EMS), and would also house command control center operations for the FDNY and the NYPD to coordinate emergency response throughout the entire city at a centralized location. The proposed facility would consist of a single office building and an accessory parking garage ("proposed development").

The proposed development would be located near the interchange of the Pelham Parkway and the Hutchinson River Parkway, and to the east of the New York, New Haven and Hartford railroad right-of-way for Amtrak (see Figure 1-1). The development site would comprise the northernmost portion of the Hutchinson Metro Center office complex ("HMC"), consisting of portions of three irregularly shaped privately owned lots, including Lot 75 and part of Lots 40, and 55 on Block 4226 ("proposed development site"). The site is partially occupied by vacant land and partially occupied by at-grade accessory parking for the HMC office uses located to the south of the proposed site. As the proposed development site is relatively isolated from the surrounding area with no linear frontage adjacent to a public street, the applicant is also proposing to amend the City Map to map an existing privately owned street that provides access to the HMC as a public street to ensure permanent vehicular access and utility services to the proposed development along a public right-of-way. The proposed public street (Block 4226, part of Lots 30, 35 and 40) would extend north of Waters Place from a signalized intersection located approximately 420 feet east of the intersection of Eastchester Avenue and Waters Place for approximately 0.63 miles to the southern boundary of the proposed development site. The proposed street would be mapped at a width of 60 feet for approximately 1.790 feet and 50 feet for approximately 1,550 feet.

This proposal involves three discretionary actions, consisting of site selection for a public facility, acquisition of privately owned land by the City, and an amendment to the City Map to establish a new public street segment ("the Proposed Action"). As the proposed development is still in the early design phases, for conservative EIS analysis purposes, an illustrative massing study has been prepared for the programmatic requirements of the PSAC II facility. The massing study represents the anticipated maximum building envelope that could be constructed for the proposed development, which includes an approximately 640,000 gsf building with 14 levels (350 feet tall with an elevation of 374 feet) and a 500-space accessory parking garage. Based on the illustrative massing study, in addition to the discretionary actions described above, the proposed development will likely require a mayoral waiver

Figure 1-1
Location Map



Source: NYC DCP, NYC DOiTT

FIGURE NOT TO SCALE

to modify the accessory parking requirements of the proposed development site's M1-1 zoning regulations. If all necessary approvals are granted, construction of the proposed development is expected to commence in 2009, and continue for approximately 42 months, with move-ins beginning by mid-2012. It is expected that the proposed development would be fully occupied by late-2012, and therefore this is the analysis year used throughout this Final Environmental Impact Statement (FEIS).

This FEIS has been prepared in conformance with applicable laws and regulations, including Executive Order No. 91, New York City Environmental Quality Review (CEQR) regulations, and follows the guidance of the *CEQR Technical Manual*, October 2001. The FEIS includes review and analysis of all relevant impact categories identified in the *CEQR Technical Manual*. The EIS contains a description and analysis of the Proposed Action and its environmental setting; the environmental impacts of the Proposed Action, including its short and long term effects, and typical associated environmental effects; identification of any significant adverse environmental effects that can be avoided through incorporation of corrective measures into the Action; a discussion of alternatives to the Proposed Action; the identification of any irreversible and irretrievable commitments of resources that would be involved in the Proposed Action should it be implemented; and a description of any necessary mitigation measures proposed to minimize significant adverse environmental impacts.

B. PURPOSE AND NEED

The proposed PSAC II development is an essential component to the City's Enhanced 911 Project (Emergency Communications Transformation Program). This project seeks to implement a fully integrated and redundant computer aided dispatch system for emergency communications and response in the City using dual active "hot" sites (i.e., PSAC I and PSAC II). Central to New York City's emergency communications system is a unified structure that consolidates and streamlines emergency call taking and dispatch operations using two load-balanced facilities (i.e., PSAC I and PSAC II). These two facilities would consolidate operators and dispatchers for all the City's emergency services within two call centers. The proposed development would serve as a redundant hot site working with the existing PSAC I facility at 11 MetroTech Center in Downtown Brooklyn. It would also support command control center operations for the FDNY and the NYPD, which would enable police and fire officials to coordinate and manage emergency response with the New York City Office of Emergency Management (OEM) across the entire City at one central location.

Each day the City's 911 system fields on average approximately 33,000 emergency calls, or a total of more than 12 million emergency calls per year. PSAC I is a standalone facility that is responsible for the call transfer and dispatch for all emergency services in the five boroughs. As a single facility with limited backup operations, PSAC I handles emergency call taking and dispatch operations for all the City's first responders, including NYPD, FDNY, and EMS. The proposed development would function as a parallel operation to PSAC I, that would backup existing service and alleviate pressure on PSAC I by sharing the volume of emergency calls in the City. It would enhance the City's emergency communications system and infrastructure by providing a second load-balanced 911 center that would work in conjunction with the existing PSAC I. The proposed development is also expected to improve voice and data communications infrastructures in the City, and therefore public safety, by heightening emergency response ability and disaster recovery capacity in the City using two load-balanced facilities (PSAC I and PSAC II). Additionally, it is also expected to strengthen the City's ability to maintain communication in the event of any emergency, such as natural disaster or terrorist attack, etc. The proposed development would be designed to operate without interruption under extreme adverse conditions with redundant mechanical systems and multiple generators.

The proposed development would be a critical component of the City's emergency communications infrastructure and a significant portion of the new building would support state-of-the-art technology and infrastructure, which would provide fast, efficient, emergency 911 services to the citizens and visitors of the five boroughs of New York City. It would also consolidate the command center operations for the NYPD and the FDNY, which are currently located at One Police Plaza in Manhattan and at 9 MetroTech Center in Brooklyn, respectively, within one facility. This would enable police and fire officials to coordinate the two departments' resources throughout the five boroughs from a single location.

The proposed emergency facility would be a fully redundant and load-balanced intake and dispatch center for emergency calls that would provide more secure and long range support to the City's 911 system. The proposed development, like PSAC I, would operate continuously 24 hours per day, seven days per week, and the operators and dispatchers for all of the City's emergency agencies would work side by side. On a typical day, the proposed development would handle about half of the City's emergency calls and is expected to have a staff size of approximately 850 employees that would work in several eight-to 12-hour overlapping shifts (up to approximately 315 employees per shift) throughout a 24-hour period. The proposed facility also would be designed with redundant mechanical systems and multiple generators to prevent any "downtime."

The proposed development site is an ideal location for the PSAC II in terms of its size, configuration, relative isolation, strategic location from the existing PSAC I in Brooklyn, availability of utilities and highway access, and compatibility with surrounding land uses. The proposed development site encompasses an approximately 8.75-acre site that is essentially severed from the surrounding area, bordered by the Pelham Parkway to the north, the Hutchinson River Parkway to the east, and partially by an Amtrak right-of-way to the west. This area of the City is also less densely developed, supporting large commercial and institutional uses on campus-like settings. There are no existing or planned structures within at least 150 feet of the proposed development site, and residential uses are located more than 500 feet from the site. The Pelham and the Hutchinson River Parkways provide wide buffers between the predominantly residential areas of Pelham Gardens and Pelham Bay, and the Amtrak right-of-way and a number of light industrial, warehousing, commercial and vehicular storage uses physically separate the proposed site from the residential neighborhood of Indian Village.

The proposed development site also has vehicular access and is accessible from a number of major highways, including I-95, the Bronx River Parkway, the New York State Thruway, and the Cross Bronx Expressway. In addition, it has excellent radio and microwave transmission/reception. Furthermore, the necessary security measures can be readily implemented for the proposed development without adversely affecting the surrounding area.

C. PROJECT SITE AND ITS CONTEXT

The proposed development site and the area affected by the proposed mapping action, combined, create the area defined as the "Project Site." The Project Site encompasses a total of approximately 13.08 acres, and includes the approximately 8.75 acre proposed development site, which would be acquired by the City, and the approximately 4.33 acre area that would be mapped as a new public street, which would provide access to the proposed development site along a public right-of-way.

As described previously, the proposed development site is located to the southwest of the interchange of the Pelham and the Hutchinson River Parkways on the eastern edge of Bronx Community District 11, directly west of Community District 10. It is a bell-shaped property that comprises the

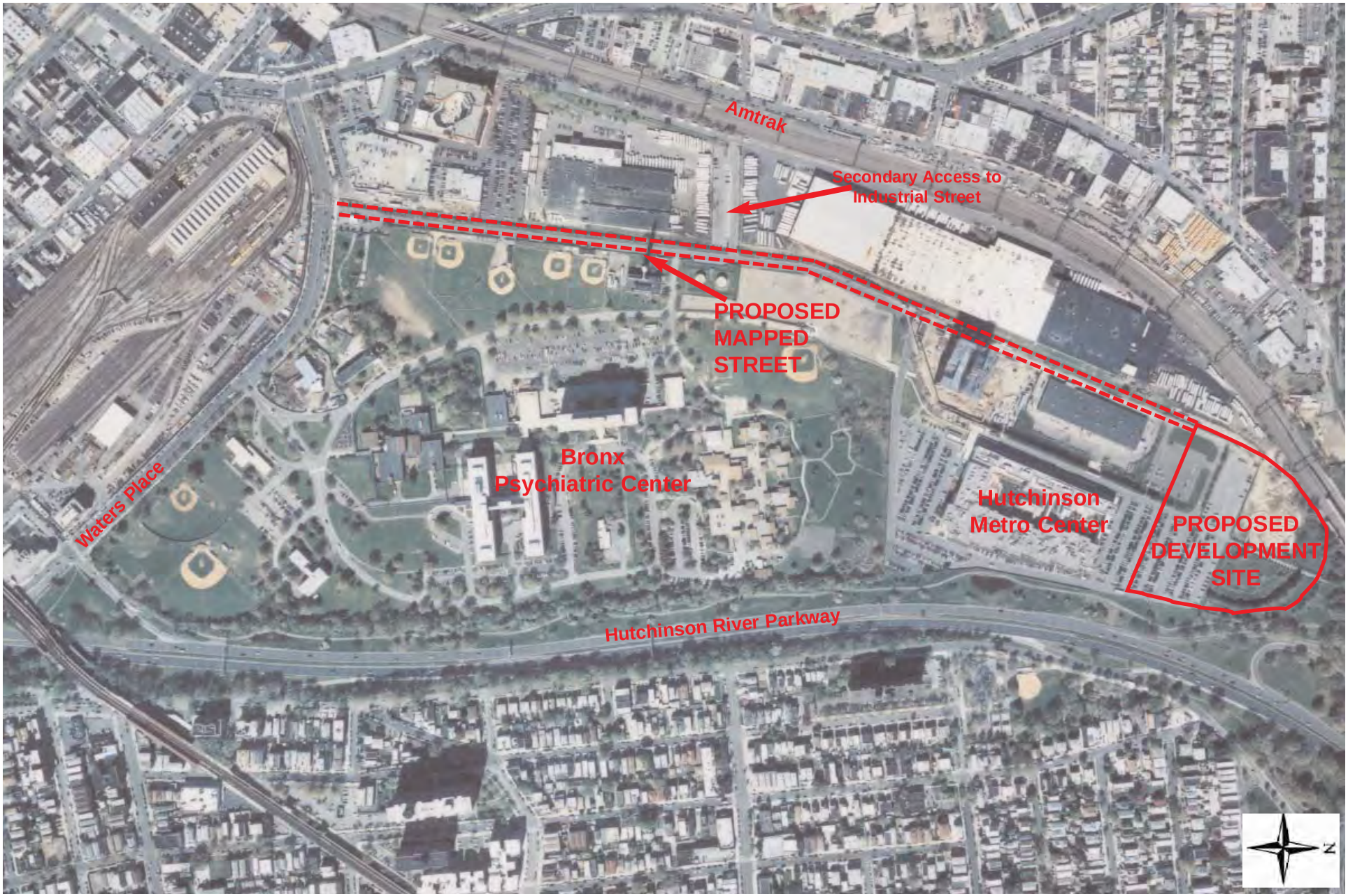
northernmost portion of the HMC in the Pelham Parkway area of the northeastern Bronx (see Figure 1-2, Aerial View of Proposed Development Site and the Proposed Public Street to be Mapped).

The HMC office complex, located at 1200 and 1260 Waters Place, encompasses approximately 32-acres of land (Block 4226, Lots 35, 40, 55, 70, and 75) directly north of the New York State owned and operated mental health facilities ("Bronx Psychiatric Center") located at 1000, 1400, and 1500 Waters Place (Block 4226, Lot 30) (see Figure 1-2). The suburban-style office park campus contains one large, 4-story office building (developed from the former New York State operated Bronx Development Center), as well as a 1-story warehouse, which is leased by New York State for storage and as a filling station, and at grade accessory parking. The existing office building underwent extensive renovation in 2001-2002 and currently accommodates approximately 460,000 gsf of Class A office space, which is occupied by a variety of office and institutional tenants, including a range of health care facilities, doctors' offices, real estate companies, non-profit organizations, and government uses, as well as the Bronx campus of Mercy College. The building also offers its tenants such amenities as a conference center, cafeteria, day care center, dry cleaners and fitness center.

Vehicular access to the office complex is provided from the south via a private street (Industrial Street) that extends north of Waters Place from a signalized intersection located approximately 700 feet west of the entrance to the Bronx Psychiatric Center. As shown in Figure 1-2, there is also a secondary connection to Industrial Street from an at-grade parking lot located to the west, which is accessible from a private road (Bassett Road) that extends north of Eastchester Road from a signalized intersection to the west of Calvary Hospital (located at 1740 Eastchester Road). As the primary entrance to the office complex is located more than ½-mile south of the office building, a shuttle service operates between the property's gatehouse on the north side of Waters Place to the main entrance of the office building. The southwestern corner of the office complex is currently undergoing construction, and is anticipated to be developed with two new commercial buildings that would house approximately 502,000 gsf of Class A office space and a 150-room hotel, as well as enclosed accessory parking (known as the "Towers at Hutchinson Metro Center" development).

As described above, the proposed development site occupies the northern portion of the HMC site and is generally bounded by the Pelham Parkway to the north, the Hutchinson River Parkway to the east, the approximately 460,000 gsf HMC office building to the south, and the Amtrak right-of-way to the west. The proposed development site consists of Bronx Block 4226, Lot 75 (bell-shaped lot) and the northern portion of Lots 40 and 55 on Block 4226. It is entirely privately owned and largely unimproved, and encompasses approximately 8.75 acres of land. The development site is partially occupied by at-grade accessory parking for the HMC (Block 4226, part of Lots 40 and 55) and partially occupied by vacant land that formerly accommodated two baseball fields (Block 4226, Lot 75). The two ball fields are no longer functional, enclosed by fencing, and largely overgrown with shrubs, and partially overlaid with a series of debris mounds (soil, concrete, asphalt) (see Figure 1-3). An asphalt pedestrian walkway also cuts through the center of the northern portion of the development site providing a pedestrian connection between the Pelham Parkway and the HMC. The proposed development site is zoned M1-1.

The proposed development site does not have any linear frontage adjacent to a public street. As described above, vehicular access to the proposed development site is only provided from the south via Industrial Street, which provides access to the HMC. The employees, visitors, and students of the tenants of the office complex are the exclusive users of this roadway. Industrial Street operates as a two-way, private road that extends north of Waters Place from a signalized T-intersection located approximately 420 feet to the east of the intersection of Waters Place and Eastchester Road. In its entirety, Industrial Street extends for approximately 0.63 miles from an attended gatehouse located on the north side of Waters Place to the proposed development site. The northern portion of Industrial



PSAC II EIS

Figure 1-2

Aerial View of Proposed Development Site and Proposed Public Street to be Mapped

PSAC II EIS

Figure 1-3

Enlarged Aerial View of Proposed Development Site

Street is currently closed due to ongoing construction efforts occurring at the southwestern corner of the HMC.

In order to ensure permanent access and to provide utility services to the proposed development, the applicant is proposing to amend the City Map to map the private roadway as a public street ("Marconi Street") that would extend from Waters Place to the southern boundary of the proposed development site (see Figure 1-4). The area affected by the proposed mapping action comprises approximately 4.33 acres (Block 4226, part of Lots 30, 35 and 40) and is partially zoned M1-1 and R5.

D. DESCRIPTION OF PROPOSED ACTION

The proposal for PSAC II requires the following discretionary actions that are subject to approval through the Uniform Land Use Review Procedure (ULURP) under City Charter Section 197(c), including:

- Acquisition of an approximately 8.75-acre site by the City of New York (the "City") from a private landowner, encompassing the northern portion of the HMC commercial office park site, which is generally bounded by the Pelham Parkway right-of-way to the north, the Hutchinson River Parkway right-of-way to the east, and the New York-New Haven Hartford rail line of Amtrak to the west (proposed development site; Bronx Block 4226, Lot 75 and part of Lots 40 and 55).

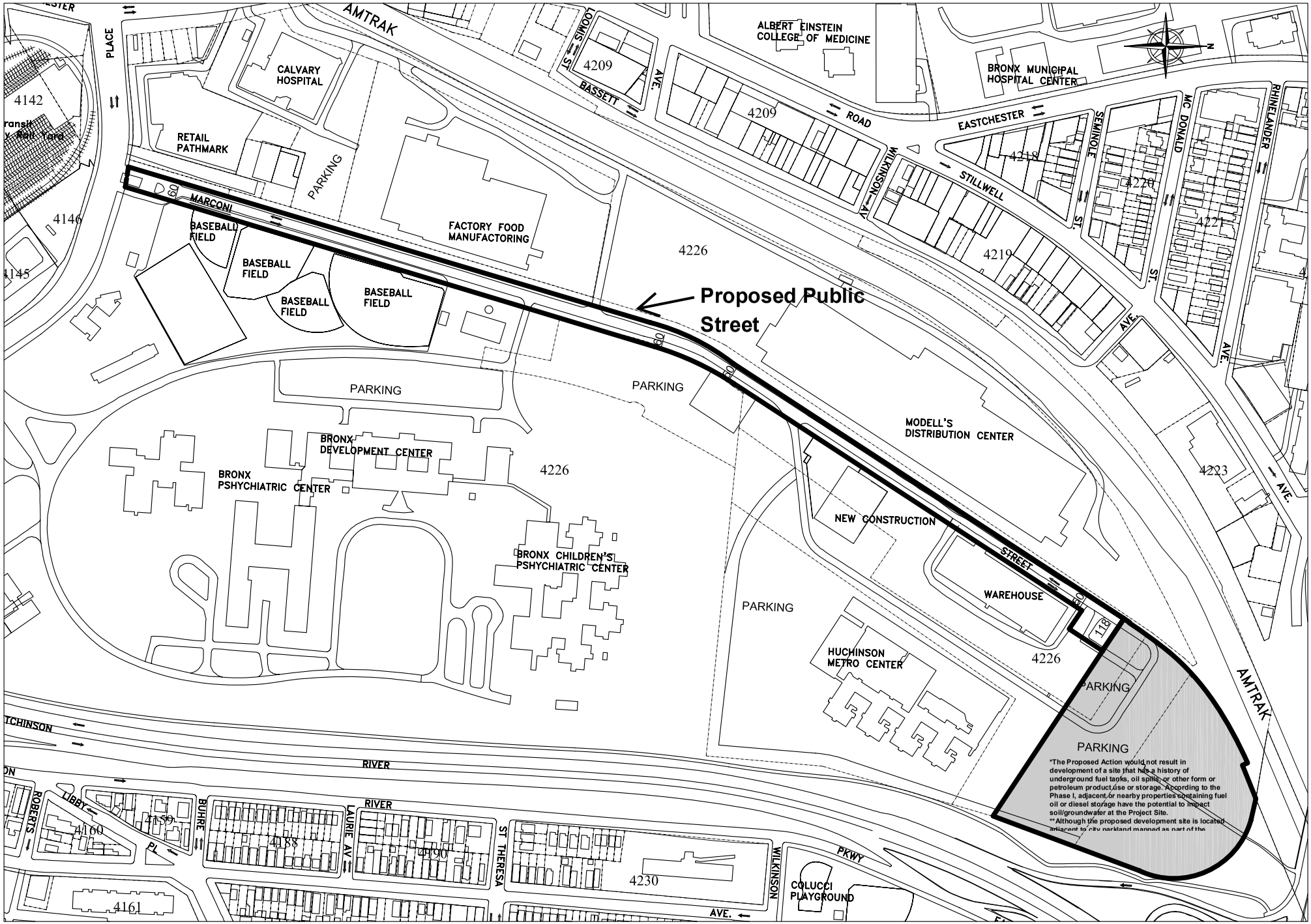
- Site Selection for a public facility to locate a new centralized intake and dispatch center for emergency calls for the City's first responders, as well as central command center operations for the FDNY and NYPD at the proposed development site in the Pelham Parkway area of the Bronx, which would operate in tandem with the existing PSAC I located at 11 MetroTech Center in Downtown Brooklyn.

- An amendment to the City Map to establish a public street (Block 4226, part of Lots 30, 35, and 40) that would extend north of Waters Place from a point located approximately 420 feet east of the intersection of Eastchester Road and Waters Place for approximately 3,350 feet (0.63 miles). As part of this mapping action, the City would acquire the roadbed of the new public street segment being mapped from the respective landowners.

As the proposed public facility is still in preliminary design, for conservative EIS analysis purposes, an illustrative massing study has been prepared for the programmatic requirements of the proposed development. The massing study represents the anticipated maximum building envelope that could be constructed for the PSAC II facility, which includes an approximately 640,000 gsf building with a 41,160 sf footprint and 14 levels (350 feet tall with an elevation of 374 feet) above grade plus a cellar level and a 500-space accessory parking garage. Based on the illustrative massing study, in addition to the above, the proposed development will likely require a mayoral zoning override to modify the accessory parking requirements of the proposed development site's M1-1 zoning regulations.

Development Program

The proposed development would be a unique public facility that would function similar to an office facility but would operate 24-hours per day, 7 days per week, 365 days per year. It would serve as the



PSAC II EIS

Figure 1-4
Proposed Public Street

City's second 911 center, which would backup existing emergency communication services and alleviate pressure on PSAC I by sharing the volume of emergency calls for first responders in the City. The building would also house command control center operations for the FDNY and NYPD, which would coordinate and manage emergency response across the entire City with the OEM.

The proposed development would comply with all applicable laws and ordinances, including the recently enacted Green Buildings Law (Local Law 86) governing sustainable design. Green building design, or sustainable design, strives to reduce a building's impact on its occupants and the environment. Sustainable design integrates architectural elements and engineering systems to optimize performance of proposed buildings and their interaction with the environment.

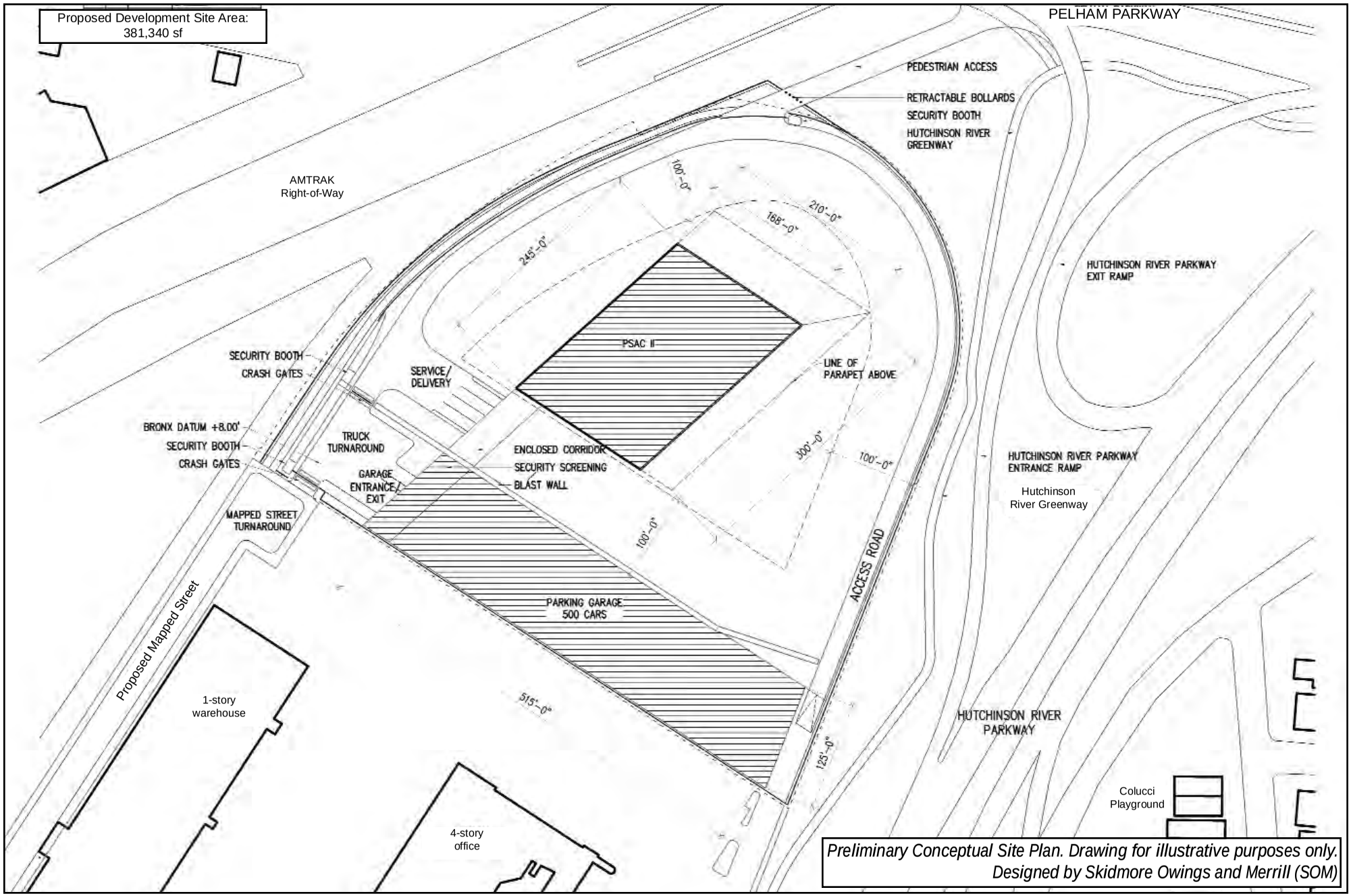
As shown in the preliminary site plan (Figure 1-5), the proposed development would consist of a new approximately 640,0000 gsf building and a 500-space above-grade accessory parking garage structure. The building would primarily house the 911 call intake and dispatch operations and command control center operations for the FDNY and NYPD, as well as related mechanical and data systems. This building is expected to have a parallelogram-shaped building footprint of up to approximately 41,160 sf, which would be offset from all other structures on the site, as well as the property line.

The building would have approximately 14 levels above grade with a height of approximately 350 feet to the roofline (elevation of 374 feet), and would have one below-grade cellar level (see Figure 1-6). Mechanical systems and other communications equipment necessary for PSAC II operation may rise above the roofline. Floor to floor ceiling heights in the building are expected to range between 20 to 45 feet tall due to the extensive mechanical infrastructure systems. Excluding the mechanical systems, the building is expected to contain approximately 288,854 zoning square feet (zsf) of floor area. The building would have one main pedestrian entrance that is expected to be located on the southern façade of the building.

The accessory parking structure would be constructed at the southern edge of the development site. The proposed garage would accommodate approximately 500 vehicles and would be accessible from the proposed public street through a gated security entrance to the site. The accessory garage would contain approximately 163,000 gsf (with approximately 92,000 zsf) and would have a height of approximately 30 feet. It would have three levels of parking with rooftop green space. A small security control office would occupy approximately 2,000 gsf on the second floor of the new garage structure, which would house security and screening operations for entering the proposed office building. An enclosed walkway would connect the security screening office in the garage to the main entrance of the office building. All visitors and employees to the proposed facility would be required to pass through this security screening facility and the interconnected walkway to enter the office facility.

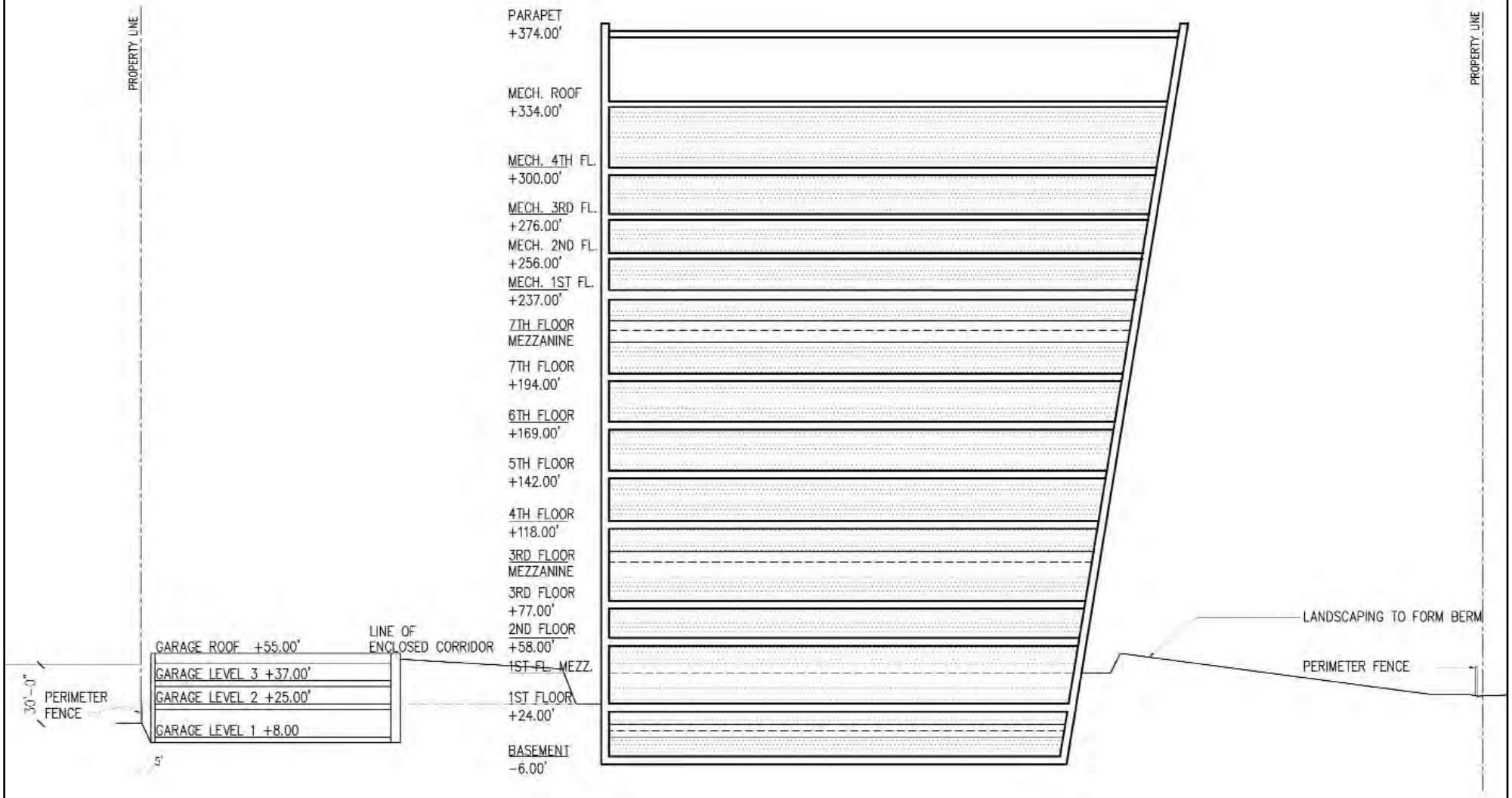
Implementation of the proposed development also requires an amendment to the City Map to map a private, unmapped roadway (Block 4226, part of Lots 30, 35, and 40) as a public street. The proposed public street would extend north of Waters Place from a point located approximately 420 feet east of the intersection of Waters Place and Eastchester Road for approximately 0.63 miles and would terminate in a hammerhead cul de sac at the southern boundary of the proposed development site. It would be a two-way street. As part of this mapping action, the portions of Lots 30, 35, and 40 on Bronx Block 4226 that would be mapped as a public street would be acquired by the City from the respective landowners. The proposed street would be City-owned and maintained.

Vehicular access to the proposed development would be provided from the south via the proposed public street. A gated security entrance operated by the NYPD would be established at the southwest corner of the proposed development site, which would control vehicular as well as pedestrian access to the proposed development. Vehicles would be vetted through security in an approximately 90-foot



PSAC II EIS

Figure 1-5
Preliminary Site Plan



Preliminary Section. Drawing for illustrative purposes only.
Designed by Skidmore Owings and Merrill (SOM)

PSAC II EIS

Figure 1-6
Preliminary Section

wide truck turnaround prior to being authorized to proceed to the accessory garage or truck service/delivery area.

Although an approximately 6-foot tall fence/wall would encircle the proposed development and provide a security perimeter, a publicly accessible pedestrian path would be established along the western edge of the property just outside of the perimeter fence, which would continue to provide a public pedestrian connection between the Pelham Parkway on the north and the HMC on the south. In addition, the existing pedestrian pathway within the Pelham Parkway right-of-way to the north of the proposed development site, which is under the New York City Department of Park's jurisdiction, would also be realigned and widened to approximately 25 feet, which would enable the path to serve as an emergency access/egress route for the proposed development.[1] This pathway would continue to be accessible to the public on a regular basis as a pedestrian walkway. A small security booth is envisioned to be established at the northern tip of the site, which would monitor and control access/egress to the proposed development site from the emergency route.

The proposed development is expected to be complete and operational by the end of 2012. It would operate 24 hours a day and 7 days per week. Similar to PSAC I, the majority of employees would work in three separate shifts, and shift changes would typically occur at approximately 7:00 AM, 3:00 PM, and 11:00 PM. The largest (or peak) shift would generally be the 3:00 PM to 11:00 PM shift. The next largest shift would be the 7:00 AM to 3:00 PM shift, followed by the 11:00 PM to 7:00 AM shift.

As described above, the proposed development is envisioned to be a parallel redundant hot site to PSAC I, and would be expected to typically handle about half of the City's emergency calls. However, it is being designed to accommodate emergency 911 communications for the entire City during heightened security days and if PSAC I should become non-operational for any reason. On a typical day, the proposed development would have a staff size of approximately 850 employees that would work in several eight-to 12-hour overlapping shifts (a maximum of 315 employees per shift) throughout a 24-hour period. When operating in backup mode or during heightened security days, staffing levels at the proposed development would increase. During this emergency condition, it is expected that all or some of the PSAC I operations and staff would be temporarily relocated to the proposed development and the facility would have a maximum staff size of approximately 1,700 employees (includes the staffs of both PSAC I and PSAC II) that would work over a 24-hour period in overlapping shifts. Up to approximately 630 employees are expected to work at the proposed development site at any given time under temporary emergency conditions when the staffs of PSAC I and PSAC II consolidate at the site.

E. FRAMEWORK FOR ANALYSIS

Scope of Environmental Analysis

As set forth in the Positive Declaration, the lead agency has determined that the Proposed Action may result in one or more significant adverse environmental impacts and thus requires the preparation of an EIS. The EIS has been prepared in accordance with the guidelines set forth in the *CEQR Technical Manual*.

[1] It is expected that vehicles would only use this emergency egress route to the Pelham Parkway, if there was a fire, flood, or evacuation of the proposed facility. In order to prevent vehicular access, a rated vehicle barrier would be installed at the property line of the proposed development site and a gate would be installed at the Pelham Parkway guard rail. In addition, traffic personnel and officers would be staffed at the emergency route to control vehicular access.

For all technical analyses in the EIS, the assessment includes a description of existing conditions, an assessment of conditions in the future without the Proposed Action for the year that the proposed development would be completed (i.e., No-Build condition), and an assessment of conditions for the same year with the completion of the proposed development in the future (i.e., Build condition). Identification and evaluation of impacts of the proposed development are based on the change from the future without the Proposed Action to the future with the Proposed Action (i.e., the incremental difference between the Build and No-Build conditions serves as the basis for the impact analyses).

Analysis Year

An EIS analyzes the effects of a Proposed Action on its environmental setting. Because a Proposed Action, if approved, would typically take place in the future, the action's environmental setting is not the current environment but the environment as it would exist at the proposed development's completion and occupation, in the future. Therefore, future conditions must be projected. This prediction is made for a particular year, generally known as the "analysis year" or "Build year," which is the year when the action would be substantially operational. As previously described, 2012 is the year that the proposed PSAC II development is expected to be completed and fully operational.

Definition of Study Areas

For each technical area in which impacts may occur, a study area is defined for analysis. This is the geographic area likely to be affected by the proposed development for a given technical area, or the area in which impacts of that type could occur. Appropriate study areas differ depending on the type of impact being analyzed. It is anticipated that the direct principal effects of the proposed development would occur within the Project Site boundaries. The methods and study areas for addressing impacts are discussed in the individual technical analysis chapters.

Defining Baseline Conditions

Existing Conditions

For each technical area being assessed in the EIS, the current conditions must first be described. The assessment of existing conditions establishes a baseline, not against which the Proposed Action is measured, but from which future conditions can be projected. The prediction of future conditions begins with an assessment of existing conditions because these can be measured and observed. Studies of existing conditions are generally selected for the reasonable worst-case conditions. For example, the times when the greatest number of new vehicular, pedestrian and transit trips to and from a Project Site would occur are measured for the traffic analysis. The project impacts are then assessed for those same traffic peak periods.

Definition of 2012 Future Without the Proposed Action (No-Build Condition)

The "future without the Proposed Action," or "No-Build condition," describes a baseline condition, which is evaluated and compared to the incremental changes due to the proposed development. The No-Build condition is assessed for the same 2012 analysis year as the proposed development.

The No-Build condition uses existing conditions as a baseline and adds to it changes known or expected to be in place by 2012. For many technical areas, the No-Build condition incorporates known development projects that are likely to be built by the analysis year. This includes development

currently under construction or which can be reasonably anticipated due to the current level of planning and public approvals. The No-Build analyses for some technical areas, such as traffic, use a background growth factor to account for a general increase expected in the future. Such growth factors may also be used in the absence of known development projects. The No-Build analyses must also consider other future changes that will affect the environmental setting. These could include technology changes, such as advances in vehicle pollution control and roadway improvements, and changes to City policies, such as zoning regulations.

For conservative CEQR analysis purposes, it is assumed that the proposed development site (Block 4226, Lot 75 and part of Lots 40 and 55) would not be developed in the absence of the Proposed Action (No-Build condition) by the analysis year of 2012, and would continue to support largely unimproved land. This assumption would create the greatest incremental difference between the Build and No-Build conditions for the proposed development site, and therefore, would yield the most conservative results for CEQR technical area impact analyses.

As described in Chapter 2, "Land Use, Zoning and Public Policy," the list of projects proposed, under construction, or recently completed by 2012, is divided into those within the land use study area (approximate ¼-mile radius) and those within the larger area used for assessment of transportation impacts (see Table 2-2).

2012 Future With the Proposed Action (Build Condition)

The approvals currently sought would facilitate the acquisition of private property and site selection for a public facility by the City of New York, to permit the construction of a second emergency communications 911 call and dispatch center for the City in the Pelham Parkway area of the Bronx ("proposed development"). The proposed approvals would also involve a mapping action to establish a new public street extending north of Waters Place that would provide access and utility services to the proposed development.

As there is expected to be a number of circumstances when the proposed development would accommodate emergency 911 communications for the entire City, including during heightened security days and if PSAC I should become non-operational for any reason, the EIS analyzes two staffing level conditions at the proposed facility, including "Typical Operations" and "Consolidated Operations." For some technical areas (such as the density-based technical areas of Open Space and Traffic) the proposed development may have different potential environmental impacts under the two staffing level conditions. The EIS analyzes a typical event condition when both PSAC I and PSAC II are operating concurrently ("Typical Operations"). During this condition, approximately 850 employees are expected to work over a 24-hour period in eight-to 12-hour overlapping shifts at the proposed development site. A maximum of approximately 315 employees are expected to work at the proposed development during any given shift during regular day-to-day operations. As there is expected to be a significant number of various instances, such as routine maintenance, emergency conditions and emergency drills that would require the temporary transfer of PSAC I personnel to the proposed development, the EIS also analyzes a condition when there are temporary increases in staffing levels from combined facilities at the proposed development ("Consolidated Operations"). This condition assumes that PSAC II is operating at 100 percent of its capacity during heightened security days, or when PSAC I is non-operational for any reason. During this condition, approximately 1,700 employees, including the staffs of PSAC I and PSAC II, would work over a 24-hour period in eight-to 12-hour overlapping shifts at the proposed development site. A maximum of approximately 630 employees are expected to work at the proposed development site during any given shift when PSAC I and II operations are consolidated.

This conservative methodology fully discloses any impacts, and describes any required mitigation that could be associated with either staffing level condition of the proposed development. The EIS analyzes the two staffing level conditions for the following density-based technical areas: Open Space; Infrastructure; Solid Waste; Traffic and Parking; Transit; Air Quality; and Noise.

Identifying Significant Adverse Environmental Impacts

Identification of significant adverse environmental impacts is based on the comparison of future conditions without and with the Proposed Action. In certain technical areas (e.g., traffic, air quality, and noise) this comparison can be quantified and the severity of impact rated in accordance with the *CEQR Technical Manual*. In other technical areas, (e.g., neighborhood character) the analysis is more qualitative. The methodology for each technical analysis is presented at the start of each technical chapter.

Mitigation

Mitigation measures for all significant adverse impacts identified in this FEIS are described in Chapter 18, "Mitigation." CEQR requires that any significant adverse impacts identified in the EIS be minimized or avoided to the fullest extent practicable, given costs and other factors. In the FEIS, options for mitigation can be presented for public review and discussion, without the lead agency having selected one for implementation. Where no mitigation is available, the EIS must disclose the potential for unmitigated significant adverse impacts.

Alternatives

Chapter 19, "Alternatives," assesses a range of alternatives to the Proposed Action. CEQR requires that a description and evaluation of the range of reasonable alternatives to the action be included in an EIS at a level of detail sufficient to allow a comparative assessment of the alternatives to a Proposed Action. Alternatives and the rationale behind their selection are important in the disclosure of environmental effects of a Proposed Action. Alternatives provide options to the Proposed Action and a framework for comparison of potential impacts and project objectives. If the environmental assessment and consideration of alternatives identify a feasible alternative that eliminates or minimizes significant adverse impacts, the lead agency may want to consider adopting that alternative as the Proposed Action. CEQR also requires consideration of a "no action alternative" that evaluates environmental conditions that are likely to occur in the future without the Proposed Action.

F. REVIEW PROCEDURES

The SEQRA/CEQR process provides a mechanism for decision-makers to understand the environmental consequences, the alternatives, and the need for mitigating significant impacts. SEQRA/CEQR rules guide environmental review through the following steps:

- Establish a Lead Agency. Under SEQRA/CEQR, the "lead agency" is the public entity responsible for conducting environmental review. The lead agency is typically the agency with primary responsibility for the proposed action. The New York City Police Department (NYPD) is the lead agency for the Proposed Action.

- Determine Significance. The lead agency's first decision is to determine whether the proposed action may have a significant impact on the environment. After review of the Environmental Assessment Statement (EAS), it was determined that this proposal could have a significant adverse effect on the environment, requiring that an EIS be prepared. NYPD issued a Positive Declaration on July 26, 2007.

- Scoping. The lead agency issued a Positive Declaration on July 26, 2007 and issued a draft scope of analysis for the EIS. "Scoping" is the process of establishing the type and extent of the environmental impact analyses to be studied in the EIS. CEQR requires all scoping meetings to be public. A public scoping meeting was held for the Proposed Action on September 6, 2007, and a final scope of work, reflecting comments made during scoping, was issued on June 3, 2008.

- DEIS. In accordance with the final scope of work, a Draft Environmental Impact Statement (DEIS) has been prepared. The lead agency reviews all aspects of the document, calling on other City agencies to participate. Once the lead agency is satisfied that the DEIS is complete, it issues a Notice of Completion and circulates the DEIS for public review. The Notice of Completion for the DEIS was issued on August 18, 2008.

- Public Review. Publication of the Notice of Completion of the DEIS starts public review. During this period, which must extend for a minimum of 30 days, the public may review and comment on the DEIS either in writing or at a public hearing. Because the CEQR process is coordinated with land use review, the hearings are held jointly. All substantive comments received during the public review process become part of the CEQR record and are summarized and responded to in the FEIS in Chapter 23, "Response to Comments". In the case of the Proposed Action, the December 17, 2008 public hearing included the ULURP public hearing. The lead agency published a notice of the December 17, 2008 hearing on December 1, 2008, 16 days before it took place, and accepted written comments until December 31, 2008.

- FEIS. The lead agency will prepare a Final Environmental Impact Statement (FEIS). The FEIS will include a summary restatement of each substantive comment made about the DEIS with a response to each comment. The NYPD determined that the FEIS is complete, issued a Notice of Completion on January 23, 2009, and will circulate the FEIS.

- Findings. The lead agency and each involved agency will adopt a formal set of written findings, reflecting its conclusions about the potential for significant adverse environmental impacts of the proposed action, potential alternatives, and mitigation measures. The findings may not be adopted until 10 days after the Notice of Completion has been issued for the FEIS. Once findings are adopted, the lead and involved agencies may take their actions.

A. INTRODUCTION

A detailed assessment of land use, zoning, and public policy is appropriate if a Proposed Action would result in a significant change in land use or would substantially affect regulations or policies governing land use. Under *City Environmental Quality Review (CEQR) Technical Manual* guidelines, an assessment of zoning is typically performed in conjunction with a land use analysis when the action would change the zoning on the site or result in the loss of a particular use. Similar to zoning, some assessment of public policy typically accompanies an assessment of land use. Under CEQR, a land use analysis characterizes the uses and development trends in the study area, and assesses whether a Proposed Action is compatible with or may affect those conditions.

The Proposed Action involves a site selection for a public facility and the acquisition of approximately 8.75 acres of private property by the City of New York ("City"), and an amendment to the City Map to establish a new public street extending north of Waters Place from a point located approximately 420 feet east of the intersection of Eastchester Road and Waters Place. The Proposed Action would facilitate the construction of a new emergency communications 911 center, the Public Safety Answering Center II ("PSAC II"), which would be a parallel operation to the existing PSAC I in Brooklyn. The directly affected area ("Project Site"), located in the Pelham Parkway area of the northeast Bronx, encompasses approximately 13.08 acres and consists of a portion of Block 4266, including Lot 75, and part of Lots 30, 35, 40, and 55.

As discussed in Chapter 1, "Project Description," an illustrative massing study has been prepared for the programmatic requirements of the PSAC II facility. This massing study represents the anticipated maximum building envelope that would be constructed for PSAC II, which includes an approximately 640,000 gsf building with 14 levels above grade (350 feet with an elevation of 374 feet) plus a below-grade cellar level, and a 500-space accessory parking garage ("proposed development"). Based on the illustrative massing study and program requirements, in addition to the above actions, the proposed development will likely require a mayoral waiver to modify the accessory parking requirements of the proposed development site's M1-1 zoning regulations.

The Proposed Action would also map an existing private roadway (Industrial Street) that provides access to the proposed development site as a public street (Marconi Street) to ensure permanent vehicular access and utility services to the proposed development along a public right-of-way. As part of this mapping action, the City would acquire the roadbed of the proposed street from the respective landowners. The proposed public street (Block 4226, part of Lots 30, 35 and 40) would extend north of Waters Place for approximately 0.63 miles (3,340 feet) to the southern boundary of the proposed development site. The proposed street segment would be mapped at a width of 60 feet for approximately 1,790 feet and 50 feet for approximately 1,550 feet. The proposed development is expected to be operational by 2012.

As the Proposed Action is expected to result in substantial changes to land use on the proposed development site, and the proposed development would require a mayoral waiver of applicable zoning

regulations for accessory parking, a detailed assessment of the Proposed Action's effects on land use, zoning, and public policy is warranted.

To determine existing conditions and assess the potential for action-related impacts, the land use study area has been defined as an approximate ¼-mile radius from the Project Site, which is the area in which the Proposed Action has the greatest potential to affect land use or land use trends (Figure 2-1). As shown in Figure 2-1, the study area is generally bounded by Astor Avenue to the north, Williamsbridge Road to the south, Eastchester Road/Sacket Avenue to the west, and Continental and Hobart Avenues and the Hutchinson River Parkway to the east. Various sources were utilized to prepare a comprehensive analysis of land use, zoning, and public policy characteristics of the study area, including field surveys and land use and zoning maps, as well as public policy documents.

Overall, it is concluded that the Proposed Action would not have any significant adverse impacts on land use and public policy. The Proposed Action would represent a significant change in land use and an increase in density on the proposed development site, replacing largely unimproved, underutilized land with a public facility consisting of an approximately 640,000 gsf building and a 500-space accessory parking garage. Given the proposed development site's relative isolation from adjacent development, the introduction of the proposed development at this location is not expected to adversely affect land uses in the area. The proposed development would be consistent with prevailing land uses in the surrounding area, including major commercial and institutional uses, and would complement current on-going development trends.

No zoning changes are proposed for the Project Site and the proposed development would be consistent with the site's M1-1 zoning and conform to the New York City Zoning Resolution's bulk requirements regarding floor area, and height and setback regulations. As the proposed development would not comply with the accessory parking requirements of the M1-1 district, a mayoral zoning override is being sought to modify the accessory parking regulations.

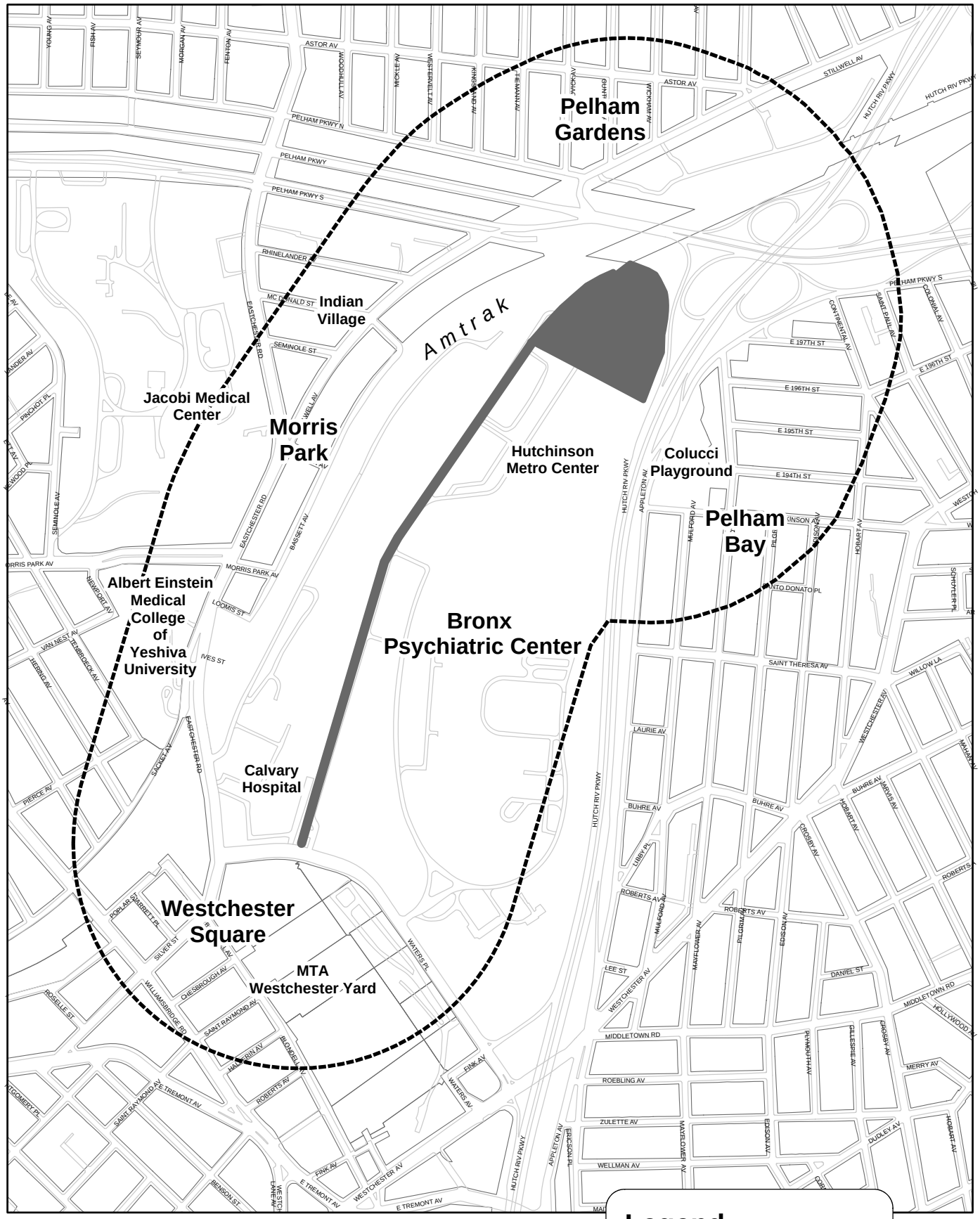
The Proposed Action would result in an adverse zoning impact causing non-conformance on the Hutchinson Metro Center (HMC) site with respect to current underlying zoning. The City's acquisition of an approximately 8.75 acre development site would directly displace (or eliminate) approximately 513 at-grade accessory parking spaces for the HMC, which are required pursuant to the site's M1-1 zoning.[1] The elimination of these required accessory parking spaces would render the HMC non-compliant with the site's M1-1 zoning parking regulations, and therefore, result in an adverse zoning impact. In addition, the City's acquisition of proposed development site as well the area comprising the proposed public street (Marconi Street), would cause the HMC site to exceed its permitted maximum floor area.[2] As discussed below, the impact would not be significant.

The Proposed Action is consistent with the Waterfront Revitalization Program (WRP), and is not expected to have any effects on applicable public policy. The proposed PSAC II is listed in the *Citywide Statement of Needs for Fiscal Years 2006-2007*, and is an essential public facility that would enhance citywide emergency communications by creating a unified structure using two load-balanced facilities (PSAC I and PSAC II).

[1] For the HMC site to comply with the site's M1-1 zoning, 512 of these 513 accessory parking spaces would need to be reconstructed within the zoning lot.

[2] In the future with the Proposed Action, the HMC site will have a total of approximately 1,058,459 zsf of development that would occupy the 22-acre (approximately 964,710 sf) zoning lot. Therefore, the HMC site would exceed its permitted floor area, with an effective FAR of 1.10, using 110 percent of the maximum allowable zoning floor area on the site (1.0 FAR).

Figure 2-1
Land Use Study Area



B. EXISTING CONDITIONS

Land Use

The following discussion describes existing land use on the Project Site, as well as the land use patterns and trends in the surrounding ¼-mile study area. As described in Chapter 1, "Project Description," the proposed development site and the area affected by the proposed mapping action, combined, create the area defined as the "Project Site. The Project Site encompasses a total of approximately 13.08 acres, and includes the approximately 8.75-acre proposed development site, which would be acquired by the City, and the approximately 4.33-acre area that would be mapped as a new public street, which would provide access to the proposed development site.

Project Site

The proposed development site is located to the southwest of the interchange of the Pelham and the Hutchinson River Parkways on the eastern edge of Bronx Community District 11, directly west of Community District 10. It is a bell-shaped property that is privately owned and comprises the northern portion of the approximately 32-acre HMC in the Pelham Parkway area of the northeast Bronx (see Figure 1-2, Aerial View of Proposed Development Site and the Proposed Public Street to be Mapped in Chapter 1, "Project Description"). The proposed development site consists of approximately 8.75 acres (381,340 sf), and is largely unimproved (Block 4226, Lot 75, and part of Lots 40 and 55).

The area affected by the proposed mapping action comprises approximately 4.33-acres and follows an existing private road, Industrial Street, that provides vehicular access to the HMC. The proposed development site does not have any linear frontage adjacent to a public street. The mapped public open spaces of the Pelham and the Hutchinson River Parkways border the northern and eastern edges of the proposed development site, and the western edge of the site is partially bounded by an Amtrak right-of-way and partially by an industrial property containing a warehouse/distribution center located at 1502 Bassett Avenue. Vehicular access to the proposed development site is provided from Industrial Street, which extends north from Waters Place to the proposed development site along the western edge of the grounds of the New York State owned and operated Bronx Psychiatric Center (Block 4226, part of Lot 30) and the HMC (Block 4226, part of Lots 35 and 40). Industrial Street operates as a two-way roadway with one traffic lane in each direction. The northern portion of the street is currently closed due to ongoing construction efforts at the southwest corner of the HMC.

As part of the Proposed Action, this private roadway would be mapped as a public street, "Marconi Street," to ensure permanent vehicular access and utility services to PSAC II along a public right-of-way. The city would acquire the roadbed of the new street from the respective property owners.[3] There is also a secondary connection to Industrial Street from an at-grade parking lot located to the west (directly north of a 2-story factory located at 1776 Eastchester Road), which is accessible from a private road (Bassett Road) that extends north of Eastchester Road from a signalized intersection located directly east of the elevated rail for Amtrak.

With the exception of a rail spur of the New York, New Haven, and Hartford Railroad that formerly extended through its western portion, the proposed development site has remained primarily undeveloped land since the late 19th century. The Westchester Creek formerly ran though the southwestern portion of the site from north to south, and the majority of the site consisted of

[3] Approximately 1.38 acres (60,000 sf) of the area affected by the mapping of the proposed street is privately owned and is located within the Hutchinson Metro Center property (part of Lots 35 and 40 on Block 4226). The remaining approximately 2.95 acres is owned by the State of New York and located within the Bronx Psychiatric Center property (part of Lot 30 on Block 4226).

marshland until the late 1940s, when it was filled. Vehicular access to the site did not exist until the 1960s when Industrial Street was first established as a private paved roadway. In the early 1980s, the north portion of the proposed development site was developed with a baseball field and the southeastern portion with an at-grade parking lot. A second ball field was added in the 1990s.

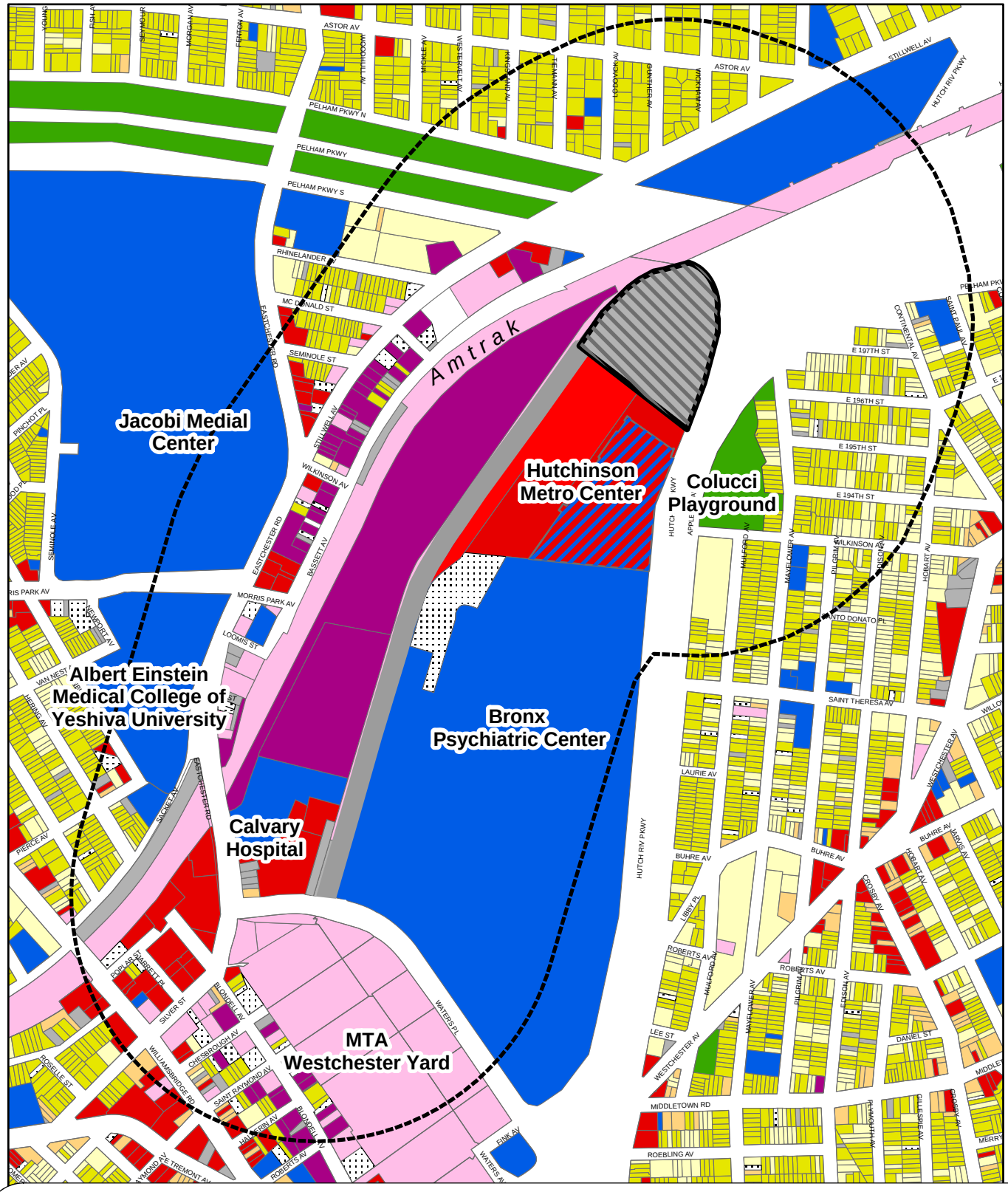
There are no existing structures on the proposed development site. The northern portion of the proposed development site is occupied by vacant land that formerly accommodated two little league baseball fields (Block 4226, Lot 75). The two ball fields are no longer functional, enclosed by fencing, and largely overgrown with small trees and shrubs, and partially overlaid with debris mounds of unknown origin (see Figure 1-2 in Chapter 1). A narrow asphalt pedestrian walkway also cuts through the center of the northern portion of the development site providing a pedestrian connection between the Pelham Parkway and the HMC. At-grade accessory parking for the HMC occupies the remainder of the proposed development site. These parking spaces are largely reserved for Mercy College, which leases space within the 4-story office building at 1200 Waters Place. Approximately 513 accessory parking spaces for the HMC are located within the boundary of the proposed development site, which are approximately 60 percent utilized during the midday. (These existing required accessory parking spaces would be directly displaced as a result of the Proposed Action.)

Study Area

This area of the northeastern Bronx is dominated by major health care-related institutional uses, including the New York State owned and operated mental health facilities (Bronx Psychiatric Center) located at 1000, 1400 and 1500 Waters Place, the Jacobi Medical Center located at 1400 Pelham Parkway South, the east campus of the Montefiore Medical Center, Albert Einstein Medical College of Yeshiva University ("Albert Einstein College of Medicine") and Calvary Hospital, as well as ancillary medical offices, community health centers, and research facilities. As shown in Figure 2-2, the immediate area surrounding the Project Site supports a diverse range of land uses, including commercial office, institutional, open space, light industrial, warehousing and transportation-related uses. Residential uses are predominantly located further from the Project Site to the north of the Pelham Parkway in the neighborhood of Pelham Gardens and to the east of the Hutchinson River Parkway in the Pelham Bay neighborhood. In addition, in the western portion of the study area there is a small residential enclave, known as Indian Village, which is located directly south of the Pelham Parkway and is part of the larger Morris Park neighborhood that encompasses the area to the west and south of Jacobi Medical Center.

Commercial uses are primarily concentrated to the southeast of the Project Site within the HMC. There are also a few low-rise commercial office buildings and retail establishments to the west of the Project Site along Stillwell and Bassett Avenues, and on the east side of Eastchester Road, as well as further south of the Project Site on the north side of Waters Place to the west of Industrial Street. Institutional uses are scattered throughout the study area. Many of the commercial and institutional uses in the vicinity of the Project Site occupy expansive properties that feature campus-like settings containing clusters of several buildings surrounded by landscaped open areas, at-grade accessory parking, interior roadways, and/or pedestrian pathways. Industrial uses are generally located to the west of the Project Site on large properties that contain bulky low-rise warehouses or lofts that have open vehicular storage areas and accessory parking lots. Most of the properties in the immediate vicinity of the Project Site do not have frontages along public streets and are accessed by private roadways that extend north of Waters Place or Eastchester Road.

As described above, the northern and eastern edges of the proposed development site abut the associated linear open spaces of the Pelham and the Hutchinson River Parkways. To the north of the proposed development site is the Pelham Parkway, a main east-west thoroughfare in the Bronx that extends for a total of approximately 2.5 miles and connects Bronx Park at Boston Road on the west



Legend

- Proposed Development Site
- Proposed Street to be Mapped
- Quarter Mile Radius

Land Use

- Residential
- Multi-Family Residential
- Mixed Use
- Commercial
- Industrial & Manufacturing
- Transportation & Utility
- Public Facilities & Institutions
- Open Space & Outdoor Recreation
- Parking Facilities
- Vacant Land
- Commercial & Institutional

with Pelham Bay Park on the east. The parkway is approximately 400 feet wide and features 3 traffic lanes in each direction, 2 marginal service lanes, a bridle path, and adjacent public open space areas that comprise a total of approximately 109 acres. The open space areas consist primarily of wide expanses of lawns lined with trees with some seating areas located at the western end of the parkway near Bronx Park, beyond the study area's boundaries. In the vicinity of the proposed development site, this open space is largely unkempt and features trees and a narrow pedestrian walkway along its south side that connects to the pedestrian path within the northern portion of the proposed development site.

The Hutchinson River Parkway borders the proposed development site to the east. In its entirety, it extends for approximately 18.8 miles as a six-lane highway that provides access between Westchester and Fairfield Counties in the north and the Whitestone Bridge in the Bronx to the south. It features a total of about 299 acres of public open space along its right-of-way. In the vicinity of the Project Site, the parkway features a newly created asphalt bike path and walkway ("Hutchinson River Greenway") extending along the west side of the Hutchinson River Parkway from the Pelham Parkway in the north to Ferry Point Park in the south.

Directly south of the proposed development site is the HMC located at 1200 and 1260 Waters Place (Block 4226, Lots 35, 40, 55, and 70). Occupying approximately 32 acres, it accommodates a range of commercial and government offices, a day care center, as well as the Bronx campus of Mercy College, within an approximately 460,000 gsf office building with 4-stories on an office park-like setting. Some of the building's office tenants include the Visiting Nurse Service and the New York City Housing Authority. The building formerly accommodated the New York State operated Bronx Development Center, which vacated the site in the early 1990s. In 2001-2002, the building underwent extensive renovation to serve as a high-quality office building. Approximately 1,467 at-grade accessory parking spaces encircle the building. Slightly more than a third of these accessory spaces (513 spaces) are located within the boundaries of the proposed development site.

Also included within the boundaries of the HMC is a single-story warehouse at 1260 Waters Place, which is located to the west of the 4-story office building and along the eastern edge of the proposed mapped street, (Block 4226, part of Lot 40). This approximately 52,000 gsf building is in significant disrepair. It is privately owned, and is leased by New York State for storage purposes and as a filling station. Directly south of the warehouse, the southwest corner of the office complex is currently undergoing construction, and is anticipated to be redeveloped with two commercial towers that would accommodated commercial office space and a hotel (the "Towers at HMC") by the Project Build year of 2012 (refer to Section C, "Future Without the Proposed Action").

Further south of the proposed development site are the grounds of the Bronx Psychiatric Center, Bronx Development Center, the Bronx Children's Psychiatric Center, and the Beacon's Bronx Houses located at 1000, 1400, and 1500 Waters Place (Block 4226, Lot 30), which occupy more than 53 acres. These facilities are New York State psychiatric hospitals and mental health facilities, as well as assisted living residences, affiliated with Albert Einstein College of Medicine. The facilities have a campus-like setting that contains a number of buildings surrounded by landscaped open areas, several ball fields, walking paths, interior roadways, and at-grade parking areas. Vehicular access to the Bronx Psychiatric Center is provided from a signalized entrance on the north side of Waters Place located to the east of the intersection of Industrial Street and Waters Place.

Directly west of the proposed development site is the New York, New Haven and Hartford Railroad right-of-way for Amtrak and a large 2-story distribution center and warehouse facility for Modell's Sporting Goods, located at 1502 Bassett Avenue (Block 4226, Lot 5). To the south of the distribution center on the east side of the Amtrak right-of-way, are a 2-story factory housing a food manufacturer of flat bread and snacks located at 1776 Eastchester Road (Block 4226, Lot 16), the 225-bed Calvary Hospital located at 1740 Eastchester Road (Block 4226, Lot 6), and Castle Center, a small retail

shopping complex anchored by a Pathmark store at 1730 Eastchester Road (Block 4226, Lot 7), as well as a two-story office building. Two small single-story attached retail stores and a two-story house are located on the northeast corner of Eastchester Road and Waters Place. Further to the west, on the west side of the Amtrak right-of-way and to the east of Stillwell Avenue, is a small horse stable, as well as vacant land and vehicle storage areas.

Indian Village

Indian Village is located to the west of Stillwell Avenue and encompasses portions of three blocks that are generally bounded by the Pelham Parkway South on the north and Seminole Street on the south. This area is characterized by a mixture of low-density, single-and two-family homes, built primarily in the early to mid-20th century, as well as five-to six-story multifamily housing along the Pelham Parkway. It is a small residential enclave of the larger Morris Park neighborhood, which is generally to the south and west of Jacobi Medical Center, Albert Einstein College of Medicine and the east campus of Montefiore Medical Center, beyond the study area's boundaries. The larger Morris Park neighborhood primarily consists of one-, two-, and three-family homes. The main commercial corridors of the Morris Park area, which feature neighborhood services, restaurants, small retail shops, are Morris Park Avenue and Williamsbridge Road.

Pelham Gardens

The area to the north of the Project Site, across the Pelham Parkway, is predominantly a low-density residential area, known as Pelham Gardens. A mixture of one-and two-family detached and semi-detached homes built during the mid-20th century characterizes the area. Directly north of the proposed development site is the approximately 8-acre campus of the Bronx Rehabilitation Center for the United Cerebral Palsy of New York City, an institutional use located at 1770 Stillwell Avenue. The campus abuts the Amtrak right-of-way to the northwest and extends along the southeast side of Stillwell Avenue between the Pelham Parkway and Vance Street/Hutchinson River Parkway.

Pelham Bay

The Pelham Bay neighborhood, which is generally bounded by the Pelham Parkway South to the north, the Bruckner Expressway to the east, Middletown Road to the south, and the Hutchinson River Parkway to the west, is located to the east of the Project Site. This area is characterized by low-to medium-density residential development comprised of large one-and two-family detached homes on the inner blocks and some larger apartment buildings along the wider avenues. Across the Hutchinson River Parkway to the east of the proposed development site is the approximately 4.0-acre Colucci Playground, a New York City park, which is generally bounded by Wilkinson and Mayflower Avenues and the Hutchinson River Parkway.

Westchester Square

The northern edge of the Westchester Square area of the Bronx is located at the southernmost portion of the study area, and consists largely of a New York City Transit Yard. On the south side of Waters Place, across from the Bronx Psychiatric Center, is the Westchester Yard of the no. 6 subway line. The rail yard occupies approximately 20 acres and extends from Westchester Avenue on the east to Eastchester Road on the west. Access to the yard from the elevated no. 6 line is from a rail spur between the Westchester Square and Middletown Road stations.

Further south, the area supports a mix of uses including low-to mid-density residential development and low-rise commercial office, retail, warehousing and light industrial uses. There are also a number

of vacant properties, vehicle storage areas, automotive repair shops, salvage yards, used car shops, and parking lots and garages.

Other Major Land Uses Extending Beyond the Study Area

Jacobi Medical Center, Albert Einstein College of Medicine, and the east campus of the Montefiore Medical Center are located to the west of Eastchester Road along the eastern edge of the study area and extend beyond the study area boundary. Jacobi Medical Center, originally erected in the 1950s and 1960s, is the largest public hospital in the Bronx and is one of eleven acute care municipal hospital facilities operated by the New York City Health and Hospitals Corporation (HHC) in the City. It is also an academic affiliate and teaching site of Albert Einstein College of Medicine, and is one of the major employers of the area with approximately 4,500 workers. In its entirety, Jacobi Medical Center comprises more than 55 acres and occupies the majority of the superblock generally bounded by the Pelham Parkway South to the north, Morris Park Avenue to the south, Seminole, Neill, and Wilson Avenues to the west, and Eastchester Road to the east (Block 4205, Lot 1). The facility consists of several mid-to high-rise buildings, including two clinic buildings, the Jacobi Medical Center building and the Jacobi Ambulatory Care Pavilion, as well as the Rose F. Kennedy Center, the Nurses' Residence, and the Jacobi Staff Residence, scattered across a campus-like setting. The medical center has 776 beds and is also a major center of research.

Albert Einstein College of Medicine is a graduate school of Yeshiva University that is located adjacent to and south of Jacobi Medical Center (Block 4205, Lot 2 and Block 4117, Lot 1). Its campus comprises more than 11 acres and is located on either side of Morris Park Avenue between Newport Avenue and Eastchester Road. Also established in the 1950s, Albert Einstein College of Medicine is a private medical school that is one of the nation's premier institutions for medical education, basic research and clinical investigation. It has approximately 2,000 faculty members and 1,100 medical, graduate and postgraduate students. Similar to Jacobi Medical Center, its campus features several clustered mid-to high-rise buildings, including academic buildings, research facilities, and student housing with landscaped open areas. Albert Einstein College of Medicine is currently undergoing a major expansion project that will add a new research facility and addition to its Staff Housing Garage to its campus (refer to Section C, "Future Without the Proposed Action").

The east campus of the Montefiore Medical Center, which is one of two main campuses located in the north Bronx, is located adjacent to and south of Albert Einstein College of Medicine. The Montefiore Medical Center is the University Hospital and Academic Medical Center for the Albert Einstein College of Medicine. Its east campus consists primarily of two main facilities, including the 356-bed, Jack D. Weiler Hospital located at 1825 Eastchester Road, which accommodates in-patients, and the Montefiore Medical Park, which is located at the intersection of Poplar Street and Blondell Avenue and consists of several low-to mid-rise buildings. The most prominent building of these buildings, the 6-story Tower at Montefiore Medical Park, which includes medical offices and a parking garage is located on Eastchester Road at the intersection with Waters Place. The Montefiore Medical Park is a state-of-the-art ambulatory care facility housing major clinical departments and full-time physician private practices and support services for Weiler Hospital.

Development Trends

The surrounding area has been experiencing growth and expansion of health care facilities, as well as the recent addition of a major office complex, the HMC to the area.

In 2005, Jacobi Medical Center completed the construction of the 9-story Acute Care Pavilion, which is connected to the main hospital building. This new approximately 400,000 sf building consists of a 339-bed inpatient tower, a 36,000 sf emergency department, 43,500 sf of surgical and ambulatory

operating suites, a 28,000 sf imaging and diagnostic center, and a 28,000 sf central sterile supply area. The Medical Center also recently completed a renovation of the Center for Maternity and Newborn Care, which transformed the 45-year old patient wing into a state-of-the-art birthing center. The Acute Care Pavilion and the Center for Maternity and Newborn Care are part of the first phase of an approximately $246 million long-term redevelopment project for Jacobi, which seeks to modernize and enhance the hospital's facilities, originally built in the mid 1950s. The next phase of the modernization project entails the construction of a new Ambulatory Care Pavilion (refer to Section C, "Future Without the Proposed Action").

As described above, the Albert Einstein College of Medicine has also been expanding its facilities in order to accommodate development of new areas of research. In the late 1990s, the medical college enlarged its research capabilities with the construction of the approximately 55,250 sf Samuel H. and Rachel Golding Building, a 10-story biomedical research facility. The medical college also has recently completed the construction of the approximately 201,000 sf Michael F. Price Center for Genetic and Translational Medicine and the Harold and Muriel Block Research Pavilion, which is a 5-story research laboratory building. In addition, the medical college will expand its Staff Housing parking garage.

The Montefiore Medical Center has also been investing in a major construction and renovation initiative for its East Campus that has created new patient rooms, private labor and delivery suites, and specialized pediatric operating rooms, as well as new facilities for treating cancer, cardiovascular disease, diabetes and other related illnesses. The Jack D. Weiler Hospital has been undergoing substantial renovations to it maternity inpatient, and labor and delivery rooms, as well as its emergency department to create a more spacious and efficient facility. In addition, the Montefiore Medical Park has been enlarged with the addition of two new facilities. A former warehouse, known as the Tile Building located at the intersection of Popular Avenue and Jarret Place, has been completely renovated to serve as a two-story, approximately 15,000 sf Radiation Oncology Center. Furthermore, an approximately 28,000 sf building located at 1733 Eastchester Road has been transformed into the Montefiore Cardiovascular and Diabetes Treatment Center, featuring the latest in cardiovascular diagnostic imaging and treatment technology.

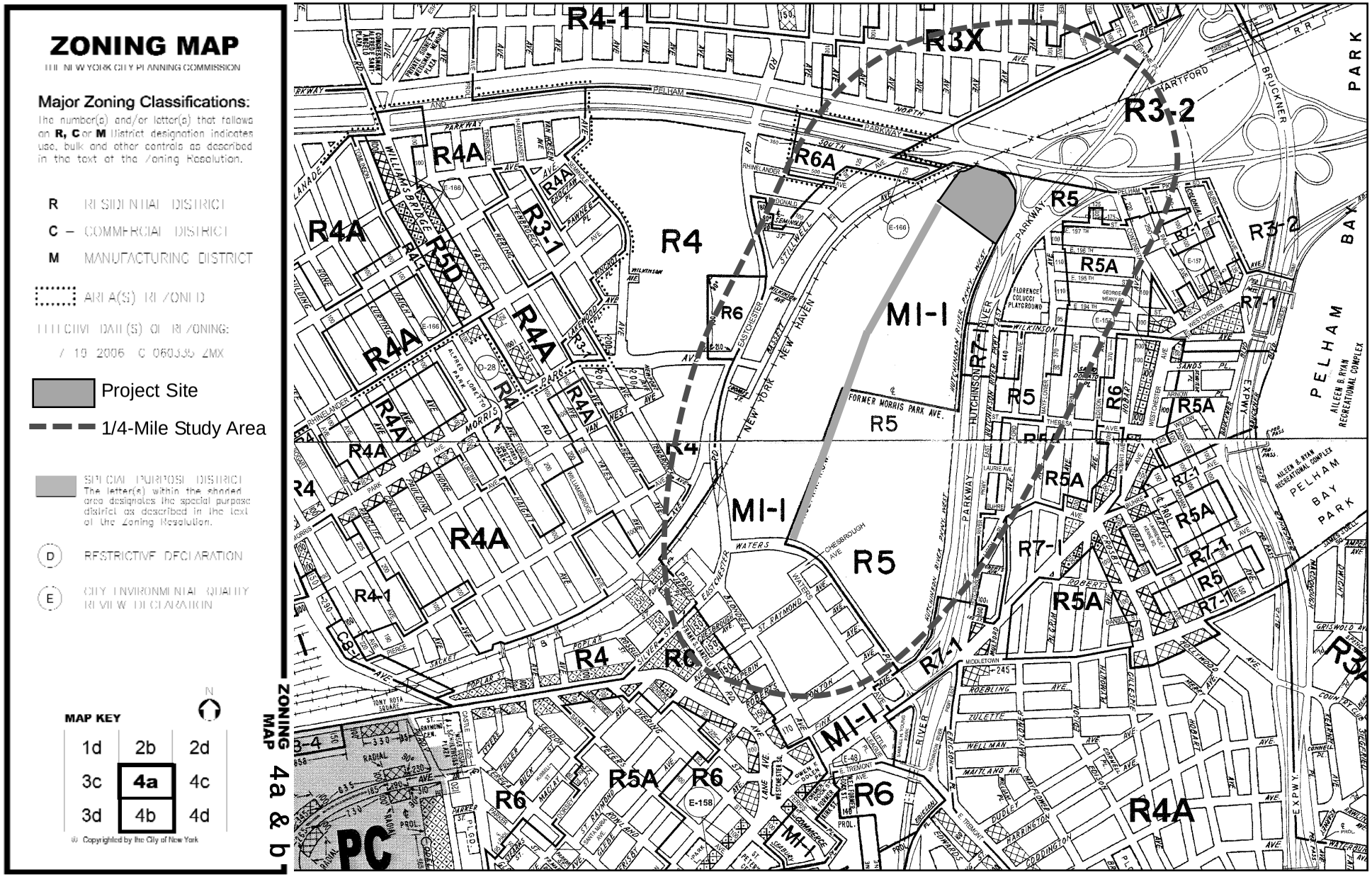
The opening of the approximately 460,0000 sf office building of the HMC increased the Bronx's commercial office market by approximately 25 percent in 2001.[4] Located less than a mile from four major medical centers, the office complex has attracted a number of health-care related groups, including the Visiting Nurse Service of New York. The HMC is also one of a handful of major commercial development projects in the Bronx. As discussed below in the Future Without the Proposed Action Section, the office complex is anticipated to undergo a major expansion more than doubling its current office space with the addition of approximately 502,000 gsf of new office as well as a 150-room hotel by 2012 ("Towers at HMC").

Zoning

Project Site

The proposed development site is zoned M1-1, and the proposed public street to be established is partially located within the M1-1 district and partially within an R5 district (see Figure 2-3). M1-1 districts are light manufacturing/industrial districts, which have strict performance standards, and often serve as industrial front yards or buffers to adjacent residential or commercial districts. Retail and

[4] Strozier, Matthew, "Small Bronx Office Market Jumps 25%: New Project Increases Class A Space by 500,000 sf; Other Buildings See Big Demand, " *The Real Deal*: June 2004.



NOTE: Zoning information as shown on this map is subject to change. For the most up-to-date zoning information for this map check the Department of City Planning website: http://www.nyc.gov/html/dcp/html/subcats/zoning.html or contact the Zoning Information Desk at (212) 720-3291

NOTE: Where no dimensions for zoning district boundaries appear on the zoning maps, such dimensions are determined in Article VII, Chapter 6 (Location of District Boundaries) of the Zoning Resolution.

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Figure 2-3
Existing Zoning

office uses are also allowed in M1-1 districts. Additionally, Use Group 4 community facilities are allowed in M1 zones by special permit. Residential development is generally prohibited in manufacturing districts. The maximum Floor Area Ratio (FAR) for commercial and manufacturing uses in an M1-1 district is 1.0. M1-1 districts require office uses (Use Group 6, parking requirement B1) to provide one parking space per 300 zoning square feet (zsf).

R5 districts allow for a variety of housing types, with a maximum building height of 40 feet, and often provide a transition between lower and higher density residential neighborhoods. Community facility development is also allowed as-of-right in R5 districts, while commercial and industrial uses are prohibited. The maximum residential FAR of 1.25 in R5 districts typically produces 3-story row houses and small multiunit apartment buildings. Community facility uses are permitted a maximum FAR of 2.0 in R5 districts. To ensure compatibility with existing neighborhood scale, the maximum street wall height in R5 districts is 30 feet, above which buildings are required to set back 15 feet. Front yards are required to either extend exactly 10 feet deep or a minimum of 18 feet deep in order to ensure that cars parked in front yard driveways do not protrude onto sidewalks. The height and setback requirements of R5 districts may be waived by authorization of the City Planning Commission (CPC). One parking space is required for each dwelling unit in a single-, two-, or three-family houses, and in multiunit buildings, parking spaces are required for 85 percent of the dwellings.

Study Area

Table 2-1 provides a summary of zoning regulations for each of the existing zoning districts within the quarter-mile study area, including maximum FAR, allowable use groups, maximum street wall height, and height and setback regulations. Figure 2-3 shows existing zoning districts in the study area.

As shown in Figure 2-3, the area surrounding the Project Site is largely zoned for low-to moderate-density residential or light industrial uses. To the north and east of the Project Site are primarily low-density residential zoning districts that include R3X and R3-2 districts mapped in the Pelham Gardens area, and medium-density R7-1, R5, and R5A, districts are mapped to the east in the Pelham Bay neighborhood. The areas to south and west of the proposed mapped street are generally zoned M1-1. However, further to the west of the Project Site, the area becomes more residential and is defined by major institutional uses, such as the Jacobi Medical Center, Albert Einstein College of Medicine and the east campus of Montefoire Medical Center. The western edge of the study area is zoned R4, R6, and R6A. Along the southeastern edge of the study area, the area is zoned R6 and includes C2-1 and C2-2 commercial overlays that extend along Williamsbridge Road.

The M1-1 district, which includes the proposed development site and a portion of the proposed street, encompasses most of the HMC and extends further west of the Project Site to roughly Eastchester Road. In addition, the M1-1 district includes an area located further to the south that is generally bounded by Waters Place, East Tremont Avenue, and the prolongation of Jarrett Place, which contains a New York City Transit rail yard (Westchester Yard). The R5 district, which the southern portion of the proposed street falls within, encompasses the New York State operated mental health facilities (Bronx Psychiatric Center) as well as a significant amount of the area located to the east of the Hutchinson River Parkway extending roughly from the Pelham Parkway South on the north to Lee Street on the south.

TABLE 2-1
Existing Zoning Districts and Regulations in the Study Area

District	Maximum FAR	Use Groups	Street wall Height	Height & Setback
M1-1	M: 1.0 C: 1.0 CF: 2.4 [ZR 43-12]	4-14, 16-17 [ZR 42-00]	CF: Max. 35' or 3 stories M/C: Max. 30' or 2 stories [ZR 43-43, 43-44]	Regular or alternate height & setback and sky exposure plane [ZR 43-43, 43-44]
R3X	R: 0.5 CF: 1.0 [ZR 23-141, 24-11]	1-2 [ZR 22-00]	R: Maximum perimeter wall height of 21' [ZR 23-45, 23-461, 23-631]	Maximum building height of 35', front yards must be 10' deep, two side yards are required equaling 10' [ZR 23-45, 23-461, 23-631]
R3-2	R: 0.5 with a maximum lot coverage of 35% CF: 1.0 [ZR 23-141, 24-11]	1-4 [ZR 22-00]	R: Maximum perimeter wall height of 21' [ZR 23-45, 23-461, 23-631]	Maximum building height of 35', front yards must be 15' deep [ZR 23-45, 23-461, 23-631]
R4	R: 0.75 with a maximum lot coverage of 45% CF: 2.0 [ZR 23-141, 24-11]	1-4 [ZR 22-00]	R: Maximum perimeter wall height of 25' [ZR 23-45, 23-461, 23-631]	Maximum building height of 35', front yards must be 10' deep or, if deeper, a minimum 18' to prevent cars from protruding on the street. [ZR 23-45, 23-461, 23-631]
R5	R: 1.25 with a maximum lot coverage of 55% CF: 2.0 [ZR 23-141, 24-11]	1-4 [ZR 22-00]	R: Max. 30' CF: Max. 35' [ZR 23-631, 24-521]	15' setback and a maximum building height of 40', front yards must be 10' deep or, if deeper, a minimum 18' to prevent cars from protruding on the street. [ZR 23-45, 23-631]
R5A	R: 1.1 CF: 2.0 [ZR 23-141, 24-11]	1-4 [ZR 22-00]	R: Max. : Maximum perimeter wall height of 25' [ZR 23-45, 23-461, 23-631]	Maximum building height of 35', minimum front and side yards of 10' [ZR 23-45, 23-462, 23-631]
R6	R: 2.43 (Quality Housing: 2.2 on narrow street, 3.0 on wide street) CF: 4.8 [ZR 23-142, 23-145, 24-11]	1-4 [ZR 22-00]	R/CF: Max. 60' or 6 stories R (Quality Housing): Min. 30', Max. 45' on narrow street; Min. 40', Max. 60' on wide street [ZR 23-632, 23-633, 24-522]	Regular or alternate height & setback and sky exposure plane; Quality Housing: 55' maximum on narrow street, 70' maximum on wide street [ZR 23-632, 23-633, 24-522]
R6A	R: 3.0 CF: 3.0 [ZR 23-142, 23-145, 24-11]	1-4 [ZR 22-00]	R/CF: Min. 40', Max. 60' or 6 stories [ZR 23-632, 23-632, 24-522]	Quality housing program is mandatory, maximum building height of 70' [ZR 23-632, 23-632, 24-522]
R7-1	R: 3.44 (Quality Housing: 3.44 on narrow street, 4.0 on wide street) CF: 4.8 [ZR 23-142, 23-145, 24-11]	1-4 [ZR 22-00]	R (Quality Housing): Min. 40', Max. 60' on narrow street; Min. 40', Max. 65' on wide street [ZR 23-632, 23-632]	Regular or alternate height & setback and sky exposure plane; Quality Housing: 75' maximum on narrow street, 80' maximum on wide street [ZR 23-632, 23-632]
C1-2 & C2-2	CO: 1.0 (within R1-R5) CO: 2.0 (within R6-R10) [ZR 43-12]	1-4 [ZR 22-00]	Shall be determined by the Residence District within which the Commercial District is mapped. Max. 35' above street line [ZR 33-431]	R5 - Max 35' or 3 stories [ZR 33-431]

Definition of Terms / Abbreviations:
Use Type Abbreviations: C - commercial; CF – community facility; CO - Commercial Overlay; M - manufacturing; R - residential.
Zoning Resolution Reference: [ZR XX-XX], where XX-XX is the pertinent section of the NYC Zoning Resolution.
Sky exposure plane - an imaginary inclined plane beginning above the street line at a height set forth in the district regulations which rises over a zoning lot at a ratio of vertical distance to horizontal distance set forth in the district regulations, which a building may not penetrate.
C1-2 and C2-2 are commercial overlays within residence districts, found in lower-and medium-density areas and occasionally in higher-density areas.

Source: New York City Zoning Resolution, New York City Department of City Planning Zoning Handbook, January 2006.

R3-2 districts are general residential districts that allow a variety of housing types including low-rise attached houses, small multiunit apartment buildings, and detached and semi-detached one-and two-family residences. It is the lowest density general residential zoning district that permits a variety of housing types including row houses and small apartment buildings. Lots with detached homes must be at least 40 feet wide (minimum lot area of 3,800 sf). R3X districts, which are mapped extensively in lower-density neighborhoods, only permit one-and two-family detached homes on slightly narrower lots that must be at least 35 feet wide (minimum lot area of 3,325 sf). The maximum residential FAR for all R3 districts is 0.5, which may be increased by an attic allowance of up to 20 percent. Community facility development has a maximum FAR of 1.0 in all R3 districts.

Similar to the R3-2 district, R4 districts allow all types of housing at a slightly higher density than permitted in R3-2 districts. The maximum residential FAR of 0.75, plus an attic allowance of up to 20 percent, usually produces buildings with 3-stories instead of 2-stories, which is characteristic of R3 districts. Community facility development in R4 districts has a maximum FAR of 2.0.

R5A districts permit only one-and two-family detached residences on properties that must be at least 30 feet wide (minimum lot area of 2,850 sf). The maximum residential FAR for R5A districts is 1.1. These residential districts are characterized by houses with 2-stories and an attic beneath a pitched roof, but the higher FAR and higher perimeter wall permitted in R5A districts allow for somewhat larger buildings than in R3 and R4 districts. Community facility development in R5A districts has a maximum FAR of 2.0.

R6 districts are widely mapped in built-up medium density areas in the Bronx and allow all housing types. The standard bulk regulations, or height factor regulations for R6 districts encourage small apartment buildings on small zoning lots and, on larger lots, tall, narrow buildings that are set back from the street with a maximum FAR of 2.43. There is no height limit, but height is regulated by a sky exposure plane and setback regulations. The optional Quality Housing program regulations produce lower buildings with a higher lot coverage, which typically allow for more apartments that might be achievable under height factor regulations. In the Bronx, the R6 optional regulations for buildings on or within 100 feet of a wide street allow residences with a maximum FAR of 3.0 and a maximum base height of 60 feet before setback with a maximum building height of 70 feet. On a narrow street, the maximum FAR is 2.2; the base height before setback is 30 to 45 feet with a maximum building height of 55 feet. Community facility development in R6 districts has a maximum FAR of 4.8.

The Quality Housing bulk regulations are mandatory in R6A districts. The maximum residential FAR in R6A districts is 3.0. Above a base height of 40 to 60 feet, a building in an R6A district must setback to a depth of 10 feet on a wide street and 15 feet on a narrow street before rising to a maximum height of 70 feet.

R7 districts are also medium density apartment house districts mapped in much of the Bronx. The FAR in R7 districts for height factor buildings ranges from 0.87 to 3.44. The optional Quality Housing regulations in R7 districts for buildings on wide streets in the Bronx allow a maximum FAR of 4.0 and the base height before setback is 40 to 65 feet with a maximum building height of 80 feet. The maximum FAR for buildings on a narrow street in the Bronx is 3.44 and the base height before setback is 40 to 60 feet with a maximum building height of 75 feet.

Commercial overlays are often mapped along streets that serve the local retail needs of the surrounding residential neighborhoods, and are typically found in lower- and medium-density residential districts, and occasionally in higher-density districts. Commercial uses are limited to one or two floors, and in buildings containing both commercial and residential uses; commercial uses must always occupy floors beneath the residential use. The underlying residential district that the overlay is

mapped within governs residential bulk. Within the study area, C1-2 and C2-2 overlays are located on Williamsbridge Road along the southern edge of the study area.

Recent Rezoning Actions

In recent years there have been a number of rezoning actions adopted in and in the vicinity of the study area to encourage new residential development that better reflects the existing scale and character of the area, including the Pelham Parkway/Indian Village Rezoning, the Pelham Bay Rezoning, Westchester Square Rezoning, and the Pelham Gardens Rezoning. These rezonings have primarily established contextual zoning districts that limit the height and/or bulk of new residential development. Each of these rezonings is described briefly below:

Pelham Parkway/Indian Village Rezoning

The New York City Planning Commission (CPC) recently rezoned portions of two city blocks along the Pelham Parkway South generally between Eastchester Road on the east and Basset Avenue on the west from R4 and M1-1 to R6A along the western edge of the study area boundaries (refer to Figure 2-3). This rezoning was part of a larger zoning change in 2006 that affected 43 full blocks and portions of 32 blocks in the northeastern Bronx in the neighborhoods of Pelham Parkway and Indian Village. The approved R6A moderate density contextual district along the Pelham Parkway South better reflects the scale and character of the area and ensures that future development will fit with the context of the existing six-story residential buildings. In addition, this district offers an opportunity for new residential development in an area formerly zoned M1-1 that contained primarily vacant and under built land, as well as a small horse stable.

Pelham Bay Rezoning

The eastern edge of the study area also underwent a rezoning in 2006 that affected a total of 45 blocks or portions thereof in the Pelham Bay neighborhood, which is generally bounded by the Pelham Parkway South to the north, the Bruckner Expressway to the east, Middletown Road to the south, and the Hutchinson River Parkway to the west. The approved zoning changes rezoned the majority of the area from R5, R6, and R7-1 to R5A, and a portion of one block from R7-1 to R6. In addition, C1-4 and C2-4 commercial overlays replaced C1-2 and C2-2 commercial overlays along Westchester, Crosby and parts of Buhre Avenues to reduce parking requirements where access to transit is nearby. The depth of some commercial overlays was also reduced from 150 to 100 feet to avoid the intrusion of commercial uses onto residential blocks. The approved R5A district restricts future residential development to one-or two-family detached housing, which will preserve the community's context of large detached single-and two-family housing in the inner blocks and apartment buildings along the wider avenues with lower density and contextual zoning districts in the interior blocks.

Westchester Square Rezoning

Beyond the study area's southern boundary, a portion of the Westchester Square area underwent a rezoning in 2006 to better reflect the scale and character of the area and ensure that future development fits the prevailing neighborhood context of mid-density residential development. The area affected consisted of 17 full blocks and portions of 19 blocks, most of which were located to the north of Westchester Avenue, generally bounded by East Tremont and Castle Hill Avenues. The remaining portion of the rezoning area was located to the south of Westchester Avenue, generally bounded by Seabury, Zerega and Waterbury Avenues. The approved zoning changes rezoned the majority of the area from R6 to R5A, and one full block and portions of three blocks south of Westchester Avenue from R6 and M1-1 to R4A. In addition, C1-4 and C2-4 commercial overlays replaced C1-2 and C2-2 commercial overlays along East Tremont, Westchester and portions of Castle

Hill Avenues. Similar to the Pelham Bay Rezoning, these zoning changes intended to preserve the context of large detached single- and two-family homes in the inner blocks and apartment buildings along wider avenues.

Pelham Gardens Rezoning

In 2005, much of the Pelham Gardens area to the north of the Project Site underwent a rezoning to address the community's concerns about recent development that was out-of-character with the neighborhood context of one-and two-family detached residences. All or portions of 163 blocks located to the north of the Pelham Parkway and east of Williamsbridge and Boston Roads, in the northeastern Bronx neighborhoods of Pelham Gardens, Laconia and Baychester were rezoned from R3-2, R4 and R5 zoning districts to R3X, R4A, R4-1, and R6B. In the vicinity of the study area, all or portions of 19 blocks generally bounded by Waring Avenue to the north, the Pelham Parkway North to the south, Gun Hill Road to the east and Woodhill Avenue to the west were rezoned from R3-2 to R3X.

Public Policy

Apart from the Waterfront Revitalization Program (WRP) and the Commercial Expansion Program (CEP) discussed below, the Project Site and surrounding area are not controlled by or located within an urban renewal area or a designated in-place industrial park, nor are there any other public policies applicable to the Proposed Action, Project Site, or land use or zoning conditions within the study area. The Proposed Action involves the siting of a public facility, PSAC II, that would require a Fair Share analysis as part of the ULURP application. The construction of the redundant emergency communications facility is listed in the *Citywide Statement of Needs for Fiscal Years 2006-2007*.

Waterfront Revitalization Program (WRP) / Coastal Zone Management

The federal Coastal Zone Management Act of 1972 established to support and protect the nation's coastal areas set forth standard policies for the review of new projects along coastlines. As part of the Federal Coastal Zone Management Program, New York State has adopted a state Coastal Zone Management Program, designed to achieve a balance between economic development and preservation that will promote waterfront revitalization and water-dependent uses; protect fish, wildlife, open space, scenic areas, public access to the shoreline, and farmland. The program is also designed to minimize adverse changes to ecological systems, including limiting erosion and flood hazards.

The state program contains provisions for local governments to develop their own local waterfront revitalization programs (WRPs). New York City has adopted such a program (*New York City Waterfront Revitalization Program*, New York City Department of City Planning, revised 1999). The Local WRP establishes the City's Coastal Zone, and includes policies that address the waterfront's economic development, environmental preservation, and public use of the waterfront, while minimizing the conflicts among those objectives.

As the Project Site falls within the City's designated coastal zone (refer to Figure 8-1 in Chapter 8, "Waterfront Revitalization Program"), the Proposed Action is assessed for its consistency with the policies of the City's Local Waterfront Revitalization Program (LWRP). LWRP policies that particularly apply to the Proposed Action include encouraging commercial and residential development in appropriate coastal zone areas, and minimizing loss of life, structures and natural

resources caused by flooding and erosion. A more detailed assessment of the LWRP is provided in Chapter 8, "Waterfront Revitalization Program."

Commercial Expansion Program (CEP)

Most of the M1-1 zoning district that overlays the proposed development site and the northern portion of the proposed street is located within a designated abatement zone for New York City's Commercial Expansion Program. The Commercial Expansion Program (CEP) provides real estate tax abatement for new, renewal, or expansion leases for commercial office or industrial space in Manhattan north of 96th Street, or in Brooklyn, Queen, the Bronx, or Staten Island. The program is designed to increase tenant occupancy in the designated abatement zones, which are located within areas zoned C4, C5, C6, M1, M2, or M3. The subject premises must be a nonresidential building or a mixed-use building built before January 1, 1999 within the boundaries of an abatement zone. Premises occupied or used for retail, hotel, or residential are not eligible.

"Fair Share" Criteria

The proposed 911 call intake and dispatch center (proposed development) is subject to the *Criteria for Location of City Facilities* (the "Fair Share" Criteria) and requires a Site Selection approval by the New York City Planning Commission (CPC). It is expected that the proposed development would be a parallel operation to the existing PSAC I that would backup emergency call and dispatch operations and would be expected to typically handle about half of the City's emergency calls. However, the proposed development is being designed to accommodate emergency 911 communications for the entire City during heightened security days and if PSAC I should become non-operational for any reason. The proposed development requires a strategic location to PSAC I at Metro Tech Center in Downtown Brooklyn, excellent radio and microwave transmission/reception, and a secure location. As a regional/citywide facility, Articles 4 and 6 of the *Criteria* must be applied to the proposed facility, and the findings for these criteria included in the ULURP application for the proposed development. Applicants are required to explain how each of the criteria was applied, justify any inconsistencies with the criteria, and attach appropriate documentation. These considerations must be taken into account by City agencies when they select sites for new facilities or substantially change existing facilities. No ULURP application for site selection will be certified unless the "fair share" submission is complete.

C. FUTURE WITHOUT THE PROPOSED ACTION (NO-BUILD CONDITIONS)

Land Use

Project Site

Although the proposed development site could be developed as-of-right under the existing M1-1 zoning with a maximum FAR of 1.0 for commercial or light industrial uses, the analysis conservatively assumes that in the future without the Proposed Action the proposed development site would remain undeveloped. This will serve as the baseline for comparing the effects of the future without and with the Proposed Action.

In absence of the Proposed Action, the southern portion of the proposed development site would continue to serve as at-grade accessory parking for the HMC, and the northern portion would continue

to accommodate vacant land. The asphalt pedestrian pathway that connects the HMC to the Pelham Parkway would remain and continue to provide pedestrian access from the Pelham Parkway.

Industrial Street will continue to provide vehicular access to the HMC as a private, unmapped two-way roadway that extends north of Waters Place from an attended gatehouse to the southern boundary of the proposed development site. The northern portion of the roadway, which is currently closed, would be opened and repaved. Secondary access to Industrial Street would also be provided from an at-grade parking lot located to the west, which is accessible from a private road (Bassett Road) that extends north of Eastchester Road.

Study Area

Separate from the Project Site, it is expected that the current land use trends and general development patterns would continue in the study area in the future without the Proposed Action. These trends and patterns are characterized by increases in the development of as-of-right commercial office and expansions and improvements to existing community facilities.

In the future without the Proposed Action, there are several new developments expected to be completed by 2012 within and immediately adjacent to the land use study area. Information on major known "No-Build" developments is provided in Table 2-2 and the location of these developments is shown in Figure 2-4. These include projects recently completed, currently under construction, as well as planned developments. Most of the No-Build projects are expansions to existing commercial or institutional developments. No-Build developments were identified from a variety of secondary sources, including recent environmental assessment documents, a New York City Department of Buildings (NYCDOB) search of permit applications between January and November 2007, and information provided by the Bronx Office of the New York City Department of City Planning (NYCDCP).

Directly south of the proposed development site, abutting the proposed street to the east, the existing HMC will be improved with the addition of two new buildings ("The Towers at HMC") that will contain a total of approximately 602,000 gsf of commercial space at its southwest corner by 2012 (in Figure 2-4, Development No. 1). Tower One, which was recently completed, is an approximately 13-story building containing approximately 263,000 gsf of office space with typical floor plates of 28,000 gsf. The building will also include an enclosed accessory parking garage containing approximately 978 attended parking spaces on the building's four lower levels. Tower One is anticipated to be fully occupied by the end of 2008/early 2009. Tower Two is currently undergoing construction, and will be connected to and constructed north of Tower One. Tower Two is envisioned to be an approximately 20-story building containing 339,000 gsf, including approximately 239,000 gsf of office space with typical floor plates of 23,500 gsf and approximately 100,000 gsf of hotel space (150 rooms) enclosed accessory parking for approximately 550 spaces. Tower Two is anticipated to be completed and fully occupied by the Build year of 2012.

In the future without the Proposed Action, it is anticipated that the HMC will contain a total of approximately 1,037,501 gsf (982,556 zsf) of commercial space within three buildings and approximately 52,000 gsf (51,320 zsf) of industrial/warehouse space in a single-story warehouse for a total 1,089,501 gsf (total of 1,033,876 zsf of floor area). Approximately 1,432 parking spaces are assumed be provided within two enclosed accessory garage structures located on the lower floors of the two planned towers and approximately 1,720 required accessory parking spaces would be provided within at-grade parking lots (for a total of 3,152 accessory spaces).[5]

[5] According to the Zoning Analysis and Calculations for Tower 2 @ the Hutchinson Metro Center (dated 06.23.08), pursuant to the site's M1-1, the existing 4-story office building requires 1,432 accessory parking spaces, the existing single-story warehouse requires 25 spaces and the planned Tower I will require an additional 855 accessory spaces. Planned Tower 2

TABLE 2-2
No-Build Developments

Map No.	Project Name	Address/ Location	Square feet of Commercial	Square Feet of Community Facility	New Parking Spaces
¼-Mile Land Use Study Area					
1	Towers at HMC	1250 Waters Pl. (HMC)	602,000 gsf	--	1,685 spaces[1]
2	Reconstruction of Pelham Parkway	Bronx River Parkway to Hutchinson River Parkway	--	--	
3	Bronx Mental Health Redevelopment Project	1500 Waters Pl. (Bronx Psychiatric Center)		463,100 sf [3]	164 spaces
4	Wellness Center	1510 Waters Pl. (Albert Einstein College)		42,000 sf [4]	
Major Developments Beyond the Study Area Boundaries					
5	Michael Price Center for Genetic and Translational Medicine	Albert Einstein College of Medicine	--	201,000 sf	
6	Ambulatory Care Pavilion	Jacobi Medical Center	--	161,590 sf [2]	
7	Expansion to the Staff Housing Garage	Albert Einstein College of Medicine	--	--	310 spaces
		TOTAL	602,000 gsf	867,690 sf	2,159 spaces

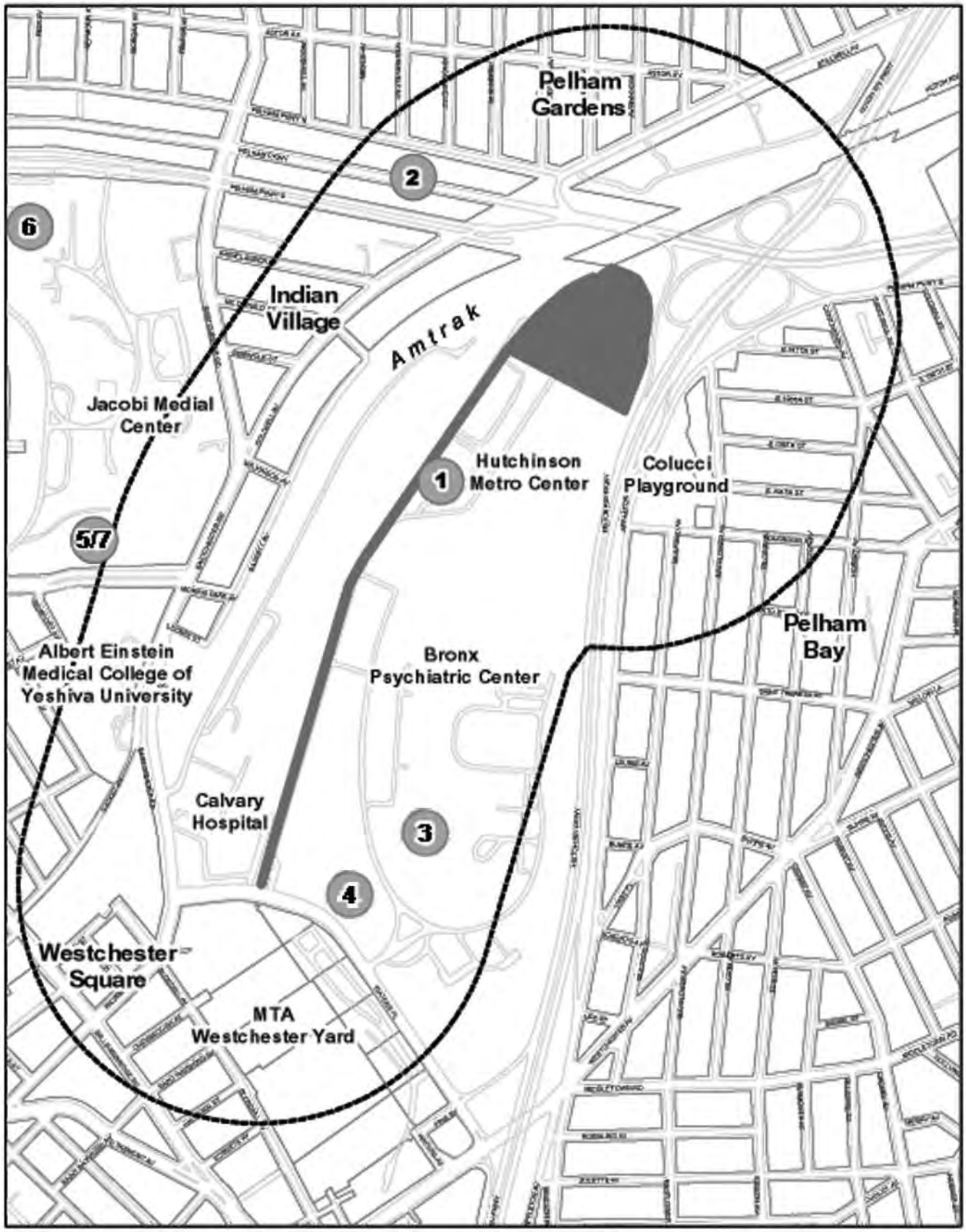
Notes:
[1] Approximately 1,432 required accessory parking spaces would be provided within two attended garages located beneath Tower 1 and Tower 2 and the remaining 253 required accessory spaces would be provided by operating the lot located at the southern boundary of the HMC site as an attended lot that would contain 687 spaces.
[2] This project involves the construction of a new approximately 125,000 sf ambulatory care pavilion as well as the renovation of approximately 36,590 sf of adjacent space within the north and west wings of the existing main hospital building.
[3] This project involves the construction of five new buildings that will contain a total of approximately 402,100 sf as well as the renovation of approximately 61,000 sf in an existing building.
4. This project involves the construction of an approximately 42,000 sf building.
Sources: Bronx Office of New York City Planning, Department of Buildings permit searches 01/07 to 11/07, Zoning Analysis and Calculations for Tower 2 @ the HMC, dated 06.23.08, SEQRA Environmental Impact Analysis Report for the Bronx Mental Health Redevelopment Project, August 2008.

The Pelham Parkway, including its service roads, will be reconstructed between the Bronx River Parkway and the Hutchinson River Parkway by the Build year of 2012 (in Figure 2-4, Development No. 2). This work involves full roadway reconstruction including curbs and sidewalks, improvements to the street lighting, traffic signals, and signage, as well as sewer and water main replacements. This work would also include the establishment of an exclusive Bus Rapid Transit (BRT) lane and stations. The New York City Department of Parks and Recreation (NYCDPR) is also planning to reconstruct and enhance the Pelham Parkway malls between Boston Road and the Hutchinson River Parkway, which would entail repairs to the existing retaining wall and columns, repaving of asphalt pedestrian pathways and the installation of some park lighting. In addition, the Hutchinson River Greenway is anticipated to be expanded further north from the Pelham Parkway to the City's northern border. However, both of these parks improvements are still in the preliminary planning stages and are not expected to be fully implemented by the Build year of 2012.

Further to the south of the HMC, the Bronx Psychiatric Center will undergo a major renovation that will involve the construction of five new buildings, including a new 78-bed Children's Hospital, and a 156-bed Adult Hospital (adult beds will be expandable up to 300 beds) (in Figure 2-4, Development No. 3). The three other new buildings, 96-bed Transitional Living Residence (TLR) building, the 48-bed studio apartment building, and the 44-bed Crisis Residence/Crisis Stabilization building, in addition to the existing Ginsberg Outpatient Clinic will comprise the "Adult Village." Collectively, the

is anticipated to be a parallel structure to Tower 1 that would contain approximately 231,848 zsf of office and 97,884 zsf of hotel space and therefore is assumed to require 839 accessory parking spaces. Based this assumption, the Hutchinson Metro Center is required to provide a total of 3,151 accessory parking spaces to comply with zoning in the future with or without the Proposed Action.

Figure 2-4
No-Build Developments



Adult Village is envisioned to provide assistance to consumers transitioning from an inpatient to an outpatient environment. An existing building, Building 4, will also be renovated and will share support services with both the new Adult Hospital and Children's Hospital. Three existing buildings (Building 1 and 2 and the Children's Hospital) on the Bronx Psychiatric Center campus would remain intact but would be completely vacant. To facilitate the construction of the Adult Village, three existing little league ball fields will be relocated from the southeast corner of the Bronx Psychiatric Center to the northern edge of the campus directly south of the HMC.

The planned renovations to the Bronx Psychiatric Center are in response to advances in medicine, service provision, techniques and technologies, as well as the New York State Office of Mental Health's renewed focus on quality, evidence-based treatments and practices as the foundation of structural and clinical work. New medicines and treatments have shifted the focus of psychiatric care from institutionalized to transitional or community-based settings. The renovations are intended to better address the current needs of its patient populations and will not result in an increase in the number of staff, consumers, or visitors to the Bronx Psychiatric Center. It will result in the loss of approximately 28 beds.

The Division of Substance Abuse at Albert Einstein College of Medicine is constructing a new medical facility, the Wellness Center, at 1510 Waters Place on the north side of Waters Place, adjacent to and west of the entrance to the Bronx Psychiatric Center and to the south of the Bronx Psychiatric Center's Alcohol Treatment Center (in Figure 2-4, Development No. 4). The planned facility is anticipated to improve existing substance abuse services and will consolidate three methadone clinics (Trailer I Clinic, Trailer II Clinic, and the Van Etten Clinic) currently located at 1500 Waters Place within a single building. The new building will contain approximately 42,000 sf and will house treatment facilities for 1,000 patients, as well as office space. It is not anticipated to introduce any new employees, or expand existing patient services.

In addition, just beyond the study area's western boundary, the Albert Einstein College of Medicine recently completed the construction of an approximately 201,000 sf research facility, the Michael F. Price Center for Genetic and Translational Medicine (MPCGTM) and Harold and Muriel Block Research Pavilion (in Figure 2-4, Development No. 5). This research center is a new 5-story building located near the corner of Morris Park Avenue and Eastchester Road, on the north side of Morris Park Avenue across from the Jack and Pearl Resnick Campus. The building is the largest medical research facility to be constructed in the Bronx since the medical college opened in 1955. It contains 40 state-of-the-art research laboratories, 10 specialized scientific facilities and a 100-seat auditorium, and will accommodate approximately 400 workers, consisting of 40 new faculty members to Albert Einstein College of Medicine, their research teams, post-doctoral investigators and graduate students. The Albert Einstein College of Medicine is also planning a 310-space enlargement to its Staff Housing garage to meet the need for additional off-street parking generated by the continued expansion and modernization of its educational and medical facilities (in Figure 2-4, Development No. 7). The enlarged garage will contain a total of 1,000 parking spaces.

Further to the north of the MPCGTM, a new approximately 125,000 sf ambulatory care pavilion (the "Jacobi Medical Center Ambulatory Care Pavilion") is being added to the Jacobi Medical Center campus (in Figure 2-4, Development No. 6). The four-story ambulatory care pavilion, which is scheduled for completion and occupancy by the end of 2008, will accommodate outpatient clinical services, including general medicine, surgical sub-specialties and women's health care services. The new building will be located within the courtyard of the main hospital building, the West Jacobi Hospital Building (or West Wing) and will be connected to the main hospital by a galleria and courtyard. This project also involves the renovation of approximately 36,590 gsf of adjacent space within the north and west wings of the existing main hospital building to house the ambulatory sub-care divisions and administrative services. These improvements are anticipated to improve and

enhance existing facilities at Jacobi Medical Center. Ambulatory care services would be relocated from existing, substandard and inefficient facilities currently located at the southern portion of the campus in the Van Etten Building. The project will result in the consolidation of ambulatory care from two separate buildings on opposite ends of the Jacobi Medical Center campus into a centralized location with internal connections to the acute care inpatient tower.

Zoning

Project Site

In the future without the Proposed Action, no change to zoning is anticipated for the Project Site.

Study Area

No new major changes to study area zoning have been initiated, and none are expected to occur in the future without the Proposed Action.

Public Policy

Project Site

In the future without the Proposed Action, no changes to public policy have been identified for the Project Site.

Study Area

In the future without the Proposed Action, no major public policy initiatives for the study area have been identified.

D. FUTURE WITH THE PROPOSED ACTION (BUILD CONDITIONS)

As discussed in Chapter 1, "Project Description," the Proposed Action would facilitate the construction of a second emergency communications 911 center for the City of New York. The proposed development would consist of an approximately 640,000 gsf building with 14 levels above grade (350 feet with an elevation of 374 feet), including 3 mezzanine levels and 4 mechanical floors, plus a cellar level and a 500 space accessory garage structure. As the proposed development site is relatively isolated from the surrounding area with no linear frontage along a public street, the Proposed Action also involves the mapping a new public street (Marconi Street) that would provide permanent vehicular access and utility services to the proposed development along a public right-of-way. The proposed street would follow an existing private access road, Industrial Street, which extends north of Waters Place from a signalized intersection located approximately 420 feet east of Eastchester Road to the southern boundary of the proposed development site.

Land Use

The *CEQR Technical Manual* states that significant adverse land use impacts may occur if an action would generate a land use that would be incompatible with surrounding uses. It also states that in many cases, land use changes do not result in significant adverse land use impacts, but they can cause significant adverse impacts in other technical areas. Therefore, in addition to making impact determinations, it is also important to identify the land use effects of the proposed action to make impact determinations for other technical areas in this EIS.

Project Site

The Proposed Action would represent a significant change in land use and an increase in density on the proposed development site, replacing primarily undeveloped land with a public facility development consisting of an approximately 640,000 gsf building that would primarily accommodate 911 call intake and dispatch operations and command control center operations for the Fire Department of the City of New York (FDNY) and the New York City Police Department (NYPD), as well as related mechanical and data systems. A 500-space accessory parking garage would also be constructed at the site. The proposed development would be a second emergency communications 911 center for the City's police, fire, and emergency medical operations. It would be a parallel operation to the existing PSAC I in Downtown Brooklyn that would typically handle approximately half of the City's emergency calls. However, the proposed development would be designed to accommodate emergency 911 communications for the entire City during heightened security days and if PSAC I should become non-operational for any reason.

The proposed development would be staffed 24-hours a day, seven days per week with three main employee shifts that would typically have shift changes at approximately 7:00 AM, 3:00 PM, and 11:00 PM. The typical day-to-day operations of the proposed development are expected to introduce up to approximately 850 new employees (excludes construction workers) to the site; most of these employees would be permanently relocated from the existing PSAC I facility in Downtown Brooklyn ("Typical Operations"). These workers would work in eight-to 12-hour overlapping shifts throughout a 24-hour period with a maximum of approximately 315 employees per shift at the site during Typical Operations. There are expected to be a number of instances when the proposed development would handle emergency communications for the entire City and therefore, would accommodate consolidated operations of PSAC I and PSAC II ("temporary Consolidated Operations"). When operating in backup mode or during heightened security days, PSAC I operations and staff would be temporarily relocated to the proposed development and the proposed development would have a maximum staff size of up to approximately 1,700 employees (includes the staffs of both PSAC I and PSAC II) that would work over a 24-hour period in overlapping shifts. Approximately 630 employees are expected to work at the proposed development site at any given time for temporary Consolidated Operations at proposed development.

As described above, the proposed development would consist of two new building structures, including an approximately 14-story office building and a three-story accessory garage with rooftop green space. The building would include approximately 640,000 gsf of floor area, and have a height of approximately 350 feet (elevation of 374 feet) due to its extensive mechanical and data systems. The 500-space accessory garage would be constructed at the southern edge of the proposed development site and is expected to be approximately 30 feet tall. A small security control office would occupy approximately 2,000 gsf on the second floor of the new garage structure, which would house security and screening operations for entering the proposed PSAC II building. A narrow enclosed walkway would connect the security screening office in the garage to the main entrance of the PSAC II building.

As part of the security measures for the site, a fence would enclose the proposed development and partially extend within the mapped open space area of the Pelham Parkway right-of-way to the north of the site. A narrow, approximately 8-foot wide publicly accessible pedestrian path would be created along the western edge of the proposed development site just outside of the perimeter fence to preserve the public pedestrian connection between the Pelham Parkway on the north to the HMC on the south. In addition, the existing narrow pedestrian pathway within the Pelham Parkway right-of-way to the north of the proposed development site would be realigned, improved and widened to approximately 25 feet, which would enable the path to serve as an emergency access/egress route for the proposed development. Retractable bollards would also be installed within the pathway directly north of the site. The improved pathway would continue to the accessible to the public on a regular basis as a pedestrian walkway.

The Proposed Action would also improve the street network. Industrial Street would be mapped as public street ("Marconi Street") that would be owned and maintained by the City. It would continue to operate as a two-way roadway that provides access to the proposed development and the HMC. The proposed public street (Block 4226, part of Lots 30, 35 and 40) would extend north of Waters Place from a point located approximately 420 feet east of Eastchester Avenue for approximately 0.63 miles along the western edges of the Bronx Psychiatric Center and the HMC to the southern boundary of the proposed development site. The proposed street segment would be mapped at a width of 60 feet for approximately 1,790 feet and 50 feet for approximately 1,550 feet. As described in Chapter 8, "Waterfront Revitalization Program," portions of the proposed street would fall within the 100-year flood plain.

The Proposed Action would not introduce a substantially new or incompatible land use to the surrounding area, which consists primarily of commercial office, institutional, light industrial/ warehousing and transportation-related uses. The proposed development would function similar to an office facility that would operate 24-hours per day, seven days per week. Given the proposed development site's relative isolation from adjacent development and the reduced staff during overnight shifts, the introduction of the proposed development at this location is not expected to adversely affect land uses in the area.

The proposed development site comprises approximately 8.75-acres, and is relatively isolated from the surrounding area by the Pelham Parkway to the north, the Hutchinson River Parkway to the east, and partially by the railroad right-of-way of Amtrak to the west. There are no existing or proposed buildings or structures within approximately 150 feet of the development site (closest building is the existing 460,000 gsf office building of HMC). This area of the City is less densely developed, supporting commercial office and institutional uses on expansive campus-like settings, as well as large light industrial properties. The closest residential uses are located further to the north and east of the proposed development site across the broad thoroughfares of the Pelham and the Hutchinson River Parkways, respectively.

The proposed development would not interfere with the proper functioning of surrounding land uses in the area nor would it directly displace a land use that would adversely affect surrounding uses. The existing accessory parking spaces for the HMC, occupying the southern portion of the proposed development site, would be directly displaced (or eliminated). The implications of the loss of these parking spaces are discussed in detail in the Zoning section below and in Chapter 12, "Traffic and Parking."

According to the *CEQR Technical* Manual, the Proposed Action would result in a significant land use change by redeveloping a large vacant site with a necessary public facility that consists of an approximately 640,000 gsf office building and a 500-space accessory garage. The proposed development would be compatible with existing land use patterns and commercial development trends

in the study area, and would not conflict or be inconsistent with public land use policy or plans for the area. The proposed development also would not accelerate existing or anticipated trends in development for the area. The proposed development site is well suited to accommodate the proposed PSAC II development in terms of its location, size, configuration, and compatibility with neighboring land uses. Furthermore, the necessary security measures can be readily implemented for the proposed development without significantly affecting adjacent uses or alter neighborhood character.

As the Proposed Action would develop an expansive primarily vacant property with a necessary public facility, this change in land use is substantial and therefore, considered a significant, but not an adverse, land use impact.

Study Area

The Proposed Action would introduce a new use to the surrounding area, but the proposed development would be consistent with the prevailing land uses in the surrounding area, including large commercial and institutional uses. The change in land use and density at the proposed development site would not interfere with the proper functioning of surrounding land uses or patterns in the area.

Land uses in the study area are generally well established. The surrounding area supports a number of large commercial office and institutional uses on relatively large properties. This area is also experiencing new development and the proposed development would be consistent with and reinforce the mixed-use character of the surrounding area. As further described in Chapter 6, "Neighborhood Character," the proposed development would also not alter neighborhood character. The proposed development would be consistent with existing and anticipated land uses in the area, and would not be incompatible with public land use policy or plans for the area. The proposed street is expected to improve the street network and enhance vehicular access, as well as utility services to the HMC.

No incompatible uses would be introduced to the study area as a result of the Proposed Action, nor would the proposed development adversely affect or limit the existing and anticipated land uses. Furthermore, the proposed development would not accelerate existing and anticipated trends in development for the area. The area's existing mixture of commercial, community facility, light industrial, transportation-related, residential and open space uses would be preserved. As described above, the Proposed Action would alter the land use on the Project Site and this anticipated change would be substantial and therefore, considered significant but not necessarily adverse. Therefore, the Proposed Action is anticipated to result in a significant, but not adverse, land use impact in the study area.

Zoning

The *CEQR Technical Manual* states that a significant adverse zoning impact may occur if a proposed action would result in land uses or structures that substantially do not conform to or comply with underlying zoning; or an action that would result in significant material changes to zoning regulations.

Project Site

No zoning changes are being proposed for the Project Site. The approximately 8.75-acre development site would continue to be zoned M1-1 and the proposed street would partially be located within an R5 zoning district at its southerly end and partially within an M1-1 district within its northerly end.

The existing M1-1 zoning on the proposed development site allows new commercial and light industrial development that meets high performance standards as-of-right, as well as some community

facility development. The proposed development would be consistent with the M1-1 zoning of the site and would conform to the New York City Zoning Resolution's bulk requirements regarding floor area in M1-1 districts.

As discussed in the "Existing Conditions" section above, the maximum allowable commercial floor area in an M1-1 district is 1.0. With a lot area of approximately 381,340 sf the allowable maximum floor area on the site is 381,340 zoning square feet (zsf). Therefore, the proposed development, which consists of an approximately 288,854 zsf office building and an approximately 92,000 zsf accessory garage structure would be within the allowable bulk (total of 380,854 zsf), with an effective FAR of 0.999, using almost 100 percent of the maximum allowable floor area on the site.

The proposed 350-foot tall (elevation of 374 feet) building would also comply with the height and setback requirements of the M1-1 district. It would not have any setbacks and is envisioned to be a modern structure in the form of an inverted pyramid with larger floor plates on its upper stories.

The proposed development would also include a 500-space accessory parking garage with rooftop green space. Pursuant to Section 44-21 of the New York City Zoning Resolution, office uses (Use Group 6, category B1) in M1-1 zoning districts require one accessory parking space per 300 zsf of office. Therefore, the proposed development containing approximately 288,854 zsf of office floor area would require a total of 962 accessory parking spaces, which is more than the proposed 500 accessory spaces being provided. As the proposed development would operate 24/7 with three primary employee shifts, the required accessory parking is not warranted and the proposed development will require a zoning override to modify the accessory parking regulations (refer to Chapter 12, "Traffic and Parking" for a discussion of the proposed development's parking demand).

No significant adverse zoning impacts are expected to result from the Proposed Action.

Study Area

No changes in zoning in the study area are expected with the proposed development.

The Proposed Action would enable the City to acquire the northernmost portion of the HMC, as well as the area comprising the roadbed of the proposed public street, which would substantially reduce the total development potential of the HMC site in the future with the Proposed Action. The HMC comprises an approximately 32-acre zoning lot (consisting of Bronx Block 4226, Lots 35, 40, 55, 70 and 75), as a result of the Proposed Action the zoning lot would be reduced by approximately 10 acres to 22 acres (964,710 sf) and would consist of Lot 70, and part of Lots 35, 40 and 55).[6]

The HMC is located entirely within an M1-1 zoning district, which has a maximum floor area ratio (FAR) of 1.0 for commercial and/or light industrial uses. With a zoning lot area of 22 acres (approximately 964,710 sf), the maximum allowable floor area that could be constructed in the HMC is approximately 964,710 zsf of commercial and/or light industrial uses.

As described above, the HMC currently accommodates a single 4-story office building that contains approximately 460,000 gsf (420,977 zoning square feet [zsf]) of commercial floor area, and a one-story warehouse building that contains 52,000 gsf (51,320 zsf). In the future with or without the Proposed Action by 2012, two new 13-story towers (the "Towers at HMC") containing a total of approximately 602,000 gsf (586,162 zsf) of commercial floor area would be constructed at the HMC,

[6] The City would acquire approximately 8.75 acres encompassing the northern portion of the Hutchinson Metro Center (Lot 75, part of Lots 40 and 55) for the proposed development site of PSAC II, and an additional approximately 1.38 acres of Hutchinson Metro Center (part of Lots 35 and 40) that would be mapped as a public street providing access to the proposed development site.

including approximately 502,000 gsf of office space and a 150 room hotel. A total of approximately 1,058,459 zsf of development would occupy the 22-acre zoning lot of the HMC. The HMC site would exceed its permitted floor area, with an effective FAR of 1.10, using 110 percent of the maximum allowable zoning floor area on the site (1.0 FAR). As a result of the Proposed Action, the HMC would have no remaining unused floor area.

Pursuant to Section 44-24 of the New York City Zoning Resolution, the HMC, containing a total of approximately 1,058,459 zsf of development, would be required to provide a total of 3,151 accessory parking spaces in the future with and without the Proposed Action. In absence of the Proposed Action, these required accessory spaces would be provided within two enclosed attended garages (1,432 spaces) on the lower floors of the two planned towers and within three accessory lots, one of which would be attended (1,720 spaces). As noted above, the Proposed Action would directly displace approximately 513 existing accessory parking spaces. For the HMC to comply with the site's M1-1 zoning, 512 of these 513 accessory parking spaces would need to be reconstructed within the 22-acre zoning lot for HMC.

According to the *CEQR Technical Manual*, an adverse zoning impact would result if an action would create land uses or structures that substantially do not conform to or comply with underlying zoning. A significant and adverse impact would result if the action caused a substantial number of uses or structures to become nonconforming, or if it conflicted with another public policy to protect those uses. As the Proposed Action would cause non-conformance on the HMC site, whereby the site would no longer comply with the site's M1-1 zoning floor area ratio and parking regulations, the Proposed Action would result in an adverse, but not significant, zoning impact.

Public Policy

The Proposed Action is not expected to have any effects, or conflict with any existing public policy.

As described above, the proposed Public Safety Answering Center II (PSAC II) is listed in the *Citywide Statement of Needs for Fiscal Years 2006-2007*. The proposed development is an essential component of the City's Enhanced 911 Project (Emergency Communications Transformation Program) that is expected to improve voice and data communications infrastructures in the City, and therefore, public safety by heightening emergency response ability and disaster recovery capacity in the City using two load-balanced facilities (PSAC I and PSAC II). A second emergency communications facility for the City would expected to strengthen the City's ability to maintain communication in the event of any emergency, such as natural disaster or terrorist attack, etc. The proposed PSAC II would provide redundancy with the existing PSAC I located at 11 MetroTech in Brooklyn, and would further streamline fire, police, and emergency medical call-taking functions.

The Proposed Action is consistent with the WRP as discussed in greater detail in Chapter 8, "Waterfront Revitalization Program." The Project Site is not located on the waterfront, nor is the site within a designated Special Natural Waterfront Area, or a Significant Maritime and Industrial Area. The Project Site also does not contain any unique or significant natural features and the nearest surface water bodies are located at least 0.75 miles from the site. The Proposed Action would redevelop an underutilized site in an M1-1 zoning district with an essential public facility that would enhance citywide emergency communications by creating a unified structure using two load-balanced facilities (PSAC I and PSAC II).

The proposed development site encompasses an approximately 8.75-acre site that is relatively isolated, bordered by the Pelham Parkway to the north, the Hutchinson River Parkway to the east, and the Amtrak right-of-way to the west. There are also no structures within at least 150 feet of the proposed

development site, and residential uses are located more than 500 feet from the site. The proposed development site is accessible from a number of major highways, including I-95, the Bronx River Parkway, the New York State Thruway, and the Cross Bronx Expressway. In addition, it is located in a strategic location from the existing PSAC I at MetroTech Center in Brooklyn, and has excellent radio and microwave transmission/reception. Furthermore, the necessary security measures can be readily implemented for the proposed development.

The NYPD, FDNY, New York City Department of Information Technology and Telecommunications (NYCDOITT), and the New York City Department of Citywide Administrative Services (DCAS) have initiated a Uniform Land Use Review Procedure (ULURP) action for locating or site selecting a public facility on privately-owned land to be acquired by the City. The ULURP application for an approximately 8.75 acre area located to the southwest of the interchange of the Pelham and the Hutchinson River Parkways in the northeastern Bronx (Block 4336, Lot 75, part of Lots 40 and 55) is expected to be certified by the NYCDCP following the completion of this EIS. The proposed 911 call intake and dispatch center is subject to the City's "fair share" criteria and would be approved only if it is found to be consistent with this public policy. Another application for the mapping of a new public street that would provide permanent vehicular access and utility services to the proposed development is also being certified on a parallel schedule.

There are no other public policies applicable to the Project Site or to the proposed development that should be considered under CEQR. Accordingly, the Proposed Action would not result in any adverse impacts to public policy.

E. CONCLUSION

The Proposed Action would not have any significant adverse impacts on land use and public policy. The Proposed Action would represent a significant change in land use and an increase in density on the proposed development site, replacing largely unimproved, underutilized land with a necessary public facility. This change in land use would be substantial and therefore, considered significant. Given the proposed development site's relative isolation from adjacent development, the introduction of the proposed development at this location is not expected to adversely affect or limit existing and anticipated land uses in the area or alter neighborhood character. The proposed development would be consistent with prevailing land uses in the surrounding area, including major commercial and institutional uses, and would complement current on-going development trends. It would not conflict or be inconsistent with public policy or plans for the area. The Proposed Action would also improve the street network through mapping Industrial Street as a public street ("Marconi Street") that would provide access to the proposed development and the HMC along a public right-of-way.

No zoning changes are proposed for the Project Site and the proposed development would be consistent with the site's M1-1 zoning and conform to the New York City Zoning Resolution's bulk requirements regarding floor area, and height and setback regulations. As the required accessory parking is not warranted for the proposed development, a mayoral zoning override is being sought to modify the accessory parking regulations.

The Proposed Action would result in an adverse, but not significant, zoning impact causing non-conformance on the HMC site with respect to current underlying zoning. The City's acquisition of an approximately 8.75 acre development site would directly displace (or eliminate) at-grade accessory parking spaces for the HMC, which are required pursuant to the site's M1-1 zoning. In addition, the City's acquisition of proposed development site as well the area comprising the proposed public street,

would cause the HMC to exceed its permitted maximum floor area. The City acquisition of more than 10 acres of the HMC and the elimination of the required accessory parking spaces would render the HMC non-compliant with the site's M1-1 zoning floor area and parking regulations, and therefore, result in an adverse zoning impact.

The Proposed Action is consistent with the Waterfront Revitalization Program (WRP), and is not expected to have any effects on applicable public policy. The proposed PSAC II is listed in the *Citywide Statement of Needs for Fiscal Years 2006-2007*, and is an essential public facility that would enhance citywide emergency communications by creating a unified structure using two load-balanced facilities (PSAC I and PSAC II).

A. INTRODUCTION

An open space assessment may be necessary if a Proposed Action could potentially have a direct or indirect effect on open space resources in the area. A direct effect would "physically change, diminish, or eliminate an open space or reduce its utilization or aesthetic value." An indirect effect may occur when the population generated by an action would be sufficient to noticeably diminish the ability of an area's open space to serve the existing or future populations. According to the guidelines established in the *City Environmental Quality Review (CEQR) Technical Manual*, an action that would add fewer than 200 residents or 500 employees, or a similar number of other users to an area is typically not considered to have indirect effects on open space. The Proposed Action would facilitate the construction of a new public facility that would introduce a large worker population in excess of 500 workers, which exceeds the CEQR threshold for analysis, and therefore, has the potential to affect the way residents and daytime populations of the surrounding community use parks, playgrounds and other open spaces in the area. In accordance with the guidelines established in the *CEQR Technical Manual*, this chapter assesses the adequacy of those resources in the area and the Proposed Action's effect on their use.

The Proposed Action would not directly displace any existing open space resources. It would facilitate the construction of a second 911 center (Public Safety Answering Center II [PSAC II]) for the City that would consist of an approximately 640,000 gross square foot (gsf) building and a 500-space accessory parking garage on an approximately 8.75-acre largely unimproved, privately owned site in the Pelham Parkway area of the Bronx ("proposed development"). The proposed development would introduce a significant worker population to the proposed development site. As discussed in Chapter 1, "Project Description," the proposed development is a unique public facility that is envisioned to be a parallel redundant hot site to PSAC I and would be expected to typically handle about half of the City's emergency calls. However, it is being designed to accommodate emergency 911 communications for the entire City during heightened security days, and if PSAC I should become non-operational for any reason, including expected upgrades to that facility.

For conservative CEQR analysis purposes, this chapter analyzes two staffing level conditions at the proposed development including a typical day and an event when there are temporary increases of staffing levels from combined facilities (PSAC I and PSAC II operations) at the proposed development site. On a typical day, the proposed development would have a staff size of approximately 850 employees that would work in overlapping shifts with a maximum of 315 employees per shift ("Typical Operations"). During an event when the operations of PSAC I and PSAC II would temporarily consolidate at the proposed development up to approximately 1,700 employees would work in overlapping shifts at PSAC II ("Consolidated Operations"). A maximum of 630 employees per shift are expected to work at the proposed development site when PSAC I and PSAC II operations are combined.

As the proposed development would add more than 500 employees to the proposed development site under either operating condition (i.e., Typical and Consolidated Operations), a detailed quantitative

open space assessment was conducted for both staffing level conditions to examine the change in total population relative to the total public open space in the area, in order to determine whether the increase in user population due to the Proposed Action would significantly reduce the amount of open space available for the area's population. This entails the calculation of the existing open space ratio, as well as the open space ratios in the future without and with the Proposed Action in place. The open space ratio is expressed as the amount of public open space acreage per 1,000-user population.

With an inventory of available resources and potential users, the adequacy of open space in the study area can be assessed both quantitatively and qualitatively. The quantitative approach computes the ratio of open space acreage to the population in the study area and compares this ratio with certain guidelines. The qualitative assessment examines other factors that can affect conclusions about adequacy, including proximity to additional resources beyond the study area, the availability of private recreational facilities, and the demographic characteristics of the area's population.

As discussed below, the Proposed Action would not add any new residents to the area, therefore, this analysis focuses exclusively on passive open space and the demands of daytime users (i.e., workers, students, etc.). Because the study area also contains a residential population, the passive open space needs of the residential population are considered in this analysis as well.

B. OPEN SPACE STUDY AREA

According to CEQR methodologies, the open space study area is based on the distance a person is assumed to walk to reach a neighborhood open space, as well as the type of open space typically utilized by a particular user. Workers or other daytime populations (non-residents) are assumed to walk approximately a quarter-mile distance (about 10 minutes), and typically use passive open spaces within walking distance of their workplaces. Residents are more likely to travel farther to reach parks and recreational facilities, and they use both passive and active open spaces. Residents will typically walk approximately a half-mile distance (up to about 20 minutes) to reach neighborhood open spaces. While they may also visit certain regional flagship parks (like Pelham Bay Park), which are located outside of the study area, such open spaces are not included in the quantitative analysis but will be described qualitatively.

As the Proposed Action involves the siting of a new public facility and no new residential uses are proposed, a non-residential use study area is analyzed in this chapter, based on a quarter-mile distance from the proposed development site boundary. The study area comprises all census tracts that have 50 percent or more of their area located within a quarter-mile distance from the boundaries of the proposed development site (see Figure 3-1).[1] For those census tracts that have less than 50 percent of their area within the quarter-mile radius, the census blocks that fall partially or entirely within the quarter-mile radius have been included. This method was selected as some of the census tracts within the study area encompass very large geographic areas (e.g., tract 296), which would render a meaningful analysis of a general quarter-mile radius impossible. Using this methodology, the resultant study area for analysis is shown in Figure 3-1.[2]

[1] The proposed development site encompasses approximately 8.75 acres, which would be acquired by the City as part of the Proposed Action.

[2] Using this methodology, the study area defined for analysis consists of portions of census tract 284 (blocks 9000-9007, and 40% of block 9009), as well as portions of tract 296 (blocks 1000, 1001, and 1008-1015), tract 300 (blocks 1002, 3000-3004, 4000-4002, 4004, and 4005), and tract 310 (blocks 2004-2010).

Open Space Study Area

Source: NYC DCP

LEGEND

- Quarter-Mile Radius
- Project Site
- Census Tracts and Portions of Census Tracts within Study Area
- Open Space Study Area

As shown in Figure 3-1, the defined study area extends roughly from the Pelham Parkway North, Astor and Stillwell Avenues to the north, to Loomis Street and Willow Lane to the south, and is generally bounded by the Hutchinson River Parkway, St. Paul, Hobart, Edison and Pilgrim Avenues to the east, and Eastchester Road, Stillwell and Basset Avenues to the west. It should be noted that, as Census journey to work data is not provided at the census block level, a percentage of the respective census tract's worker population was used in estimating the number of workers in tracts falling partially within the study area. The percentage used was based on an estimate of the geographic proportion of the blocks included within the study area to the entire census tract's geographic boundary.

C. EXISTING CONDITIONS

Study Area Population

Demographic data were used to determine the non-residential and residential populations served by existing open space resources in the defined study area (see Table 3-1). To determine the number of residents located within the study area, data were compiled from the 2000 Census for the study area tracts and individual census blocks comprising the study area. The number of employees in the study area was determined based on journey to work data from the 2000 Census Transportation Planning Package (CTTP). As noted above, for those individual census blocks falling within the study area, because Census journey to work data is not provided at the census block level, a percentage of the census tract's worker population was used based on an estimate of the geographic proportion of the blocks included within the study area.[3]

TABLE 3-1
Existing Worker and Residential Population Within the Study Area

Census Tract [1]	Worker Population [2]	Resident Population	Total User Population
284	1,364	0	1,364
296	1,495 [3]	1,531	3,026
300	758	2,263	3,021
310	215	389	604
Study Area Total *(Census 2000)*	***3,832***	***4,183***	***8,015***
Adjusted Total	**7,652 [4]**	**4,309 [5]**	**11,961**

Notes:
[1] None of the above census tracts is included in the study area in its entirety; the study area includes portions of tract 284 (blocks 9000-9007, and 9009), as well as tract 296 (blocks 1000, 1001, and 1008-1015), tract 300 (blocks 1002, 3000-3004, 4000-4002, 4004, and 4005), and tract 310 (blocks 2004- 2010).
[2] The percentage of workers assumed for each tract is as follows: tract 284: 40%, tract 296: 20%; tract 300: 45%; and tract 310: 15%.
[3] As the portion of tract 296, which falls within the study area's boundaries, is predominantly a residential area, whereas the portion located outside of the study area includes the Jacobi Medical Center and Albert Einstein College of Medicine, this analysis assumes that approximately 20% of the worker population of tract 296 is included within the study area.
[4] As the Hutchinson Metro Center opened in the early 2000's and accommodates 460,000 gsf of office, including the Bronx Campus of the Mercy College (occupying approximately 130,000 gsf), this analysis conservatively assumes one employee per 250 gsf of office (total of 1,320 employees). Approximately 2,500 workers have been added to the worker population to account for both part-time and full-time undergraduate and graduate students of Mercy College.
[5] Assumes a 0.5% annual increase in residential population from 2001 to the end of 2006 (addition of 169 residents).

Sources: 2000 Census of Population and Housing; Census Transportation Planning Package (CTPP) 2000, Part 2, Table p-1

[3] Based on geographic proportions for those census tracts partially included in the study area, the percentage of workers assumed is as follows: tract 284: 40%; tract 296: 20%; tract 300: 45%; and tract 310: 15%.

Table 3-1 provides the population data (workers and residents) for the defined study area in 2000. As shown in the table, approximately 7,652 workers (includes part-time and full-time undergraduate and graduate students, and the faculty of the Bronx campus of Mercy College) and 4,309 residents (adjusted for 0.5 percent annual growth between 2000 and the end of 2006) are located within the study area, for a total user population of 11,961. Although the analysis conservatively assumes that residents and employees are separate populations, it is possible that some of the residents live near their workplace. As a result, some double counting of the daily user population is possible when residential and worker populations overlap, resulting in a more conservative analysis.

Inventory of Publicly Accessible Open Space

According to the *CEQR Technical Manual*, open space may be public or private and may be used for active or passive recreational purposes, or be set aside for the protection and enhancement of the natural environment. Public open space is defined as facilities open to the public at designated hours on a regular basis and is assessed for impacts under CEQR. Private open space is not accessible to the general public on a regular basis and should only be considered qualitatively.

An open space is determined to be active or passive by the uses that the design of the space allows. Active open spaces are intended for vigorous activities, such as jogging, field sports, and children's active play. Such features might include play equipment, basketball and handball courts, fields, and playgrounds. Passive facilities encourage such activities as strolling, reading, sunbathing, and people watching. Gardens, walkways, and benches/seating areas, as well as game tables (e.g., chess tables), and picnic areas often characterize passive open spaces. However, some passive spaces can be used for both passive and active recreation; for example, a green lawn or a riverfront walkway can also be used for ball playing, jogging or roller blading.

All publicly accessible and open space facilities within the defined study area were inventoried and identified by their location, size, owner, type, utilization, equipment, hours, and condition of available open space. In addition, private open spaces were also inventoried. The information used for this analysis was gathered through a field inventory conducted on Friday, November 30, 2007 (midday); and from the New York City Department of Parks and Recreation's (NYCDPR) website, the New York City Oasis database and other secondary sources of information.

The condition of each open space facility was categorized as "Excellent," "Good", "Fair", or "Poor." A facility was considered in excellent condition if the area was clean, attractive, and all equipment was present and in good repair. A good facility had minor problems such as litter, or older but operative equipment. A fair facility was one which was poorly maintained, had broken or missing equipment, or other factors which would diminish the facility's attractiveness. A poor facility exhibited characteristics such as serious deficiencies in cleanliness, security, and landscaping. Determinations were made subjectively, based on a visual assessment of the facilities. Judgments as to the intensity of use and conditions of the facilities were qualitative, based on an observed degree of activity or utilization. If a facility seemed to be at or near capacity, i.e., the majority of benches or equipment was in use, then utilization was considered heavy. If the facility or equipment was in use, but could accommodate additional users, utilization was considered moderate. If a playground or sitting area had few people, usage was considered light.

Table 3-2, Open Space Inventory, identifies the address, ownership, hours, and acreage of active and passive open spaces in the study area, and their condition and utilization. Figure 3-2 provides a map of their locations. The Map Key number provided in the first column of Table 3-2 indicates the appropriate marker for each open space in Figure 3-2.

TABLE 3-2
Open Space Inventory

Map Key	Name	Address	Owner	Description	Hours of Access	Total Acres	Active		Passive		Condition & Utilization
							%	Acres	%	Acres	
Publicly accessible Open Space in the Study Area											
1	Colucci Playground	Wilkinson & Mayllower Aves.	NYCDPR	Benches, trees, swings, play equipment, drinking fountain, spray showers, game tables, picnic tables, hop scotch, basketball & racquetball courts, baseball field with bleachers, a comfort station.	Closes at dusk	4.00	80%	3.20	20%	0.80	C: good U: heavy
2	Pelham Parkway	Extends between Bronx Park and Pelham Bay Park	NYCDPR	Pedestrian malls (north and south sides of the parkway); divided from street & side roads by a green space that includes a large variety of trees.	24/7	21.80 [1]	50%	10.90	50%	10.9	C: fair (path), good (vegetation) U: light
3	Hutchinson River Greenway	Extends between Ferry Point Park and Pelham Parkway	NYCDPR	Bike & pedestrian path along the west side of the Hutchinson River Parkway.	24/7	0.57 [2]	70%	0.40	30%	0.17	C: good U: light
QUANTITATIVE ANALYSIS					**TOTAL**	**26.37**	**55.0%**	**14.50**	**45.0%**	**11.87**	
Publicly accessible Open Spaces beyond the Study Area											
A	Pelham Bay Park	Bruckner Boulevard & Hutchinson River Parkway	NYCDPR	Bridle paths, hiking trails, beach, Bartow-Pell Museum, 2 golf courses, natural features such as wildlife & bird habitats, several playgrounds, baseball, football, & soccer fields, basketball, bocce & tennis courts, dog runs, bathrooms, boating.	N/A	2,700	30%	810	70%	1,890	C: good U: light - heavy
B	Burns Playground	Lodovick, Mace & Gunther Aves. (Adjacent to M.S. 144)	NYCDPR	Benches, trees, swings, play equipment, drinking fountain, sprinklers, hop scotch, racquetball courts, chess tables, landscaped garden areas, & a basketball court, which is accessible from Lodovick Ave. The playground has 2 entrances.	Closes at dusk	1.62	80%	1.30	20	0.32	C: excellent U: light
Non-publicly accessible Open Spaces within and beyond the Study Area											
C	United Cerebral Palsy of NYC, Bronx Campus	1770 Stillwell Ave.	Private	Landscaping, trees, benches, picnic tables, play equipment, basketball court, and track. Fencing encloses the facility.	Private	4.00 [3]	50%	2.00	50%	2.00	C: good U: light
D	Bronx Psychiatric Center	1500 Waters Pl.	NYS Office of Mental Health (OMH)	Landscaping, trees, bushes, benches, picnic tables, a gazebo, and 8 baseball fields (used by little leagues).	Private	20.00 [3]	70%	14.00	30%	6.00	C: good U: light

Notes:

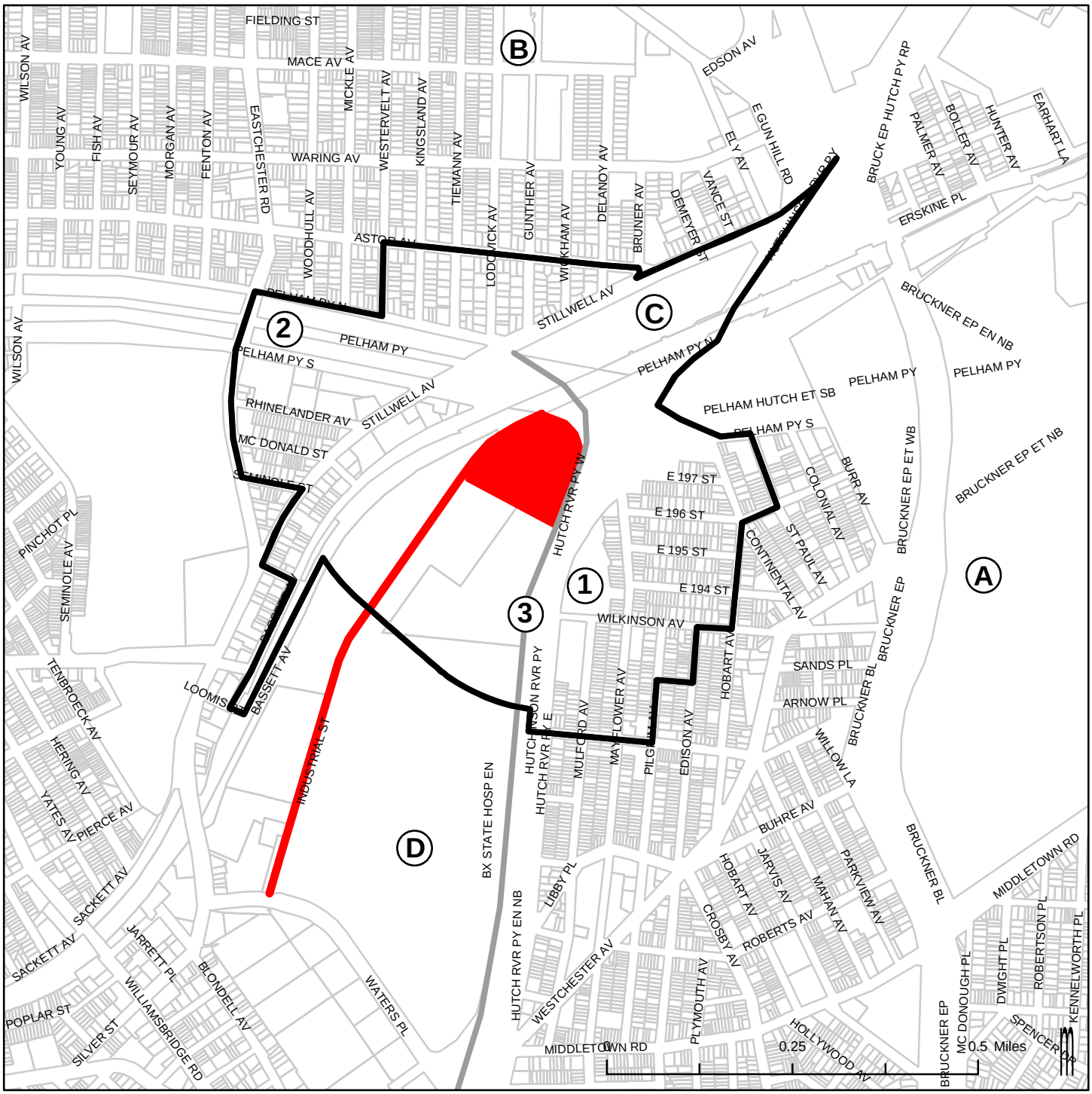
[1] Assumption: According to New York City Department of Parks and Recreation (NYCDPR), the associated mapped open space of the Pelham Parkway encompasses 109 acres (length 2.5 miles). For the purposes of this analysis, only the portion of the Pelham Parkway within the study area, extending between Eastchester Road on the west and Lodovick Avenue on the east, is considered. The length of this segment roughly corresponds to 1/5 of the area and length of the whole parkway (approx. 0.19 miles).

[2] Assumption: According to NYCDPR, the associated mapped open space of the Hutchinson River Greenway (HRG) extend for approximately 3 miles along the Hutchinson River Parkway and encompasses 3.6 acres. For the purposes of this analysis, only the portion of the HRG within the study area is considered (2,480 feet was measured in GIS map (source: NYC DCP); the width of the HRG was estimated approximately 10 feet (encompassing approx. 0.57 acres).

[3] Acreage and percentages for active and passive use are rough estimates.

Source: Information describing the open spaces was collected on a field trip on November 30, 2007. Comparative and additional information was retrieved on NYCDPR's web page (see Park List at: http://www.nycgovparks.org/sub_your_park/park_list/index.html#li_id)

Open Space Resource Map



Source: NYC DCP

LEGEND

- Proposed Development Site
- Proposed Street to be mapped
- Hutchinson River Greenway
- Open Space Study Area
- (3) Open Space Resource within quarter-mile radius (refer to Table 3-2)
- (A) Open Space Resource beyond quarter-mile radius and private Open Space Resource (refer to Table 3-2)

Open spaces that are not open to the general public, or which are not open at regular defined hours were excluded from the quantitative analysis. Likewise, significant open space resources that fall outside the study area boundary were excluded from the quantitative analysis. However, public and non-public open space resources that are located beyond the quarter-mile radius but less than a half-mile radius from the Project Site (letters A through D) are provided in Table 3-2, and are noted in the qualitative assessment below.

As shown in Figure 3-2, three publicly accessible open space and recreational resources are located within the study area and are included in the quantitative analysis. These resources comprise slightly more than 26 acres, with the majority of the space designed for active use (approximately 14 acres, or 55 percent of total).Almost 12 acres (45 percent) within the study area is considered passive recreational space. Each of the open space resources included in the quantitative analysis is described briefly below.

Of the three open space resources Colucci Playground is the only non-linear open space within the study area. Colucci Playground (Map Key #1 in Figure 3-1 and Table 3-2) is an approximately 4-acre facility that provides benches, trees, picnic and game tables, drinking fountains, spray showers, swings, play equipment, hop scotch, basketball backboards, racquetball courts, a baseball field with bleachers, and a comfort station. The playground was originally built in 1969 and is named after community activist and longtime Pelham Bay resident Florence Colucci, who lobbied for the use of the Colucci Playground site as a multipurpose public open space. In 1995, the Colucci Playground was reconstructed as part of the neighborhood improvement program. Today, the playground is in good condition and according to the New York City Department of Parks and Recreation (NYCDPR) is heavily used by the neighborhood. At the time of the field visit (midday during a week day in November 2007), it was only lightly used. However, since it is one of few playgrounds in the area, it can be assumed that in general the utilization might be heavy.

As noted above, the other two open space resources, the greenway along the Pelham Parkway and the Hutchinson River Greenway, are linear green spaces. Both of these open spaces feature paved pathways for pedestrians and cyclists.

The Pelham Parkway (Map Key #2 in Figure 3-1 and Table 3-2) is a 2.5-mile long roadway that extends west-east and connects the Bronx Park at Boston Road on the west to Pelham Bay Park on the east. The roadway is typically about as wide as a City block, and includes three traffic lanes in each direction, a bridle path as well as marginal service lanes separated by green space. Constructed in the late 19th century, the Parkway's design is based on the models of the Eastern and Ocean Parkways in Brooklyn, the world's first parkways, designed by Olmsted and Vaux. In its entirety, the Pelham Parkway contains approximately 109-acres of linear open space, which features pedestrian paths along both the north and south sides of the parkway. These paths are accompanied by rows of trees. According to the NYCDPR, the Pelham Parkway is famous for its numerous American elm trees that line the roadway.

The portion of the Pelham Parkway that was analyzed extends roughly from Eastchester Road on the west to Lodovick Avenue (located north of the parkway) on the east and encompasses approximately 36 acres (see Table 3-2). This portion of the green space is in fair condition and is lightly used. Beyond the study area boundaries, the western portion of the Parkway, which is located near Boston Road and the Pelham Parkway station serving the no. 5 subway line, features some passive recreational amenities, including benches underneath tree canopy.

The Hutchinson River Greenway (Map Key #3 in Figure 3-1 and Table 3-2) is a narrow approximately 3-mile long linear open space, which was completed in 2006. This greenway connects the Pelham Parkway in the north to Ferry Point Park in the south. It features a paved trail for pedestrians and

cyclists, as well as landscaped areas. Within the study area boundary, the Hutchinson River Greenway extends along the west side of the Hutchinson River Parkway and is adjacent to and east of the Hutchinson Metro Center office complex ("HMC") and the New York State mental health facilities (i.e., Bronx Psychiatric Center, Bronx Development Center, and Bronx Children's Psychiatric Center). It is in good condition and receives a light amount of use.

In addition to the above resources, there are two non-publicly accessible open space resources, one of which contains several little league ball fields, within the study area, and two large open space resources located beyond the study area boundaries that are not included in the quantitative analysis (identified by letters A through D in Figure 3-2 and Table 3-2). It should also be noted that the study area contains a number of commercial and institutional uses that occupy large expansive properties, which feature campus like settings with associated private open space and/or recreational amenities, including the New York State mental health facilities, and the Bronx campus of the United Cerebral Palsy of New York City.

Adequacy Of Open Spaces

The adequacy of passive open space in the study area was assessed both quantitatively and qualitatively. In the quantitative approach, the amount of useable open space acreage in relation to the study area population - referred to as the open space ratio - is compared with guidelines established by the New York City Department of City Planning (NYCDCP). To determine the adequacy of open space resources for the working (daytime) population of a given area, NYCDCP has established that 0.15 acres of passive open space per 1,000 workers represents a reasonable amount of open space. For a residential population, two sets of guidelines are used. The first guideline is a citywide median open space ratio of 1.5 acres per 1,000 residents. The second is an optimal planning goal established by NYCDCP of 2.5 acres per 1,000 residents - 2.0 acres of active and 0.5 acres of passive open space per 1,000 residents. It is recognized that these goals are not feasible for many areas of the City, and they are not considered impact thresholds. Rather, these are benchmarks indicating how well an area is served by open space.

The needs of workers and residential populations are also considered together because it is assumed that both populations will use the same passive open spaces. Therefore, a weighted average of the amount of passive open space necessary to meet the NYCDCP guideline of 0.15 acres of passive open space per 1,000 workers and 0.5 acres of passive open space per 1,000 residents is considered in this analysis. Because this ratio changes depending on the proportion of residents and workers in the study area, the analysis accounts for the amount of open space needed in each condition in the study area (i.e., Existing, No-Build, and Build Conditions), and calculates the recommended weighted average ratio of passive open space acres per 1,000 workers and residents.

Quantitative Assessment

As described above, the analysis of the study area focuses on passive open spaces that may be used by workers in the area (and shared by residents in the area). To assess the adequacy of the open spaces in the study area, the ratio of workers to acres of open space is compared to NYCDCP's planning guidelines discussed above. In addition, the passive open space ratio for both workers and residents in the area is compared to the recommended weighted average ratio.

As shown in Table 3-2, the study area includes a total of 26.37 acres of open space, of which approximately 11.87 acres are passive space. According to Table 3-3, as of 2007 a total of 4,309 residents live within the study area, and approximately 7,652 people are estimated to work within the study area boundary. The combined residential and worker user population is 11,961.

Based on the *CEQR Technical Manual* guidelines, the study area has a ratio of 1.55 acres of passive open space per 1,000 workers, which is well above the City's guideline of 0.15 acres (see Table 3-3). The combined passive open space ratio of 0.99 acres per 1,000 residents and workers is also higher than the recommended weighted average ratio of 0.28 acres per 1,000 residents and workers. Therefore, with respect to the guidelines, it can be assumed that the study area is relatively well served by its passive open space resources.

TABLE 3-3
Analysis of Adequacy of Open Space Resources in the Study Area under Existing Conditions

	Existing Conditions
Study Area Population	
Residents [1]	4,309
Workers [1]	7,652
Total User Population	**11,961**
Passive Open space Acreage [2]	**11.87**
Open Space Ratios	
Passive (Workers)	1.55
Recommended Weighted Average Ratio for Passive	0.28 per 1,000 residents and workers
Combined Passive (Residents and Workers)	0.99 per 1,000 residents and workers

Sources:
[1] Refer to Table 3-1
[2] Refer to Table 3-2

Qualitative Assessment of Open Space Adequacy

The passive open space resources within the defined study area may be further augmented to some degree by several factors. For example, the proximity of the study area to Pelham Bay Park and Burns Playground enables residents and workers of the defined study area to use the open space resources provided by these public open spaces (see Figure 3-2). It is likely that occasionally both residents and workers within the study area's boundaries take advantage of the recreational amenities that these two open spaces have to offer.

Comprising more than 2,700 acres, Pelham Bay Park (Map Key A in Figure 3-1 and Table 3-2) is the largest park in New York City and is approximately three times the size of Central Park. Pelham Bay Park is located approximately half a mile to the east of the proposed development site. The Bruckner Boulevard, the Hutchinson River Parkway, and the shoreline of the Long Island Sound border Pelham Bay Park. The park's special features are miles of bridle paths and hiking trails, Orchard Beach, the Bartow-Pell Mansion Museum, two golf courses, and a saltwater shoreline to the Long Island Sound. Also, the park has significant natural features such as a variety of habitats for wildlife, and a swamp in the Central Woodland that is the preferred environment for migrant songbirds and hummingbirds. In addition, the park contains baseball, football, and soccer fields, basketball, bocce and tennis courts, playgrounds, dog runs, bathrooms, and boating possibilities.

Burns Playground (Map Key B in Figure 3-1 and Table 3-2) is an approximately 1.62-acre open space that is located approximately half a mile to the north of the proposed development site. Burns Playground contains benches, trees, swings, play equipment (several jungle gyms), a drinking fountain, a sprinkler system, hop scotch boards, racquetball courts, game tables, and landscaped garden areas which are protected by fencing. Although a basketball court is located adjacent to Burns Playground, there is no direct connection to the facility from the playground. The playground has two

separate entrances from two different streets (Lodovick Avenue and Mace Avenue). It is in excellent condition, and at the time of the field visit, it was lightly used. However, since it is one of few playgrounds in the area and is adjacent to an intermediate school (M.S. 144), it can be assumed that in general the utilization might be heavy.

In addition, both the greenway along the Pelham Parkway and the Hutchinson River Greenway extend beyond the study area's boundaries. It is likely that people utilizing these open space resources would also continue beyond the study area's boundaries. As noted above, the associate mapped open space of the Pelham Parkway encompasses a total of approximately 109 acres, of which only 21 acres are located within the study area boundaries. In addition, beyond the study area's boundaries, the western portion of the Parkway features some passive recreational amenities, including seating areas. The Hutchinson River Greenway extends for approximately 3 miles and an estimated 3.6 miles of which only 0.57 acres are located within the study area boundaries.

Moreover, it should be noted that the study area includes private/accessory open space resources that, although not included in the quantitative analysis, may serve to offset some of the residential and worker demand, including the Bronx campus of the United Cerebral Palsy of New York, and the New York State operated mental health facilities. As noted above, these two institutional uses occupy large expansive properties that feature campus like settings with associated private open space and recreational amenities for the exclusive use of their workers and residents.

The 8-acre Bronx campus of the United Cerebral Palsy of New York City (Map Key C in Figure 3-1 and Table 3-2) is located in the northern portion of the study area at 1770 Stillwell Avenue. The facility is enclosed by fencing and contains several buildings that are concentrated in the southwest portion of the site. The buildings are surrounded by landscaped green space that contains a few benches, picnic tables, and some play equipment. The northeastern portion of the facility contains a variety of recreational amenities including a basketball court, a running track, and a playground with some play equipment.

The New York State mental health facilities, including the Bronx Psychiatric Center, Bronx Development Center and the Bronx Children's Psychiatric Center (Map Key D in Figure 3-1 and Table 3-2), are located in the southeastern portion of the study area at 1500 Waters Place. They occupy an approximately 53 acre campus that contains a number of buildings, interior roadways, landscaped open areas, several ball fields which are used on a permitted basis, walking paths, and parking areas. The landscaped open areas feature passive recreational amenities such as benches, picnic tables, and a gazebo. The campus also features eight baseball fields that are used by the Bronxchester and Van Nest Little Leagues on a permit-basis.

D. FUTURE WITHOUT THE PROPOSED ACTION (NO-BUILD CONDITIONS)

Open Space Study Area Population

According to the NYCDCP, there are no known or expected major residential development proposals anticipated to be completed in the open space study area by 2012. In order to account for any small residential developments that may occur in the study area on an as-of-right basis, and to reflect any recent developments that may have occurred since the 2007 existing conditions, this analysis conservatively applies a background growth rate to the study area's existing residential population. As recommended by the *CEQR Technical Manual,* an annual growth rate of 0.5 percent was used. Therefore, the study area's residential population is projected to increase by an additional 132

residents from 4,309 (adjusted existing conditions 2007, refer to Table 3-1) to 4,441 residents by 2012 (refer to Table 3-4 in Section E, Future With the Proposed Action).

As described in Chapter 2, "Land Use, Zoning, and Public Policy," in the future without the Proposed Action, the HMC would be improved with two new commercial buildings (the "Towers at Hutchinson Metro Center") at its southwest corner by 2012. Tower One, which was recently completed, is an approximately 13-story building containing approximately 263,000 gsf of office space and accessory parking. Tower Two is currently undergoing construction, and will be connected to and constructed north of Tower One. It is envisioned to be an approximately 20-story mixed-use building that will contain approximately 239,000 gsf of office space and a 150-room hotel, as well as accessory parking. Based on the ratio of one office worker per 250 gsf and one hotel worker per 3 hotel rooms, it is estimated that the two towers would introduce approximately 2,058 workers to the HMC (refer to Table 3-4 below). There are no other known proposals for major commercial, institutional, or industrial developments within the quarter-mile study area that would add new workers to the study area by 2012. The planned renovations and improvements of the Bronx Psychiatric Center and the construction of the new Wellness Center at 1510 Waters Place will add any new employees, patients, consumers, or visitors.

Therefore, in the future without the Proposed Action, it is estimated that a total of approximately 4,441 residents and 9,710 workers would be in the study area by 2012 for a total population of 14,151.

Quantitative Analysis of Open Space Adequacy

For conservative analysis purposes, it was assumed that no new open space will be added to the study area by the build year of 2012 and the amount of open space available will continue to be approximately 26 acres, with approximately 14.5 acres of active open space and 11.9 acres of passive open space.

For the projected total population of 14,151 persons (combined worker and residential population) in build year 2012, the passive open space ratio for the study area's workers would decrease from 1.55 acres per 1,000 workers under existing conditions to 1.22 acres per 1,000 workers under the No-Build condition, which would continue to be well above the City's guideline of 0.15 acres (see Table 3-4 in Section E below).

The recommended weighted average ratio would decrease by 0.02 from 0.28 to 0.26 acres per 1,000 residents and workers, and the combined passive open space ratio would decrease by 0.15 from 0.99 to 0.84 acres per 1,000 residents and workers, compared to existing conditions. In the future without the Proposed Action, the passive open space ratios would continue to be above NYCDCP's guidelines for adequacy.

Qualitative Analysis of Open Space Adequacy

The open space ratios would remain above the guideline of adequacy in the future without the Proposed Action. However, as noted above, the calculated ratios are somewhat conservative, as there are significant public open space resources that fall just outside the quarter-mile study area radius and are not included in this quantitative analysis (e.g. Pelham Bay Park and Burns Playground). These open spaces would add considerable accessible active and passive open space for the residential and worker populations. In addition, the study area contains a few large institutional uses (such as the United Cerebral Palsy of New York and the Bronx Psychiatric Center) that contain private accessory

open space containing both passive and active recreational amenities that will continue to provide additional open space for area residents and workers.

E. FUTURE WITH THE PROPOSED ACTION (BUILD CONDITIONS)

The Proposed Action would facilitate the construction of a new public facility that would accommodate the City's second 911 center, as well as command control center operations for the New York City Police Department (NYPD) and the Fire Department of New York City (FDNY). The proposed facility would occupy an approximately 8.75-acre site and would consist of an approximately 640,000 gsf office building and an accessory parking garage of 500 spaces ("proposed development"). For conservative CEQR analysis purposes, two staffing level conditions at PSAC II have been analyzed for the proposed development including a typical day ("Typical Operations"), and an event when there are temporary increases of staff levels from combined facilities (PSAC I and PSAC II operations) at the proposed development site ("Consolidated Operations").

On a typical day, the proposed development would have a staff size of approximately 850 employees that would work in three primary overlapping shifts with a maximum of 315 employees per shift throughout a 24-hour period (Typical Operations). During an event when the operations of PSAC I and PSAC II would temporarily consolidate at the proposed development site, up to approximately 1,700 employees would work in overlapping shifts at PSAC II (Consolidated Operations). A maximum of 630 employees per shift are expected to work at the proposed development site when PSAC I and PSAC II operations are combined.

It is important to mention that as the proposed development would operate 24 hours per day seven days per week during Typical and Consolidated Operations, the following analysis conservatively considers the largest employee shift at the proposed development under each operating condition (i.e., maximum of 315 workers per shift under Typical Operations and a maximum of 630 workers per shift under Consolidated Operations).

Quantitative Analysis of Open Space Adequacy

Typical Operations

As described above, under the Typical Operations, a maximum of 315 employees would work at the proposed development per shift in the future with the Proposed Action. The projected study area total population would therefore increase to 14,466 people (refer to Table 3-4). As a result, the study area would have a ratio of 1.18 acres of passive open space per 1,000 workers, a decrease of 0.04 acres as compared to the future without the Proposed Action. However, the study area would continue to be above the City's guideline of 0.15 acres per 1,000 workers. The combined passive open space ratio for the study area would also continue to be higher than the recommended weighted average of 0.26 acres per 1,000 residents and workers, at 0.82 acres per 1,000 residents and workers. Therefore, with respect to the guidelines it is expected that the study area would continue to be well served by its passive open space resources in the future with the Proposed Action under the typical day-to-day operation of the proposed development.

Consolidated Operations

Under the Consolidated Operations, a maximum of approximately 630 employees would work at the proposed development per shift in the future with the Proposed Action. The projected study area population would therefore increase to 14,781 people (refer to Table 3-4 below). As a result, the study area would have a ratio of 1.15 acres of passive open space per 1,000 workers, a decrease of 0.07 acres as compared to the future without the Proposed Action. However, the study area would continue to be above the City's guideline of 0.15 acres per 1,000 workers. The combined passive open space ratio for the study area would also continue to be higher than the recommended weighted average of 0.26 acres per 1,000 residents and workers, at 0.80 acres per 1,000 residents and workers. Therefore, with respect to the guidelines it is expected that the study area would continue to be well served by its passive open space resources in the future with the Proposed Action under the temporary Consolidated Operations (PSAC I and PSAC II) at the proposed development site.

TABLE 3-4
Analysis of Adequacy of Open Space Resources in the Study Area:
2012 No-Build and Build Conditions

	NO-BUILD CONDITIONS	BUILD CONDITIONS	
		"Typical Operations " (PSAC II only) [1]	"Consolidated Operations" (PSAC I & II) [2]
Study Area Population			
Residents	4,441	4,441	4,441
Workers	9,710	10,025	10,340
Total User Population	**14,151**	**14,466**	**14,781**
Passive Open space Acreage	**11.87**	**11.87**	**11.87**
Open Space Ratios			
Passive (Workers)	1.22	1.18	1.15
Recommended Weighted Average Ratio for Passive	0.26 per 1,000 residents and workers	0.26 per 1,000 residents and workers	0.26 per 1,000 residents and workers
Combined Passive (Residents and Workers)	0.84 per 1,000 residents and workers	0.82 per 1,000 residents and workers	0.80 per 1,000 residents and workers

Notes:

[1] PSAC II would typically have a staff size of approximately 850 employees that would work in three primary eight-to 12-hour overlapping shifts throughout a 24-hour period (maximum of 315 employees per shift).

[2] During an event when the operations of PSAC I and PSAC II would consolidate at the proposed development site, all of the PSAC I personnel would temporarily be relocated to the proposed development site and approximately 1,700 employees would work in overlapping shifts throughout a 24-hour period (maximum of 630 employees per shift).

Qualitative Analysis of Open Space Adequacy

Given the small incremental decreases in the open space ratios resulting from the Proposed Action, the introduction of new worker population resulting from the action would only mildly affect these conditions. The open space ratios would remain above the guideline of adequacy in the future with the Proposed Action for both operating conditions of PSAC II.

As noted above, the calculated passive open space ratios for both operating conditions of the proposed development are somewhat conservative, as there are also significant public open space resources that fall just outside the quarter-mile study area radius, which are not included in the quantitative analysis (e.g. Pelham Bay Park and Burns Playground). These open spaces would add considerable accessible

active and passive open space for the residential and worker populations in the future with the Proposed Action.

In addition, the study area contains a few large institutional uses (such as the United Cerebral Palsy of New York and the Bronx Psychiatric Center) that contain private accessory open space featuring both passive and active recreational amenities that will continue to provide additional open space for area residents and workers. Also, it can be expected that the grounds of the proposed development would be landscaped and likely feature passive recreational amenities such as seating areas and tables that would be for the exclusive use of the employees.

F. CONCLUSION

According to the *CEQR Technical Manual*, a Proposed Action may result in a significant impact on open space resources if (a) there would be direct displacement/alteration of existing open space within the study area that has a significant adverse effect on existing users; or (b) it would reduce the open space ratio and consequently result in overburdening existing facilities or further exacerbate deficiency in open space. The *CEQR Technical Manual* also states, "if the area exhibits a low open space ratio indicating a shortfall of open space, even a small decrease in the ratio as a result of the action may cause an adverse effect." A five percent or greater decrease in the open space ratio is considered to be "substantial", and a decrease of less than one percent is generally considered to be insignificant unless open space resources are extremely limited.

The Proposed Action would not result in a significant adverse open space impact. As noted above, the Proposed Action would not result in any direct displacement of existing open space resources in the study area. The Proposed Action would facilitate the construction of a new public facility, PSAC II, which would introduce a large worker population to the study area. For conservative CEQR analysis purposes, this chapter analyzed two staffing level conditions at the proposed development, including a typical day (PSAC II employees only) and an event when there are temporary increases in staffing levels from combined facilities (PSAC I and PSAC II employees) at the proposed development site.

When the proposed development is operating under typical conditions, the Proposed Action would result in an approximately 3.3 percent decrease in the combined passive open space ratio, which is an incremental decrease of approximately 0.04 acres per 1,000 residents and workers. During an event when PSAC I and PSAC II temporarily consolidate operations at the proposed development site, the Proposed Action would result in an approximately 5.7 percent decrease in the combined passive open space ratio, which is an incremental decrease of 0.07 acres per 1,000 residents and workers. Under both staffing level conditions of PSAC II, the open space ratios would exceed the CEQR guideline for adequacy indicating that the study area would continue to be well served by passive open spaces in the future with the Proposed Action.

The reduction of the total open space ratio in either operating condition at the proposed development site, is not expected to noticeably diminish the ability of the study area's open spaces to serve its user populations in the future with the Proposed Action. The proposed development site is bordered by the associated mapped open space of the Pelham Parkway on its north and the Hutchinson River Greenway on its east. As described Table 3-2, both of these open spaces are lightly used. It is expected that the new workers would use these two open space resources as their primary recreational facilities. This would minimize their affect on the Colucci Playground, which is heavily used by the surrounding area. Furthermore, it is expected that the grounds of PSAC II would be landscaped and likely feature passive recreational amenities such as seating areas and tables that would be for the exclusive use of

the facility's employees, adding to the open space amenities available to the proposed workers. This would further reduce the Proposed Action's effect on open spaces in the study area.

In addition, considering the proximity of Pelham Bay Park, which comprises more than 2,700 acres, and the 1.6-acre Burns Playground to the study area's boundaries, it is likely that area residents and workers would occasionally use these facilities and therefore, minimize the effect of increased populations on open space resources. Also, improvements for the Pelham Parkway malls between Boston Road and the Hutchinson River Parkway, and the implementation of the Hutchinson River Greenway between Pelham Parkway and the City's northern border are planned in the near future, which would further enhance and/or expand open space resources within the study area. Therefore, the Proposed Action is not anticipated to result in a significant adverse impact on open space resources.

A. INTRODUCTION

According to the *City Environmental Quality Review (CEQR) Technical Manual*, a shadow is defined as the circumstance in which a building or other built structure blocks the sun from the land. An adverse shadow impact is considered to occur when the shadow from a proposed development falls on a publicly accessible open space, historic landscape, or other historic resource if the features that make the resource significant depend on sunlight, or if the shadow falls on an important natural feature and adversely affects its use and/or important landscaping and vegetation. In general, shadows on city streets and sidewalks or on other buildings are not considered significant under CEQR. In addition, shadows occurring within an hour and a half of sunrise or sunset generally are also not considered significant under CEQR.

The Proposed Action would facilitate the construction of a second emergency communications 911 center (the Public Safety Answering Center II [PSAC II]) for the City that would consist of an approximately 640,000 gross square foot (gsf) office building and a 500-space accessory parking garage structure on an approximately 8.75-acre site in the Pelham Parkway area of the Bronx. The proposed development site comprises the northern portion of the Hutchinson Metro Center (HMC) office complex, and is generally bounded by the Pelham Parkway to the north, the Hutchinson River Parkway to the east, an existing 4-story office building to the south, and an Amtrak right-of-way to the west. The proposed office building would contain 14 levels above grade levels with a maximum height of approximately 350 feet tall (elevation of 374 feet), and the proposed garage structure is expected to contain 3 levels with rooftop green space, and have a maximum height of approximately 30 feet (elevation of 55 feet).

In accordance with CEQR guidelines, this chapter provides a shadows assessment, to determine whether the Proposed Action would result in new shadows long enough to reach a publicly accessible open space (except within an hour and a half of sunrise or sunset). There are no historic or natural features within the study area. As discussed below, the Proposed Action would result in new shadows being cast on three existing open space resources, which would not be significant either in terms of frequency or duration.

B. METHODOLOGY

As described in the *CEQR Technical Manual*, a shadow assessment is required if the Proposed Action would facilitate the construction of new structures tall enough for the shadows to reach an open space or historic resource. Also, an assessment is required because the proposed PSAC II development would result in a new structure that would be more than 50 feet high.

The shadow screening analysis was used to identify the study area and those open spaces and historic resources and natural features that could be affected. The purpose of the shadow assessment was to define the extent and duration of additional or new shadows that the proposed development would cast on shadow-sensitive resources. The uses and vegetation in an open space determine its sensitivity to shadows. Uses that rely on sunlight include passive use, such as sitting or sunbathing, and such activities as gardening or children's wading pools. Vegetation requiring sunlight includes the tree canopy and flowering plants. In open spaces where lawns are actively used, the grass also requires extensive sunlight. Four to six hours a day of sunlight is generally a minimum requirement, particularly in the growing season.

Study Area

For purposes of the shadow analysis, a maximum shadow study area (study area) was defined through the screening procedures as set forth in the *CEQR Technical Manual*. The screening procedure notes that the longest shadow that any structure could cast during the year is 4.3 times its height at the beginning and end of the December 21 analysis period when shadows are cast to the northwest and northeast, respectively. The proposed office building would be approximately 350 feet (elevation of 374 feet) in height (including mechanical space on the roof) and would have a maximum shadow length of approximately 1,505 feet. The proposed garage would have a height of 30 feet (elevation of 55 feet) and would have a maximum shadow length of approximately 129 feet. The boundaries of the study area are shown in Figure 4-1, and roughly extend to Astor Avenue to the north, Continental Avenue to the east, East 194th Street to the south, and Stillwell Avenue to the west.

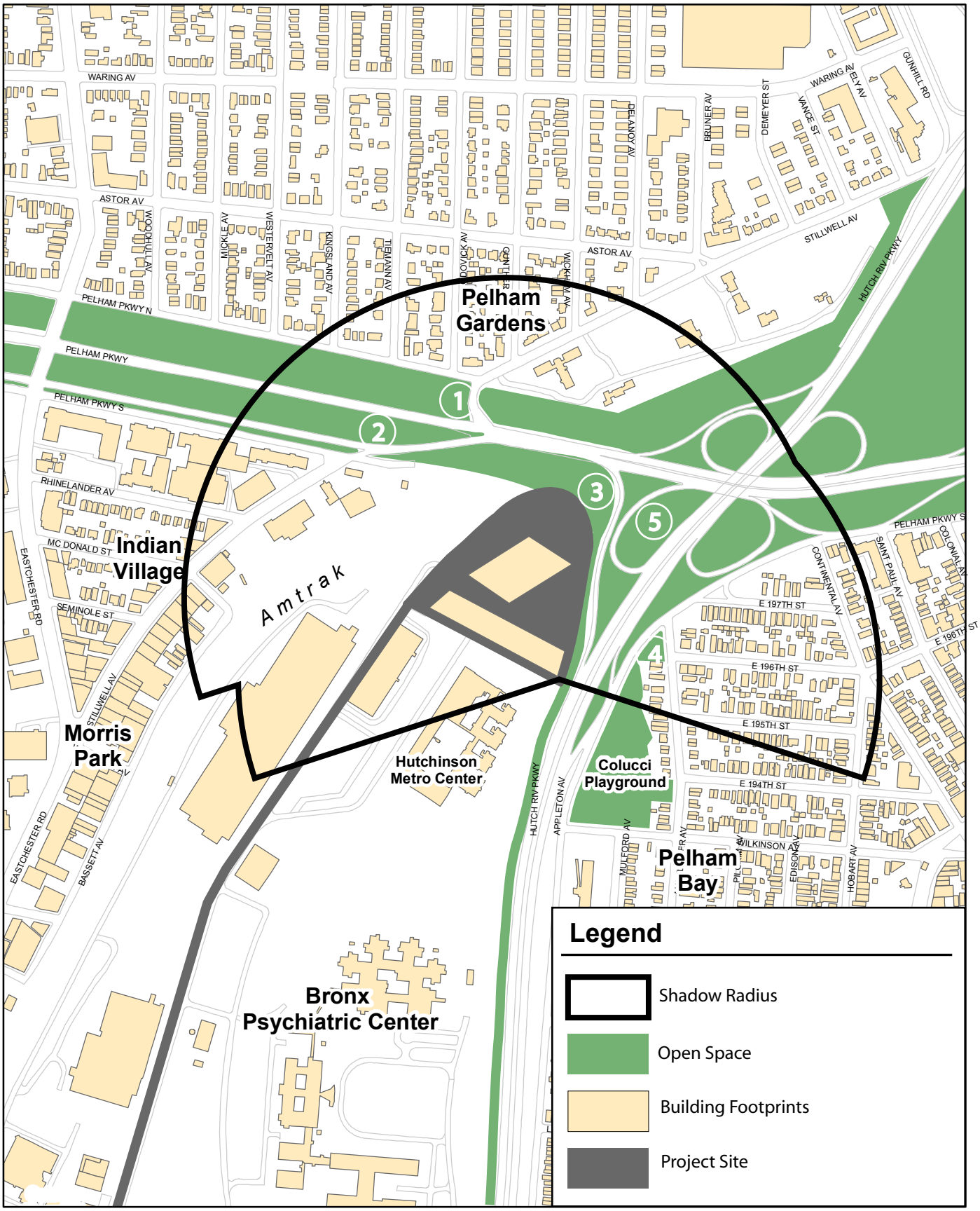
Resources of Concern

In coordination with Chapter 3, "Open Space," publicly accessible open spaces to the north, east, and west of the proposed development were identified, as shadows created by the proposed development could fall in the direction of these resources. These resources are also illustrated in Figure 4-1. According to the *CEQR Technical Manual*, historic resources that need to be considered in a shadows analysis must have sunlight-dependent features such as stained glass windows or historic landscapes. There are no structures of historic/architectural significance located within the vicinity of the proposed development site, nor are there any important natural features, which have sunlight-dependent features.

The identified resources of concern include the associated mapped linear open spaces along the Pelham Parkway, the Hutchinson River Greenway, and Colucci Playground. These are described below.

The Pelham Parkway borders the proposed development site to the north and features associated linear green spaces that contain pedestrian/bicyclist paths along both the north and south sides of the parkway, a bridle path, as well as open grass lawns between the traffic lanes. This open space also features rows of mature trees and is known for its numerous American elm trees (for an aerial view of this open space refer to Figure 1-3 in Chapter 1, "Project Description"). In its entirety, the Pelham Parkway contains approximately 109-acres of linear open space. Further to the west of the site near Bronx Park and the Pelham Parkway station serving the 2 subway line, the linear green space contains formal seating areas and benches. For analysis purposes, this linear open space has been divided into smaller segments based on the use and location of the particular area (refer to Site Numbers 1, 2, 3, and 5 in Figures 4-1 to 4-5). Sites 1 and 2, located to the northwest of the proposed development site, encompasses open green lawns that extend between the service roads of the Pelham Parkway, which are used for sunbathing during the warmer months of the year. Site 3, located directly north of the

Figure 4-1
Shadow Radii for Proposed PASC II Development



proposed development site, comprises a small open space area that features small trees and shrubs, as well as paved pathways. Site 5, located to the northeast of the proposed development, includes the open space areas within the loop ramps of the traffic interchange for the Pelham and the Hutchinson River Parkways that contain grass lawns, mature trees, and asphalt pathways.

The Hutchinson River Greenway, which is also a linear green space, bounds the proposed development site to the east and extends along the west side of the Hutchinson River Parkway (Site 3). In its entirety, the Hutchinson River Greenway extends for approximately three miles from Ferry Point Park in the south to the Pelham Parkway in the north. It features a paved trail for pedestrians and cyclists, as well as landscaped areas and some small trees (refer to Figure 5-11 in Chapter 5, "Urban Design and Visual Resources).

Colucci Playground is an approximately 4-acre public park located approximately 500 feet to the southeast of the proposed development site along the east side of Hutchinson River Parkway (Site 4). Wilkinson Avenue, Mayflower Avenue and the Hutchinson River Parkway roughly bound the park. It features a variety of active recreational amenities including seating areas, picnic and game tables, play equipment, spray showers, basketball backboards, racquetball courts, bocce and a baseball field with bleachers. The northern tip of the playground features a paved seating area with benches that is surrounded by small trees (refer to Figure 5-11 in Chapter 5, "Urban Design and Visual Resources).

C. FUTURE WITHOUT THE PROPOSED ACTION (NO-BUILD CONDITIONS)

In absence of the Proposed Action, the proposed development site is expected to remain undeveloped, and will continue to accommodate accessory parking for the HMC and vacant land, as well as pedestrian connection to the Pelham Parkway. Further to the south of the proposed development site, within the HMC, two new commercial buildings (Towers One and Two of the "Towers at Hutchinson Metro Center") will be constructed. These two commercial buildings are anticipated to be approximately 180 and 268 feet tall, respectively. The longest shadow that would be cast by these new buildings would be approximately 1,152 feet, which would reach as far as the southern portion of the proposed development site. No other development entailing new construction of significant height that would affect baseline shadows is anticipated in the study area in the future without the Proposed Action.

D. FUTURE WITH THE PROPOSED ACTION (BUILD CONDITIONS)

In the future with the Proposed Action, the largely unimproved proposed development site would be developed with a new public facility, PSAC II. The proposed development would consist of an approximately 640,000 gsf office building and 500-space accessory parking garage structure ("proposed PSAC II development"). The proposed office building would be a modern structure containing 14 levels above grade with an overall height of 350 feet (elevation of 374 feet). The accessory garage structure would have three levels with rooftop green space and have a height of approximately 30 feet tall. The longest shadow that could be cast by the proposed development is 1,505 feet.

The shadow analysis considers the times when the proposed development would increase shadows falling on open space or historic resources. As the sun travels across the sky during the day, shadows

fall in a curve on the ground opposite the sun. When the sun rises, shadows fall to the west. As the sun travels across the southern part of the sky throughout the day, shadows move in a clockwise direction until they stretch east, as the sun sets in the west. Midday shadows are always shorter than those at other times of the day because the sun is highest in the sky at that time. Further, because of the tilt of the earth's axis, the angle at which the sun's rays strike the earth varies throughout the year, so that during the summer, the sun is higher in the sky and shadows are shorter than during the winter. Winter shadows, although longest, move the most quickly along their paths (because of the earth's tilt) and do not affect the growing season of outdoor trees and plants.

As directed by the *CEQR Technical Manual*, shadow analyses were performed for the proposed development, for four representative days of the year: March 21/September 21, the equinoxes; May 6, the midpoint between the summer solstice and the equinox (and equivalent to August 6); June 21, the summer solstice and the longest day of the year; and December 21, the winter solstice and shortest day of the year. The *CEQR Technical Manual* defines the temporal limits of a shadow analysis period to fall from an hour and a half after sunrise to an hour and a half before sunset. The results of the shadow analysis on the three resources of concern are summarized in Table 4-1 and discussed below. The enter times shown in the table represent the time that shadows first hit any part of the resource being considered, and the exit times represent the time that shadows would leave that resource completely.

TABLE 4-1
Results of Shadow Analysis

Site No.	Resource	Shadow Increment June 21	Shadow Increment May 6/August 6	Shadow Increment March 21/September 21	Shadow Increment December 21
1	Pelham Parkway Malls to the north of Pelham Parkway E	None.	None.	None.	Enter: 8:51 AM Exit: 11:44 AM Duration: 2 hrs. 53 mins.
2	Pelham Parkway Mall to the south of Pelham Parkway W	None.	None.	None.	Enter: 8:51 AM Exit: 11:40 AM Duration: 2 hrs. 49 mins.
3*	Mapped Open Space to the north of proposed development site and the Hutchinson River Greenway	Enter: 12:55 PM Exit: 6:01 PM Duration: 5 hrs. 6 mins.	Enter: 12:29 PM Exit: 5:18 PM Duration: 4 hrs. 49 mins	Enter: 11:11 AM Exit: 4:29 PM Duration: 5 hrs. 18 mins	Enter: 10:47 AM Exit: 2:53 PM Duration: 4 hrs. 6 mins
4	Colucci Playground	Enter: 4:59 PM Exit: 6:01 PM Duration: 1 hr. 2 mins.	None.	None.	None.
5	Mapped Open Space within the traffic interchange	Enter: 1:49 PM Exit: 6:01 PM Duration: 5 hrs. 10 mins.	Enter: 1:45 PM Exit: 5:18 PM Duration: 3 hrs. 33 mins.	Enter: 1:49 PM Exit: 4:29 PM Duration: 2 hrs. 40 mins.	Enter: 2:09 PM Exit: 2:53 PM Duration: 44 mins.

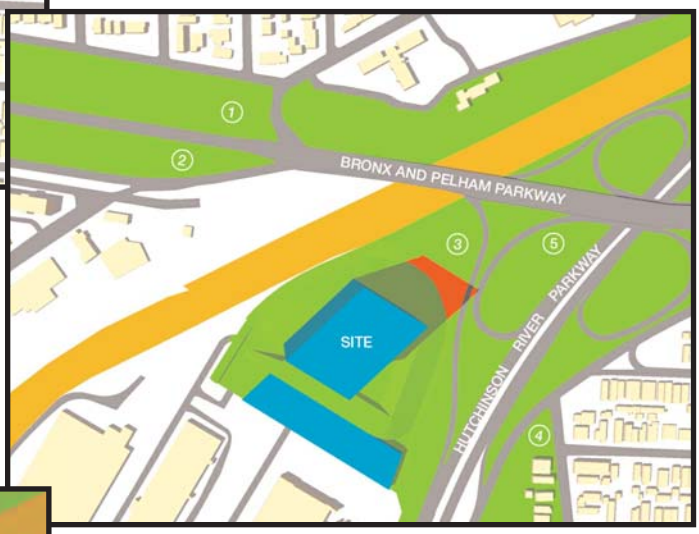
Notes:
Times are Eastern Standard times.
* The public open space resource indicated by Site No. 3 encompasses the associated mapped open space of the Pelham Parkway, which abuts the proposed development site to the north, and the portion of the Hutchinson River Greenway, which abuts the proposed development site to the east.

June 21

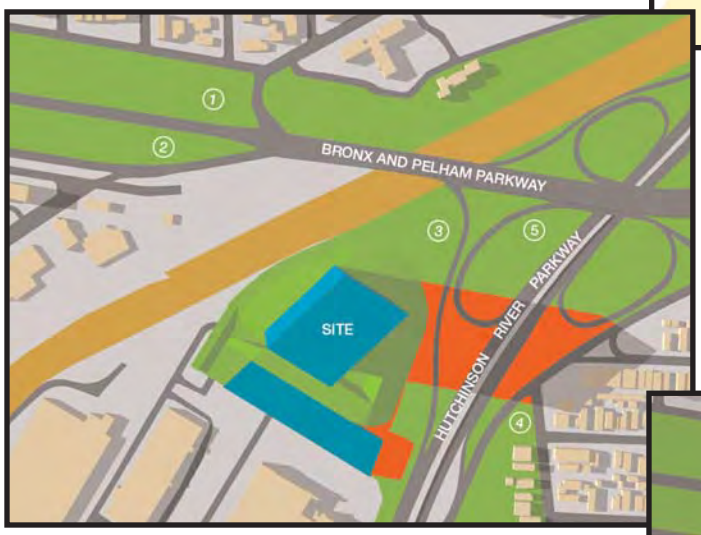
On the longest day of the year, the sun is most directly overhead and shadows are shortest. Incremental shadows created by the proposed PSAC II development during representative afternoon and evening hours on this date are depicted in Figure 4-2. The proposed development would cast incremental shadows on the mapped open space directly north of the site and the Hutchinson River Greenway, Colucci Playground, and on the mapped open space areas within the loop ramps of the traffic interchange for the Pelham and the Hutchinson River Parkways. No incremental shadows would fall on the Pelham Parkway malls to the northwest of the proposed development site.

Figure 4-2
Shadow Diagram- June 21

1:10 PM



2:00 PM



5:15 PM

6:01 PM

LEGEND

Proposed PSAC II Development

Shadow Increment

Open Space

As indicated in Table 4-1, the proposed development's incremental shadow would begin to fall on the mapped open space area directly to the north of the proposed development site in the early afternoon at roughly 12:55 PM, moving rapidly over this open space resource throughout the afternoon. By roughly 1:30 PM, the proposed development's shadow would begin to fall on the Hutchinson River Greenway and bike path, extending along the eastern edge of the site, until the end of the analysis period (refer to Figure 4-2). The northern tip of Colucci Playground, which features a paved seating area with benches, would be cast in shadow by the proposed PSAC II development in the late afternoon and early evening from roughly 4:59 PM until the end of the analysis period for approximately one hour and two minutes. The mapped open space areas of the Pelham Parkway, which are located within the loop ramps of the Pelham and the Hutchinson River Parkways traffic interchange, would be cast in shadow by the proposed development throughout most of the afternoon and early evening hours for approximately 5 hours and 6 minutes (refer to Figure 4-2).

May 6

On May 6 (and August 6), which is halfway between the solstice and equinox, the proposed PSAC II development would cast incremental shadows on the mapped open space directly north of the site and the Hutchinson River Greenway and on the mapped open space areas within the loop ramps of the traffic interchange for the Pelham and the Hutchinson River Parkways. No incremental shadows would fall on the Pelham Parkway malls to the northwest of the proposed development site, or on Colucci Playground. Incremental shadows created by the proposed development are depicted in Figure 4-3.

As indicated in Table 4-1, the proposed development would begin to cast incremental shadows on the mapped open space directly north of the site and the Hutchinson River Greenway in the early afternoon at 12:29 PM, moving rapidly over this open space resource throughout the afternoon. By roughly 2:00 PM, the proposed development's shadow would begin to fall on the Hutchinson River Greenway and bike path, extending along the eastern edge of the site, until the end of the analysis period. Incremental shadows from the proposed development would begin to fall on the mapped open space areas within loop ramps of the Pelham and the Hutchinson River Parkways traffic interchange during the mid-afternoon at 1:45 PM until the end of the analysis period at 5:18 PM for approximately 3 hours and 33 minutes.

March 21

On the spring (and fall) equinox, as shadows grow in length, the proposed PSAC II development would cast incremental shadows on the mapped open space directly north of the site and the Hutchinson River Greenway and on the mapped open space areas within the loop ramps of the traffic interchange for the Pelham and the Hutchinson River Parkways (see Figure 4-4). No incremental shadows would fall on the Pelham Parkway malls to the northwest of the proposed development site, or on Colucci Playground.

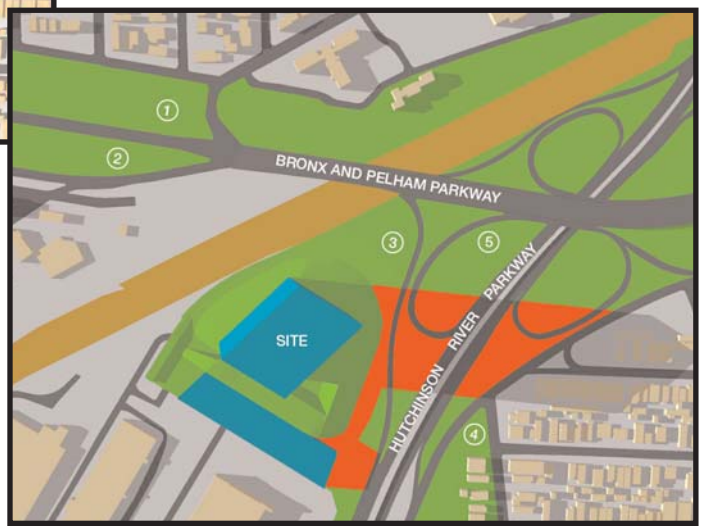
As indicated in Table 4-1, the proposed development would begin to cast incremental shadows on the mapped open space directly north of the site at 11:11 AM, moving rapidly over this open space throughout the late morning and early afternoon. By roughly 2:30 PM, the proposed development's shadow would begin to fall on the Hutchinson River Greenway and bike path, extending along the eastern edge of the site, until the end of the analysis period. Incremental shadows from the proposed development would begin to fall on the mapped open space areas within loop ramps of the Pelham and the Hutchinson River Parkways traffic interchange in the mid-afternoon at 1:49 PM until the end of the analysis period at 4:29 PM for approximately 2 hours and 40 minutes.

Figure 4-3
Shadow Diagram- May 6

12:45 PM

1:30 PM

3:30 PM



5:18 PM

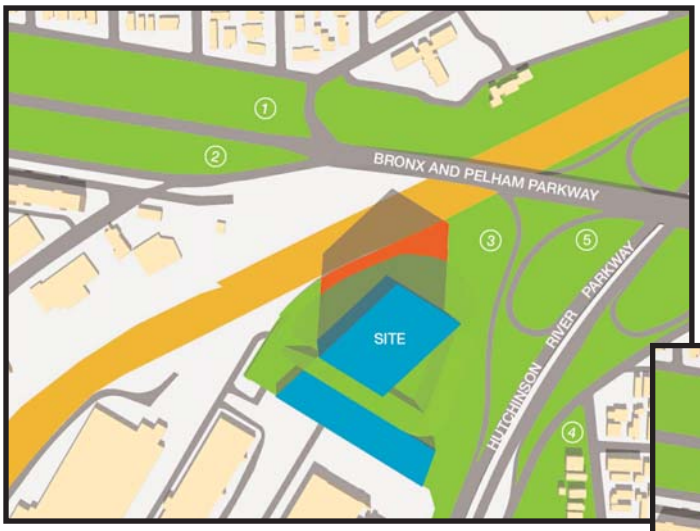
LEGEND

Proposed PSAC II Development

Shadow Increment

Open Space

Figure 4-4
Shadow Diagram- March 21



12:00 PM

1:30 PM

3:30 PM

4:29 PM

LEGEND

Proposed PSAC II Development

Shadow Increment

Open Space

December 21

On the shortest day of the year, the shadows are the longest but move rapidly. The incremental shadows created by the proposed PSAC II development during representative morning and afternoon hours on this date are depicted in Figure 4-5. As described in Table 4-1, the proposed development would cast incremental shadows on the Pelham Parkway Malls, the mapped open space directly north of the proposed development, the Hutchinson River Greenway, and the mapped open space areas within the loop ramps of the traffic interchange for the Pelham and the Hutchison River Parkways. No incremental shadows would fall on Colucci Playground.

On this date, the Pelham Parkway Malls, located to the northwest of the proposed development site, would be cast in incremental shadow by the proposed PSAC II development throughout the mid-morning hours from roughly 8:51 AM to 11:44 AM for slightly less than 3 hours. The proposed development would also cast incremental shadows on the public open space to the north of the site for approximately 4 hours and 6 minutes throughout the late morning and afternoon hours. As shown in Figure 4-5, only a small portion of the Hutchinson River Greenway, which extends along the eastern edge of the proposed development, would only be cast in shadow towards the end of the analysis period. In addition, the proposed development would cast incremental shadows on the mapped open space areas within the loop ramps of the traffic interchange for the Pelham and the Hutchison River Parkways for approximately 44 minutes at the end of the analysis period.

Assessment

As discussed previously, according to the *CEQR Technical* Manual, a shadow is identified as the circumstance in which a building or other built structure blocks sun from the land. An adverse shadow impact is considered to occur when the shadow from the proposed development falls on a publicly accessible open space, historic landscape, or other historic resource if the features that make the resource significant depend on sunlight, or if the shadow falls on an important natural feature and adversely affects its use and/or important landscaping and vegetation. The uses and vegetation in an open space establish its sensitivity to shadows. Uses that rely on sunlight include passive use, such as sitting or sunning, and such activities as gardening, or children's wading pools and sprinklers. Vegetation requiring sunlight includes tree canopy and flowering plants. Where lawns are actively used, the turf also requires extensive sunlight. For these activities and plants, four to six hours a day of sunlight, particularly in the growing season (defined as April to October), is often a minimum requirement. In general, shadows on city streets and sidewalks and on other buildings are not considered significant under CEQR.

The proposed PSAC II development would cast incremental shadows on all of the resources of concern identified within the 1,505-foot radius of the proposed development site during at least one of the analysis periods. The largest shadows would be cast during the winter months, whereas those cast during the summer would be minimal in size and of the shortest duration. The following provides an assessment of the affect of the proposed development’s incremental shadows on each of the resources of concern.

Pelham Parkway Malls

The Pelham Parkway malls (Sites 1 and 2) are located to the northwest of the proposed development to the west of the Amtrak right-of-way between the service roads for the Pelham Parkway. This space consists of two large rectangular center plots that contain a few small trees and open grassy lawns, which are used for sunbathing during the warmer months of the year. This resource does not feature any formal recreational amenities (i.e., benches, seating areas, tables etc.).

Figure 4-5

Shadow Diagram- December 21

8:51 AM

11:25 AM

2:00 PM

2:53 PM

LEGEND

Proposed PSAC II Development

Shadow Increment

Open Space

The proposed PSAC II development would cast incremental shadows on the Pelham Parkway malls for a brief period during the morning hours on the December analysis day. The proposed development's shadow would leave this resource by midday. The proposed development would not cast any shadows on the Pelham Parkway malls during the June, May, and March analysis days. Given the short duration, the small area affected, and the season that the incremental shadows are cast upon the Pelham Parkway malls, there would be no significant adverse impacts to this resource.

Open Spaces Abutting the Proposed Development Site

Abutting the proposed development site to the north is a small open space area, which is part of the mapped open space of the Pelham Parkway. It is a vegetated area that is not well maintained and features a grass lawn and small trees and shrubs, as well as a narrow asphalt pathway. There are no formal seating areas and the space is very lightly used. The Hutchinson River Greenway abuts the proposed development site to the east, and is directly connected to the linear open spaces of the Pelham Parkway. It is a narrow linear open space that extends along the west side of the Hutchinson River Parkway and features a paved trail for pedestrians and cyclists and landscaped areas with a few small trees. It is in good condition and well maintained.

The proposed PSAC II development would cast incremental shadows on these open space resources for extended periods of the late morning and/or afternoon during each of the four analysis dates. As discussed above, the duration of incremental shadows falling on this mapped open space would be more than 4 hours during each of the analysis dates. Incremental shadows would range in total duration from 4 hours and 6 minutes on December 21 to 5 hours and 18 minutes on March 21. According to the *CEQR Technical Manual*, vegetation (including tree canopies and plantings) requires a minimum of 4 to 6 hours a day of sunlight, particularly during the growing season (i.e., between April and October). As the sun rises at approximately 6:45 AM on June 21 and 7:15 AM on May 6, this open space would receive 5 or more hours of sunlight before the incremental shadows of the proposed development would enter the resource on either analysis date. This open space would not receive 4 or more hours of sunlight prior to the incremental shadows of the proposed development entering the resource on either the March 21 or December 21 analysis days. However, as shadows travel throughout the day, following the sun's path in the sky, they would not cover any substantial portion of this open space for an extended amount of time. The proposed development would cast a band of shadow that moves across the open space throughout the afternoon on June 21, May 6, March 21 and September 21 analysis days, and therefore, would not affect any particular area for an extended amount of time. In addition, as the Hutchinson River Green is a narrow linear green space that extends along the eastern edge of the proposed development site, incremental shadows would generally begin to fall on the Hutchinson River Greenway in the mid-to late afternoon periods until the end of the analysis period (refer to Figures 4-2 through 4-5). Therefore, the Hutchinson River Greenway would experience sunlight for the entire morning and most of the early afternoon hours during all four of the analysis periods. It is expected that this open space would still obtain adequate sunlight for its vegetation, and there would not be significant adverse impacts. Furthermore, the incremental shadows created by the proposed development are not expected to substantially reduce the usability of this open space.

Colucci Playground

Colucci Playground (Site 4) is located on the east side of Hutchinson River Parkway, directly southeast of the proposed development site. It comprises approximately 4-acres of parkland and contains a variety of active and passive recreational amenities, including children's play equipment, seating areas, tables, basketball courts, bocce, and a baseball diamond.

The proposed PSAC II development would cast incremental shadows on the northern tip of Colucci Playground, which features a paved seating area with benches surrounded by shade trees, for a brief period during the late afternoon/early evening on the June analysis day. The proposed development would not cast shadow on Colucci Playground on the May/August, March/September and December analysis days. Due to the short durations and small size of the incremental shadows, there would be no significant adverse impacts to Colucci Playground. Incremental shadows would be cast on Colucci Playground for slightly more than one hour on the June analysis day, and therefore, are not expected to substantially reduce the usability of this open space.

Open Space within Traffic Interchange for the Pelham and the Hutchinson River Parkways

To the northeast of the proposed development site are mapped open space areas within the loop ramps of the Pelham and the Hutchinson River Parkways (Site 5). This open space features grass lawns, trees, and a few narrow asphalt pathways. There are no formal seating areas. This space is very lightly used.

The proposed PSAC II development would cast incremental shadows on the mapped open space areas within the loop ramps of the Pelham and the Hutchinson River Parkways for extended periods of the afternoon during each of the four analysis dates. According to the *CEQR Technical Manual*, vegetation (including tree canopies and plantings) requires a minimum of 4 to 6 hours a day of sunlight, particularly during the growing season (i.e., between April and October). Excluding the June 21 analysis day, the duration of incremental shadows falling on this mapped open space would be less than 4 hours (refer to Table 4-1). On June 21, the proposed development would cast incremental shadows on the mapped open space areas within the loop ramps of the Pelham and the Hutchinson River Parkways for approximately 5 hours and 10 minutes throughout most of the afternoon until the end of the analysis period. As the sun rises at approximately 6:45 AM on June 21, this open space would receive more than 6 hours of sunlight before the incremental shadows of the proposed development would enter the resource. Similarly during each of the other analysis dates, the mapped open space areas within the loop ramps of the Pelham and the Hutchinson River Parkways would receive more than 6 hours of sunlight prior to the incremental shadows of the proposed development entering the resource. Therefore, this open space would still obtain adequate sunlight for its vegetation, and there would not be significant adverse impacts. Furthermore, the incremental shadows created by the proposed development are not expected to substantially reduce the usability of this open space.

E. CONCLUSION

Overall, the Proposed Action would not result in significant adverse shadow impacts on open space resources in the surrounding area. The incremental shadows from the proposed PSAC II development would reach portions of the associated linear open spaces of the Pelham Parkway and the Hutchison River Greenway during all four representative analysis periods, and Colucci Playground during the June analysis period.

Although the proposed PSAC II development would cast incremental shadows on the linear open spaces of Pelham Parkway, located directly north and northeast of the proposed development site, for extended amounts of time during the late morning and/or afternoon on each of the four analysis periods, these open space areas are very lightly used, contain open grass lawns, trees and a few narrow asphalt pathways, and do not feature any recreational amenities, such as benches, seating areas, tables,

etc. The linear open spaces of the Pelham Parkway to the northwest of the site, which consist of two large rectangular center plots that are used for sunbathing during the warmer months of the year, would only be cast in incremental shadow by the proposed development for a brief period (slightly less than three hours) during the morning hours on the December 21 analysis day. As shadows travel throughout the day, following the sun's path in the sky, they would move in a band and not cover any substantial portion of the Pelham Parkway at any given time. The proposed development's incremental shadows would generally be cast mostly upon minimally utilized portions of the Pelham Parkway, and therefore, there would be no significant adverse shadow impacts to the linear open spaces of Pelham Parkway.

The proposed PSAC II development would also cast incremental shadows on the Hutchinson River Greenway on each of the four analysis periods during the afternoon. As the Hutchinson River Greenway is a narrow linear open space that extends along the eastern edge of the proposed development site, the proposed PSAC II development would generally begin to cast incremental shadows on this open space in the mid-to late afternoon period until the end of the analysis period. Therefore, the Hutchinson River Greenway would experience sunlight for the entire morning and most of the early afternoon hours during all four of the analysis periods. It is expected that this open space would still obtain adequate sunlight for its vegetation, and there would not be significant adverse shadow impacts. Furthermore, the incremental shadows created by the proposed development are not expected to substantially reduce the usability of this open space, which features landscaping and a narrow asphalt pathway for pedestrians and cyclists.

In addition, the proposed PSAC II development would also cast incremental shadows on the northern tip of Colucci Playground, which features a paved seating area with benches surrounded by shade trees, for a brief period during the late afternoon/early evening on the June analysis day. Due to the short duration (less than an hour) and small size of the incremental shadows, there would be no significant adverse shadow impacts to Colucci Playground.

Overall, there would be no noticeable reduction in the usability of any open space resources as a result of incremental shadows created by the Proposed Action. As there are also no historic resources or natural features within the shadow radius, there are no significant adverse impacts anticipated as a result of shadows created by the Proposed Action.

PUBLIC SAFETY ANSWERING CENTER II
CHAPTER 5: URBAN DESIGN AND VISUAL RESOURCES

A. INTRODUCTION

This chapter considers the potential for the Proposed Action to have a significant adverse effect on urban design and visual resources. As described in Chapter 1, "Project Description," the Proposed Action would include the acquisition of an approximately 8.75 acre parcel of private property by the City of New York (the "City") for site selection of a public facility, the Public Safety Answering Center II ("PSAC II"), in the Pelham Parkway section of the northeast Bronx. The proposed public facility would serve as an emergency communications center for the City that would consist of an approximately 640,000 gsf building, which would accommodate the City's second 911 center and command control center operations for the New York City Police Department (NYPD) and the Fire Department of New York City (FDNY) in the City, as well as extensive mechanical and data systems. A 500-space accessory parking garage would also be constructed on the site. As the proposed development site is relatively isolated from the surrounding area with no linear frontage adjacent to a public street, the Proposed Action also involves the mapping an existing private roadway (Industrial Street) as a public street (Marconi Street). The proposed street would extend north of Waters Place for approximately 0.63 miles to the southern boundary of the proposed development site.

The *City Environmental Quality Review (CEQR) Technical Manual* states that urban design components and visual resources determine the "look" of a neighborhood—its physical appearance, including the size and shape of buildings, their arrangement on blocks, the street pattern, and noteworthy views that may give an area a distinctive character. As the Proposed Action would facilitate the development of a public facility, which would be notably different in height and scale from existing development, and would establish a new public street, a detailed urban design and visual resources analysis was conducted to determine whether the Proposed Action would result in significant adverse impacts to these resources. This chapter analyzes existing conditions and the future without and with the Proposed Action for the 2012 analysis year. The study area for urban design and visual resources coincides with the land use and zoning study area, and is defined as extending a quarter mile (¼-mile) from the boundary of the Project Site.

B. METHODOLOGY

In accordance with the *CEQR Technical Manual*, this analysis considers the effects of the Proposed Action on the following elements, which collectively form an area's urban design:

- *Block Form and Street Pattern.* This urban design feature refers to the shape and arrangement of blocks and surrounding streets, such as a grid pattern with regularly sized, rectangular blocks. These features set street views, define the flow of activity

through an area, and create the basic format on which building arrangements can be organized.

- *Building Arrangement.* This term refers to the way that buildings are placed on zoning lots and blocks. The buildings can have small or large footprints, be attached or detached and separated by open space uses, and be varied in their site plans. This urban design feature helps to convey a sense of the overall form and design of a block or a larger area.

- *Building Bulk, Use, and Type.* Buildings are usually described by these characteristics. A building's bulk is created from an amalgam of characteristics that include its height, length, and width; lot coverage and density; and shape and use of setbacks and other massing elements. The general use of a building (e.g., residential, manufacturing, commercial office) gives an impression of its appearance and helps to convey visual and urban design character. Building type refers to a distinctive class of buildings and suggests distinguishing features of a particular building. Examples of building type include: industrial loft, church, gas station, and walk-up tenement.

- *Streetscape Elements.* Streetscape elements are the distinctive physical features that make up a streetscape, such as street walls, building entrances, parking lots, fences, street trees, street furniture, curb cuts, and parking ribbons. These features help define the immediate visual experience of pedestrians.

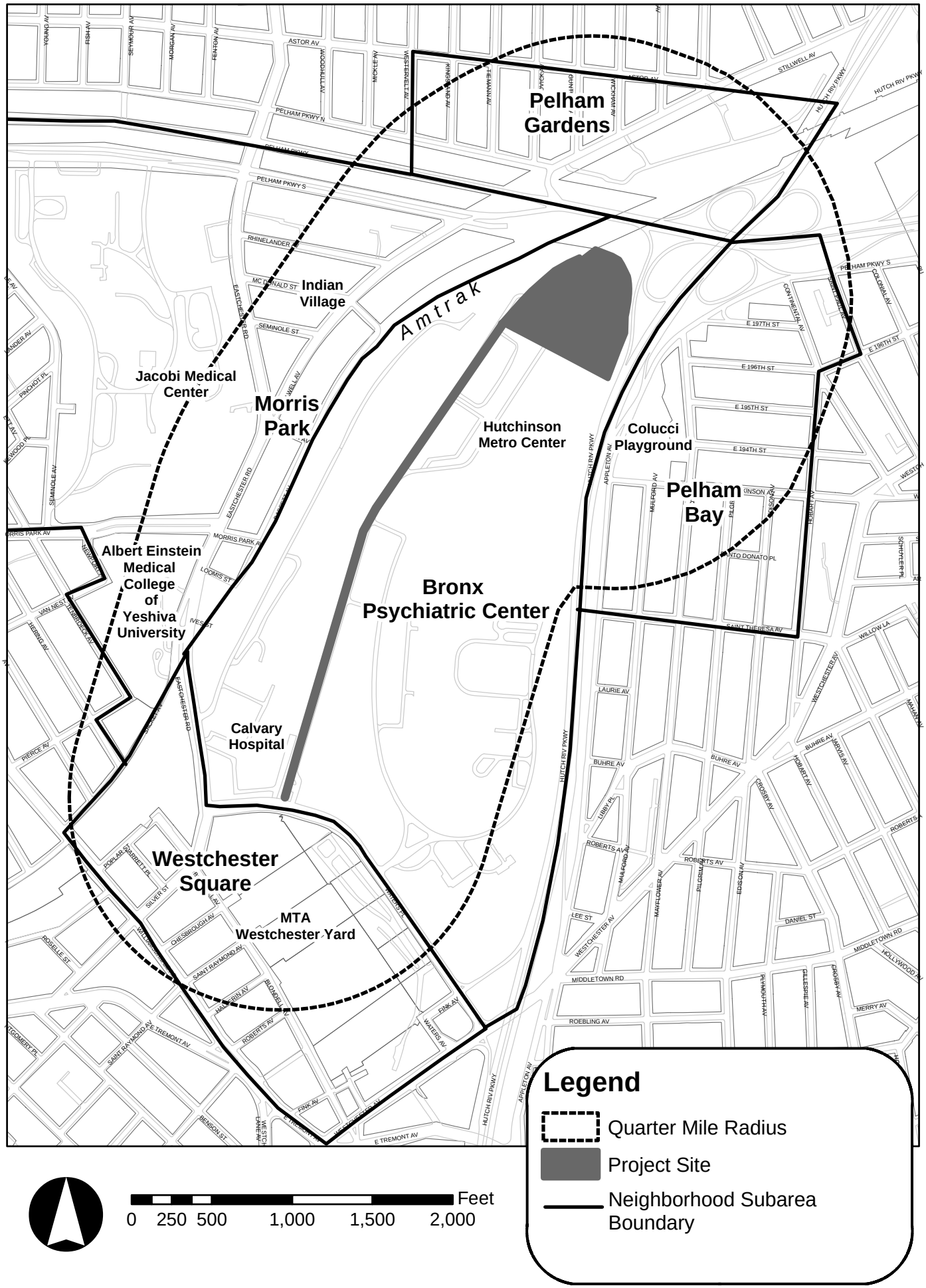
- *Street Hierarchy.* Streets may be classified as expressways, arterials, boulevards, collector/distributor streets, or local streets, and they may be defined by their width, type of access, and the presence or absence of at-grade pedestrian crossings. Street hierarchy helps convey a sense of the overall form and activity level of a neighborhood.

- *Topography and Natural Features.* Topographic and natural features help define the overall visual character of an area and may include varied ground elevations, rock outcroppings and steep slopes, vegetation, and aquatic features.

This analysis also considers the effects of the Proposed Action on the area's visual resources, which the *CEQR Technical Manual* defines as unique or important public view corridors, vistas, or natural or built features. Visual resources can include waterfront views, public parks, landmark structures or districts, or natural features, such as rivers or geologic formations.

As recommended by the *CEQR Technical Manual*, this technical analysis evaluates the potential for impacts in two areas—the Project Site and a surrounding study area (see Figure 5-1). The Project Site encompasses a total of approximately 13.08 acres and includes the approximately 8.75-acre proposed development site and the approximately 4.33-acre area affected by the proposed street mapping action. The study area extends an approximate ¼-mile radius from the Project Site and for the assessment of urban design, has generally been divided into five distinct sub-areas: Pelham Gardens (north of the Project Site); Pelham Bay (east of the Project Site); the Bronx Psychiatric Center Area (generally bounded by the Pelham, Hutchinson River Parkways, Waters Place and Amtrak); Westchester Square (south of Waters Place); and Morris Park (west of the Amtrak right-of-way), as shown in Figure 5-1.

Figure 5-1
Urban Design Study Area



C. EXISTING CONDITIONS

Urban Design

Project Site

As noted above, the Project Site encompasses a total of approximately 13.08 acres and is located in the Pelham Parkway area of the northeast Bronx to the southwest of the interchange for the Pelham and the Hutchinson River Parkways. The site is generally bounded by the Pelham Parkway to the north, the Hutchinson River Parkway to the east, Waters Place to the south, and the Amtrak right-of-way to the west (refer to Figure 5-1).

The proposed development site is bell-shaped and comprises the northernmost portion of the Hutchinson Metro Center (HMC) office complex (see Figure 5-2). It consists largely of unimproved land. There are no existing buildings or structures on the site. The northern approximately 4 acres of the site are occupied by vacant land that formerly accommodated two ball fields. The two ball fields are unkempt, no longer functional, and largely overgrown with tall grasses, shrubs, and some small trees. A series of debris mounds also overlays the northwestern portion of the site. Chain link fencing partially encloses each former ball field, and a narrow, approximately 12-foot wide asphalt pedestrian walkway cuts through the center of the northern portion of the development site providing a pedestrian connection between the Pelham Parkway and the HMC. This pathway is lined on either side with small trees and lampposts. Paved at-grade accessory parking lots for the HMC occupy the remainder of the proposed development site. A total of approximately 513 existing accessory parking spaces are located within the boundary of the proposed development site. These parking spaces are largely reserved for Mercy College, which leases space within the HMC.

There is little to no landscaping on the proposed development site. The asphalt parking lots are in good condition. The ground surface of the accessory parking lot located in the southeastern portion of the site slopes upwards toward the adjacent HMC office building to the south, resulting in an approximate 10-foot terrace separating the southeastern and southwestern parking lots occupying the southern portion of the development site (refer to aerial view in Figure 5-2).

The proposed development site is relatively severed from the surrounding area bounded by the Pelham and the Hutchinson River Parkways and their associated mapped open spaces to the north and east, and partially by an Amtrak right-of-way to the west. The nearest buildings to the proposed development site are the 4-story office building and single story warehouse within the HMC, which are located more than 150 feet to the south. The proposed development site itself does not have any linear frontage along a public street. Vehicular access is provided from the south via Industrial Street, which is a private roadway that extends north from Waters Place to the southern boundary of the proposed development site.

Industrial Street operates as an approximately 30-foot wide private access roadway for the HMC with one travel lane in each direction and no parking lanes (see Figure 5-3). A small, one-story attended gatehouse is located at the southern terminus of roadway just north of Waters Place, providing secure access to the HMC. The southern portion of the road has been recently paved and is in good condition. The northern portion of Industrial Street is currently closed, unpaved, and consists of recently graded soil due to ongoing construction occurring at the southwestern corner of the HMC, which is being redeveloped with two new commercial buildings. As part of the Proposed Action, Industrial Street would be mapped as a public street ("Marconi Street") to ensure permanent vehicular access and utility services to the proposed PSAC II development along a public right-of-way. The proposed

View looking north to the northwest portion of the proposed development site. The series of debris mounds are visible in the background of the photograph.

View looking north to the asphalt pathway that cuts through the northern portion of the site providing a pedestrian connection between the Hutchinson Metro Center and the Pelham Parkway.

View looking south to the accessory parking lot for the Hutchinson Metro Center. The 4-story retrofitted office building for Hutchinson Metro Center is in the background of the photograph.

View looking north on Industrial Street.

View looking south on Industrial Street to the guardhouse at the southern terminus of the roadway. The large stack visible in the background of the picture is part of the Bronx Psychiatric Center.

View looking north from Waters Place to the attended one-story guardhouse at the southern terminus of Industrial Street

public street would extend north of Waters Place for approximately 0.63 miles to the southern boundary of the proposed development site.

As shown in Figure 5-3, Industrial Street has limited streetscape elements. There are no existing sidewalks and staggered, white metal streetlights line this private roadway. Along the western edge of the street, dense foliage and a tall chain-link fence obscure views to the light industrial and commercial properties located to the west. There is only one curb cut on the west side of the street that provides access to an accessory parking lot for the HMC (see Figure 1-2 in Chapter 1, "Project Description"). At the southern end of the street, trees and other dense foliage, as well as tall chain-link fencing line the eastern edge of the street and obscure views to the Bronx Psychiatric Center and the little league ball fields lining the eastern edge of the street.

Study Area

The approximate ¼-mile urban design study area extends north to Astor Avenue and south to Williamsbridge Road. The eastern boundary is Saint Paul and Hobart Avenues and the Hutchinson River Parkway, while the western boundary includes Eastchester Road, Jacobi Medical Center, Yeshiva University's Albert Einstein School of Medicine ("Albert Einstein College of Medicine"), and Sacket Avenue. The study area is characterized by the outer edges of several distinct neighborhoods and areas that do not have a strong connection to each other, as they are generally separated by broad thoroughfares and an Amtrak right-of-way, which visually and physically divide the study area into five subareas. As noted above, the five subareas include the following: Pelham Gardens; Pelham Bay; the Bronx Psychiatric Center Area; Westchester Square; and Morris Park (see Figure 5-4).

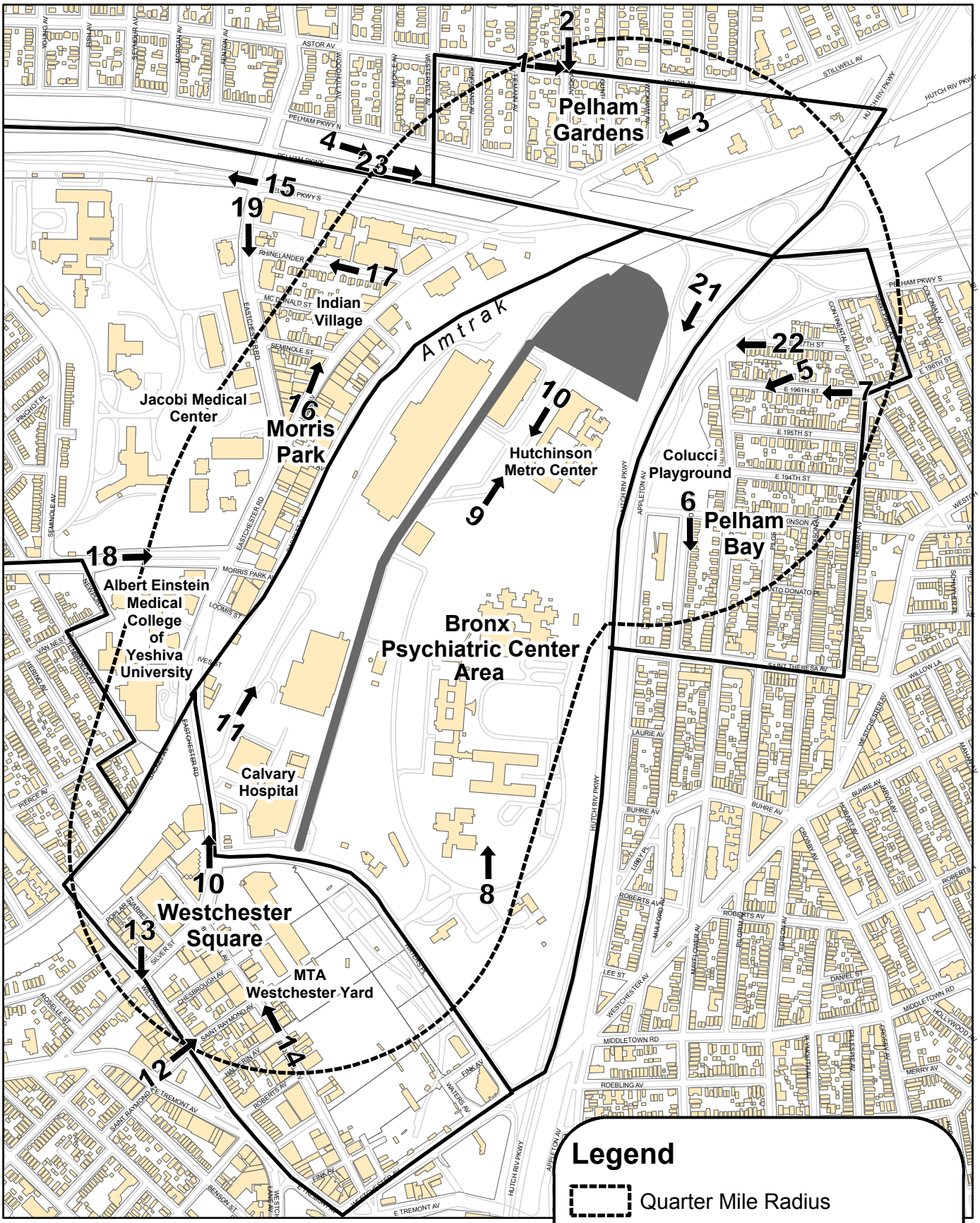
Topography, natural features, street hierarchy, street pattern, and block shapes are discussed below for the entire ¼-mile study area. Building bulk, use, type, and arrangement, as well as streetscape features are discussed separately and in more detail for each subarea listed above. Figure 5-4 shows the location and direction of photographs referenced in the discussion below.

Overall, the urban design of the study area is defined by a number of large health care-related institutional facilities that occupy campus like settings containing several buildings surrounded by vegetation, low-density residential areas featuring detached and semi-detached homes as well as some small apartment buildings, and a clustering of low-rise commercial, light industrial, warehousing, and vehicular storage uses along the Amtrak corridor right-of-way. Commercial uses are primarily concentrated to the southeast of the Project Site within the HMC office complex. There are also a few low-rise commercial office buildings, warehouses and/or retail establishments to the west of the Project Site along Stillwell and Bassett Avenues and on the east side of Eastchester Road, as well as further south of the Project Site on the north side of Waters Place to the west of Industrial Street. The irregular street pattern consists of highly trafficked thoroughfares and side streets. Most of the buildings throughout the study area—including industrial, commercial, and residential buildings—are one to six stories tall. Taller structures are typically institutional buildings on campus settings along the western edge of the study area (e.g., 28-story Staff Housing Complex of Albert Einstein College of Medicine, Jacobi Medical Center's 13-story Nurse's Residence building, and 13-story Bronx Psychiatric Center).

Topography and Natural Features

Throughout the study area, the topography is generally level, with a gentle rise in terrain to the north, as well as to the west. There are no natural resource features in the area. Greenery is provided by street trees, grass-covered yards on residential properties, the Pelham Parkway malls, the Hutchinson River Greenway, Colucci Playground, and the grassy landscaped lawns of the campus settings of the Bronx

Figure 5-4
Photograph Views



Psychiatric Center, Jacobi Medical Center, and Albert Einstein College of Medicine, and the Bronx Rehabilitation Center for the United Cerebral Palsy of New York City.

Block Form, Street Pattern and Street Hierarchy

The study area has a highly irregular street pattern that consists of a network of arterials, local streets and private roadways, as well as the Pelham and the Hutchinson River Parkways. The broad thoroughfares of the Pelham and the Hutchinson River Parkways, as well as the railroad right-of-way of Amtrak's New York-New Haven and Hartford line divide the study area, and establish small distinct subareas that generally feature discrete street patterns. Several large irregular-shaped superblocks have also had a strong impact on the street patterns and block shapes in the study area interrupting cross streets, and creating curvilinear streets that follow the perimeters of the superblocks (e.g., Jacobi Medical Center, Albert Einstein College of Medicine, Bronx Psychiatric Center, and New York City Transit Westchester Yard). The study area also contains a number of short streets, which only extend for one, or just a few blocks.

The primary roadways in the study area are the Pelham Parkway, which runs east-west through the northern portion of the study area, and the Hutchinson River Parkway, which extends north-south at the eastern edge of the study area. These two parkways form a major traffic interchange directly to the northeast of the Project Site. Eastchester Road, an arterial in the western portion the study area, is a wide, north-south roadway that also carries a substantial amount of traffic and connects East Tremont Avenue to the south with the Pelham Parkway in the north. In the southern portion of the study area, Waters Place is a wide east-west roadway that provides a connection between Eastchester Road in the west with the Hutchinson River Parkway and Westchester Avenue in the east.

The Pelham Parkway is a broad boulevard that is about as wide as two typical city blocks (approximately 400 feet wide). It consists of two primary east and west throughways (respectively the Pelham Parkway East and West) with three travel lanes in each direction and their two respective service roads, the Pelham Parkway South and North, respectively. The parkway is also surrounded by associated mapped public open space that is lined with trees on both sides, and features wide expanses of lawn with full canopies of trees between the travel lanes. This open space is an integral part of the Mosholu-Pelham Greenway in the Bronx, and has a pedestrian/cyclist pathway along its south marginal service road to the north of the proposed development site.

North of the Pelham Parkway the street pattern forms a north-south rectilinear grid that is made somewhat irregular by Stillwell Avenue cutting diagonally through the grid from northeast-southwest directly northwest of the interchange for the Pelham and the Hutchinson River Parkways. Most of the streets in this area are narrow, two-way local residential streets oriented in a north-south direction. The blocks are generally long and narrow, and tapered to a trapezoidal or triangular form by Stillwell Avenue.

The Hutchinson River Parkway is a six-lane, divided highway that connects the Borough of Queens in the south with Connecticut in the north. It has three travel lanes in each direction with a green central median. A narrow landscaped bike path and walkway, known as the Hutchinson River Greenway, extends along the western edge of the parkway.

East of the Hutchinson River Parkway, the area generally bounded by the Pelham Parkway to the north and Saint Theresa Avenue to the south and located west of Hobart Avenue features two small rectilinear grids of local one-way streets that converge at Wilkinson Avenue. The street grid north of Wilkinson Avenue consists of narrow residential streets laid in an east-west grid pattern. The blocks in this area are long rectangular blocks. South of Wilkinson Avenue the grid is oriented in a north-south direction to form long rectangular blocks that are uninterrupted by east-west streets. At the

northeastern edge of the subarea to the east of Continental Avenue, the gird changes orientation and extends in a skewed northwest-southeast direction. Most of the blocks that abut the Hutchinson River Parkway are somewhat irregularly shaped, including the triangular-shaped superblock occupied by Colucci Playground, which is bounded by Mayflower Avenue to the east, Wilkinson Avenue to the south and the Hutchinson River Parkway to the west and north.

The street pattern to the south and west of the Pelham and the Hutchinson River Parkways is very irregular and largely defined by expansive superblocks and the Amtrak right-of-way. As noted above, most of the area's traffic is concentrated on Eastchester Road and Waters Place. Eastchester Road is a wide north-south arterial with two travel lanes in each direction that winds through the western portion of the study area forming the eastern edge of Jacobi Medical Center and Albert Einstein College of Medicine. Waters Place is a curvilinear east-west roadway with two travel lanes in each direction that provides access to the Hutchinson River Parkway South and Westchester Avenue on the east and Eastchester Road on the west. It also provides access to Industrial Street, the entrance to the HMC, as well as the entrance to the Bronx Psychiatric Center. Narrow private internal roadways provide access within the large superblocks that contain the Bronx Psychiatric Center and Jacobi Medical Center.

The street pattern to the south of Waters Place is laid in a skewed grid pattern that reflects the angles of Silver Street (Eastchester Road) to the west and Waters Place to the north. The MTA Westchester Yard, which includes approximately 20 acres, comprises most of this area.

Building Bulk, Use, Type and Arrangement

Pelham Gardens

Pelham Gardens is located to the north of the Project Site, north of the Pelham Parkway. This area includes blocks and portions of blocks bounded by Astor Avenue to the north, the Hutchison River Parkway to the east, the Pelham Parkway North to the south, and Westervelt Avenue to the west. This low-density neighborhood primarily consists of residential buildings built in the mid-20th century, which are one-and two-family detached and semidetached homes in a variety of styles (see Figure 5-5). The buildings are generally brick and wood-framed houses with relatively large footprints that are between one-to three-stories tall. They occupy narrow lots and are typically setback from the street, featuring shallow front yards, private driveways, as well as side yards.

Also within this subarea is the approximately 8-acre campus of the Bronx Rehabilitation Center for the United Cerebral Palsy of New York City, which abuts the Amtrak right-of-way to the northwest and extends along the southeast side of Stillwell Avenue between the Pelham Parkway North and Vance Street/Hutchinson River Parkway. This institutional campus contains several one-to 2-story buildings mostly concentrated at its southwestern end and large expanses of open space and recreational amenities at its northern end. The buildings within the campus are generally setback from Stillwell Avenue.

Pelham Bay

Pelham Bay is located to the east of the Project Site, east of the Hutchinson River Parkway. This area includes blocks and portions of blocks bounded by the Pelham Parkway South to the north, St. Paul and Hobart Avenues to the east, St. Theresa Avenue to the south, and the Hutchinson River Parkway East to the west. This area is characterized by low-to mid-density residential development comprised of large one-and two-family detached homes and semidetached houses in a broad range of styles, as well as some low-to mid-rise multiunit apartment buildings. Most of the buildings in this subarea were built in the mid 20th century and are brick and wood-framed houses that occupy large footprints (see

1). View looking to the north side of Astor Avenue from Lodovick Avenue.

2). View looking south to Lodovick Avenue from Astor Avenue.

3). View looking southwest on Stillwell Avenue.

4). View looking east on the Pelham Parkway North.

Figure 5-6). These buildings occupy narrow lots and are generally two-to three-stories tall, and somewhat larger and built closer together than the houses within the Pelham Gardens neighborhood. There is one large mid-rise 13-story, red brick apartment building, occupying most of the block bounded by Wilkinson, Mulford and St. Theresa Avenues and the Hutchinson River Parkway East. Built in the late 1960s, it is setback from the adjacent street frontages and surrounded by at-grade accessory parking and private open space.

Directly southeast of the proposed development site, across the Hutchinson River Parkway is the approximately 4.0-acre Colucci Playground, a New York City park, which occupies a superblock generally bounded by Wilkinson and Mayflower Avenues and the Hutchinson River Parkway. It features play equipment, shaded seating areas, handball and basketball courts, and a baseball field.

Bronx Psychiatric Center Area

The Bronx Psychiatric Center area encompasses the HMC, the Bronx Psychiatric Center, and the Amtrak corridor (area between railroad tracks and Industrial Street). This area is defined as the area roughly bounded by the Pelham Parkway to the north, the Hutchinson River Parkway to the east, Waters Place/Eastchester Road to the south, and the Amtrak right-of-way to the west. It comprises one large superblock that supports a patchwork of land uses, including commercial, institutional, and light industrial land uses that generally occupy large properties. There is also one small two-story residential building at the northeast corner of Eastchester Road and Waters Place.

The area is primarily zoned for high performance industrial use, except for the southeast portion, which is zoned for moderate-density residential development and comprises the Bronx Psychiatric Center campus. Excluding the Bronx Psychiatric Center, most of the buildings within this subarea are generally low-rise, one-to four-story industrial and commercial structures.

As there are no public streets within this subarea, a number of the properties are only accessible from narrow private access roadways that extend north of Waters Place and Eastchester Road. Industrial Street, which would be mapped as a public street as part of the Proposed Action, somewhat divides this subarea into two sections, separating the Bronx Psychiatric Center and the HMC from the light industrial and commercial uses that extend along the east side of Amtrak. Except for the small two-story residential building and a few small single-story retail buildings on the east side of Eastchester Road, all of the buildings within this study area are generally setback from the public streets, arranged on campus like settings and/or surrounded by accessory parking.

The Bronx Psychiatric Center comprises the southeastern portion of the subarea and encompasses more than 53 acres zoned R5. It consists of a number of mid-to low-rise, brick and masonry buildings, as well as two large hospitals set in a campus like setting (see Figure 5-7). Most of the buildings were built in the 1960s and are clustered in smaller groupings near the center of the campus surrounded by landscaped open areas, several ball fields, walking paths, interior roadways, and at-grade accessory parking areas. Access to the campus is provided from a private gated entrance located on the north side of Waters Place to the east of the intersection of Industrial Street and Waters Place.

Directly north of the Bronx Psychiatric Center is the HMC, which comprises an irregular-shaped parcel consisting of approximately 32 acres (10 of which are encompassed by the Project Site), located to the southwest of the interchange of the Pelham and the Hutchinson River Parkways. The office complex contains two large commercial buildings including a single-story brick warehouse and a 4-story recently retrofitted office building clad in white paneling, which are surrounded by at-grade accessory parking space and a limited amount of landscaping (see Figure 5-7). The southwest corner of the office complex is currently undergoing construction, and is anticipated to be redeveloped with two commercial towers (the "Towers at HMC") by the Project Build year of 2012 (refer to Section C,

5). View looking to the south side of East 196th Street.

6). View looking southeast to Mulford Avenue from Wilkinson Avenue.

7). View looking west on East 196th Street.

8). View looking north to the Bronx Psychiatric Center.

9). View looking north to the 4-story office building in the Hutchinson Metro Center.

10). View looking west to Tower One of the planned Towers at Hutchinson Metro Center development.

11). View looking north on Bassett Road, which is a private road providing access to two industrial properties located north of Calvary Hospital.

Views of the Bronx Psychiatric Center Area

"Future Without the Proposed Action"). The first tower was recently completed and stands 13-stories tall. Industrial Street provides the only vehicular access to the site.

The area to the west of Industrial Street consists of a range of low-density commercial and light industrial uses, as well as Calvary Hospital and a small 2-story detached house on the northeast corner of Waters Place and Eastchester Road. Two large industrial properties extend along the northeast side of the Amtrak corridor, including a 12-acre parcel containing an approximately 285,600 gsf warehouse with 2-stories that is used as a distribution center/trailer storage area for a sports goods company, and a 5-acre parcel supporting a slightly smaller factory with 2-stories that accommodates a food manufacturer. Both of these buildings were erected in the 1950s/1960s, and are accessible from a private roadway (Bassett Road) that extends north of Eastchester Road directly east of the elevated rail for Amtrak. Calvary Hospital and its associated at-grade accessory parking area are located directly south of the industrial uses. Built in the late 1970s, the hospital is a modern, mid-rise 6-story building composed of red brick and glass. A small single-story shopping center anchored by a Pathmark supermarket and a renovated 2-story office building are located to the south and east of the hospital, as well as a 2-story residential building and single-story attached retail structures.

Westchester Square

Westchester Square is located to the south of the Project Site, south of Waters Place. This area includes blocks and portions of blocks bounded by Waters Place to the north, Westchester Avenue to the east, Williamsbridge Road to the south, and Sacket Avenue to the west.

The Westchester Yard of the no. 6 subway line, occupying approximately 20 acres, comprises much of this subarea. It extends along the south side of Waters Place from roughly Westchester Avenue on the east to Eastchester Road on the west, across from the Bronx Psychiatric Center. South of the Westchester Yard, the area supports a range of uses with low-to mid-density residential development comprised of one- and two-family detached homes and a few multiunit apartment buildings typically concentrated on the inner blocks and low-rise commercial office, retail, warehousing and light industrial uses along Blondell Avenue and Williamsbridge Road (see Figure 5-8). Most of the buildings are built to the lot line and are one-to three-stories tall. The majority of residential buildings are wood framed houses and the commercial structures are mostly masonry buildings with little to no articulation. There are also a number of vacant properties, vehicle storage areas, parking lots and garages (see Figure 5-8).

The northwestern portion of the study area is largely commercial and contains a several office buildings, most of which are professional offices affiliated with Montefiore Medical Center, Albert Einstein College of Medicine, and Jacobi Medical Center. One of the more prominent buildings is a blue-green glass and steel 9-story medical office building built in the late 1990s at the corner of Eastchester Road and Blondell Avenue. This building contains ground floor retail, below-grade parking, and approximately 67,000 sf of office. It is setback from the street with at-grade accessory parking.

Morris Park

The eastern edge of the Morris Park neighborhood comprises the western portion of the study area (see Figures 5-9 and 5-10). This area includes blocks and portions of blocks bounded by Pelham Parkway South to the north, the Amtrak right-of-way to the east, Williamsbridge Road to the south, Eastchester Road, Jacobi Medical Center, Albert Einstein College of Medicine and Sacket Avenue to the west. This area contains a wide range of buildings that vary in use, type, height and bulk, and style.

12) View looking to the west side of Saint Raymond Avenue.

14). View looking along the southern side of Blondell Avenue at Saint Raymond Avenue.

13). View looking southeast to the south side of Williamsbridge Road from the northwest corner of Silver Street (Eastchester Road) and Williamsbridge Road.

Some of the more prominent characteristics of the area are the major health-care related institutions of Jacobi Medical Center, Albert Einstein College of Medicine and the east campus of Montefiore Medical Center. These facilities occupy two expansive superblocks that feature a number of single use buildings arranged on campus like settings with landscaped open areas, at-grade accessory parking, interior roadways and walking paths. Most of the buildings are brick and masonry structures, and many are setback from the street, arranged in clusters, or are attached to form huge complexes. Originally built in the 1950s and 1960s, these campuses have undergone a number of renovations and expansions with the introduction of new buildings and additions to existing buildings as recently as 2007. There are several tall buildings including the Staff Housing complex of Albert Einstein College of Medicine, which contains three 28-story towers, the 12-story Ullmann Research Center, and the Jacobi Medical Center's Nurses' Residence building, which is 13-stories, and the Main Building, which is 12-stories (see Figures 5-9 and 5-10).

East of Jacobi Medical Center there is a small residential enclave, known as Indian Village, which comprises four irregular-shaped blocks bounded by the Pelham Parkway South, Stillwell Avenue, and Eastchester Road. Detached and semidetached houses, built primarily in the early to mid-20th century, line the interior portions of blocks. These one-, two-, and three-family houses occupy relatively narrow rectangular lots and contain two-and three-stories. Building styles include brick and wood-framed houses, some of which have attics beneath pitched roofs and front porches. Several large, six-story, red brick apartment buildings are concentrated within the northern portion of Indian Village on the block directly south of the Pelham Parkway, as well as on the east side of Eastchester Road between Rhinelander Avenue and McDonald Street.

The eastern edge of this subarea, which extends along the east side of the Amtrak right-of-way, is industrial in nature featuring low-rise one-and two-story bulky warehouses and automotive-related commercial buildings. Most of the buildings are attached and built to the lot line. However, there are a few buildings that are setback from the street, which have associated at-grade accessory parking. There are also a few scattered undeveloped vacant lots, as well as open vehicle storage areas.

Streetscape

Pelham Gardens

It is a well-maintained community characterized by relatively uniform residential development with few institutional and retail uses. It is a quiet area that generally supports single-and two-family houses that face the street with shallow landscaped or grassy front yards (see Figure 5-5). There are numerous mature trees, both located along the street and within property lines. Narrow public sidewalks, which are in good condition flank the street, and standard metal lampposts, which are commonly found throughout the City, provide street lighting. Other street furniture includes traffic lights, stop signs and other standard metal street signs, fire hydrants, and tall wood utility poles carry overhead lines through the area. On-street parallel parking is provided along the curbline on one or both sides of most streets.

Pelham Bay

Similar to Pelham Gardens, most of the streets are quiet local residential streets of detached and semi-detached houses that feature narrow public sidewalks shaded by mature trees (see Figure 5-6). Buildings are generally two-to three-stories tall and oriented towards the street. They form a relatively uniform street wall with most buildings built to the lot line, or featuring shallow front yards, some of which are fenced in by low metal or brick walls. Street furniture in the study area includes traffic lights and stop signs, fire hydrants, trash receptacles, standard metal lampposts, and tall wood utility poles. On-street parallel parking is provided along the curbline on one or both sides of most streets.

15).View looking west to Jacobi Medical Center from the southeast corner of Eastchester Road and the Pelham Parkway South.

16). View looking north on Stillwell Avenue.

17). View looking east on Rhinelander Avenue. Six-story apartment buildings line the north side of the street and 2-story detached homes line the south side of the street.

18). View looking east on Morris Park Avenue. Yeshiva University's Albert Einstein College of Medicine lines both sides of the street.

19). View looking south on Eastchester Road from Rhinelander Avenue. The Staff Housing complex of Albert Einstein College of Medicine is visible in the background of the photograph.

20). View looking north on Eastchester Avenue from Waters Place. The mid-to high-rise institutional buildings of Albert Einstein College of Medicine are visible in the background of the photograph.

Bronx Psychiatric Center Area

Many of the properties within this subarea do not have linear frontage along an accessible public street, and are accessible only from private narrow roadways, such as Industrial Street and Bassett Road that extend north of Waters Place and Eastchester Road (see Figures 5-3 and 5-7). These roadways generally have limited or barren streetscapes and do not feature sidewalks. The HMC and Bronx Psychiatric Center comprise large-scale, campus-like settings, which contain buildings within landscaped areas. Vehicular access is provided to each of these campuses from separate private access roadways that have gated entrances on the north side of Waters Place that connect to internal roadways within the campus. The streetscape is generally open with street furniture that includes only metal lampposts, fire hydrants, and directional signage. The western edge of the study area is primarily industrial and contains a number of at-grade accessory parking facilities and open storage areas for trailers.

Westchester Square

Waters Place, which forms the northern border of Westchester Square and the southern boundary of the Bronx Psychiatric Center Area, is a heavily trafficked roadway with two travel lanes in each direction. It has a very open streetscape with no street wall. An approximately 6-foot tall chain-link/barb wire fence encloses the MTA property along the south side of the street, and the buildings on the north side are generally setback from the street. Wide concrete sidewalks flank the street and street trees line the north side of the street.

The streetscape of Williamsbridge Road has a busy commercial character where most buildings have ground floor retail with sign-covered storefronts (see Figure 5-8). As shown in Figure 5-8, Blondell Avenue is lined by vehicle storage and accessory parking lots enclosed with chain-link fencing interspersed with attached, low-rise masonry commercial or industrial buildings with blank walls distinguished only by relatively small signage, vehicular openings, and the occasional window. The inner blocks of this subarea are generally lined by large detached single-to three-family houses set back from the street within landscaped or grassy yards, some of which enclosed by metal fencing, occasionally intermixed with non-descript commercial or industrial buildings.

Street furniture in the study area includes traffic lights and stop signs, fire hydrants, trash receptacles, standard metal lampposts, and tall wood utility poles. On-street parallel parking is provided along the curbline on one or both sides of most streets.

Morris Park

The eastern edge of the Morris Park subarea is largely industrial in nature and contains low-rise commercial, warehouse, and auto-service uses that generally occupy attached, low-rise masonry buildings with blank walls distinguished only by vehicular openings, minimal signage, and a few windows. Buildings are generally built to the lot line (see Figure 5-9). There are also several vacant or undeveloped lots that accommodate vehicular storage or parking. This area does not have street trees, and the street furniture consists primarily of tall wooden utility poles and standard metal traffic signs. On-street parallel parking is provided along the curbline on both sides of the streets.

The Indian Village area of Morris Park is defined by quiet local streets, which are well maintained and lined with narrow sidewalks and street trees (see Figure 5-9). Buildings in this area are typically residential detached and semidetached houses that face the street and are generally setback from the curbline with shallow landscaped front yards with private driveways. Low metal fences enclose some of the houses. There are a few mid-rise multiunit apartments located near the Pelham Parkway North. A small active retail corridor featuring a number of small, one-story restaurants and service

establishments built to the lot line are located along Eastchester Road between McDonald Street and Stillwell Avenue. Street furniture in the study area includes traffic lights and stop signs, fire hydrants, trash receptacles, standard metal lampposts, and tall wood utility poles. On-street parallel parking is provided along the curbline on one or both sides of most streets.

The western portion of Morris Park is defined by large institutional uses on campus like settings. There is no defined street wall as buildings are generally setback from the street. Morris Park Avenue, which physically divides the north and south campuses of Albert Einstein College of Medicine, is a wide two-way street divided by a central tree-lined median with numerous street trees also extending along either side of the street (see Figure 5-9). As shown in Figure 5-10, Eastchester Avenue is a wide busy arterial street that features wide sidewalks lined with mature trees. Street furniture includes traffic lights and metal signs, fire hydrants, trash receptacles, standard metal lampposts, and tall wood utility poles. There are also a few covered bus stops, and bus stop signs along bus routes. On-street parallel parking is provided along the curbline on one or both sides of most streets.

Visual Resources

An area's visual resources are its unique or important public view corridors, vistas, or natural or built features. (For the purposes of a CEQR analysis, this includes only views from public and publicly accessible locations and does not include private residences or places of business.) Visual resources could include views of the waterfront, public parks, landmark structures or districts, or natural resources. Natural resources may be vegetation, topography, and geologic formations; and wetlands, rivers, or other water resources.

Based on the criteria outlined in the *CEQR Technical Manual*, three resources have been identified as having visual significance in the approximately ¼-mile study area. These resources include a New York City public park and the view corridors along two parkways. There are no historic or architecturally significant landmark structures or districts, natural resources, or views of the waterfront within an approximate ¼-mile radius of the Project Site.

Table 5-1 lists the three visual resources, and Figure 5-11 provides a photograph of each resource. All of these visual resources are located outside of the Project Site. The accessory parking lots, limited vegetation, and Industrial Street on the Project Site are not visual resources. Colucci Playground is located to the southwest of the proposed development site across the Hutchinson River Parkway, and the Pelham and the Hutchinson River Parkways abut the proposed development site to the north and east, respectively.

TABLE 5-1
Visual Resources in the Vicinity of the Project Site

Key #	Visual Resource	Location	Resource Description	Description of Views
1	Colucci Playground	Pelham Bay; Wilkinson & Mayflower Avenues	Play equipment, baseball field, basketball & racquetball courts, shaded seating areas, and a comfort station	Visible from immediate surroundings
2	Pelham Parkway	Extends between Bronx Park & Pelham Bay Park	Pedestrian malls (north & south sides of the parkway), green space includes a large variety of trees, a pedestrian and cyclist path is located on the south side of parkway	Visible from immediate surroundings
3	Hutchinson River Parkway	Extends between Ferry Point Park & Pelham Parkway	Bike and pedestrian path along the west side of the Hutchinson River Parkway	Visible from immediate surroundings

21). View looking south to the Hutchinson River Greenway along the west side of the Hutchinson River Parkway.

22). View looking west to the northern tip of Colucci Playground, which features a passive sitting area with benches at Mayflower Avenue between East 196th and East 197th Streets. The Hutchinson River Parkway and the proposed development site are visible in the background of the photograph.

23). View of one of the Pelham Parkway's malls located directly northeast of the proposed development site.

D. FUTURE WITHOUT THE PROPOSED ACTION (NO-BUILD CONDITION)

For conservative analysis purposes, it was assumed that the Project Site itself would remain largely unchanged in the future without the Proposed Action. The proposed development site would continue to be occupied by at-grade accessory parking and vacant land. The area affected by the proposed street would continue to serve as a private roadway providing access to the HMC. The northern portion of road, which is currently closed, would be reopened to vehicular traffic.

As described in Chapter 2, "Land Use, Zoning, and Public Policy," seven (7) major No-Build development sites have been identified to be constructed in the future without the Proposed Action (refer to Figure 2-4 in Chapter 2). These include projects recently completed, currently under construction, as well as planned developments. Six of these seven No-Build developments are expansions and/or improvements to existing commercial or institutional developments, including the Towers at HMC, the Bronx Psychiatric Center, a new Wellness Center, the new ambulatory pavilion at Jacobi Medical Center and the Michael Price Center and Staff Housing garage at Albert Einstein College of Medicine, which would be built pursuant to as-of-right zoning or through discretionary City approvals. For analysis purposes, only those sites that would accommodate new aboveground construction will be discussed.

Urban Design

Overview

In the future without the Proposed Action, planned developments are not expected to significantly change the urban design character of the study area, and anticipated No-Build development sites are expected to either not yield significant changes or contribute site-specific improvements to the visual quality of the study area. Given the modest number and distribution of these developments in the southern and western portions of the study area, it is anticipated that overall conditions would remain essentially unchanged without the Proposed Action.

Project Site

There are not expected to be any new structures on the Project Site in the future without the Proposed Action, and therefore, no changes to height or bulk would be anticipated. The proposed development would remain largely unimproved and partially occupied by at-grade accessory parking for the HMC at its southern end, and vacant land at its northern end. The narrow asphalt pathway would continue to provide pedestrian connection between the HMC and the Pelham Parkway.

Industrial Street, which is proposed to be mapped as a public street, will continue to provide vehicular access to the HMC in the future without the Proposed Action, as a narrow two-way private roadway. The northern portion of road, which is currently closed due to ongoing construction efforts at the southwest corner of the HMC, would be paved and opened to vehicular traffic.

Study Area

As noted above, the only major new aboveground construction projects within the study area include expansions and/or to the existing campus-like settings of the HMC, the Bronx Psychiatric Center Albert Einstein College of Medicine and Jacobi Medical Center.

To south of the proposed development site, abutting the proposed street to the east, the existing HMC will be expanded with the addition of two new commercial buildings ("The Towers at HMC") that will contain a total of approximately 502,000 gsf of office and a 150-room hotel at its southwest corner. The planned commercial buildings would be adjoining structures that are anticipated to contain 13-and 20-stories, respectively. The buildings would be connected by a central lobby and composed of steel, glass, and masonry materials that would complement the existing 4-story office building. The lowest levels of the buildings will accommodate enclosed parking.

Further to the south of the Hutchinson Metro Center, the Bronx Psychiatric Center will undergo a major renovation that will involve the construction of five new buildings, including a new Children's Hospital, and an Adult Hospital. The three other new buildings, Transitional Living Residence (TLR) building, the studio apartment building, and the Crisis Residence/Crisis Stabilization building, in addition to the existing Ginsberg Outpatient Clinic will comprise the "Adult Village." An existing building, Building 4, will also be renovated and will share support services with both the new Adult Hospital and Children's Hospital. Three existing buildings (Building 1 and 2 and the Children's Hospital) on the Bronx Psychiatric Center campus would remain intact but would be completely vacant. To facilitate the construction of the Adult Village, three existing little league ball fields will be relocated from the southeast corner of the Bronx Psychiatric Center to the northern edge of the campus directly south of the HMC.

The Division of Substance Abuse at Albert Einstein College of Medicine is also constructing a new medical facility, the Wellness Center, at 1510 Waters Place on the north side of Waters Place, adjacent to and west of the entrance to the Bronx Psychiatric Center and to the south of the Bronx Psychiatric Center's Alcohol Treatment Center. The new building will contain approximately 42,000 sf and will house treatment facilities for 1,000 patients, as well as office space.

Directly beyond the study area's western boundary, the Albert Einstein College of Medicine recently completed the construction of an approximately 201,000 sf research facility, the Michael F. Price Center for Genetic and Translational Medicine (MPCGTM) and Harold and Muriel Block Research Pavilion. This research center is a new 5-story building located near the corner of Morris Park Avenue and Eastchester Road, on the north side of Morris Park Avenue. It is a modern structure composed of masonry panels, glass and steel. In addition, the Albert Einstein College of Medicine is also planning a 310-space enlargement to its Staff Housing garage to meet the need for additional off-street parking generated by the continued expansion and modernization of it educational and medical facilities.

A new approximately 125,000 sf ambulatory care pavilion (the "Jacobi Medical Center Ambulatory Care Pavilion") is being added to the Jacobi Medical Center campus. The four-story ambulatory care pavilion will be located within the courtyard of the main hospital building, the West Jacobi Hospital Building (or West Wing) and will be connected to the main hospital by a galleria and courtyard.

All of the planned projects will add to the density of development in the study areas and will be in keeping with the areas' mix of uses, building arrangements, heights, bulk, and massing. These planned projects would not alter any natural features, street patterns, or block shapes in the study area. They are also not expected to impact the streetscape, except to the extent that they may enhance the vitality of streets and sidewalks in the area.

Visual Resources

In the future without the Proposed Action, existing views of visual resources are not expected to undergo substantial change. There are no anticipated changes to existing view corridors within the

study area and other visual resources within the study area are not anticipated to be affected in the future without the Proposed Action.

Project Site

There is no new development on the Project Site anticipated in the 2012 future without the Proposed Action that would result in any significant changes to existing visual resources.

Study Area

None of the No-Build developments discussed above would result in major changes to existing structures, or change the views of any visual resources. Most of the No-Build developments involve site-specific additions to existing large-scale commercial and institutional developments in the form of new buildings added to campus-like settings. The two planned HMC commercial buildings, which would rise 13-and 20-story high, would be visible from Colucci Playground and the Hutchinson River Parkway.

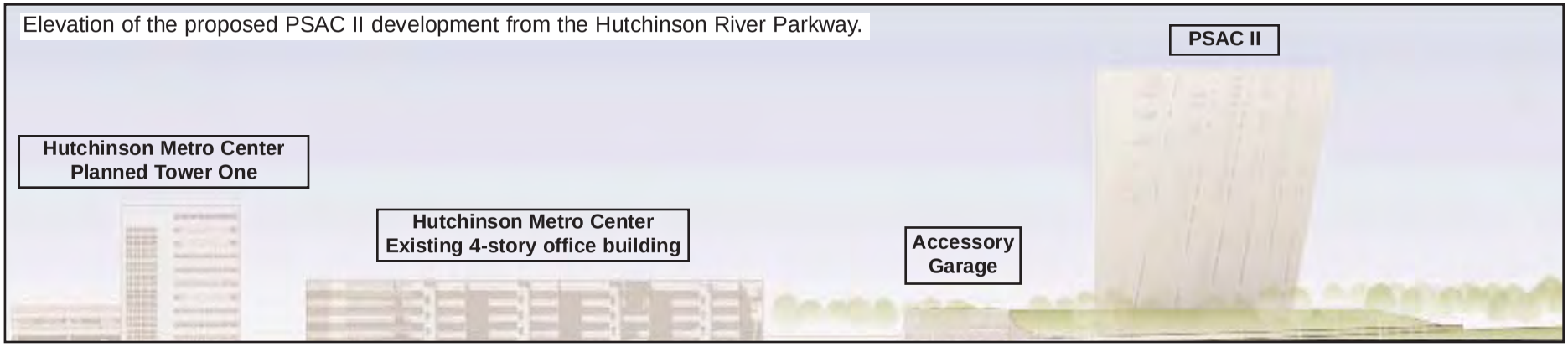
E. FUTURE WITH THE PROPOSED ACTION (BUILD CONDITION)

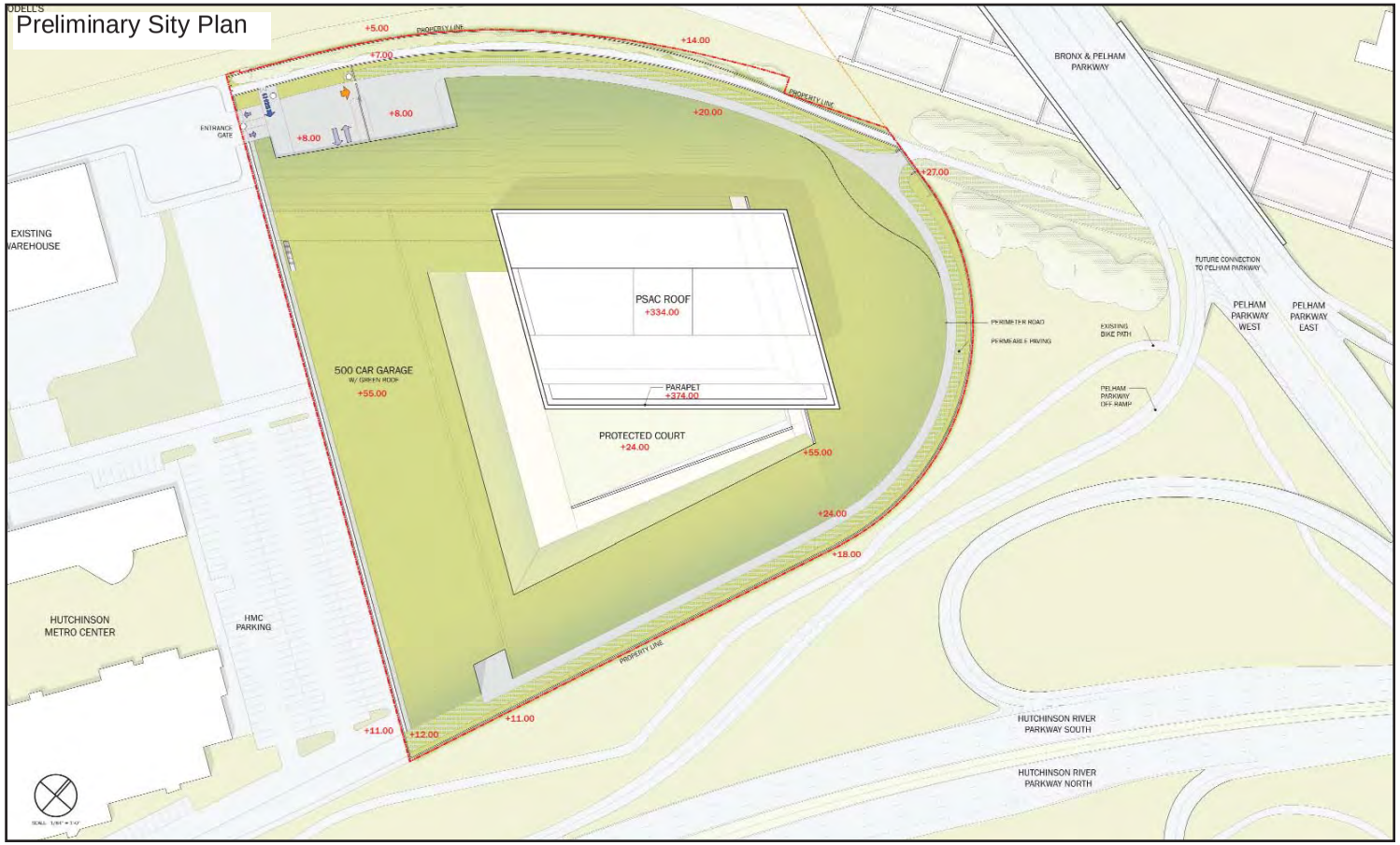
Project Site

The Proposed Action would dramatically alter the urban design and general appearance of the proposed development site by replacing a largely vacant, approximately 8.75-acre site with a new public facility development (PSAC II). The proposed PSAC II development would consist of an approximately 640,000 gsf office building that would accommodate the City's second 911 center and command control center operations for the FDNY and NYPD, as well as the necessary extensive mechanical and data systems. A 500-space accessory parking garage structure would also be constructed at the southern edge of the site, and would be interconnected to the ground floor of the office building by a narrow enclosed walkway. As the proposed development site is relatively isolated from the surrounding area with no linear frontage adjacent to a public street, the Proposed Action also involves mapping an existing private roadway, Industrial Street, as a public street ("Marconi Street"). The proposed street would extend north of Waters Place to the southern boundary of the proposed development site.

The proposed PSAC II building would be a modern, architecturally distinctive structure with a unique shape and style. It is envisioned to have an extruded rectangular form, which would have smaller floor plates at its lower levels with the building's largest floor plate comprising its uppermost story (see Figure 5-12). The building would have 14-stories above-grade, including three mezzanine levels, with an overall height of 350 feet (elevation of 374 feet) to the parapet roofline. Mechanical systems and other communications equipment necessary for the building's efficient operation may rise above the roofline. Floor to floor ceiling heights would be 20 to 45 feet tall due to the building's extensive mechanical infrastructure.

The building would be oriented in a northeast-southwest direction with a parallelogram-shaped footprint that would occupy approximately 41,160 gsf (see Figure 5-12). It would be setback from all property lines by more than 100 feet and would be positioned towards the western property line (i.e., the Amtrak right-of-way). The exterior of the building is proposed to be primarily clad in architecturally crafted pre-cast white concrete panels, which would be contextual to the light colored aesthetic of the existing and planned HMC office buildings that are clad in white panels (see Figure 5-





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PSAC II EIS

Figure 5-12

Preliminary Elevation and Site Plan of the Proposed PSAC II Development

13). The building's main entrance would be located on its southern façade, and would be accessible from an enclosed walkway extending from the garage. The loading and service and delivery area for the building would be an open, asphalt area, also located to the south of the building directly north of a truck turnaround and vehicular screening area.

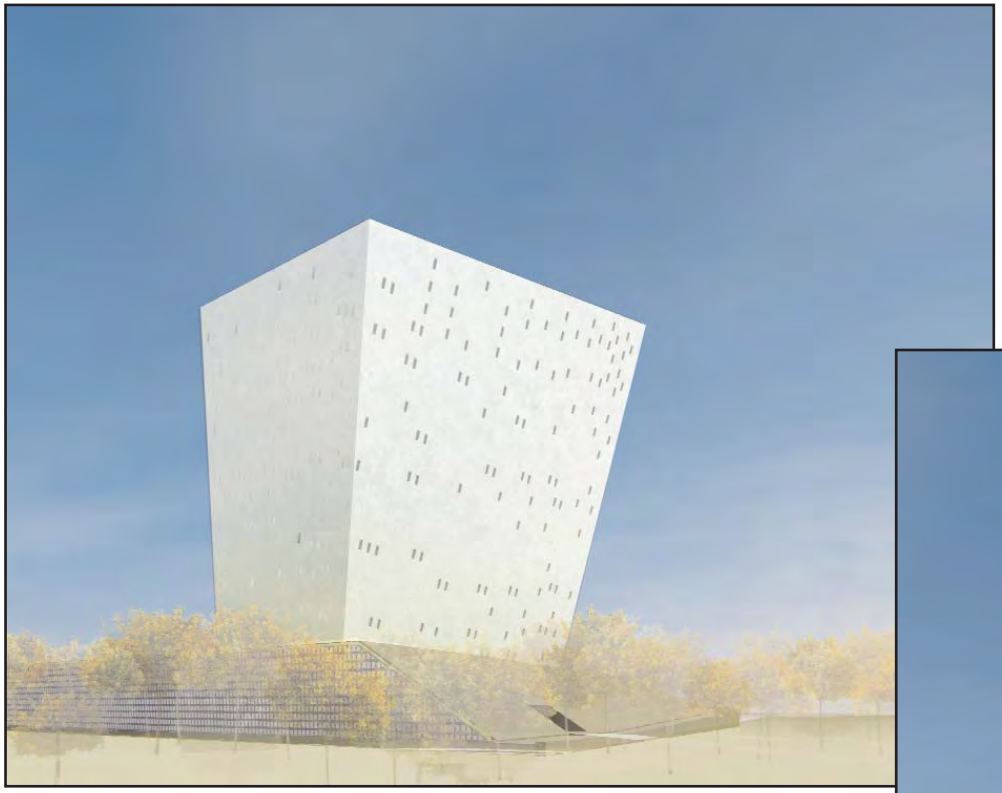
The proposed garage would be located south of the PSAC II building to the northeast of the mapped street, and would extend along the southern boundary of the proposed development site. The structure would be long and narrow, oriented in an east-west direction, with a trapezoidal-shaped footprint comprising approximately 61,000 gsf. It would contain a total of approximately 163,000 gsf and would have a height of approximately 30 feet tall with a landscaped green roof. The structure would be mechanically ventilated and have three levels of enclosed parking. The main vehicular entrance to the garage would be located on its western façade with separate openings for vehicles entering and exiting the structure. A secondary vehicular access point would be located on the structure's eastern façade.

A small security control office would occupy approximately 2,000 gsf on the second floor of the new garage structure, which would house security and screening operations for entering the proposed office building. An enclosed walkway would interconnect the security screening office in the garage to the main entrance of the office building. All visitors and employees to the proposed facility would be required to pass through the security screening facility and the interconnected walkway to enter the office facility.

The proposed development site would be completely regraded and landscaped to establish a bermed plateau that would be visible from both the Pelham Parkway and the Hutchinson River Parkways. Abundant greenery and landscaping would be planted between the proposed facility and the Pelham and the Hutchinson River Parkways.

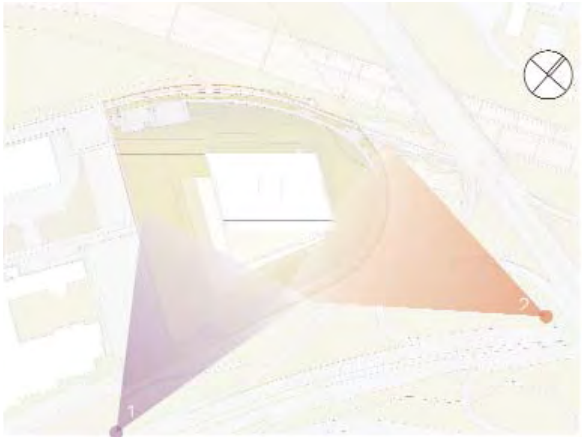
The proposed PSAC II development would occupy a relatively large crossroads site located to the southwest of the interchange for the Pelham and the Hutchinson River Parkways in the northeastern Bronx. This site offers a secure location that is essentially severed from most of the surrounding area by the broad thoroughfares and associated linear open spaces of the Pelham and the Hutchinson River Parkways, as well as by an Amtrak right-of-way to the west. The low-density residential areas of Pelham Gardens and Pelham Bay are separated from the proposed development site by more than 500 feet, and the small residential enclave of Indian Village, within the Morris Park subarea, is located more than 800 feet to the west of the site. The area to the south of the proposed development site consists of a patchwork of land uses that generally occupy large properties, which contain one or more buildings surrounded by at-grade accessory parking, private open space and/or landscaped areas. Furthermore, most of these properties do not have frontage along a public street and are only accessible via narrow private roadways extending north of Waters Place or Eastchester Road. This area does not have cohesive neighborhood identity or defined urban design elements. It supports a wide range of commercial, light industrial and institutional buildings, which vary in type, bulk, height and style. The proposed PSAC II development is expected to add to this varied context.

The proposed PSAC II building would be substantially taller than most buildings within the study area. At 350 feet tall (elevation of 374 feet), the building would be highly visible and prominent within the Bronx skyline. It would also have a strong presence on the Pelham and the Hutchinson River Parkways, which abut the proposed development site to the north and east. To minimize the structure's bulk and height from the abutting parkways, the building would be setback from the site's northern and eastern lot lines towards the Amtrak right-of-way with abundant greenery and landscaping proposed between the proposed facility and the Pelham and the Hutchinson River Parkways.



View looking northwest to the proposed development from the Hutchinson River Parkway. The proposed accessory garage is visible in the foreground of the rendering. (View 1)

View looking southeast to the proposed development from the interchange of the Pelham Parkway and the Hutchinson River Parkway. (View 2)



Urban Design Study Area

The proposed PSAC II development would be prominent and on a very visible site in the northeastern Bronx. As described above, the Proposed Action would facilitate the construction of a substantial public facility that would be a considerably taller and more conspicuous building than existing and planned developments, and would develop a largely unimproved and underutilized site. The proposed building would be a significant change to the area and a prominent addition to the cityscape, both within its immediate environment and from some distance away.

Topography and Natural Features

The proposed PSAC II development would be built on a site that does not contain natural or important topographic features. Although the proposed development would necessitate the removal of some existing small trees on the proposed development site and within the mapped public open space of the Pelham Parkway, their removal would not constitute a significant adverse impact. Further, they would be replaced as part of the landscape plan for the overall site. As noted previously, the grade of the proposed development site would be modified to create a bermed plateau that would be visible from both the Pelham and the Hutchinson River Parkways. Abundant greenery and landscaping would be planted between the proposed facility and the Pelham and the Hutchinson River Parkways. No other changes would be made to the topography of the study area. Therefore, the Proposed Action would not result in significant adverse impacts on topography or natural features in the study area.

Block Form and Street Pattern, and Street Hierarchy

The Proposed Action would also not have significant adverse impacts on the block forms, street pattern, and street hierarchy of the ¼-mile study area. The proposed development program would establish an emergency communications center for the City on the northernmost portion of a superblock generally bounded by the Pelham Parkway, Hutchinson River Parkway, Waters Place and the Amtrak right-of-way. To provide vehicular access and utility services to the site along a public right-of-way, the Proposed Action would map an existing private road, Industrial Street, as a public street, which would extend north of Waters Place and terminate in a hammerhead cul de sac. This mapping of an existing built right-of-way would maintain the area's existing block form. As such, the Proposed Action would not substantially alter the block shapes found in the study area or create new block forms, and would therefore maintain these existing urban design features.

Building Arrangements

Building arrangement refers to the way that buildings are placed on zoning lots and blocks. Similar to the immediately surrounding area, the proposed PSAC II development would occupy a relatively large site and would be setback from all street frontages. The Proposed Action would not result in new or different building arrangements than currently existing in the study area. There is no existing streetwall; buildings in the vicinity of the proposed development site are arranged on expansive properties and generally setback from public streets with variously shaped footprints. Therefore, the Proposed Action would not have significant adverse impacts on building arrangements in the study area.

Building Use, Bulk, Height, Setbacks, and Density

The proposed PSAC II development would not introduce a new use to the surrounding area, and would be consistent with the prevailing land uses in the surrounding area, including large commercial and institutional uses. The proposed development is also not expected to adversely affect surrounding building uses.

Although the proposed building and garage structure would be similar in bulk to some of the larger commercial and institutional buildings in the ¼-mile study area, such as the 460,000 gsf, 4-story HMC office building at 1200 Waters Place, and the planned 602,000 gsf Towers at HMC, its design would be unique and contrast with much of the surrounding area. The proposed building would be substantially different in height, form, size and scale than other development currently existing and planned for the immediate surrounding area.

The proposed building would be a modern, freestanding structure that would be considerably taller than the majority of the buildings within the study area. Due to its extensive mechanical and data system requirements, the PSAC II building would have a height of approximately 350 feet tall (elevation of 374 feet). There are some taller, large-scale institutional buildings located further to the south, southwest, and west of the proposed development site in the Morris Park area. The nearest building of comparable height would be the Staff Housing complex of Albert Einstein College of Medicine, located at the northwest corner of Eastchester Road and Morris Park Avenue, which contains three 28-story towers, with an estimated building height of 280 feet.

As described above, there is no cohesive urban design character for the study area, which can generally be divisible into five distinct neighborhoods or areas physically divided by board thoroughfares and an Amtrak right-of-way. As a whole, the study area is quite varied, mixing a variety of uses, building types and scales, including large-scale campus settings featuring large mid-to high-rise buildings, low-density residential areas of one-to three-story detached homes, and low-rise commercial areas. The proposed development program would alter the area's urban design by introducing a tall, large-scaled uniquely formed building to an area characterized by primarily low-rise office, warehouse and factory buildings, as well as detached and semidetached residential homes and small multiunit apartment buildings. The proposed building would change the Bronx skyline by introducing a unique form that would be considerably taller than most of the existing and proposed buildings in the surrounding area.

According to the *CEQR Technical Manual*, in terms of building use, bulk, type, and setbacks, a significant impact would result if an action would alter that aspect of land use that defines urban design character, or if the size and mass of the proposed action would be substantially different from that prevailing in the area. The proposed PSAC II development would be located in a non-homogenous setting, one that is already quite varied, mixing a variety of uses, building types and heights within several distinct neighborhoods or areas. The proposed public facility is expected to be compatible with existing and anticipated office and institutional uses in the study area. However, the introduction of a tall and modern office building would modify the urban design of the study area, which is currently defined primarily by low-to-mid-rise commercial, warehouse and residential buildings. Larger buildings are located within the study area to the south, southwest, and west of the proposed development site within campus-like settings of the Jacobi Medical Center, the Albert Einstein College of Medicine and the Bronx Psychiatric Center. The proposed PSAC II building would be visually distinctive in the area because it would differ from the lower-rise buildings in the immediately surrounding area. This change, though significant, would not be considered adverse to urban design. Therefore, the Proposed Action would not result in significant adverse impacts to the study area.

Streetscape

Streetscape elements are distinctive physical features, including street trees, street walls, street furniture, building entrances, fences, steps, and parked cars along a street.

The Proposed Action would introduce new streetscape elements that would affect the urban design of the study area. The Proposed Action would improve the appearance of the area's streetscape by

adding sidewalks, street lighting and landscaping to Industrial Street, which would be mapped as a public street (Marconi Street). This is expected to encourage pedestrian activity and activate the streetscape. In addition, the Proposed Action would result in landscaping improvements to the open space of the Pelham Parkway right-of-way directly north of the proposed development site.

Visual Resources (¼-Mile Study Area)

As described in the Existing Conditions section, there are no historically significant landmark structures or districts, natural resources, or views of the waterfront within an approximate ¼-mile radius of the Project Site, and therefore, the proposed PSAC II development would not obstruct views of these visual resources. The proposed development would be located within the vicinity of Colucci Playground, an approximately 4.0-acre New York City public park, and directly south and west of the Pelham and the Hutchinson River Parkways, respectively, which are public view corridors.

The proposed building, at approximately 350 feet tall (elevation of 374 feet), would be a prominent addition to the ¼-mile study area that would alter the visual environment of the generally low-to mid-rise character of the surrounding area. The upper floors of the building are expected to be visible above the generally two-to six-story buildings within the study area, and would be comparable in height to the taller buildings of Albert Einstein College of Medicine, including the 28-story towers of the Staff Housing complex, located in the southwestern portion of the study area, more than 1,000 feet to the southwest of the development site. The building's bulk would be comparable to some of the surrounding commercial and light industrial buildings, including the existing 460,000 gsf HMC office building and the planned approximately 602,000 gsf HMC Towers.

Due to the height and scale of the proposed PSAC II building, views along some of the low-rise, residential street view corridors in the Pelham Garden neighborhood to the north, Pelham Bay to the east, and Indian Village to the west would include views of the proposed building from some vantage points. Typically, the density of the detached and semidetached houses and small multiunit apartment buildings and mature street trees along these streets, which create relatively uniform streetwalls on narrow streets, would obscure street-level views to the proposed development. Furthermore, the highly irregular street pattern of the study area, which contains a number of expansive superblocks that interrupt cross streets, creating curvilinear streets as well as short streets, which only extend for one, or just a few blocks would further obscure views of the proposed development. The upper stories of the proposed PSAC II building would be visible from some areas located farther from the proposed development site. However, the blocks and buildings that intervene between the proposed building and the low-and mid-rise buildings along these view corridors would create a buffer that would limit the visibility and presence of the proposed building on these view corridors.

The proposed PSAC II development would be located more than 500 feet to the northwest of Colucci Playground, across the Hutchinson River Parkway. As seen from Colucci Playground on the east side of the Hutchinson River Parkway, the proposed building would be prominent in the generally low-to mid-rise character of the immediately surrounding area. It is not expected to detract from the visual appreciation of the park or the landscaping, trees, shaded seating areas, and ball fields that make the park a visual resource. The proposed PSAC II development would not be located immediately adjacent to Colucci Playground, nor would it have any adverse shadow impacts on the playground.

The proposed building would not block the visual view corridors of the Pelham and the Hutchinson River Parkways, as the structure would be setback at least 100 feet from the northern and eastern edges of the subject property. At approximately 350 feet in height (elevation of 374 feet), the building would be visible in the distance to passing traffic and pedestrians and cyclists along the parkways. It is expected that the Proposed Action would make positive contributions to the visual resources in the

study area with landscaping improvements to the open space of the Pelham Parkway right-of-way directly north of the proposed development site, as well as adding abundant greenery and landscaping to the proposed development site.

Although the proposed PSAC II development would be a prominent addition to the study area, which would be visible from the distance, it would not result in a significant adverse impact to the visual environment of the identified visual resources in the study area, and would not block any existing view corridors in the study area. As such, the proposed development is not expected to result in significant adverse impacts on visual resources in the study area.

F. CONCLUSION

In the 2012 future with the Proposed Action, significant, but not adverse changes would be made to the urban design conditions in the study area. The Proposed Action would dramatically alter the urban design and general appearance of the proposed development site by replacing a largely unimproved, approximately 8.75-acre site with a new public facility development consisting of an approximately 640,000 gsf building and a 500-space accessory parking garage. The proposed development would be substantial and on a very visible site in the northeastern Bronx, and is expected to result in a considerable visual change to the surrounding area and a prominent addition to the cityscape, both in its immediate environment and from some distance away. The proposed PSAC II building would be a tall, modern, and visually distinctive structure in the area, as it would differ from the generally lower-rise buildings in the immediately surrounding area.

Similar to the immediately surrounding area, the proposed PSAC II development would occupy a relatively large site and would be setback from all street frontages. The Proposed Action would not result in new or different building arrangements than currently exist in the study area. There is no existing streetwall; buildings in the vicinity of the proposed development site are arranged on expansive properties and generally setback from public streets with variously shaped footprints.

The Proposed Action would not have significant adverse impacts on the block forms, street pattern, and street hierarchy. To provide vehicular access and utility services to the proposed development along a public right-of-way, the Proposed Action would map an existing private road, Industrial Street, as a public street (“Marconi Street”), which would extend north of Waters Place and terminate in a hammerhead cul de sac at the southern boundary of the proposed development site. The Proposed Action would not substantially alter the block shapes found in the study area or create new block forms, and would therefore maintain these existing urban design features.

The Proposed Action would improve the appearance of the area’s streetscape by adding sidewalks, street lighting and landscaping to Industrial Street, which would be mapped as a public street. This is expected to encourage pedestrian activity and activate the streetscape. In addition, the Proposed Action would result in landscaping improvements to the open space of the Pelham Parkway right-of-way directly north of the proposed development site.

No adverse impacts upon visual resources are anticipated as a result of the Proposed Action. The Proposed Action would considerably change views within the study area, but would not block significant public view corridors, vistas, or natural or built features.

A. INTRODUCTION

As defined in the *CEQR Technical Manual*, neighborhood character is considered to be an amalgam of the various elements that give a neighborhood its distinct personality. These elements can include land use, urban design, visual resources, historic resources, socioeconomic conditions, traffic, and noise, as well as any other physical or social characteristics that help to distinguish the community in question from another.

As described in Chapter 1, "Project Description," the Proposed Action consists of the acquisition of private property by the City of New York, site selection for a public facility, and an amendment to the City Map to establish a new public street. The Proposed Action would facilitate the construction of an emergency communications facility for the City of New York (the "City"), the Public Safety Answering Center II (PSAC II). The proposed PSAC II development would consist of an approximately 640,000 gsf office building and a 500-space above-grade accessory parking structure on an approximately 8.75-acre parcel in the northeast Bronx. As the proposed development site, comprising the northern portion of the Hutchinson Metro Center (HMC) office complex, is relatively isolated from the surrounding street network, the Proposed Action would also map an existing private roadway, Industrial Street, as a public street ("Marconi Street").

According to the *City Environmental Quality Review (CEQR) Technical Manual*, an assessment of neighborhood character is generally needed when the action would exceed preliminary thresholds in any one of the following areas of technical analysis: land use, urban design and visual resources, historic resources, socioeconomic conditions, transportation, or noise. An assessment is also appropriate when the action would have moderate effects on several of the aforementioned areas. Potential effects on neighborhood character may include:

- *Land Use.* Development resulting from a proposed action could alter neighborhood character if it introduces new land uses, conflicts with land use policy or other public plans for the area, changes land use character, or generates significant land use impacts. The Proposed Action would not conflict with land uses and policies. It would represent a change in land use and an increase in density on the proposed development site replacing largely unimproved land with an approximately 640,000 gsf public facility and accessory parking garage (see Chapter 2, "Land Use, Zoning, and Public Policy"). The proposed PSAC II development would be consistent with the Waterfront Revitalization Program (see Chapter 8, "Waterfront Revitalization Program"). In addition, the proposed PSAC II development is listed in the *Citywide Statement of Needs* and is an essential public facility that would further enhance citywide emergency communications. Although the Proposed Action would be consistent with public land use policy and would not have an adverse impact on land use, the proposed development would bring about changes to urban design and visual resources, socioeconomic conditions, transportation, and noise. Therefore, land use is considered in the neighborhood character analysis.

- *Socioeconomic Conditions.* Changes in socioeconomic conditions have the potential to affect neighborhood character when they result in substantial direct or indirect displacement or the addition of population, employment, or businesses; or substantial differences in population or employment density. The Proposed Action would not result in the direct or indirect displacement of any residents, nor would it displace any businesses. The proposed PSAC II development would introduce a significant worker population to the area. Thus, socioeconomic conditions are considered in the neighborhood character assessment.

- *Historic Resources.* When an action would result in substantial direct changes to a historic resource or substantial changes to public views of a resource, or when a historic resource analysis identifies a significant impact in this category, there is a potential to affect neighborhood character. The Project Site does not contain any designated historic architectural resources, nor is it is in the immediate vicinity of any designated historic resources or resources which are eligible for New York City Landmarks Preservation Commission (NYCLPC) designation and/or listing on the State and National Historic Registers. The site is also not located within a designated or potentially eligible historic district. Furthermore, the NYCLPC has determined that the Project Site is not sensitive for archaeological resources and therefore, construction on the Project Site would not result in any significant adverse impacts on archaeological resources. Therefore, historic resources are not considered in the neighborhood character assessment.

- *Urban Design and Visual Resources.* In developed areas, urban design changes have the potential to affect neighborhood character by introducing substantially different building bulk, form, size, scale, or arrangement. Urban design changes may also affect block forms, street patterns, or street hierarchies, as well as streetscape elements such as street walls, landscaping, curb cuts, and loading docks. Visual resource changes could affect neighborhood character if they directly alter key visual features such as unique and important public view corridors and vistas, or block public visual access to such features. The Proposed Action would alter neighborhood character by modifying urban design and visual resource characteristics on the Project Site. It would introduce a substantial development, consisting of an approximately 640,000 gsf building with a height of 350 feet (elevation of 374 feet) and a 500-space accessory garage to a largely unimproved site, as well as a new public street. All of these changes are noted in the *CEQR Technical Manual* as conditions suggesting that neighborhood character analysis would be appropriate. Therefore, urban design and visual resources are included in the neighborhood character assessment.

- *Transportation.* Changes in traffic and pedestrian conditions can affect neighborhood character in a number of ways. For traffic to have an effect on neighborhood character, it must be a contributing element to the character of the neighborhood (either by its absence or its presence), and it must change substantially as a result of the action. According to the *CEQR Technical Manual,* such substantial traffic changes can include: changes in level of service (LOS) to C or below; change in traffic patterns; change in roadway classifications; change in vehicle mixes, substantial increases in traffic volumes on residential streets; or significant traffic impacts, as identified in the technical traffic analysis. Regarding pedestrians, when a proposed action would result in substantially different pedestrian activity and circulation, it has the potential to affect neighborhood character. As the Proposed Action would increase traffic throughout the study area, would result in several traffic impacts, and would introduce a new, large population of workers to the area—thus changing pedestrian activity and circulation—traffic and pedestrians are considered in the assessment of impacts on neighborhood character.

- *Noise.* According to the *CEQR Technical Manual,* for an action to affect neighborhood character with respect to noise, it would need to result in a significant adverse noise impact

and a change in acceptability categories. As the Proposed Action is expected to change traffic volumes in the study area, which would lead to changes in the ambient noise level, noise is considered in the assessment of impacts on neighborhood character.

This chapter of the EIS examines neighborhood character in the area surrounding the Project Site, defined as an approximate quarter-mile radius surrounding the Site (see Figure 6-1), and the Proposed Action's effects on that character. The chapter's impact analysis focuses on changes to neighborhood character resulting from changes in most of the technical areas discussed above, since changes to these technical areas are most relevant to potential changes in neighborhood character. The analysis concludes that changes to the Project Site's land use, urban design, and visual characteristics would occur, as well as increases in employees and increases in traffic, transit, and pedestrian activity, but the change would not be adverse, as discussed below.

B. EXISTING CONDITIONS

Project Site

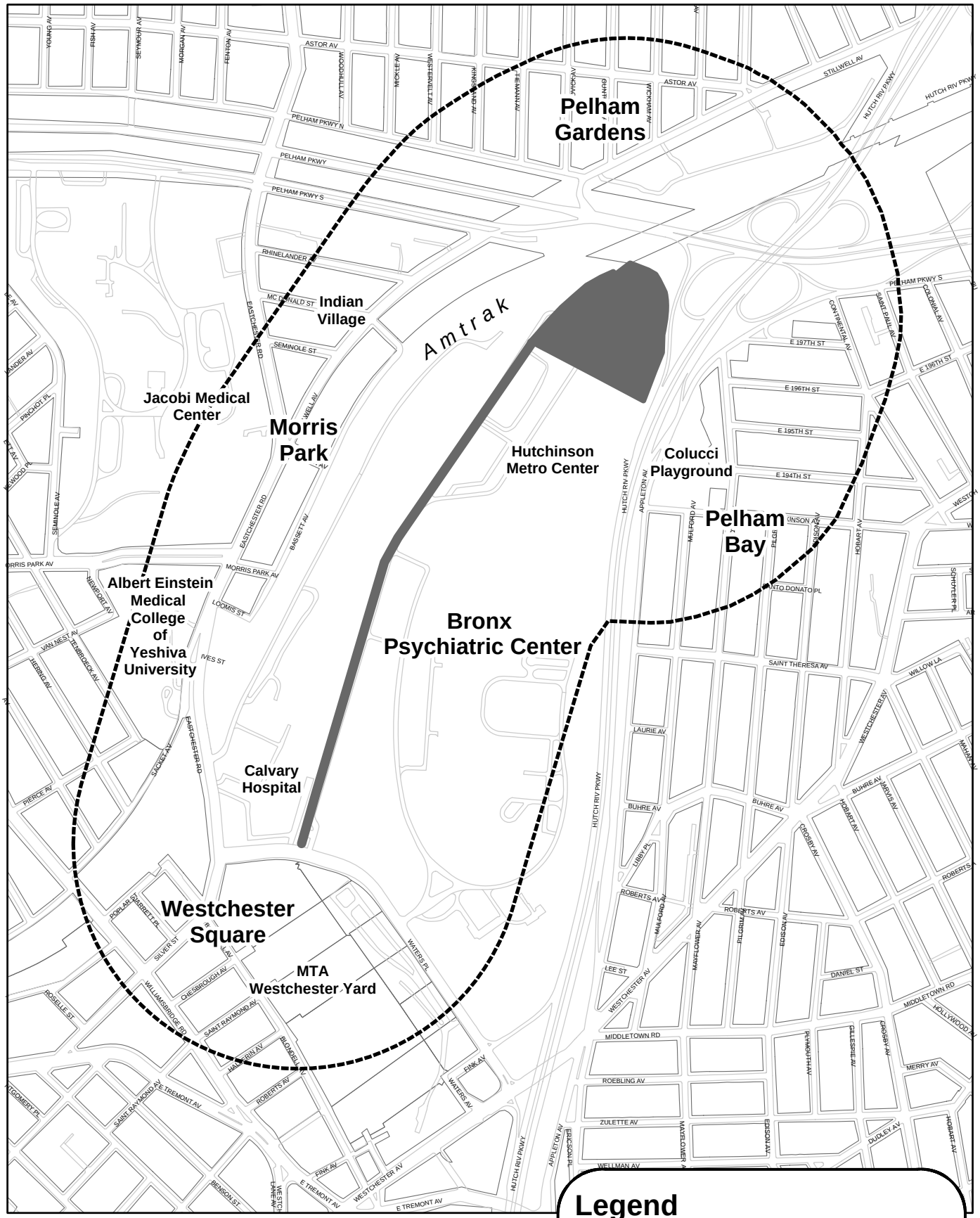
The Project Site encompasses a total of approximately 13.08 acres, and includes an approximately 8.75-acre proposed development site, which would be acquired by the City, and the approximately 4.33-acre area that would be mapped as a new public street, which would provide vehicular access and utility services to the proposed development site along a public right-of-way.

The proposed development site is located to the southwest of the interchange of the Pelham and the Hutchinson River Parkways. It is a bell-shaped parcel that is privately owned and comprises the northern portion of the approximately 32-acre HMC in the northeast Bronx. The proposed development site consists of approximately 8.75 acres (381,340 sf) of industrial property, and is largely unimproved.

There are no existing structures on the proposed development site. The northern portion of the proposed development site is occupied by vacant land that formerly accommodated two little league baseball fields. The two ball fields are unkempt, no longer functional, and largely overgrown with small trees, tall grasses, and shrubs. The northwestern portion of the site is also partially overlaid with several debris mounds. Fencing partially encloses each former ball field and a narrow asphalt pedestrian walkway also cuts through the center of the northern portion of the development site providing a pedestrian connection between the Pelham Parkway and the HMC. At-grade accessory parking for the HMC occupies the remainder of the proposed development site. The pedestrian pathway and accessory parking areas are in good condition.

The proposed development site is generally severed from much of the surrounding area by the broad thoroughfares of the Pelham and the Hutchinson River Parkways and their associated mapped open space to the north and east and the railroad right-of-way of Amtrak to the west. The proposed development site does not have any linear frontage adjacent to a public street. Vehicular access to the proposed development site is provided from the south via a private road known as Industrial Street. This roadway extends north from Waters Place to the proposed development site along the western edge of the grounds of the New York State owned and operated Bronx Psychiatric Center and the private commercial development of HMC. Industrial Street operates as a two-way roadway with one traffic lane in each direction. The southern portion of the road is in excellent condition and has recently been paved. The northern portion of the street is currently closed due to ongoing construction efforts at the southwest corner of the HMC.

Figure 6-1
Neighborhood Character Study Area



There is little to no pedestrian activity in the vicinity of the Project Site due to the low density of development and lack of nearby transit. Ambient noise levels in the study area are dominated by traffic and the Amtrak right-of-way.

Study Area

As described above, the neighborhood character study area is defined by an approximate quarter-mile radius from the Project Site, and is roughly bounded by Astor Avenue to the north, Hobart Avenue and the Hutchinson River Parkway to the east, Williamsbridge Road to the south, and Eastchester Road and Tenbroeck and Sacket Avenues to the west. Within the study area, there are several subareas that represent distinct neighborhoods or land use concentrations that reflect different patterns of development. These areas, which are analyzed separately below, include Pelham Gardens, Pelham Bay, the Bronx Psychiatric Center Area, Westchester Square, and Morris Park (see Figure 6-2).

General Characteristics

The study area can broadly be characterized as a low-density urban environment that supports a diverse range of land uses, including the predominantly residential communities of Pelham Gardens and Pelham Bay, several major health care-related institutions and associated office uses, the HMC, the MTA Westchester Subway Yard, and a number of light industrial uses. Low-rise commercial office buildings and local retail establishments are primarily concentrated along Stillwell and Bassett Avenues, and on the east side of Eastchester Road, as well as on the north side of Waters Place to the west of Industrial Street. The majority of buildings in the study area consist of older low-and mid-rise buildings, as well as a few taller commercial and institutional buildings that are primarily clustered on campus settings.

The street pattern of the study area is very irregular and consists of a network of arterials, local streets and private roadways, as well as the Pelham and the Hutchinson River Parkways. The broad thoroughfares and associated linear open spaces of the Pelham and the Hutchinson River Parkways, as well as the railroad right-of-way of Amtrak's New York-New Haven and Hartford line, physically divide the study area, and help to create distinct subareas. Most of the area's traffic is concentrated on the Pelham and the Hutchinson River Parkways, Eastchester Road, and Waters Place.

Large superblocks created by major institutional uses also help to define and shape the study area's dominant characteristics. Further, most of the properties in the immediate vicinity of the Project Site comprise one large superblock, roughly bounded by the Pelham Parkway, Hutchinson River Parkway, Waters Place, and Eastchester Road/Amtrak, and do not have frontages along public streets. Private roadways that extend north of Waters Place or Eastchester Road provide the only vehicular access to these properties, including Industrial Street, which is to be mapped as a public street as part of the Proposed Action, and Bassett Road.

Many of the more prominent institutional and commercial uses, including Jacobi Medical Center, Yeshiva University's Albert Einstein School of Medicine ("Albert Einstein College of Medicine"), and the east campus of the Montefiore Medical Center, as well as the HMC, occupy expansive properties that feature campus-like settings that contain clusters of buildings surrounded by landscaped open areas, at-grade accessory parking, interior roadways, and/or pedestrian pathways. Some of the light industrial uses in the study area also occupy large properties that contain bulky low-rise warehouses or lofts that have open vehicular storage areas and accessory parking lots.

Figure 6-2
Aerial View of Subareas

Pelham Gardens

The southeastern edge of the Pelham Gardens neighborhood is located within the northern portion of the study area and comprises several blocks generally bounded by Astor Avenue to the north, the Hutchinson River Parkway to the east, the Pelham Parkway North to the south, and Westervelt Avenue to the west. Directly north of the proposed development site is the approximately 8-acre campus of the Bronx Rehabilitation Center for the United Cerebral Palsy of New York City, which abuts the Amtrak right-of-way to the northwest and extends along the southeast side of Stillwell Avenue between the Pelham Parkway North and Vance Street/Hutchinson River Parkway. This institutional campus contains several one-to 2-story buildings mostly concentrated at its southwestern end and large expanses of open space and recreational amenities at its northern end.

Pelham Gardens is a low-density residential community that consists of a mixture of one-and two-family houses built during the mid-20th century. It is a well-maintained community characterized by relatively uniform residential development with few institutional and retail uses. The buildings in the area are mostly brick and wood-framed detached and semidetached houses that are between one-and three-stories tall, which are generally setback from the street with private driveways and shallow front yards. Most of the buildings occupy narrow lots on rectangular shaped blocks. It is a quiet residential area with tree-lined local streets that form a modified grid pattern, made somewhat irregular by Stillwell Avenue transvering diagonally through the grid.

Pelham Bay

The northwestern portion of the Pelham Bay neighborhood comprises the eastern portion of the study area, located east of the Hutchinson River Parkway. Across the Hutchinson River Parkway to the southeast of the proposed development site is the approximately 4.0-acre Colucci Playground, a New York City park, which occupies a superblock generally bounded by Wilkinson and Mayflower Avenues and the Hutchinson River Parkway.

This area is characterized by low-to mid-density residential development comprised of large one-and two-family detached homes and semi-attached houses in a broad range of styles. The mix of development also includes some mid-rise multiunit apartment buildings and a handful of cooperative units and condominiums. In addition, two-and three-family homes are prevalent and increasing in number as older houses, particularly single-family detached homes, are demolished or renovated to permit the construction of attached and semi-attached rental apartment units. Similar to Pelham Gardens, there are few institutional and retail uses within this area of Pelham Bay.

Most of the buildings in this subarea occupy narrow lots that line local streets shaded with mature trees. They are generally two-to three-stories tall, somewhat larger than the houses within the Pelham Gardens neighborhood and form a relatively uniform street wall. Similar to Pelham Gardens, most of the streets are quiet residential streets in a modified grid pattern. A number of the streets are one-way. The block shapes are typically larger than in Pelham Gardens, and have long rectangular form.

The Bronx Psychiatric Center Area

The Bronx Psychiatric Center Area anchors the study area, and is defined as the area roughly bounded by the Pelham Parkway to the north, the Hutchinson River Parkway to the east, Waters Place/Eastchester Road to the south, and the Amtrak right-of-way to the west. This area comprises one large superblock that supports a patchwork of uses, including commercial, institutional, and light industrial land uses, which do not create a cohesive identity for the neighborhood.

The area is primarily zoned for high performance industrial use, except for the southeast portion, which is zoned for moderate-density residential and comprises the Bronx Psychiatric Center campus. The Bronx Psychiatric Center Area also includes the HMC, Calvary Hospital, and a number of light industrial and commercial uses. There is also one small two-story detached residential building located at the northeast corner of Waters Place and Eastchester Road.

As there are no public streets within this subarea, a number of the properties within this subarea are only accessible from private roadways that extend north of Waters Place and Eastchester Road. Industrial Street, which would be mapped as a public street (Marconi Street) as part of the Proposed Action, somewhat divides this subarea into two sections, separating the Bronx Psychiatric Center and the HMC from the light industrial and commercial uses that extend along the east side of Amtrak. Except for the small two-story residential building and a few small single-story retail buildings on Eastchester Road, all of the buildings within this study area are generally setback from the public streets.

The Bronx Psychiatric Center, which also includes the Bronx Development Center, the Bronx Children's Psychiatric Center, and the Beacon's Bronx Houses, comprises the southeastern portion of the subarea. Encompassing more than 53 acres, the Bronx Psychiatric Center consists of a number of mid-to low-rise, brick and masonry buildings, as well as two large hospitals set in a campus like setting. Most of the buildings were built in the 1960s and are clustered in smaller groupings near the center of the campus surrounded by landscaped open areas, several ball fields, walking paths, interior roadways, and at-grade accessory parking areas. Access to the campus is provided from a private gated entrance located on the north side of Waters Place to the east of the intersection of Industrial Street and Waters Place.

Directly north of the Bronx Psychiatric Center is the HMC, which comprises an irregular-shaped parcel consisting of approximately 32 acres (10 of which are encompassed by the Project Site), located to the southwest of the interchange of the Pelham and the Hutchinson River Parkways. The office complex contains two large commercial buildings including a single-story warehouse and a 4-story recently retrofitted office building on an office park-like setting. The warehouse contains approximately 52,000 gsf, and is not well maintained. It is primarily used for storage purposes. The 4-story office building contains approximately 460,000 gsf of floor area. It accommodates a range of commercial and government offices, a day care center, as well as the Bronx campus of Mercy College. Approximately 1,467 at-grade accessory parking spaces encircle the two buildings. Slightly more than a third of these accessory spaces (513 spaces) are located in parking lots within the boundaries of the proposed development site. The southwest corner of the office complex is currently undergoing construction, and is anticipated to be redeveloped with two new commercial buildings containing a total of 602,000 gsf of office, hotel and enclosed accessory parking (the "Towers at Hutchinson Metro Center") by the Project Build year of 2012 (refer to Section C, "Future Without the Proposed Action"). Construction on the first of the two buildings was recently completed. Industrial Street provides the only vehicular access to the site.

The area to the west of Industrial Street and east of the Amtrak right-of-way consists of a range of low-density commercial and light industrial uses, as well as Calvary Hospital and a small 2-story detached house on the northeast corner of Waters Place and Eastchester Road. Two large industrial properties extend along the northeast side of the Amtrak corridor, including a 12-acre parcel containing an approximately 285,600 gsf warehouse with 2-stories that is used as a distribution center/trailer storage area for a sports goods company, and a 5-acre parcel supporting a slightly smaller factory with 2-stories that accommodates a food manufacturer. Both of these buildings were erected in the 1950s/1960s, and are accessible from a private roadway (Bassett Road) that extends north of Eastchester Road directly east of the elevated rail for Amtrak. Calvary Hospital and its associated at-grade accessory parking area are located directly south of the industrial uses. Built in the late 1970s,

the hospital is a modern, mid-rise 6-story building composed of red brick and glass. A small single-story shopping center anchored by a Pathmark supermarket and a renovated 2-story office building are located to the south and east of the hospital, as well as a 2-story residential building and a few single-story attached retail structures.

Westchester Square

The southernmost portion of the study area comprises the northern edge of the Westchester Square area of the Bronx, and is largely occupied by a New York City Transit rail yard. The Westchester Yard of the no. 6 subway line occupies approximately 20 acres and extends along the south side of Waters Place from roughly Westchester Avenue on the east to Eastchester Road on the west, across from the Bronx Psychiatric Center.

South of the Westchester Yard, the area supports a range of uses with low-to mid-density residential development comprised of large one- and two-family detached homes and a few multiunit apartment buildings typically concentrated on the inner blocks and low-rise commercial office, retail, warehousing, automotive and light industrial uses along Blondell Avenue and Williamsbridge Road. Most of the buildings are built to the lot line and are one-to two-stories tall. The majority of residential buildings are wood framed houses and the commercial structures are mostly masonry buildings with little to no articulation. There are also a number of vacant properties, vehicle storage areas, and parking lots and garages.

Morris Park

The western portion of the study area encompasses the eastern edge of the Morris Park section of the Bronx. This subarea is generally more densely developed and supports a range of land uses including institutional, commercial, residential, light industrial and transportation-related uses. It is roughly bounded by the Pelham Parkway South to the north, the Amtrak right-of-way to the east, Albert Einstein College of Medicine and the east campus of the Montefiore Medical Center to the south, and Jacobi Medical Center to the west.

The Morris Park subarea is largely defined by the major health care-related institutional uses of Jacobi Medical Center, the east campus of the Montefiore Medical Center, and Albert Einstein College of Medicine, as well as ancillary medical offices, community health centers, and research facilities which occupy expansive superblocks to the west of Eastchester Road. These superblocks create a highly irregular street pattern in the subarea, and largely buffer the predominantly low-rise residential area to the west from the primarily commercial area to the east.

Jacobi Medical Center, originally erected in the 1950s and 1960s, comprises more than 55 acres and occupies the majority of the block generally bounded by the Pelham Parkway South to the north, Morris Park Avenue to the south, Seminole, Neill, and Wilson Avenues to the west, and Eastchester Road to the east. The facility consists of several mid-to high-rise buildings and a few low-rise buildings scattered across a campus-like setting, which contains landscaped open areas, interior roadways and at-grade accessory parking areas. Albert Einstein College of Medicine is located adjacent to and south of Jacobi Medical Center. Its campus consists of more than 11 acres and is located on either side of Morris Park Avenue between Newport Avenue and Eastchester Road. Also established in the 1950s, Albert Einstein College of Medicine features several mid-to high-rise buildings, as well as a few open green spaces. Both Jacobi Medical Center and Albert Einstein College of Medicine have recently undergone, or are currently undergoing significant expansions to add new buildings to their campuses.

The east campus of the Montefiore Medical Center is located adjacent to and south of Albert Einstein College of Medicine and consists primarily of two main facilities, including Weiler Hospital and the

Montefiore Medical Park, which is located at the intersection of Poplar Street and Blondell Avenue and consists of several low-to mid-rise buildings.

The area to the east of Stillwell Avenue and Eastchester Road is primarily commercial and contains low-rise attached and semi-attached buildings built largely in the 1950s and 1960s that accommodate a range of commercial office, retail and warehousing, as well as light industrial uses. The majority of these buildings are single-story, built to the lot line, and occupy small narrow lots. There are also a number of parking lots, vehicular storage areas and vacant undeveloped land.

A small residential enclave is located within the northern portion of the Morris Park subarea to the west of Stillwell Avenue and encompasses portions of three blocks that are generally bounded by the Pelham Parkway South on the north and Seminole Street on the south. This area is characterized of a mixture of low-density, single-and two-family homes, built primarily in the early to mid-20th century, as well as 5-to 6-story multifamily housing along the Pelham Parkway South. A number of low-rise retail and office buildings line the east side of Eastchester Avenue and Stillwell Avenue.

C. FUTURE WITHOUT THE PROPOSED ACTION (NO-BUILD CONDITION)

Project Site

In the future without the Proposed Action, it is assumed that no major changes would occur to the Project Site. The proposed development site would continue to remain partially occupied by at-grade accessory parking for the HMC at its southern end and vacant land at its northern end. The narrow asphalt pathway would continue to provide pedestrian connection between the HMC and the Pelham Parkway. Additionally, Industrial Street would continue to operate as a private access two-way roadway that would provide vehicular access to the HMC. The northern portion of the roadway, which is currently closed, would be opened and repaved.

Study Area

The development projects assumed for the future without the Proposed Action, as discussed in Chapter 2, "Land Use, Zoning, and Public Policy," will add new commercial office, a 150-room hotel, community facility space and improve existing infrastructure in the quarter-mile study area. In addition, immediately beyond the study area's western boundary, expansions and improvements to existing community facilities in the Morris Park subarea have either been recently completed or are currently undergoing construction. Most of these development projects are expansions within the campuses of substantial existing commercial or institutional developments, including the HMC, Bronx Psychiatric Center, Jacobi Medical Center, and Albert Einstein College of Medicine that involve the construction of new buildings and/or the renovation of existing buildings. These projects are anticipated to improve and enhance existing facilities and would also introduce new employment and/or businesses to the area.

The projects that are planned for construction in the study area by the year 2012 would not be expected to create substantial changes to the character of the area. They would not significantly alter any natural features, street patterns, or block forms. As discussed in Chapter 2, these No-Build developments would result in the addition of approximately 602,000 gsf of commercial and approximately 831,100 gsf of institutional space, as well as the renovation of an additional approximately 36,590 sf of institutional space.

As also discussed in Chapter 2, the Towers at the HMC project would introduce two new commercial buildings that are anticipated to contain approximately 13- and 20-stories, respectively , and will including enclosed parking on their lower levels. These commercial buildings will be located south of the proposed development site at the southwest corner of the HMC and will abut the east side of Industrial Street. They would be comparable in bulk to the existing four-story, retrofitted office building. At approximately 180-and 268-feet tall, the buildings would be taller than most buildings in the immediately surrounding area, which contains typically one-to four-story structures.

The Pelham Parkway, including its service roads, will be reconstructed between the Bronx River Parkway and the Hutchinson River Parkway by the Build year of 2012. This work involves improvements to the sewer and water main lines, street lighting and traffic work and will likely enhance the roadway condition in the vicinity of the Project Site.

Further to the south of the HMC, the Bronx Psychiatric Center will undergo a major renovation that will involve the construction of five new buildings, including a new 78-bed Children's Hospital, and a 156-bed Adult Hospital (adult beds will be expandable up to 300 beds). The three other new buildings, 96-bed Transitional Living Residence (TLR) building, the 48-bed studio apartment building, and the 44-bed Crisis Residence/Crisis Stabilization building, in addition to the existing Ginsberg Outpatient Clinic will comprise the "Adult Village." Collectively, the Adult Village is envisioned to provide assistance to consumers transitioning from an inpatient to an outpatient environment. An existing building, Building 4, will also be renovated and will share support services with both the new Adult Hospital and Children's Hospital. Three existing buildings (Building 1 and 2 and the Children's Hospital) on the Bronx Psychiatric Center campus would remain intact but would be completely vacant. To facilitate the construction of the Adult Village, three existing little league ball fields will be relocated from the southeast corner of the Bronx Psychiatric Center to the northern edge of the campus directly south of the HMC.

The Division of Substance Abuse at Albert Einstein College of Medicine is also constructing a new medical facility, the Wellness Center, at 1510 Waters Place on the north side of Waters Place, adjacent to and west of the entrance to the Bronx Psychiatric Center and to the south of the Bronx Psychiatric Center's Alcohol Treatment Center. The planned facility is anticipated to improve existing substance abuse services and will consolidate three methadone clinics (Trailer I Clinic, Trailer II Clinic, and the Van Etten Clinic) currently located at 1500 Waters Place within a single building. The new building will contain approximately 42,000 sf and will house treatment facilities for 1,000 patients, as well as office space.

Immediately beyond the study area's western boundary, the Albert Einstein College of Medicine recently completed the construction of an approximately 201,000 sf research facility, the Michael F. Price Center for Genetic and Translational Medicine (MPCGTM) and Harold and Muriel Block Research Pavilion. The research center is a modern, 5-story building located near the corner of Morris Park Avenue and Eastchester Road, on the north side of Morris Park Avenue. The building is the largest medical research facility to be constructed in the Bronx since the medical college opened in 1955. The Albert Einstein College of Medicine is also planning a 310-space enlargement to its Staff Housing garage to meet the need for additional off-street parking generated by the continued expansion and modernization of it educational and medical facilities.

Further to the north of the MPCGTM, a new approximately 125,000 sf ambulatory care pavilion (the "Jacobi Medical Center Ambulatory Care Pavilion") is being added to the Jacobi Medical Center campus. The four-story ambulatory care pavilion will be located within the courtyard of the main hospital building, the West Jacobi Hospital Building, and will be connected to the main hospital by a galleria and courtyard. This project also involves the renovation of approximately 36,590 gsf of adjacent space within the north and west wings of the existing main hospital building.

Traffic in the study area would increase in the future without the Proposed Action, primarily as a result of other projects planned or proposed for completion by 2012. Pedestrian activity in the study area would continue to generally remain low.

D. FUTURE WITH THE PROPOSED ACTION (BUILD CONDITION)

The Proposed Action would facilitate the construction of a new public facility that would accommodate the City's second 911 emergency center, as well as command control center operations for the New York City Police Department (NYPD) and the Fire Department of New York City (FDNY). The proposed facility would occupy an approximately 8.75-acre site and would consist of an approximately 640,000 gsf building and a 500-space accessory parking garage ("proposed PSAC II development"). As the proposed development site occupies the northern portion of the HMC and does not have any linear frontage along a public street, the Proposed Action would also map an existing private roadway (Industrial Street) as a public street (Marconi Street). The proposed street would extend north of Waters Place from a point located approximately 420 feet east of Eastchester Road and terminate in a hammerhead cul de sac at the southern boundary of the proposed development site.

This section discusses potential changes in the character of the Project Site and surrounding study area by 2012, as a result of the Proposed Action. This section focuses on the potential changes to neighborhood character resulting from the technical areas of Land Use, Socioeconomic Conditions, Urban Design and Visual Resources, Transportation (Traffic and Pedestrians), and Noise. Excluding Socioeconomic Conditions, detailed technical analyses for each of these areas are presented in Chapters 2, 5, 12, 13 and 15 of the EIS.

Land Use Impacts on Neighborhood Character

Land use is an important factor in determining neighborhood character because changes in the way land is used can alter both the "look and feel" of an area, and the levels of activity in that area. Changes to land use can precipitate changes to neighborhood character in the areas of visual resources, urban design, socioeconomic conditions, vehicular and pedestrian traffic, and noise. The Proposed Action would not result in changes to land use that would cause significant adverse impacts to neighborhood character.

The Proposed Action would retain manufacturing zoning on the proposed development site and would not introduce a new development that is markedly different from existing and planned uses, development and activities within the surrounding area. As described in Chapter 2, "Land Use, Zoning, and Public Policy," the proposed PSAC II development, an office type development, would not introduce a new use to the study area. It also would be compatible with existing land use patterns and commercial development trends in the immediate study area. Beyond the Project Site's immediate surroundings, the Proposed Action is not expected to have a pronounced effect on the character of adjacent neighborhoods, which are largely isolated from the site by broad thoroughfares and an Amtrak right-of-way. The Proposed Action is also not likely to foster any additional development in the surrounding area, as the neighborhoods of Pelham Gardens, Pelham Bay, and Morris Park are firmly established neighborhoods and distant from the project area.

The proposed site is well suited to accommodate the proposed development in terms of its location, size, configuration, and compatibility with neighboring land uses. In addition, the necessary security measures can be readily implemented for PSAC II without significantly affecting adjacent uses. The

proposed development site is a large parcel that comprises more than 8-acres, and is relatively isolated from the surrounding area by the Pelham Parkway to the north, the Hutchinson River Parkway to the east, and the railroad right-of-way of Amtrak to the west. There are no existing or proposed buildings or structures within approximately 150 feet of the development site (closest building is the existing 4-story, 460,000 gsf office building of HMC which is approximately 156 feet away). This area of the City is less densely developed, supporting commercial office and institutional uses on expansive campus-like settings, as well as large light industrial properties. The scale of the proposed PSAC II development would be similar to that of the HMC to the south. The closest residential uses are located further to the north and east of the proposed development site across the Pelham Parkway and the Hutchinson River Parkway, respectively.

The Proposed Action is also consistent with the Waterfront Revitalization Program and would redevelop an underutilized site in an M1-1 zoning district with an essential public facility that would enhance citywide emergency communications by creating a unified structure using two load-balanced facilities (PSAC I and PSAC II). The proposed development is expected to improve voice and data communications infrastructures in the City, and therefore, public safety by heightening emergency response ability and disaster recovery capacity in the City.

Socioeconomic Impacts on Neighborhood Character

The Proposed Action would not result, directly or indirectly, in significant adverse socioeconomic impacts due to existing residential or business displacement, nor would it cause significant adverse impacts to a specific industry. The Proposed Action would result in the direct displacement (or elimination) of accessory parking spaces for the HMC, which are located within the boundaries of the proposed development site. As discussed in greater detail in Chapter 2 "Land Use, Zoning and Public Policy," these accessory spaces are required pursuant to the site's M1-1 zoning, and the elimination of the accessory spaces would cause the HMC to become non-compliant with M1-1 zoning parking requirements. However, as discussed in Chapter 12, "Traffic and Parking," the HMC would contain a sufficient number of parking spaces to accommodate the future demand of all uses in the complex, and therefore, from the operational viewpoint, no significant parking impacts would occur in the future with the Proposed Action.

The Proposed Action would introduce a sizeable worker population to the study area. The proposed PSAC II development would be staffed 24-hours a day, seven days per week with three main employee shifts. The typical day-to-day operations of the proposed development are expected to introduce up to approximately 850 new employees to the site; most of these employees would be permanently relocated from the existing PSAC I facility in Downtown Brooklyn. These workers would likely work in eight-to 12-hour overlapping shifts throughout a 24-hour period with a maximum of approximately 315 employees per shift at the site during typical operations. There are expected to be a number of instances when the proposed development would handle emergency communications for the entire City and therefore, would accommodate consolidated operations of PSAC I and PSAC II. When operating in backup mode or during heightened security days, PSAC I operations and staff would be temporarily relocated to the proposed development and the proposed development would have a maximum staff size of up to approximately 1,700 employees (includes the staffs of both PSAC I and PSAC II) that would work over a 24-hour period in overlapping shifts. Approximately 630 employees are expected to work at the proposed development site at any given time for combined facilities at proposed development. As these additional workers are expected to work primarily in three separate shifts, they not expected to have any adverse effects on neighborhood character.

Urban Design And Visual Resources Impacts on Neighborhood Character

The proposed development program would substantially change the urban design and visual character of the Project Site, which would in turn affect the neighborhood character of the immediately surrounding area. However, these changes would not constitute significant adverse impacts to neighborhood character.

The Proposed Action would augment the existing street pattern by expanding the road network with the establishment of Marconi Street as a mapped public street. The proposed street would generally be mapped along an existing private road, Industrial Street, and would slightly modify the project block. Marconi Street would extend north of Waters Place from a signalized intersection located approximately 420 feet east of the intersection of Eastchester Road and Waters Place to the southern boundary of the proposed development site and would terminate in a hammerhead cul de sac. This change would be undertaken to provide adequate access and utility services to the proposed PSAC II development, and is not considered to be a significant impact, as the change would not significantly alter the basic street pattern or block shapes of the surrounding area. Marconi Street would also serve the adjacent HMC. It is expected that the proposed street would greatly enhance the visual streetscape by adding sidewalks along either side of the street, street trees and lighting.

As described in Chapter 5, "Urban Design and Visual Resources," two interconnected structures would be constructed on the approximately 8.75-acre development site that would result in substantial changes to the area's building bulk, size, and scale. An approximately 640,000 gsf building with a height of 350 feet (elevation of 374 feet) and a 3-story accessory garage containing 500-spaces would replace vacant land and at-grade accessory parking. The proposed building would be a modern structure containing 14 levels (350 feet) above grade plus a single cellar level. It will be substantially taller than most existing buildings within the surrounding area and approximately 170 feet taller than the Tower One and about 100 feet taller than Tower Two at HMC. The program requirements and spatial needs for PSAC II require that the massing and form of the building be similar to an inverted pyramid structure that contains larger floor plates on its upper floors than on its lower floors.

The necessary security measures for PSAC II would require that the building be situated within the center of the site, setback from the proposed street and property lines. This would provide for a substantial amount of landscaping and accessory open space around the perimeter of most of the site that would be available to the employees of the facility, and would act as a buffer to existing and planned uses in the vicinity of the site. Although the proposed building would be 350 feet tall (elevation of 374 feet) and likely visible from the Pelham and the Hutchinson River Parkways, it would be setback approximately 150 feet from the linear green space of the Pelham Parkway and 200 feet from the Hutchinson River Greenway and therefore, is expected to be less prominent along the visual view corridors of these parkways.

While the proposed building would be visible from some adjacent neighborhoods, the proposed PSAC II development is not likely to affect the urban design or visual character of the area, beyond the immediate surroundings of the development site, due to its relative isolation from much of the surrounding area. The urban design and visual character of the neighborhoods beyond the immediate surroundings of the proposed development site—the Pelham Gardens, Pelham Bay, Westchester Square, Bronx Psychiatric Center Area, and Morris Park—are thus not likely to change as a result of the proposed development.

Transportation Impacts on Neighborhood Character

As described above, the Proposed Action would expand the public street network by mapping an existing private roadway, Industrial Street, as a public street ("Marconi Street"). The proposed street would extend north of Waters Place, and would be mapped at a width of 60 feet at its southern end for approximately 1,790 feet, and 50 feet at its northern end for approximately 1,550 feet.

As discussed in Chapter 12, "Traffic and Parking," additional traffic over No-Build levels would be generated by the proposed PSAC II development. As the majority of PSAC II employees would work in three separate shifts throughout a 24-hour period, transportation demand is expected to be concentrated during theses shift changes that would occur around 7:00 AM, 3:00 PM and 11:00 PM. Employees traveling to and from the proposed PSAC II development would likely do so outside of the 8:00 AM to 9:00 AM and 12:00 PM to 1:00 PM and 5:00 PM to 6:00 PM peak commuting periods typically analyzed in traffic studies. Of the 24 intersections studied, these traffic increases would result in significant traffic impacts throughout the study area, particularly along Waters Place, Eastchester Road, and East Tremont Avenue. Under Typical Operations, the proposed PSAC II development is expected to impact six signalized intersections during the weekday midday (2:30 PM to 3:30 PM), and three signalized intersections during the weekday AM (6:30 AM to 7:30 AM) peak hours, respectively. When the proposed PSAC II development would be under Consolidated Operations, it is expected to impact nine signalized intersections during the weekday midday, and six signalized intersections during the weekday AM peak hours, respectively. As discussed in Chapter 18, "Mitigation," all of the traffic impacts would be fully mitigated under either operating condition of the proposed PSAC II development, no significant adverse impacts to neighborhood character are expected in relation to traffic.

It is expected that the proposed 500-space accessory parking garage would be sufficient to accommodate all of the demand generated by the proposed PSAC II development under both Typical and temporary Consolidated Operations. Although the proposed PSAC II development would directly displace some required accessory parking (approximately 513 existing spaces) for the HMC, the HMC would retain a sufficient number of parking spaces to accommodate all of its projected parking demand. As a result, the Proposed Action is not expected to adversely affect on-street or off-street parking demand and capacity in the study area, and no significant adverse impacts to study area parking conditions would result from the Proposed Action. Therefore, the Proposed Action would not have a significant adverse impact to neighborhood character in relation to parking.

The Proposed Action would also increase public transportation demand and pedestrian flows in the area (see Chapter 13, "Transit and Pedestrians"). The area's subways and local bus routes are expected to have sufficient capacity to accommodate the increases in demand generated by the proposed PSAC II development under either operating condition. New pedestrian demand would also not result in any significant adverse impacts to analyzed pedestrian elements in any peak hour.

For security purposes, the Proposed Action would improve and reconfigure an existing pedestrian pathway within the associated public open space of the Pelham Parkway, which currently extends directly north of the proposed development site. As currently planned, this public pedestrian pathway would be realigned further to the west and would extend approximately parallel to the Amtrak right-of-way. It would also be widened from approximately 12 feet to 25 feet in width to enable the pathway to potentially serve as an emergency access/egress route for vehicles to and from the proposed development. In order to maintain this pedestrian connection between the Pelham Parkway and the HMC, this public pathway would narrow to approximately 8 feet wide and would continue along the western perimeter of the proposed development site and connect with Marconi Street. This entire pedestrian pathway would be publicly accessible and would maintain an existing public pedestrian connection between the Pelham Parkway on the north and the HMC on the south.

Noise Impacts On Neighborhood Character

As discussed in Chapter 15, "Noise," noise from increased traffic due to the Proposed Action would fall below the CEQR threshold for a significant adverse impact. As such, the Proposed Action would not result in any noise-related significant adverse impacts to neighborhood character.

E. CONCLUSION

The Proposed Action is not expected to result in a change in the character of the study area in general. It would result in an overall change in the character of the area with respect to land use, urban design, and improvements or modifications to public pedestrian and vehicular access to the proposed development site and the immediately surrounding area. This change would not result in a significant adverse impact on neighborhood character. The Proposed Action would facilitate the siting and construction of a necessary public facility, PSAC II, on a large, relatively isolated parcel of industrial property in the northeast Bronx, which would improve and heighten emergency response capabilities within the City.

The proposed PSAC II development would introduce a new use to the study area, which would be compatible with existing land use patterns and commercial development trends in the immediate study area. Beyond the Project Site's immediate surroundings, the Proposed Action is not expected to have a pronounced effect on the character of adjacent neighborhoods, as it is largely isolated from the surrounding area by broad thoroughfares and an Amtrak right-of-way. The addition of a substantial number of employees to the site would result in additional traffic, transit, and pedestrian trips in the study area. However, any adverse impacts to traffic resulting from the proposed development would be mitigated.

The establishment of Marconi Street is expected to improve public access to the proposed development site and the HMC, as well as enhance the visual streetscape. Although the proposed PSAC II building would be substantially taller than all other surrounding buildings, it would not block or impinge upon the view corridors of the Pelham or the Hutchinson River Parkways. Therefore, the Proposed Action is not expected to have a significant adverse effect on neighborhood character.

A. INTRODUCTION

A hazardous material is any substance that poses a threat to human health or the environment. Substances that can be of concern include, but are not limited to, heavy metals, volatile and semi volatile organic compounds, methane, polychlorinated biphenyls, and hazardous wastes (defined as substances that are chemically reactive, ignitable, corrosive, or toxic). According to the *City Environmental Quality Review (CEQR) Technical Manual*, the potential for significant adverse impacts from hazardous materials can occur when: a) hazardous materials exist on a site and b) an action would increase pathways to their exposure; or c) an action would introduce new activities or processes using hazardous materials.

This chapter evaluates the potential for hazardous contaminants on the Project Site in soil and groundwater resulting from previous and existing uses to impact the proposed PSAC II development. The Project Site and surrounding area currently and historically have been used for commercial, at-grade parking, institutional, transportation-related, and automotive-related uses. Vacant undeveloped land, parking, and a private roadway currently occupy the Project Site. This chapter summarizes the investigations that have been undertaken to date with respect to hazardous materials, their conclusions, and the potential for significant adverse impacts under the City Environmental Quality Review (CEQR).

To identify the potential for the presence of hazardous materials and contaminated media on the Project Site, a Phase I Environmental Site Assessment (ESA) was prepared in September 2007 in accordance with the scope and limitations of ASTM Standard Practice E 1527-05 that included the following:[1]

- An evaluation of the land use history, using available historical fire insurance maps, topographic maps, and historical aerial photographs, as well as tenant searches;
- A review of land title records, environmental liens, and/or activity and use limitations;
- A review of existing data on geology and hydrology of the area;
- A visual inspection of the Project Site and a fence line visual inspection of adjacent properties;
- Interviews with persons knowledgeable about the Project Site; and
- A review of federal and state environmental regulatory agency databases regarding releases or spills of potentially hazardous materials, facilities that emit hazardous materials to the air or the sewer system, and facilities that generate, treat, or store hazardous wastes.

The Phase I ESA concluded that there is potential for encountering hazardous materials at the Project Site, and recommended conducting a Phase II Environmental Site Investigation (Phase II ESI) to determine whether identified *recognized environmental conditions* have impacted the environmental integrity of the Project Site. Subsequently, a Phase II ESI Work Plan was prepared in December 2007, which included the Phase II ESI Subsurface Testing Scope of Work and Health and Safety Plan (HASP)

[1] Biene, Ltd., *Phase I Environmental Site Assessment- Public Safety Answering Center II*, September 28, 2007.

for the site.[2] Following the New York City Department of Environmental Protection's (NYCDEP's) review and approval of the Phase II ESI Work Plan and HASP, a Phase II Environmental Site Investigation (ESI) was prepared in March 2008 that assessed whether the identified *recognized environmental conditions* identified in the Phase I ESA have the potential to impact the proposed development.[3] The Phase II ESI summarizes the results of the field investigation work and reviews the analytical results compared to their applicable standards and guidance values to evaluate environmental impacts, if any, to the Project Site. Summaries of the Phase I ESA, Phase II ESI Work Plan, and Phase II ESI have been incorporated into the Existing Conditions section below.

B. EXISTING CONDITIONS

Project Site Location and Current Conditions

The Project Site is located in the northeastern Bronx near the southwest of the interchange for Pelham and the Hutchinson River Parkways, and to the east of the New York, New Haven and Hartford railroad right-of-way for Amtrak (see Figure 7-1). It consists of an irregular, bell-shaped property (Block 4226, Lot 75 and part of Lots 40 and 55) comprising approximately 8.75-acres in the northern portion of the Hutchinson Metro Center (HMC) office complex ("proposed development site"); and Industrial Street, a private unmapped street (Block 4226, part of Lots 30, 35, and 40) that extends north from Waters Place for approximately 0.63 miles to the southern boundary of the proposed development site. In its entirety, the Project Site encompasses approximately 13.08-acres. The Project Site does not support any existing buildings or structures.

The southern portion of the proposed development site is occupied by at-grade accessory parking for the adjacent HMC to the south, and the northern portion is occupied by vacant land that formerly accommodated two baseball fields, which are partially enclosed by chain-link fencing (refer to Figure 1-3 in Chapter 1, "Project Description"). An asphalt pedestrian walkway cuts through the center of the northern portion of the proposed development site providing a pedestrian connection between the Pelham Parkway and the HMC.

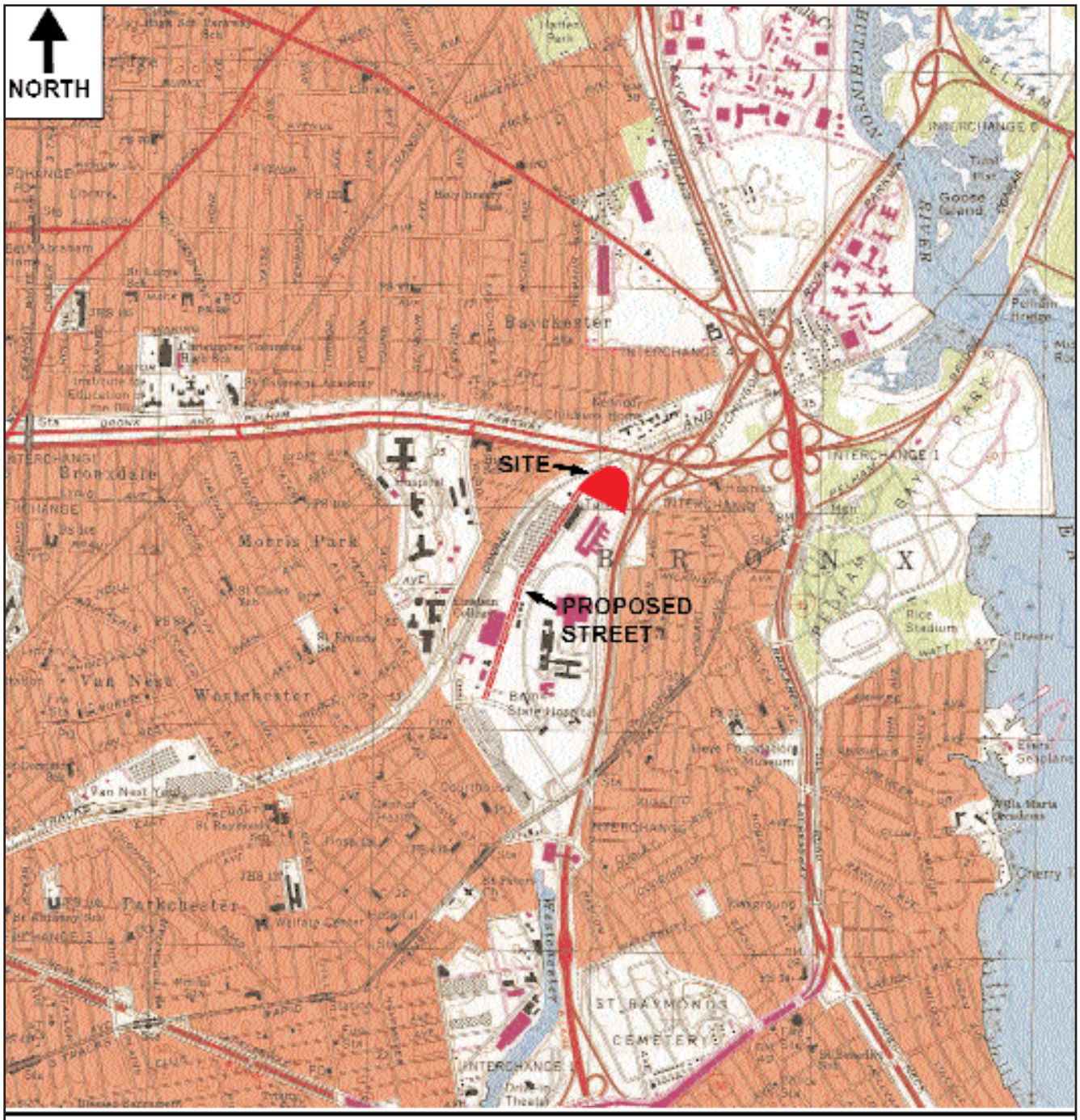
Industrial Street is a two-way private roadway that extends for approximately 0.63 miles from an attended gatehouse located on the north of side of Waters Place approximately 420 feet east of the intersection of Eastchester Road and Waters Place to the southern boundary of the proposed development site. The northern portion of Industrial Street is currently closed due to ongoing construction at the southwest corner of the HMC.

Surrounding Area Description

The surrounding area consists of the HMC, which supports a mix of commercial and government offices, and large institutional uses, on campus-like settings. The HMC is located at 1200 and 1260 Waters Place and encompasses approximately 32 acres of land (Block 4226, Lots 35, 40, 55, 70 and 75) directly north of the New York State owned and operated mental health facilities ("Bronx Psychiatric Center") located at 1000, 1400 and 1500 Waters Place. The suburban-style office park campus currently features a large 4-story recently retrofitted office building (formerly the New York State-operated Bronx Development Center) and a single-story warehouse facility, which is leased by New York State, as well as at-grade

[2] Fleming Lee Shue, Inc., *Phase II ESI Work Plan- Public Safety Answering Center II,* December 2007.
[3] Louis Berger & Associates, PC, *Phase II ESI - Public Safety Answering Center II,* March 2008.

Figure 7-1
USGS 7.5-Minute Quadrangle



accessory parking. The southwest corner of the office complex is currently undergoing construction, and will be developed with two commercial towers and enclosed accessory parking by the Build year of 2012.

Other prevalent land uses in the area consist of open space, warehousing, light industrial, and transportation-related uses. Residential uses are located north of the Project Site across the Pelham Parkway and to the east of the Project Site across the Hutchinson River Parkway. There is also a small residential enclave located to the west of Stillwell Avenue across the Amtrak railroad right-of-way.

Project Site History

Formerly the Project Site contained marshland and the Westchester Creek ran northwest to southeast through the southwestern portion of the proposed development site from 1898 to at least 1919, after which the creek was filled in with material of unknown origin.

A review of Sanborn Maps indicated that with the exception of a rail spur from the New York, New Haven and Hartford Railroad (Harlem River Branch) in the western portion of the Project Site, the Project Site has remained largely undeveloped from 1898 through at least 1996. Railroad tracks associated with the New York, New Haven and Hartford Railroad Company's Freight Yard once extended along present-day Industrial Street. Industrial Street was first noted on the 1929 Sanborn maps as a concrete driveway, which replaced the railroad tracks at its southern end near Waters Place. By 1966, Industrial Street appeared to be a paved roadway.

The proposed development site remained undeveloped, vegetated land until 1974 when the site was cleared. In 1984, the northern portion of the development site was developed with a baseball field and the southeast portion of the site was improved with an at-grade parking lot. A second baseball field was developed in the northern portion of the development site by 1994.

Geology and Hydrogeology

The elevation of the proposed development site is approximately 5 feet above mean sea level (amsl) according to a review of the United States Geological Survey (USGS) 7.5-Minute Quadrangle Map Flushing, dated 2000. Based on field visual inspections during the Phase I and Phase II, the highest elevation on the proposed development site is located near the adjacent HMC building at the southeast corner of the site. The ground surface of the parking lot located in the southeastern portion of the proposed development site slopes upwards toward the adjacent HMC office building to the south, resulting in a approximate 10-foot terrace separating the southeastern and southwestern parking lots occupying the southern portion of the development site. There is also an approximate 10-foot dip at the northern portion of the development site where the two abandoned ball fields are located. In the northwestern portion of the proposed development site, there are a series of debris piles (soil, concrete, asphalt) each approximately 5 to 8 feet tall.

Industrial Street is relatively flat with no significant elevation change. The elevation of Industrial Street was observed to be approximately 10 to 15 feet lower than the proposed development site.

Bedrock at the Project Site was not encountered during the Phase II ESI, and is expected to consist of Manhattan Schist that is uncomfortably overlain by glacial ground moraine deposits (a dense glacial deposit typically consisting of sand, silt, gravel, cobbles, and boulders) that have been reworked by a network of streams and rivers, resulting in fluvial and march deposits. Soils encountered during the Phase II ESI were mainly composed of medium to fine sands, some silt, gravel and a layer or organic peat at the

proposed development site. Soil analyzed along Industrial Street were similar to those characterized at the development site with coarse to fine sands, some silt, gravel and an organic peat layer. Soil lithology followed a general pattern of sandy non-native fill existing from the top of each boring to approximately 5 to 15 feet below ground surface (ftbgs) depending on surface elevation. Fill was generally characterized by a yellowish-brown, medium to fine sand with little silt, little gravel and various construction debris interspersed throughout (brick, ceramics, wood fragments). Directly below the fill layer (between 16 and 24 ftbgs) interpreted native soil was observed, indicated by alluvial deposits and organic peat layers. Native alluvial deposits were generally characterized by medium to dark gray coarse sands with silt and trace gravel. The observed peat layer measured between 1 to 5.5 feet in thickness.

Groundwater in the vicinity of the Project Site is anticipated to occur in the fluvial and marsh deposits at a depth corresponding with the mean sea level (approximately 5 ftbgs in most portions of the Project Site). A review of historical fire insurance and topographic maps indicated that the Project Site was formerly marshland and the Westchester Creek ran through it. Based on a review of topography and locations of surface water bodies shown on the most recent topographic map (USGS 7.5-Minute Quadrangle Map, Flushing, NY, dated 2000), groundwater is anticipated to generally flow northeast toward the Hutchinson River. The estimated groundwater elevation and/or directional flow may vary due to seasonal fluctuations in precipitation, geology, underground structures, and ore dewatering operations (if present). It is also expected that the former stream, which ran through the Project Site, has been filled with urban fill material (potentially containing construction and demolition debris, gravel, brick, wood, concrete, and asphalt).

During the Phase II ESI, Groundwater in the vicinity of the proposed development site was observed to occur at the native soil layer or up to 6 feet above the native soil layer in non-native fill. Depths of the groundwater table at the proposed development site ranged from 8 to 18 ftbgs, and along Industrial Street, the depth of the water table ranged from 4 to 8 ftbgs.

There are no surface water bodies or wetlands located on the Project Site. The nearest surface water bodies to the Project Site are the Hutchinson River (located approximately 0.75 miles northeast of the Project Site) and the Westchester River (located approximately 1.1 miles south of the Project Site). A review of information presented in the GeoCheck section of the Environmental Data Resources, Inc. (EDR) Radius Map indicates that federally mapped wetlands are located southeast of the Project Site.

According to the Phase I, storm water infiltrates the vegetated northern portion of the proposed development site and flows to catch basins located within the parking lot in the southern portion of the development site, which are expected to be connected to the City's sewer system. Based on a review of Federal Emergency Management Agency (FEMA) flood data, the Phase I concluded that the western portion of the development site, along the New York, New Haven and Hartford railroad right-of-way for Amtrak, is located within the 100-year floor zone (Zone AE [EL 14]) (see Figure 8-2, in Chapter 8, "Waterfront Revitalization Program"). Additionally, portions of the western and southeastern areas of the Project Site, including the proposed street, are located within Zone X.

A review of radon data maintained by the New York State Department of Health (NYSDOH) indicates that average indoor radon concentrations in the vicinity of the Project Site are below the United States Environmental Protection Agency (USEPA) action level of 4.0 pCi/L. Therefore, it is unlikely that elevated levels of radon gas are present at the Project Site.

Recognized Environmental Conditions

The Phase I revealed no evidence of *recognized environmental conditions* in connection with the Project Site, except for the following:

- The review of historical maps indicated that the Project Site was formerly marshland and that Westchester Creek ran through it from north to south. Sometime between 1897 and 1947, the Project Site was filled-in with material of an unknown origin and character. The fill material may contain hazardous materials and/or petroleum products.

- The placement of fill over organic-rich sediments in Westchester Creek may result in the presence of elevated concentrations of methane in soil gas.

- During the site reconnaissance, the northwest part of the proposed development site contained a series of debris mounds (e.g., soil, concrete, asphalt), which are of unknown origin and character.

- Railroad tracks were located on the Project Site from 1898 through at least 1996. Industrial Street was historically developed with a rail yard. These uses may have resulted in releases of petroleum, metals, PCBs, and applications of pesticides or herbicides.

- The review of aerial photographs indicated that the proposed development site was undeveloped, vegetated land until 1974, when it was cleared. No fences were noted around the site's perimeter prior to the 1984 photograph and unpaved roads appeared to provide access to the site from neighboring properties in the 1966 photograph. Due to the absence of site controls, hazardous materials and/or petroleum products may have been disposed of on-the Project Site.

- The northern portion of the proposed development site is presently overgrown; however, pesticides or herbicides may have been historically applied to the baseball fields.

- The properties along Industrial Street were historically developed with a motor repair shop (1919 map), three repair shops (1919 maps), coal yards (1929 and 1950 maps), Western Electric and N.Y. Telephone yards (1929 maps), gasoline tanks (1950 maps), a wood finishing company (1950 maps), a truck repair shop (1977 through 1996 maps), a power house with oil tanks (1966 through 1996 maps), and manufacturing operations (1954 through 1996 maps). Undocumented releases of hazardous materials and/or petroleum products at these facilities have the potential to impact soil and groundwater at the Project Site.

- Approximately 150 feet south of where Industrial Street intersects the proposed development site (at the northwest corner of the Bronx Psychiatric Center Transportation Building [1-story warehouse]), a filling station was noted and at least one underground storage tank (UST) was present. The station appeared in disrepair and at least four (4) groundwater monitoring wells were noted in its vicinity. An inspection of one of the monitoring wells indicated that groundwater is approximately 2 to 3 feet below ground surface in that area. Based on a review of the Leaking Underground Storage Tanks (LTANKS) database, a 3,000-gallon diesel UST located at the Bronx Developmental Center (1200 Waters Place) failed a tightness test in 1988 and spill case 8807432 was assigned. The spill case was closed on October 16, 1997; however, there is no indication that any petroleum-contaminated soil or groundwater associated with this release was remediated.

- Along Industrial Street, approximately 1,500 feet north of Waters Place, two (2) approximately 20-foot diameter aboveground storage tanks (ASTs) were observed to be in

poor condition. The ASTs were located within a concrete secondary containment structure that was overgrown. A review of New York State Department of Environmental Conservation (NYSDEC) records indicated that these ASTs were associated with the Bronx Psychiatric Center located at 1500 Waters Place (PBS No. 2-600750). These 183,120-gallon ASTs were installed in 1959, formerly contained No. 6 fuel oil, and were reportedly in contact with soil. Undocumented releases of petroleum from the storage tanks may have impacted soil and groundwater beneath the roadway of Industrial Street.

- Adjacent and nearby properties with the potential to impact soil and groundwater conditions at the proposed development site and beneath the roadway of Industrial Street were identified on the Resource Conservation and Recovery Information System Generators/Transporters (RCRIS Gen/Trans), the New York State Solid Waste Management Facilities (SWMF), the New York State Leaking Storage Tank (LTANKS), the New York State Petroleum Bulk Storage Tanks (PBS) Underground Storage Tanks (UST) and Above Ground Storage Tanks (AST), and the Chemical Bulk Storage (CBS) AST databases.

Hazardous Building Materials

No asbestos-containing materials (ACM) or PCB-containing equipment was noted at the Project Site. The fence structures associated with the former baseball fields may have been painted with lead-based paint (LBP).

Subsequent Environmental Studies

Phase II Environmental Site Investigation Work Plan

A Phase II Environmental Site Investigation (ESI) Work Plan was prepared in December 2007 to assess whether *recognized environmental conditions* (e.g., hazardous materials and/or petroleum product contamination) identified in the Phase I ESA have the potential to impact the proposed development. All activities conducted at the Project Site will follow the New York City Department of Environmental Protection (NYCDEP) protocols presented in the *CEQR Technical Manual*.

The Work Plan called for two (2) test pits, thirty-two (32) soil borings, eighteen (18) temporary well points (TWPs), and twenty (20) temporary soil gas probes to be installed at the Project Site. The soil boring locations would be concentrated within the general area of the proposed building footprints and along the proposed public street segment as well as along the emergency access pathway to the north of the proposed site. The two test pits and 18 soil borings would be advanced within the proposed development site to assess the presence of hazardous materials and/or petroleum product contamination at the site. The test pits would be advanced to a depth of approximately 10 feet below ground surface to assess the characteristics of the fill historically placed on the Project Site. Soil borings located within the general area of the footprint of the proposed PSAC II building would be advanced to a depth of approximately 25 ftbgs, and the soil borings located within the footprint of the proposed accessory garage would be advanced to the depth of groundwater (approximately 5 ftbgs). The remaining soil borings would be advanced in the vicinity of the *recognized environmental conditions* identified adjacent to Industrial Street and to the north of the proposed development site. The soil borings located in Industrial Street and to the north of the proposed PSAC II building would be advanced to a depth of approximately 12 ftbgs.

Soil from each test pit/soil boring location would be screened for volatile organic compounds (VOCs) along the vertical length of the soil column using a photoionization detector (PID). One surface soil sample would be collected from the two-foot interval immediately below ground surface. A second soil sample would be collected from the depth interval exhibiting the highest VOC reading, or from the depth of the interval directly above the groundwater table (i.e., if no elevated PID readings are present). In addition, three composite soil samples would be collected from the debris mounds in the northwestern portion of the proposed development site.

Eighteen of the soil borings would be converted into temporary well points to permit groundwater samples including 6 of the soil borings advanced within the proposed development site, as well as in all 12 soil borings advanced along Industrial Street. Groundwater samples would be collected at 5 ftbgs the water table from each of the temporary well points and analyzed. A soil gas survey would be conducted at 20 locations within the vicinity of the footprints of the proposed buildings to evaluate methane levels generated by an organic layer beneath the urban fill.

The soil and groundwater samples would be submitted to a New York State Department of Health (NYSDOH) approved Environmental Laboratory Approval Program (ELAP) laboratory. The soil and groundwater samples would be analyzed for Target Compound List (TCL) volatile organic compounds (VOCs) by USEPA Method 8260, TCL semi-volatile organic compounds (SVOCs) by USEPA Method 8270, Target Analyte List (TAL) metals by USEPA Method 6010, polychlorinated biphenyls (PCBs) by USEPA Method 8081, and pesticides by USEPA Method 8082. The laboratory results of the soil samples would be compared to the NYSDEC Technical and Administrative Guidance Memorandum (TAGM) Recommended Soil Cleanup Objectives (RSCOs). The laboratory results of the groundwater samples would be compared to the NYSDEC Ambient Water Quality Standards and Guidance values (AWQSGVs).

A site-specific Health and Safety Plan (HASP) has also been prepared in accordance with Occupational Safety and Health Administration's (OSHA's) Hazardous Waste Operations and Emergency Response Standard (29 CFR 1910.120 and 1926.65) and other OSHA requirements for job safety and health protection. The HASP would be implemented by the designated Site Health and Safety Officer (SHSO) during work activities at the site, including soil boring, soil sampling, monitoring well installation, ground water sampling, geophysical survey, soil gas activities, and other environmental assessment activities, and other environmental activities related to the redevelopment of the site, to provide for worker safety, including a construction HASP and any other plans (e.g., Remedial Action Plan) as requested by NYCDEP.

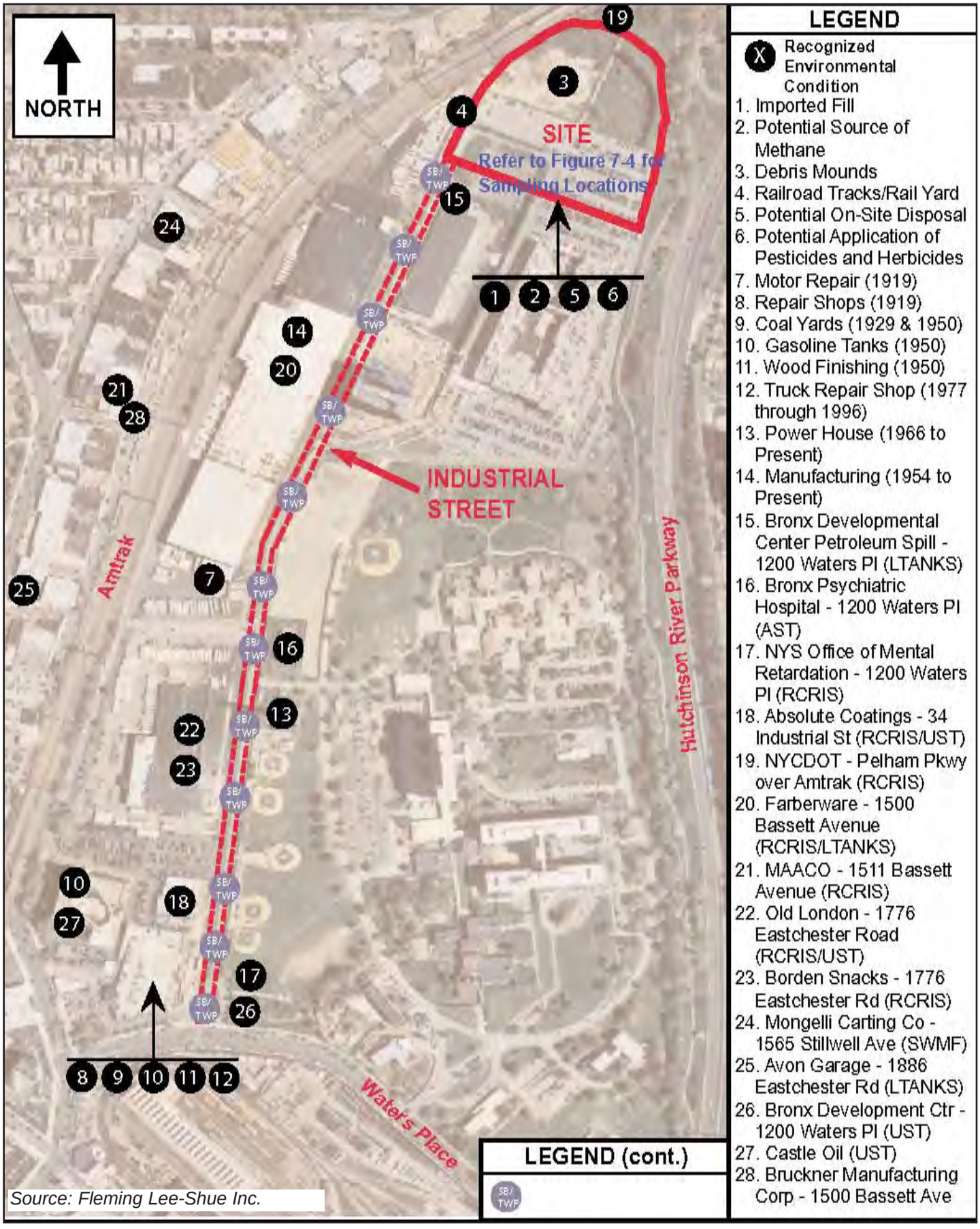
NYCDEP has reviewed and determined that the Phase II ESI Work Plan and HASP are acceptable. Subsequently, a Phase II ESI was conducted to characterize the physical and chemical characteristics of the soil, groundwater, and soil gas within the Project Site following the parameters established in the Phase II EIS Work Plan and HASP.

Phase II Environmental Site Investigation

Based on the results of a geophysical survey conducted in the field, less than ten (10) of the proposed soil borings, test pits and soil gas survey point locations identified in the Phase II Work Plan were shifted 1 to 2 feet based on subsurface anomalies. Figures 7-2 and 7-3 identify the locations of all test pits, soil borings, debris pile composite samples, and temporary well points.

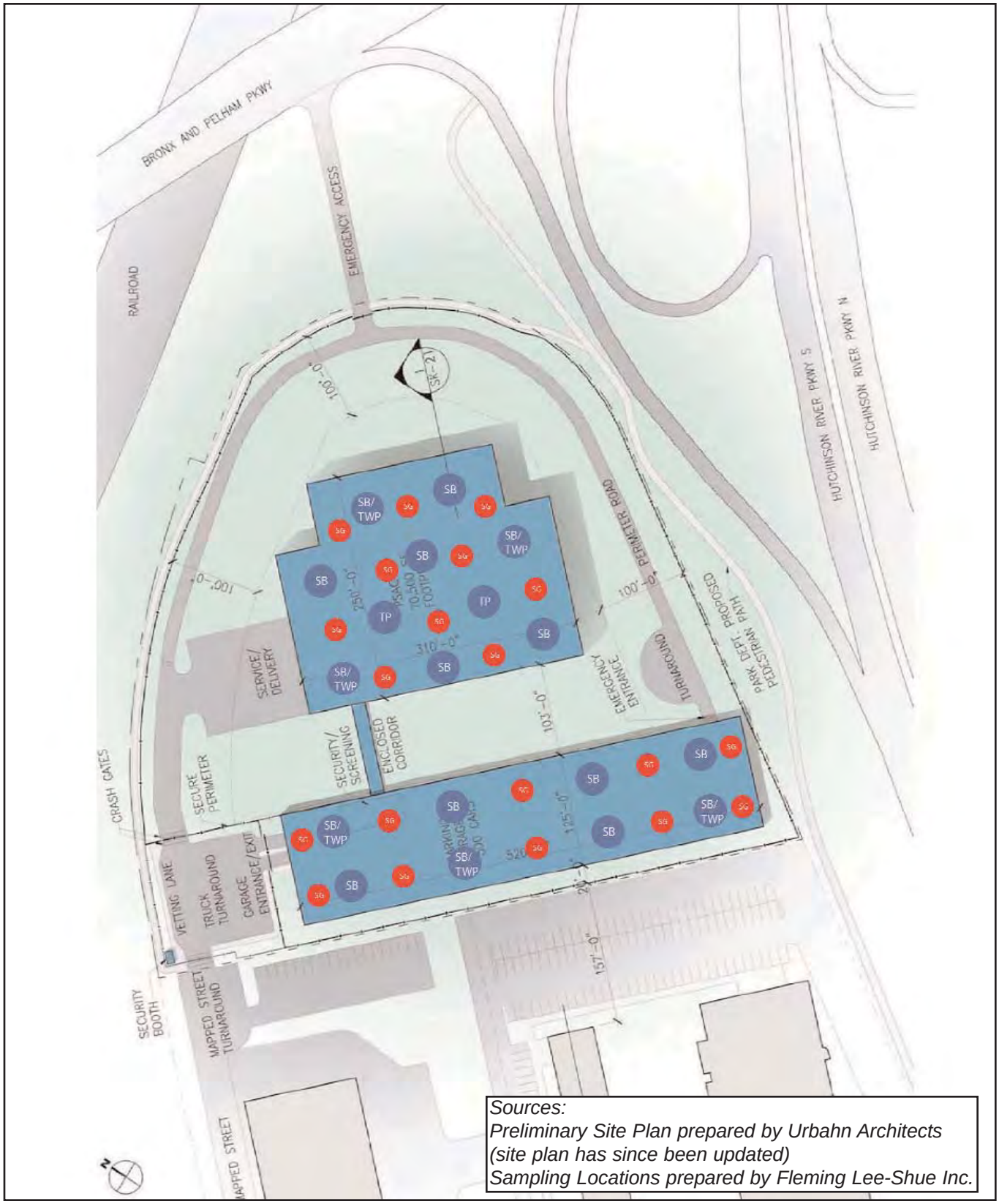
Thirty–two (32) soil borings were advanced at varying depths using a Geoprobe direct push drill rig across the entire Project Site (maximum depth 25 ftbgs; depth and location based on locations of proposed buildings and expected depth of utilities within proposed street). Two test pits were also

Figure 7-2
Sample Location Plan for the Proposed Mapped Street



Source: Fleming Lee-Shue Inc.

Sample Location Plan for the Proposed Development Site



Sources:
Preliminary Site Plan prepared by Urbahn Architects (site plan has since been updated)
Sampling Locations prepared by Fleming Lee-Shue Inc.

LEGEND

- SG — Temporary Soil Gas Probe Location
- SB — Soil Boring Location
- SB/TWP — Soil Boring / Temporary Well Point Location
- TP — Test Pit Location

excavated within the vicinity of the proposed PSAC II building footprint using a backhoe to depth of 10 ftbgs.

Field screening consisted of visual and olfactory indicators of impacts, as well as screening with a photoionization detector (PID). In addition, all soil was classified in the field by soil type and color based on the modified Burmister soil classification system. A total of 68 soil samples were collected from soil borings and test pits throughout the proposed development site and Industrial Street. Two soil samples were collected from each of the 31 soil borings and two test pits, including a sample that assessed surface and near surface conditions and a second sample based on visual and olfactory observations and/or elevated PID readings or the deepest sample directly above the water table.[4]

In total, 17 temporary well points (TWPs) were installed in completed soil borings for groundwater sampling (including 3 within the vicinity of the proposed PSAC II building footprint, 3 near the proposed accessory garage footprint, and eleven within Industrial Street).[5] Three (3) composite soil samples were collected from the debris piles in the northwestern portion of the proposed development site that exhibited grass growth and vegetation (i.e., older piles unrelated to the current construction debris piles that exist near the western portion of the site). A total of 20 temporary soil gas probes were performed in the vicinity of the proposed building footprints to determine if the placement of fill over organic-rich sediments may result in the presence of elevated concentrations of methane in soil gas. Soil gas readings were collected at depths of 3 ftbgs at all locations using GEM 2000 Landfill Gas Monitor.

All soil samples collected from soil borings, test pits, and composite debris piles, as well as the groundwater samples collected from temporary well points were analyzed for the presence of TCL VOCs, TCL SVOCs (base neutrals and acid extracts), pesticides/ PCBs, and TAL metals. Groundwater samples were analyzed for both filtered and unfiltered TAL metals. Soil and groundwater samples were analyzed by NYSDOH-ELAP certified, Hampton-Clark/Veritech (HCV) Laboratory. Quality Assurance/Quality Control (QA/QC) samples were analyzed as per NYSDEC Division of Remediation (DER)-10 guidance.

Soil Quality Investigation

Visual/olfactory signs and/or elevated PID reading indicative of petroleum contamination were observed during the soil boring advancement efforts at SB34, which is located in the northeastern portion of the proposed development site. A faint petroleum odor was observed where the PID measured 15 ppm at 14 ftbgs and a soil sample was collected (SB34B). At 23-24 ftbgs, a strong hydrogen sulfide odor was observed and PID measurement of 551 ppm was taken. A supplemental sample was collected (SB34C) at this interval due to elevated PIS measurement and no exceedences were found for VOCs. In every soil boring where a peat layer was encountered, a strong hydrogen sulfide odor was observed and elevated PID reading encountered at the depth of the peat layer. It is expected that organic peat would exhibit these qualities due to naturally occurring bacteriological activities and these observations should not be a concern.

TCL VOCs were detected in soil above regulatory standards at 8 samples (SB03A, SB04B, SB11B, SB34B, SB34C, SB35B, SB39B, TP1B). Acetone was the only compound detected at elevated concentrations above Unrestricted Use (Track 1) Soil Cleanup Objectives (SCOs) and Technical and Administrative Guidance Memorandum #4046 (TAGM) Recommended Soil Cleanup Objectives (RSCOs), and is attributed to laboratory contamination.

[4] A third sample was collected at SB34 due to a second distinct area on the core that exhibited elevated PID readings. Only one soil sample was collected from SB01 due to the lack of recovery from 2 to 5 ftbgs.

[5] An 18th TWP was attempted at the southern end of Industrial Street near Waters Place (SB01) but could not be installed due to refusal at 5 ftbgs, a depth that was above the water table.

TCL SVOCs were detected in the soil above regulatory standards at samples collected throughout the proposed development site and along Industrial Street. The compounds of TCL SVOCs detected at elevated concentrations above NYSDEC's Unrestricted Use (Track 1) Soil Cleanup Objectives (SCOs), Toxicity Characteristic Leaching Procedure (TCLP) Alternative Guidance Values (AGVs) and Technical and Administrative Guidance Memorandum #4046 (TAGM) Recommended Soil Cleanup Objectives (RSCOs) include: acenaphthene, anthracene, benzo(a)anthracene, benzo(a)pyrene, benzo(b)flouranthene, benzo(g,h,I)perylene, benzo(k)flouranthene, chrysene, dibenz(a,h)anthracene, fluoranthene, fluorene, indeno(1,2,3,-cd)pyrene, naphthalene, phenanthrene, and pyrene.

TAL Metals were detected above applicable standards in each of the 32 borings, two test pits and three composited debris pile samples. All samples contained metals at concentrations exceeding TAGM RSCOs and Eastern USA Soil Background concentrations. The TAL metals detected above applicable standards include arsenic, beryllium, calcium, chromium, copper, iron, magnesium, mercury, nickel, selenium and zinc. Nine soil samples (SB05A, SB05B, SB06A, SB07A, SB08A, SB10A, SB11A, SB11B, and SB42A) contained lead concentrations exceeding 20 times the US EPA's Resource Conservation and Recover Act (RCAC) Hazardous Water Level, and therefore, the soil may be considered hazardous for lead.

The pesticides 4,4-DDD, 4,4-DDE, 4,4-DDT, chlordane, and dieldrin were detected above Track SCOs within two feet of the ground surface at 16 soil samples and just above the groundwater table at six additional soil samples dispersed throughout the site. One of the soil samples (SB26A), taken from a soil boring located in the southern portion of the proposed development site, contained a concentration of chlordane above TAGM RSCOs.

PCBs were not detected or measured at levels below regulatory standards in groundwater samples collected at TWP throughout the proposed development site and along Industrial Street.

Groundwater Quality Investigation

TCL VOCs were detected in groundwater above NYSDEC Class GA Groundwater Standards at three TWPs (TWP10, TWP11 and TWP31). TWP10 and TWP11, each located at the northern portion of Industrial Street, exhibited elevated levels of 1,1-dichloroehtane, cis-1,2-dichloroethane and vinyl chloride. TWP31, located in the parking lot at southwestern portion of the proposed development site, exhibited elevated levels of benzene, toluene and xylene (total).

TCL SVOCs were detected in groundwater above applicable regulatory standards at two TWPs (TWP05 and TWP34). The compounds detected above NYSDEC Class GA Groundwater Standards include benzo(a)anthracene, benzo(b)fluoranthene, and chrysene. It should be noted that all of these elevated levels were detected below the laboratory's quantitation limit.

TAL Metals were detected above applicable standards in each of the 17 groundwater samples collected at TWPs. The metals detected at elevated concentrations above NYSDEC Class GA Groundwater Standards include aluminum, antimony, arsenic, barium, beryllium, cadmium, chromium, copper, iron, lead, magnesium, manganese, mercury, nickel, sodium, vanadium, and zinc. Unfiltered groundwater samples exhibited numerous exceedences, which is expected given the increased turbidity of this water during typical sampling procedures and the leaching of constituents from fill soil particles due to added acid preservative. The number of exceedances for filtered groundwater samples was lower, with elevated levels of barium, calcium, magnesium, manganese, potassium and sodium.

Pesticides were either not detected or measured at levels below regulatory standards in the 17 groundwater samples collected at TWPs through the site proposed development site and along Industrial Street, and PCBs were not detected in any of the groundwater samples.

Soil Vapor Investigation

All 20 temporary soil gas probes performed resulted in non-detectable (ND) levels of methane.

C. FUTURE WITHOUT THE PROPOSED ACTION (NO-BUILD CONDITIONS)

In the future without the Proposed Action, it is assumed that there would be minimal changes in the use of the Project Site. As described in Chapter 2, "Land Use, Zoning, and Public Policy," the HMC will be expanded with the addition of two new adjoining commercial buildings (Tower One and Tower Two) with enclosed accessory garages at its southwest corner (southern portions of Lots 55 and 40 on Block 4226). Tower One was recently completed and the construction of Tower Two is anticipated to commence shortly. Once the construction of the two commercial buildings is completed, it is anticipated that the northern portion of Industrial Street would be paved with asphalt and reopened to vehicular traffic, and would provide access to one or both of the enclosed parking garages of Towers One and Two.

In the absence of the Proposed Action, there is not anticipated to be any in-ground disturbance or excavation of the Project Site. Historic fill material is not likely to be exposed, and therefore, no remedial activities would likely be required at the site. Because the Project Site will continue in its current condition, there will be no exposure pathways for hazardous materials.

D. FUTURE WITH THE PROPOSED ACTION (BUILD CONDITIONS)

The potential for significant adverse impacts in the future with the Proposed Action is determined by a number of factors including the types and locations of hazardous materials and wastes, the proposed uses of the Project Site, and the potential for human and environmental exposure to site contaminants at each location where present. To determine if a significant adverse impact would result relative to human exposure, exposure pathways must be evaluated. According to NYSDEC guidance, "An exposure pathway has five elements: (1) a contaminant source; (2) contaminant release and transport mechanisms; (3) a point of exposure; (4) route of exposure; and (5) a receptor population. An exposure pathway is complete when all five elements are documented. A potential exposure pathway exists when any one or more of the five elements comprising an exposure pathway is not documented. An exposure pathway may be eliminated from further evaluation when any one of the five elements comprising an exposure pathway has not existed in the past, does not exist in the present, and will never exist in the future."[6]

Human exposure considers construction workers, those persons on-site at present and future times (occupants and visitors), as well as persons off-site (neighborhood population). Potential and complete human exposure pathways must be evaluated for the construction phase, and after redevelopment is complete for all persons that may be exposed to site contaminants.

The Proposed Action would facilitate the construction of a second emergency communications 911 call and dispatch center (Public Safety Answering Center II [PSAC II]) in the northeastern Bronx that would be a parallel operation to the existing PSAC I in Brooklyn. The proposed facility would consist of a new approximately 640,000 gsf building and a 500-space above-grade accessory garage on an approximately

[6] DER-10 Technical Guidance for Site Investigation and Remediation, Appendix 3B, (December 2002).

8.75-acre largely unimproved privately owned site ("proposed development"). As the proposed development site does not have any linear frontage on a public street, the Proposed Action also involves the mapping of an approximately 0.63 mile long public street ("Marconi Street") to provide vehicular access and utility services to the proposed development along a public right-of-way.

The Proposed Action would involve below-grade disturbance with soil excavation as necessary to construct building foundations, establish a new public street, and install subsurface utilities on the proposed development site and within the proposed public street, as well as to the north of the proposed development within the public right-of-way of Pelham Parkway. The foundation for the proposed office building is expected to extend approximately 25 ftbgs and the foundation for the accessory garage would be approximately 5 ftbgs. The proposed public street (Marconi Street) would generally follow an existing private roadway, Industrial Street, which extends north of Waters Place from a point located approximately 420 feet east of the intersection of Eastchester Road and Waters Place to the southern boundary of the proposed development site.

There is a potential for adverse impacts during construction activities resulting from the presence of possible subsurface contamination due to historic and existing uses at the Project Site. The Phase I ESA prepared for the Project Site identified *recognized environmental conditions* (e.g., hazardous materials and/or petroleum product contamination) that could have the potential to impact the proposed development. Excavation and construction activities at the Project Site could disturb potential hazardous materials and increase pathways for human exposure. However, it is anticipated that impacts would be avoided by performing construction activities in accordance with all applicable regulations related to the removal of contaminated soil. Prior to any excavation or construction activity at the Project Site, a Construction Health and Safety Plan (CHASP) would be prepared that will meet the requirement set forth by the Occupational, Safety and Health Administration (OSHA), NYSDOH, NYCDEP, and any other applicable regulations. The CHASP would identify the possible locations and risks associated with the potential contaminants that may be encountered, and the administrative and engineering controls that would be utilized to mitigate concerns.

Recognized Environmental Conditions

Soil Contamination

The proposed PSAC II development would involve the construction of two new buildings, infrastructure, and utilities – all of which will involve intrusive activities such as excavation. It is likely that contaminated soil will be encountered during construction, exposing workers and potentially occupants and neighboring population to contaminants. The complete human exposure pathway resulting from intrusive activities would be considered a significant adverse impact, but can readily be mitigated.

In order to evaluate the subsurface soil and soil from debris piles, laboratory analytical results and field measurements were compared with the United States Environmental Protection Agency (EPA) and NYSDEC regulatory standards identified in:

- NYSDEC: Spill Technology and Remediation Series (STARS) Memo #1 establishes statewide criteria for re-use of petroleum-contaminated soil, provides guidance for specific petroleum-related VOCs and SVOCs, odors, and other nuisance factors, and provides Toxicity Characteristic leaching Procedure (TCLP) Alterative Guidance Values (AGVs) for waste characterization purposes;

- USEPA: Maximum Concentration of Contaminants for the Toxicity Characteristic (Resource Conservation and Recovery Act [RCRA] Regulatory Limits for TCLP), published in 40 Code of Federal Regulations (CFR) 261.24, provides solid waste toxicity standards for compounds using the TCLP procedure, Test Method 1311, to determine if the material tested can be considered hazardous (1993);

- NYSDEC: Identification and Listing of Hazardous Wastes regulation, Toxicity Characteristic section as per 6 New York Codes, Rules and Regulations (NYCRR) Subpart 371 (3)(e), stipulates the same requirements as dictated in the federal standard 40 CFR 261.24 listed above (2006);

- NYSDEC: Unrestricted Use (Track 1) Soil Cleanup Objectives (SCOs), as per 6 NYCRR Subpart 375-6 Remedial Program Soil Cleanup Objectives, represent the concentration of a contaminant in soil which, when achieved at a site will require no use restrictions on the site for the protection of public health, groundwater and ecological resources due to the presence of contaminants in soil (2006); [7]

- NYCDEC: Technical and Administrative Guidance Memorandum #4046 (TAGM) Recommended Soil Cleanup Objectives (RSCOs) provide guidance for remedial actions at NYSDEC Inactive Hazardous Waste and Spill sites, based on health-related concerns and available clean-up technologies (1994).

The Phase II ESI results indicated that fill soil throughout the Project Site has elevated levels of polycyclic aromatic hydrocarbons (PAHs) and TAL Metals, which are characteristic of urban fill. TCL SVOCs were detected in the soil above Track 1 SCOs and TAGM RSCOs regulatory standards at samples collected throughout the proposed development site and along Industrial Street within the fill layer of the site. The elevated concentrations of SVOCs are common constituents of urban fill material. TAL Metals (including arsenic, beryllium, calcium, chromium, copper, iron, magnesium, mercury, nickel, selenium and zinc) were detected above applicable TAGM RSCOs regulatory standards in all soil samples. Nine soil samples also contained lead concentrations exceeding 20 times the RCRA Hazardous Waste Level and therefore, the soil may be considered hazardous for lead. Elevated metal levels are mainly attributed to contaminants in urban fill material and may be partially attributed to native background conditions.

As the northern portion of the proposed development site formerly accommodated two ball fields and athletic fields are located to the east of Industrial Street, there is concern that pesticides and herbicides may have historically been applied. Twenty-two samples contained pesticide (including 4,4-DDD, 4,4-DDE, 4,4-DDT, chlordane, and dieldrin) levels above Track 1 SCOs either within two feet of the ground surface or just above the groundwater table, and one of these samples contained the pesticide chlordane above TAGM RSCOs. The low level detections of pesticides in shallow soil and at various depths above the groundwater table can likely be attributed to historic pesticide use at the site and on adjacent properties.

PCBs were either not detected or measured at levels below regulatory standards in soil samples collected throughout the site. Very low-level PCB detections were found at a few scattered samples in the 0 to 2 ftbgs interval. The source of these detections is unknown, however, a common cause of surficial detections of PCBs in unpaved areas is historical application of waste oil for weed and dust control.

[7] Pursuant to a comment by the NYCDEP, the results of the Phase II Environmental Site Investigation Report will be reevaluated utilizing a more appropriate end use scenario than Unrestricted Use, as the proposed PSAC II development is generally commercial in nature.

Human exposure can be reduced or eliminated using proven remedial technologies and/or institutional and engineering controls discussed in Chapter 18, "Mitigation." Impacted soils in the area of proposed excavation should be removed and disposed of in accordance with all applicable local, state and federal laws. Unpaved or landscaped surfaces should be covered with at least two feet of certified, clean fill and vegetative topsoil. Due to the presence of VOC, SVOC and metal concentrations above applicable standards at several sampling locations, dust control procedures are recommended during excavation activities to minimize the creation and dispersion of fugitive airborne dust. A Community Air Monitoring Plan (CAMP) should be developed in accordance with NYSDEC DER-10 Regulations. The CAMP requires real-time monitoring for VOCs and particulates (i.e., dust).

Groundwater Contamination

The applicable groundwater standards in New York are the Ambient Water Quality Standards and Guidance Values in 6 NYCRR Part 703. The groundwater standards are not based on land use categories as are the December 2006 soil cleanup objectives, but rather pertain to specific classes of fresh and saline waters for the protection of "best uses" assigned to each class. The groundwater is classified as GA- a source of drinking water even though groundwater is not currently used as a potable water supply.

The Phase II ESI results also indicated elevated levels of PAHs and TAL Metals in the groundwater, which can be attributed to the fill and the turbid nature of the groundwater samples that were collected. One of the temporary well points (TWP31), located in the parking lot at the western middle of the proposed development site, exhibited elevated levels of benzene, toluene, and xylene (total), which is indicative of a localized, historic release of gasoline. This contamination may be attributed to the petroleum spill (LTANKS), which occurred at the Bronx Development Center (1200 Waters Place), located southwest of the temporary well point. However, another temporary well point (TWP 22), which is located between the document spill and TWP31, and is in line with the anticipated groundwater flow, did not exhibit elevated levels of these compounds. Therefore, it is more likely that the groundwater was impacted by an isolated spill near TWP31. Two other temporary well points (TWP10 and TWP11), located at the northern portion of Industrial Street, exhibited elevated levels of 1,1-dichloroethane, cis-1,2-dichloroethene, and vinyl chloride, which are indicative of a low-level chlorinated solvent plume in the area of these borings (located approximately 300 feet apart). The low-level solvent plume was detected directly east of the Farberware Plant, located at 1500 Bassett Avenue, where there is documented solvent contamination. As documented in the Phase I ESA, a spill occurred at the Farberware Plant where gasoline and solvent contamination were present (spill case: 9511706).

Pesticides were either not detected or measured at levels below regulatory standards in the 17 groundwater samples collected at TWPs through the proposed development site and along Industrial Street, and PCBs were not detected in any of the groundwater samples.

At areas of the Project Site where contaminants are found in excess of groundwater quality standards, the groundwater must be addressed prior to or during redevelopment. Human exposure pathways can be reduced or eliminated during construction and for the future with the Proposed Action by the use of engineering controls and by prohibiting groundwater use for potable purposes in the future; however, at areas with significant concentrations of contaminants in groundwater, remediation may be required prior to construction. The time required to effectively remediate groundwater could impact development plans. Groundwater contaminated with volatile organic compounds is also a source of contaminated soil vapor.

If water would be discharged to a NYCDEP combined sanitary and storm sewer, the water must be sampled for NYCDEP sewer discharge parameters. A comparison of the results of TCL VOC, PCB, and TAL metal analyses to the NYCDEP sewer discharge limits, indicates only one sample exceedence (TWP05 exceeds the NYCDEP sewer discharge limit for lead in unfiltered metals). Based on this finding, a NYCDEP sewer discharge permit may be required, and prior to discharge into sanitary and combined

sewers, sampling, laboratory analysis, and pretreatment of water from this location would be required. A NYSDEC State Pollutant Discharge Elimination System (SPDES) permit may also be required to discharge into a storm sewer.

Soil Vapor Contamination

To evaluate methane levels generated by an organic layer beneath the urban fill, a soil gas survey was conducted within the vicinity of the footprints of the proposed buildings. Contaminated soil vapor entering the proposed buildings would result in complete human exposure pathway to these contaminants – a significant adverse impact if the concentrations are high enough. The 20 temporary soil gas sample points that were performed for the Phase II ESI within the vicinity of the proposed building's footprints resulted in non-detectable levels of methane. Therefore, methane does not appear to pose an issue to the proposed construction site and therefore, no human exposure would result.

Introduction of Hazardous Materials from Proposed PSAC II Development

The proposed PSAC II development may introduce hazardous materials to the site; specifically, storage of petroleum products for on-site generators that could result in future spills that could impact soil and groundwater. Preventative measures required by various environmental regulations include, but are not limited to, secondary containment for storage tanks; preparation of spill and emergency response plans; proper labeling, storage and manifesting of hazardous wastes, and proper training of personnel that handle hazardous materials and wastes. Each of these preventative measures help to reduce the likelihood of future hazardous materials incidents on the proposed development site. The proposed PSAC II development is not expected to introduce new hazardous materials such that significant adverse impacts would result.

E. CONCLUSION

The Phase II subsurface investigation involved the collection of 32 soil borings, two test pits, 17 temporary well points, 20 temporary soil gas probes and three composite soil samples from the debris mounds.

The Phase II ESI results indicated that fill soil throughout the Project Site has elevated levels of PAHs and TAL Metals, which are characteristic of urban fill. The Phase II ESI results also indicated elevated levels of PAHs and TAL Metals in the groundwater, which can be attributed to the fill and the turbid nature of the groundwater samples that were collected. The low level detections of pesticides in shallow soil and at various depths above the groundwater table can likely be attributed to historic pesticide use at the site and on adjacent properties. Human exposure can be reduced or eliminated using proven remedial technologies and/or institutional and engineering controls discussed in Chapter 18, "Mitigation." Measures for addressing areas of identified contamination are outlined in Chapter 18. All remediation measures would be undertaken pursuant to a remediation plan approved by the NYCDEP. Prior to any excavation or construction activity at the Project Site, a Construction Health and Safety Plan (CHASP) would be prepared that will meet the requirements set forth by the Occupational, Safety and Health Administration (OSHA), NYSDOH, NYCDEP, and any other applicable regulations. The CHASP would identify the possible locations and risks associated with the potential contaminants that may be encountered, and the administrative and engineering controls that would be utilized to mitigate concerns.

These measures would ensure that no significant adverse impact related to hazardous materials would occur.

PUBLIC SAFETY ANSWERING CENTER II
CHAPTER 8: WATERFRONT REVITALIZATION PROGRAM

A. INTRODUCTION

This chapter examines the compliance of the Proposed Action with the City's Waterfront Revitalization Program (WRP). A review of the City's coastal zone boundary maps indicates that the entire Project Site is located within the designated New York City coastal zone boundary (refer to Figure 8-1), and therefore, the Proposed Action is subject to review for its consistency with the City's Waterfront Revitalization Program (WRP).

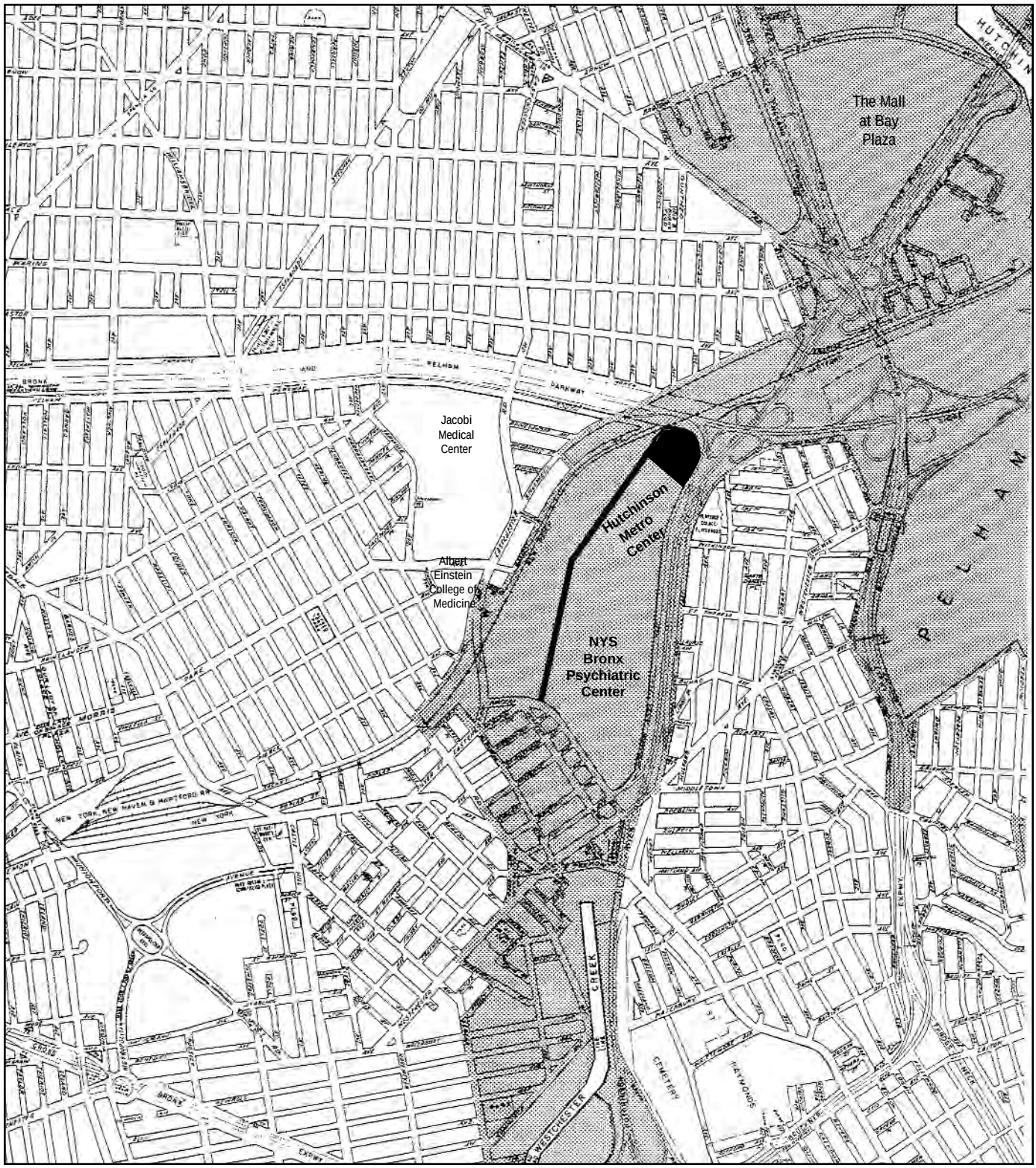
A local WRP, such as New York City's, is authorized under the State's Coastal Management Program, which in turn, stems from federal coastal zone legislation. The *Coastal Zone Management (CZM) Act* of 1972 was established to encourage and assist the states in preparing and implementing management programs to "preserve, protect, develop, and where possible, to restore or enhance the resources of the nation's coastal zone." The Act stipulates that federal actions and federally funded actions within the coastal zone must be, to the maximum extent feasible, consistent with approved state management programs.

Consistency with waterfront policies is a key requirement of the coastal management program established in New York State's *Waterfront Revitalization and Coastal Resource Act* of 1981. The State program contains 44 coastal policies and provides for local implementation when a municipality adopts a local waterfront revitalization program (LWRP). The New York State Department of State administers the state's coastal management program, and is responsible for determining whether federal actions are consistent with the coastal policies. For actions directly undertaken by State agencies, including funding assistance, land transactions and development projects, the State agency with jurisdiction makes the consistency determination, which is filed with the Department of State.

The New York City Waterfront Revitalization Program (WRP) is the City's principal coastal zone management tool, and is included as part of New York State's Coastal Zone Management Program. As originally adopted in 1982 and revised in 1999, it establishes the City's policies for development and use of the waterfront and provides the framework for evaluating the consistency of all discretionary actions in the coastal zone with those policies. When a proposed project is located within the coastal zone and it requires a local, state, or federal discretionary action, a determination of the project's consistency with the policies and intent of the WRP must be made before the project can move forward.

Local discretionary actions, including those subject to land use (ULURP), environmental (CEQR) and Board of Standards and Appeals (BSA) review procedures, are reviewed for consistency with the WRP policies. WRP review of local actions is coordinated with existing regulatory processes and in most instances occurs concurrently. For local actions requiring approval by the City Planning Commission (CPC), the CPC acting as the City Coastal Commission makes the consistency determination. For local actions that do not require approval by the CPC but do require approval by another city agency, the head of that agency makes the final consistency determination. For federal and state actions within the city's coastal zone, such as dredging permits, the New York Department of

Figure 8-1
Coastal Zone Boundary Map



LEGEND

PROJECT SITE

City Planning (NYCDCP), acting on behalf of the City Coastal Commission, forwards its comments to the state agency making the consistency determination.

A proposed action or project may be deemed consistent with the WRP when it would not substantially hinder and, where practicable, will advance one or more of the ten WRP policies, dealing with: (1) residential and commercial redevelopment; (2) water-dependent and industrial uses; (3) commercial and recreational boating; (4) coastal ecological systems; (5) water quality; (6) flooding and erosion; (7) solid waste and hazardous substances; (8) public access; (9) scenic resources; and (10) historical and cultural resources.

In accordance with the guidelines of the *City Environmental Quality Review (CEQR) Technical Manual*, a preliminary evaluation of the Proposed Action's potential for inconsistency with the WRP policies was undertaken. This preliminary evaluation requires completion of the Consistency Assessment Form (CAF), which was developed by the NYCDCP to help applicants identify which Waterfront Revitalization Program policies apply to a specific action. The questions in the Consistency Assessment Form are designed to screen out those policies that would have no bearing on a consistency determination for a proposed action. For any questions that warrant a "yes" answer or for which an answer is ambiguous, an explanation should be prepared to assess the consistency of the proposed action with the noted policy or policies.

A Consistency Assessment Form (CAF) was prepared for the Proposed Action, and is appended to this chapter. As indicated in the form, the Proposed Action was deemed to require further assessment of two policies, 1.1 and 6. Most of the WRP policies relate to actions that would affect properties on or near the waterfront. As the Project Site is not located on or near the waterfront, and there is no visual access to the waterfront from the site, many of the WRP policies are not applicable. The closest surface water bodies to the Project Site are located more than 0.75 miles from the site.[1] Therefore, only policies 1.1 and 6 are discussed in detail below. As discussed below, the Proposed Action is consistent with applicable WRP policies.

B. CONSISTENCY WITH LWRP POLICIES

New York City's WRP consists of 10 policies, which are intended to maximize the benefits derived from economic development, environmental preservation, and public use of the waterfront, while minimizing the conflicts among these objectives. Each of the policies that were identified in the CAF as requiring further assessment are presented below, followed by a discussion of the Proposed Action's consistency with the policy.

POLICY 1: Support and facilitate commercial and residential redevelopment in areas well suited to such development.

1.1 Encourage commercial and residential redevelopment in appropriate coastal zone areas.

The Proposed Action involves the site selection for a public facility, acquisition of private property, and an amendment to the City Map to establish a new public street to facilitate the

[1] The Hutchinson River is located approximately 0.75 miles northeast of the proposed development site, and the Westchester River is located approximately 1.1 miles south of the site.

construction of the Public Safety Answering Center II (PSAC II; "proposed development") in the northeastern Bronx. The proposed development would be a parallel operation to the existing PSAC I in Downtown Brooklyn that would improve voice and data communications infrastructures in the City, and therefore, public safety by heightening emergency response ability and disaster recovery capacity in the City using two load-balanced facilities (PSAC I and PSAC II).

The proposed development site and the area affected by the proposed street, encompassing approximately 13.08 acres, fall within the City's Coastal Zone boundary (see Figure 8-1). The Project Site is not located within a designated Special Natural Waterfront Area, or a Significant Maritime and Industrial Area. The Project Site also does not contain any unique or significant natural features, nor is there any visual access to the waterfront from the site.

The proposed development site consists of approximately 8.75 acres and is zoned M1-1, which allows high performance industrial and commercial uses. The area affected by the proposed street mapping includes approximately 4.33 acres, and is partially located within the M1-1 zoning district and partially within an adjacent R5 zoning district, which permits low-and moderate-density housing and community facility uses.

While the proposed development site is not zoned for residential development, the area is zoned for commercial and public facility uses, such as the proposed PSAC II facility. The proposed development site provides an ideal location for the PSAC II in terms of its size, configuration, security, and compatibility with surrounding land uses. The immediate surrounding area contains a range of uses, including commercial office, institutional, open space, light industrial, warehousing and transportation-related uses. Most of the commercial and institutional uses occupy large, expansive properties that feature campus-like settings, and the industrial and warehouse uses are also generally located on large properties.

The Proposed Action would redevelop an underutilized, largely unimproved site in an M1-1 zoning district with an essential public facility that would enhance citywide emergency communications using two load-balanced facilities (PSAC I and PSAC II). The proposed development site encompasses an approximately 8.75-acre site that is essentially severed from the surrounding area, bordered by the Pelham Parkway to the north, the Hutchinson River Parkway to the east, and partially by the Amtrak right-of-way to the west. There are also no existing structures within at least 150 feet of the proposed development site, and residential uses are located more than 500 feet from the site. The proposed development site is accessible from a number of major highways, including I-95, the Bronx River Parkway, the New York State Thruway, and the Cross Bronx Expressway. In addition, it is located in a strategic location from the existing PSAC I at MetroTech Center in Brooklyn, and has excellent radio and microwave transmission/reception. Furthermore, the necessary security measures can be readily implemented for the proposed development.

The proposed development site is not located along a water body and therefore, the proposed PSAC II development is an appropriate use for this non-waterfront site. The Proposed Action is therefore consistent with this policy.

POLICY 6: Minimize loss of life, structures and natural resources caused by flooding and erosion.

6.1 Minimize losses from flooding and erosion by employing non-structural and structural management measures appropriate to the condition and use of the property to be protected and the surrounding area.

As shown in Figure 8-2, portions of the Project Site, including the southwest corner of the proposed development site and the majority of the area that would be mapped as a new public street, are within the 100-year floodplain, which is at an approximate elevation 14 feet above National Geodetic Vertical Datum (NGVD). The 100-year floodplain, or Special Flood Hazard Area, has a one percent or greater chance of experiencing a flood in any signal year. The area falling within the coastal zone boundary is not subject to critical erosion. The proposed office building and accessory garage structure are not expected to be located within the 100-year floodplain boundary. All new structures would comply with local laws and have no habitable spaces within the floodplain (e.g., ground floors are one foot above the flood level).

The City's Building Code contains required flood protection measures for all construction in flood hazard areas. Any new developments, expansions, or demolitions of existing buildings, would be subject to zoning and other applicable controls on building construction, height, and bulk in order to minimize the potential for damage caused by flooding and erosion. This includes, as applicable, permitting procedures, which adhere to FEMA's floodplain regulations (44 CFR 60.3). Relevant text from the FEMA regulations includes, but is not limited to, the following:

> If a proposed building site is in a flood-prone area, all new construction and substantial improvements shall (i) be designed (or modified) and adequately anchored to prevent flotation, collapse, or lateral movement of the structure resulting from hydrodynamic and hydrostatic loads, including the effects of buoyancy, (ii) be constructed with materials resistant to flood damage, (iii) be constructed by methods and practices that minimize flood damages, and (iv) be constructed with electrical, heating, ventilation, plumbing, and air conditioning equipment and other service facilities that are designed and/or located so as to prevent water from entering or accumulating within the components during conditions of flooding.

All construction that would occur on the Project Site as a result of the Proposed Action, as with other locations in the surrounding area and throughout the City, would be in compliance with New York City Building Code requirements regulating construction within flood hazard areas. The lowest floor elevation of the proposed buildings would be at or above the base flood elevation (BFE), and the site would be graded to bring the proposed buildings above the flood elevation. All new habitable spaces, as per New York City Department of Buildings (NYCDOB) requirements, would also be located above the flood level. In addition, the Proposed Action would not have any operational impacts on floodplains. Portions of the proposed public street would be located within the floodplain. However, an approximately 25-foot wide emergency access/egress route for the proposed development would be provided to the north of the site within the Pelham Parkway right-of-way, which would be located outside of the 100-year floodplain boundary. This emergency access/egress route would provide a connection to the Pelham Parkway from the proposed development site. The Proposed Action would not increase any current flooding conditions. The Proposed Action is therefore consistent with this policy.

Figure 8-2
FEMA Flood Insurance Map

LEGEND

PROJECT SITE

SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V, and VE. The Base Flood Elevation is the water surface elevation of the 1% annual chance flood.

ZONE A	No Base Flood Elevations determined.
ZONE AE	Base Flood Elevations determined.
ZONE AH	Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.
ZONE AO	Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.
ZONE AR	Special Flood Hazard Area formerly protected from the 1% annual chance flood by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.
ZONE A99	Area to be protected from 1% annual chance flood by a Federal flood protection system under construction; no Base Flood Elevations determined.
ZONE V	Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.
ZONE VE	Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

ZONE X	Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

OTHER AREAS

ZONE X	Areas determined to be outside the 0.2% annual chance floodplain.
ZONE D	Areas in which flood hazards are undetermined, but possible.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

1% annual chance floodplain boundary

0.2% annual chance floodplain boundary

Floodway boundary

Zone D boundary

CBRS and OPA boundary

Boundary dividing Special Flood Hazard Area Zones and boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities.

513 — Base Flood Elevation line and value; elevation in feet*

(EL 987) — Base Flood Elevation value where uniform within zone; elevation in feet*

* Referenced to the National Geodetic Vertical Datum of 1929

A — A — Cross section line

23 — 23 — Transect line

87°07'45", 32°22'30" — Geographic coordinates referenced to the North American Datum of 1983 (NAD 83), Western Hemisphere

4276000mN — 1000-meter Universal Transverse Mercator grid values, zone 18

600000 FT — 5000-foot grid ticks: New York State Plane coordinate system, Long Island zone (FIPSZONE 3104), Lambert Conformal Conic projection

DX5510 x — Bench mark (see explanation in Notes to Users section of this FIRM panel)

•M1.5 — River Mile

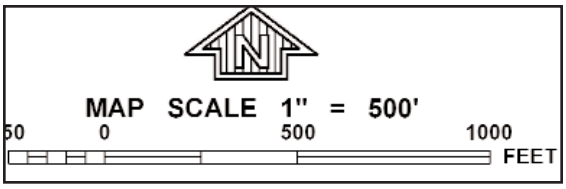
MAP REPOSITORY
Refer to listing of Map Repositories on Map Index

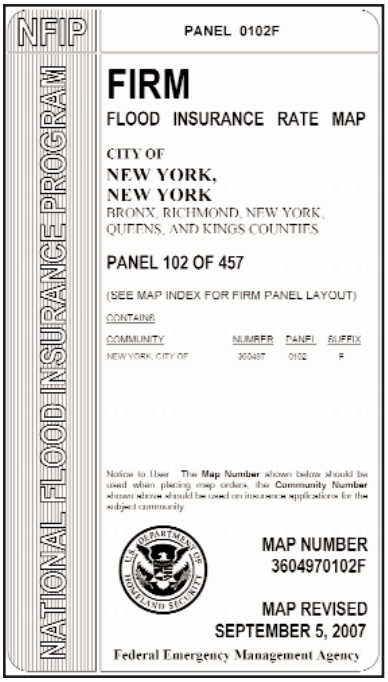
INITIAL NFIP MAP DATE
June 28, 1974

FLOOD HAZARD BOUNDARY MAP REVISIONS
June 11, 1976

FLOOD INSURANCE RATE MAP EFFECTIVE
November 18, 1983

FLOOD INSURANCE RATE MAP REVISIONS
September 5, 2007 - to change Special Flood Hazard Areas, to reflect updated topographic information, and to update map format





6.2 Direct public funding for flood prevention or erosion control measures to those locations where the investment will yield significant public benefit.

The Proposed Action would not involve any direct public funding for flood prevention or erosion control measures. This policy therefore does not apply to the Proposed Action.

6.3 Protect and preserve non-renewable sources of sand for beach nourishment.

The Project Site is not known to contain, and the Proposed Action is not expected to disturb or destroy, any non-renewable sources of sand that could be used for beach nourishment. As there are no non-renewable sources of sand on the Project Site, this policy does not apply to the Proposed Action.

A. INTRODUCTION

For City Environmental Quality Review (CEQR) analysis purposes, the City's "infrastructure" comprises the physical systems supporting its population, including water supply, wastewater treatment, and stormwater management. Given the size of New York City's water supply system and the City's commitment to maintaining adequate water supply and pressures, few actions have the potential to cause significant impacts on this system. Other infrastructure components, such as solid waste management, energy and transportation, are addressed separately under CEQR and are assessed in separate chapters of this FEIS, although this chapter briefly describes improvements to the roadway infrastructure planned as part of the Proposed Action, such as the mapping of a new public street ("Marconi Street").

This chapter examines the capacity of the City's water supply, sanitary sewer, and storm sewer to handle the additional loads generated by the Proposed Action. As discussed in Chapter 1, "Project Description," the Public Safety Answering Center II ("PSAC II") is a proposal to construct a second emergency communications 911 center for the City of New York ("the City") on an approximately 8.75 acre site (Block 4226, Lot 75 and part of Lots 40 and 55) in the Pelham Parkway section of the Bronx. The proposed development would consist of an approximately 640,000 gross square foot (gsf) office building and a 500-space accessory parking garage. The proposed facility is envisioned to be a parallel redundant hot site to PSAC I, located in Downtown Brooklyn, and would be expected to typically handle about half of the City's emergency calls. However, the proposed facility would be designed to accommodate emergency 911 communications for the entire City during heightened security days and if PSAC I should become non-operational for any reason. The Build year for the proposed PSAC II development is 2012.

For conservative CEQR analysis purposes, this chapter considers two staffing level conditions at the proposed PSAC II development, including typical day-to-day operations ("Typical Operations") and an event when the personnel of PSAC I would be temporarily relocated to the proposed development and the staffs of both PSAC I and PSAC II would be combined at the site ("Consolidated Operations"). On a typical day, PSAC II would have a staff size of approximately 850 employees that would work in eight-to 12-hour overlapping shifts (a maximum of 315 employees per shift) throughout a 24-hour period. During Consolidated Operations, the facility would have a maximum staff size of up to 1,700 employees (includes the staffs of both PSAC I and PSAC II) that would work over a 24-hour period in overlapping shifts. A maximum of approximately 630 employees are expected to work at the proposed development site at any given time for temporary Consolidated Operations at PSAC II. The workers introduced to the proposed development and the surrounding area as a result of the Proposed Action are expected to place new demands on the City's water supply and sewage treatment/disposal systems.

The Proposed Action also involves an amendment to the City Map to map a private access roadway (Block 4226, part of Lots 30, 35, and 40), as a public street to provide permanent vehicular access and utility services to the proposed development. The proposed public street would extend north of Waters

Place for approximately 0.63 miles and would terminate in a hammerhead cul de sac at the southern boundary of the proposed development site. As part of this mapping action, the City would acquire portions of the western edges of Lots 30, 35, and 40 on Bronx Block 4226 from the respective landowners for the public street. The proposed street would be City-owned and maintained by the New York City Department of Transportation (NYCDOT).

The *CEQR Technical Manual* states that detailed analysis of wastewater treatment is needed for those actions with very large flows that have the potential for significant adverse impacts on sewage treatment. As such, the Proposed Action is analyzed for the volumes of wastewater it would generate in relation to the State Pollutant Discharge Elimination System (SPDES) permitted capacity of the water pollution control plant servicing the project area. In addition, the *CEQR Technical Manual* also states that a detailed analysis of stormwater management is warranted if a Proposed Action involves certain types of industrial activities (e.g., manufacturing, processing, or raw materials storage), actions that would greatly increase the amount of paved area, actions that would be served by a separate storm system and that would involve construction activities, or construction of a new stormwater outfall. As the Proposed Action would entail one or more of the above conditions, an assessment of stormwater management is also provided in this chapter.

It should also be noted that in conjunction with the planned developments to the south of the proposed development site ("Towers at the Hutchinson Metro Center"), which would be constructed with or without the Proposed Action, existing private storm and sanitary sewer connections are being upgraded, as necessary, to serve the new development.

The analysis in subsequent sections concludes that the Proposed Action would not result in any significant adverse impacts to the existing water supply, sewage treatment, and stormwater discharge systems. The existing municipal services have adequate capacity to meet the increases in demands.

B. SITE CONTEXT

The proposed development site and the area affected by the proposed mapping action, combined, create the area defined as the "Project Site." The Project Site encompasses approximately 13.08 acres, and includes the approximately 8.75 acre proposed development site, which would be acquired by the City, and the approximately 4.33 acre area that would be mapped as a new public street, which would provide access and utility services to the proposed development site along a public right-of-way.

As described previously, the proposed development site is located to the southwest of the interchange of the Pelham and the Hutchinson River Parkways on the eastern edge of Bronx Community District 11. It is a bell-shaped property that comprises of northern portion of the privately owned Hutchinson Metro Center (HMC) commercial office complex. In its entirety, the HMC encompasses approximately 32-acres of land (Block 4226, Lots 35, 40, 55, 70, and 75) directly north of the New York State owned and operated Bronx Psychiatric Center (Block 4226, Lot 30). The suburban-style office park campus contains one large, 4-story office building, as well as a 1-story warehouse, which is leased by New York State, and at grade accessory parking. In addition, the southwestern corner of the office complex is currently undergoing construction, and is anticipated to be developed with two new commercial buildings that would house approximately 602,000 gsf of commercial space, including office space and a hotel, as well as enclosed accessory parking (the "Towers at HMC" development). Construction of the first of the towers (Tower One) was recently completed.

Vehicular access to the HMC is provided from the south via a private access roadway ("Industrial Street") that extends north of Waters Place from a gated entrance located approximately 700 feet west of the entrance to the Bronx Psychiatric Center. There is also a secondary connection to Industrial Street from an at-grade parking lot located to the west, which is accessible from another private access road (Bassett Road) that extends north of Eastchester Road from a signalized intersection to the west of Calvary Hospital.

As described above, the proposed development site comprises the northern portion of the HMC and is generally bounded by the Pelham Parkway to the north, the Hutchinson River Parkway to the east, the 4-story HMC building to the south, and the Amtrak right-of-way to the west. The proposed development site consists of Bronx Block 4226, Lot 75 (bell-shaped lot) and the northern portions of Lots 40 and 55 on Block 4226. It is entirely privately owned and largely unimproved, and encompasses approximately 8.75 acres of land. The development site is partially occupied by at-grade accessory parking for the HMC on its southern half (Block 4226, part of Lots 40 and 55) and partially occupied by vacant (Block 4226, Lot 75). A narrow asphalt pedestrian walkway also cuts through the center of the northern portion of the development site providing a pedestrian connection between the Pelham Parkway and the HMC. The proposed development site is zoned M1-1.

Vehicular access to the proposed PSAC II site would only be provided from the south via Industrial Street. Industrial Street is a two-way, private access road that extends north of Waters Place from a signalized intersection. In order to ensure permanent access and to provide utility services to the proposed development site, the City Map would be amended to map Industrial Street as a public street ("Marconi Street") that would extend from Waters Place to the southern boundary of the proposed development site. The area affected by the proposed mapping action comprises approximately 4.33 acres (Block 4226, part of Lots 30, 35 and 40) and is partially zoned M1-1 and R5.

C. EXISTING CONDITIONS

Water System

Water Supply

The New York City water supply system comprises three watersheds north and northwest of the city: the Delaware, Catskill, and Croton. From these watersheds, water is conveyed as far as 125 miles to the City via a system of reservoirs, aqueducts, and tunnels. The system has 19 collecting reservoirs, two balancing reservoirs, aqueducts, and tunnels, with several dams, 3 major aqueducts, 2 large water distribution tunnels, with a third major tunnel under construction and partially in use, and a system of water mains and other facilities. The watersheds of the three systems encompass almost 2,000 square miles, with a storage capacity of about 550 billion gallons. The water flows to the City through aqueducts, reaching most consumers by gravity alone, although some four percent of the City's water must be pumped to its final destination.

Neither the groundwater beneath Bronx nor the waters of the East River are used as a source for potable water or other uses, such as irrigation or industrial processes. The current average daily water consumption for the City as a whole is approximately 1.3 billion gallons per day (gpd) according to the New York City Department of Environmental Protection (NYCDEP), the municipal agency that operates the system.

The City's potable water supply is treated with a variety for chemicals for various reasons, including fluoride added for dental hygiene. The NYCDEP conducts regular water quality monitoring to check the levels of treated water and to document compliance with federal and state water quality regulations. The City does not filter its drinking water supply; however, under a consent decree with the United States Environmental Protection Agency (USEPA) and the New York State Department of Health (NYSDOH), it is constructing a filtration plant in Van Cortlandt Park in the Bronx to filter water from the Croton system. Currently, the City is not required and is not planning to filter water from the Catskill and Delaware systems.[1]

The Bronx's water supply comes primarily from the Croton system. Watersheds within the Croton system collect runoff from areas in Westchester, Dutchess, and Putnam Counties and deliver it via open channel streams and rivers to the New Croton Reservoir in Westchester County. From there, water flows to the Jerome Park Reservoir through the Croton Aqueduct, then to the low-lying areas of the Bronx and Manhattan. The remaining two surface water systems, the Delaware and Catskill systems, collect water from watershed areas in the Catskill Mountains and deliver it to the Hillview Reservoir in Yonkers. From there, it is distributed to the City through three tunnels: City Water Tunnel No. 1, which goes through the Bronx and Manhattan; City Water Tunnel No. 2, which goes through the Bronx, Queens, and Brooklyn (and from there through the Richmond Tunnel to Staten Island); and City Water Tunnel No. 3, which currently serves the Bronx, upper Manhattan, and Roosevelt Island. The construction of City Water Tunnel No. 3 was begun in 1970 and is scheduled for completion in 2020. The addition of City Water Tunnel No. 3 is intended to improve the City's water supply while allowing for the inspection and repair of City Water Tunnels Nos. 1 and 2. The next phases of City Water Tunnel No. 3, currently under construction, are intended to provide service to Midtown Manhattan, Lower Manhattan, Brooklyn, and Queens. City Water Tunnel No. 3 is anticipated to be a supplemental water source and to provide redundancy and improve reliability of future water service delivery to these areas.

Within the City, a grid of pipes distributes water to consumers. Large mains—up to 96 inches in diameter—feed smaller mains, such as 8, 12 and 20-inch mains, that distribute water to individual locations. These mains also provide water to fire hydrants along many of the City's streets. Pressure regulators control water pressure throughout the City's water supply system.

The primary water supply to the area surrounding the proposed development site is furnished by 8- to 12-inch diameter water mains, which are standard pipe sizes for local water distribution in New York City. A 48-inch diameter water main runs beneath Eastchester Road in the vicinity of the site. The Pelham Parkway to the north of the proposed development site contains a 20-inch water main; additionally, Waters Place contains a 12-inch water main in the vicinity of the site. Buildings drawing upon the water supply connect into the smaller distribution mains for their water needs.

There is currently no public water service/water easement that services the proposed development site. Within the Hutchison Metro Center, there are various private water lines that are mainly 4-to 12-inches in size. These private lines connect into the city system but are owned privately.

Water Consumption

The New York City water supply system provides approximately 1.3 billion gpd, with consumption reaching upwards to 1.5 billion gpd during the summer months. Average daily water consumption in the Bronx is estimated at about 200 million gallons per day (mgd). Because of the size of the water supply system, little variation in water pressure occurs from hour to hour, except within the local

[1] Ascher, Kate, *The Works: Anatomy of a City*, 2005.

distribution network. The average water pressure in the Bronx is about 38 pounds per square inch (psi). A pressure of 20 psi is considered the minimum acceptable level for uninterrupted service.

Proposed Development Site

As the proposed development site is partially occupied by vacant land and partially by at-grade accessory parking for the Hutchison Metro Center, it is not currently generating any ongoing water demand.

Sanitary Sewage

According to the *CEQR Technical Manual*, for assessment purposes, estimates of an area's daily sanitary sewage generation are typically equivalent to the domestic water usage rates. Wastewater from air conditioning systems is not included in the overall volumes used for analysis, as minimal volumes of wastewater are generated from the recirculation and evaporation processes involved in the air-cooling process.

New York City's sewer system consists of a grid of more than 6,000 miles of sewer pipes beneath the streets that send wastewater flows to 14 different treatment plants, known as "water pollution control plants," or "WPCPs," which have a combined capacity to treat a total of approximately 1.77 billion gallons of sewage per day (gpd). The areas served by each of these plants are called "drainage basins." Most of this system is a "combined" sewer system—it carries both sanitary sewage and site storm water from buildings and stormwater collected in catch basins and storm drains—operated and maintained by the NYCDEP. However, some areas of the City, primarily in Queens and Staten Island, operate with separate systems for sanitary sewage and stormwater. In addition, small areas of Staten Island, Brooklyn, and Queens use septic systems to dispose of sanitary sewage. Also, some developments in Staten Island also use small privately owned and operated sewage treatment plants to treat sanitary sewage.

Sewers beneath the City's streets collect sewage from the buildings along the streets. Collection sewers can be one to two feet in diameter on side streets, and three or four feet in diameter under larger roadways. They connect to trunk sewers, generally five to seven feet in diameter, which bring the sewage to interceptor sewers. These large interceptor sewers (often up to 10 or 12 feet in diameter) bring the wastewater collected from the various smaller mains to the water pollution control plants for treatment.

Combined sewers serve the project area and collect both "dry-weather" wastewater (primarily sanitary sewage as well as wastewater from industries) and stormwater. During dry weather, combined sewers function as sanitary sewers, conveying all flows to the WPCPs for treatment. During wet weather, however, large volumes of rainfall runoff (10 to 50 times the dry-weather flow) can enter the system through catch basins along the City's streets. If this water were conveyed to the treatment plants, it would exceed their design capacity, as the plants are designed to handle only twice their average design dry-weather flow for limited periods. To avoid flooding the plants, "regulators" are built into the combined sewers to act as relief valves. These are chambers generally set to allow two times the average design dry-weather flow into the interceptor. During storms, if a greater amount of wastewater reaches the regulator, the excess is directed to outfalls into the nearest waterways (e.g., the Hudson River, East River, etc.). In the vicinity of the Project Site, there are combined sewer overflow outfalls into the Westchester Creek and the Hutchinson River. During such heavy storm periods, a portion of the sanitary sewage entering or already in the combined sewers discharges into the waterways along with the stormwater and debris washed from the streets. This untreated overflow is known as "combined sewer overflow," or "CSO." Combined sewer overflow is a concern because it contains oil

and gasoline from street traffic, floating debris (also called "floatables," and usually consisting primarily of street litter), various pollutants from industrial facilities (both pollutants discharged into the sewer system and pollutants in the runoff from these facilities), and untreated sewage.

The Project Site is located in the service area of the Hunts Point Water Pollution Control Plant (WPCP), located on Ryawa Avenue in the Bronx. The Hunts Point WPCP, which is currently undergoing an upgrade, serves a population of approximately 684,569 people in portions of the eastern section of the Bronx. It provides secondary treatment of sanitary sewage, by removing organic materials through biological activity.

The Hunts Point WPCP has a State Pollutant Discharge Elimination System (SPDES) permitted capacity of 200 million gallons per day (mgd). The New York State Department of Environmental Conservation (NYSDEC) issues SPDES permits. The average actual monthly flow rate at the plant for the latest 12 months of records available (May 2007 to April 2008) are shown in Table 9-1. As shown in the table, during the past 12 months the Hunts Point WPCP had an average flow of 132 mgd average dry weather flow, which is below the SPDES permit allowable limit. The plant handles greater volumes during storm events due to stormwater inflows to the plant.

TABLE 9-1
Monthly Average Daily Flows at Hunts Point WPCP

Year	Month	Flow (mgd)
2007	May	123
2007	June	131
2007	July	138
2007	August	136
2007	September	116
2007	October	123
2007	November	124
2007	December	139
2008	January	134
2008	February	146
2008	March	147
2008	April	127
12-Month Average		**132**
SPDES Permitted Capacity		**200**

Source: New York City Department of Environmental Protection (NYCDEP)

For the conveyance of sanitary sewage, the proposed development site is currently not served. An extensive network of private sanitary and storm sewer lines serve the HMC property. Sanitary sewage is pumped from the HMC property via an 8-inch diameter private force main south along Industrial Street. At Waters Place, this force main runs west into a combined sewer at Eastchester Road.

No major sewer changes, such as new outfalls, major size increases, and changes in flow direction, etc. are planned for the public infrastructure in the immediate area.

As with demand for potable water, the proposed development site is not currently generating any sanitary wastewater flows.

Stormwater Runoff

Stormwater runoff is collected in catch basins along the streets, and channeled to the storm water sewer system along the Hutchinson River Parkway. The proposed development site is partially covered by a paved, at-grade accessory parking, which is an impervious surface. The remainder of the development site is occupied by vacant land. The proposed development site is not served by public utilities. As such, any stormwater from the proposed development site is either absorbed into pervious surfaces or results in runoff that is captured by the private system and on-site detention systems on the HMC property.

Storm flow to the south of the Project Site generally flows in an easterly direction where it is either directed into on-site detention systems or into the adjacent storm sewer, which runs parallel to the Hutchinson River Parkway. This storm sewer ranges in size from 48-inches in diameter to more than seven feet in diameter. This sewer flows southerly and provides storm sewer collection for the Hutchinson River Parkway, the HMC and the Bronx Psychiatric Center.

Waters Place has a 24-inch storm sewer at the intersection of Industrial Street and Waters Place. This sewer flows easterly toward the Hutchinson River Parkway. At the intersection of Waters Place and Fink Avenue, this storm sewer is 48 inches in diameter and connects to the Hutchinson River Parkway storm sewer, which is seven feet in diameter at this location. This sewer flows southerly from this point and outfalls at the nearby Westchester Creek.

D. FUTURE WITHOUT THE PROPOSED ACTION (NO-BUILD CONDITIONS)

In absence of the Proposed Action in 2012, the southern portion of the proposed development site would continue to serve as at-grade accessory parking for the HMC, and the northern portion would continue to accommodate vacant land. As such, under the future without the Proposed Action, the water consumption and sewage generation would therefore be the same as under existing conditions.

Some infrastructure improvements are expected to the private sewer systems located to south of the proposed development site in the future without the Proposed Action in order to accommodate the ongoing development of the HMC. This work will be done regardless of the Proposed Action.

As noted above, no major water or sewer changes, such as new outfalls, major size increases, changes in flow direction, etc. are planned for the public infrastructure in the immediate area. As described in Chapter 2, “Land Use, Zoning, and Public Policy,” Pelham Parkway, including its service roads, will be reconstructed between the Bronx River Parkway and the Hutchinson River Parkway by the Build year of 2012. This work involves some improvements to the sewer and water main lines, street lighting and traffic work.

E. FUTURE WITH THE PROPOSED ACTION (BUILD CONDITIONS)

The Proposed Action would facilitate the construction of a new public facility, PSAC II, which would consist of an approximately 640,000 gsf office building and a 500-space above-grade accessory parking structure (“proposed development”). The proposed PSAC II development would function as a parallel operation to the existing PSAC I in Downtown Brooklyn and would augment and provide

redundancy to the current emergency 911 services in New York City. It would serve as a streamlined emergency call intake and dispatch center for all of the City's first responders, and would also house command control center operations for the Fire Department of New York City (FDNY) and the New York City Police Department (NYPD) to coordinate emergency response throughout the entire city at a centralized location.

As proposed development site, comprising the northern portion of HMC, is relatively isolated from the surrounding area with no linear frontage adjacent to a public street, the Proposed Action would also involves an amendment the City Map to map an existing private access roadway as a public street to ensure permanent vehicular access and utility services to the site along a public right-of-way. The proposed public street (Marconi Street; Block 4226, part of Lots 30, 35 and 40) would extend north of Waters Place from a signalized intersection located approximately 700 feet west of the entrance to the New York State operated Bronx Psychiatric Center for approximately 0.63 miles to the southern boundary of the proposed development site. The proposed street would be mapped at a width of 60 feet for approximately 1,790 feet and 50 feet for approximately 1,550 feet.

When completed in 2012, the proposed PSAC II development would operate continuously 24 hour per day, seven days per week and is expected to have a typical staff size of approximately 850 employees working three eight to ten hour shifts throughout the 24-hour period (approximately 315 employees maximum per shift). As there are expected to be a number of circumstances when the proposed PSAC II development would accommodate emergency communications for the entire City, which would require the temporary transfer of PSAC I personnel to the proposed development, the proposed facility is being designed to accommodate up to 1,700 employees (staffs of both PSAC I and PSAC II) with up to a maximum of approximately 630 employees per shift. For conservative CEQR analysis purposes two staffing level conditions have been analyzed for the proposed development, including typical day-to-day operations ("Typical Operations"), and an event when there are temporary increases of staff levels from combined facilities of PSAC I and PSAC II at the proposed development ("Consolidated Operations").

The Proposed Action would create new water and sewer infrastructure as well as new water consumption demands, sewage and stormwater generation at the proposed development site. Compared to the No-Build condition, the Proposed Action would facilitate the construction of an approximately 640,000 gsf office building with an approximately 41,160 gsf footprint and 14 levels (350 feet) above grade and a 500-space accessory parking garage.

Water System

The *CEQR Technical Manual* has established the general threshold for demand on the City's water supply systems of one million gallons of water per day (mgd). An increase of demand of less than this threshold is not considered to result in a significant adverse impact on the City's water system. If an increase in water demand is projected to exceed this threshold, a detailed analysis of the City's ability to supply water to a project site is required.

The expected water demand for the two staffing levels conditions (i.e., Typical and Consolidated Operations) at the proposed development are provided below, and are based on the type of use that is proposed for the site. As per the *CEQR Technical Manual* guidelines (Table 3L-2 of the *CEQR Technical Manual*, "Water Usage and Sewage Generation Rates for Use in Impact Assessment"), office uses are expected to create a demand for domestic water at a rate of 25 gpd per person. As such, under Consolidated Operations, the proposed development would accommodate up to 1,700 employees (staffs of PSAC I and PSAC II), which would generate a domestic water demand of up to 42,500 gpd. Under Typical Operations, the proposed development would accommodate 850

employees (PSAC II staff only), which would have a demand for approximately 21,250 gpd of water. The proposed development would also create an additional demand of 0.10 gpd per square foot of building area for air conditioning systems according to CEQR guidelines. As such, it is estimated that the proposed 640,000 gsf office building would utilize an addition approximately 64,000 gpd of water for air conditioning. Therefore, under the Consolidated Operations (1,700 staff), the proposed development would generate a total water demand of approximately 106,500 gpd, as compared to the proposed development's total water demand of approximately 82,250 gpd under Typical Operations (850 staff). As the proposed PSAC II development's generated water demand would be below the CEQR impact threshold of one million gpd of water under either staffing level operating condition at the site, the Proposed Action is not expected to adversely affect the City's water supply or local water pressure.

Compared to the average daily water demand in New York City of about 1.3 billion gpd, the maximum increase in water demand resulting from the Proposed Action represents less than 0.01 percent of the City's total daily consumption, which is an insignificant increase. The water supply system has adequate capacity to support the proposed development and would not experience a significant adverse impact.

In addition, the Proposed Action includes various improvements to the water supply, which correlate to the proposed development and subsequent changes to the City Map. These proposed changes are as follows:

- The private "Industrial Street" would be reconstructed and officially mapped (as Marconi Street) as part of the Proposed Action. Existing utilities within the street that service the HMC are expected to remain or would be replaced with new utilities as required by the NYCDEP.

- Construction of a new water main within the newly mapped street, which would be designed in accordance with NYCDEP guidelines, and will be built to meet all NYCDEP requirements.

Sanitary Sewage

As part of the Proposed Action, a new dedicated sanitary sewer would be constructed within the proposed public street ("Marconi Street"). This sewer would pump sanitary waste from the proposed PSAC II development via a new force main down Marconi Street and west along Waters Place to the combined sewer that is located within Eastchester Road.

The estimated sanitary sewer generation for the proposed development would be the same as the estimated domestic water demand (excluding air conditioning demand). Typical day-to-day operations at the proposed development would generate approximately 21,250 gallons of sanitary sewage, whereas under the Consolidated Operations, the proposed development would generate up to approximately 42,500 gallons per day. These generation rates represent less than one tenth of a percent of the SPEDES permitted flow of 200 mgd to the Hunts Point WPCP, and are considered to be insignificant increases. The Proposed Action would not have a significant adverse impact on the Hunts Point WPCP's ability to properly treat and discharge sanitary sewage.

New sewer lines would be designed to meet all applicable NYCDEP requirements. The proposed development would not exceed the capacity of the local sewer system, and is not expected to result in significant adverse impacts on the City's existing sewer system.

Stormwater Runoff

The Proposed Action would increase the amount of paved area on the proposed development site resulting in approximately 341,600 sf (7.84 acres) of building roof area and associated roadways (including Marconi Street) and internal circulation and approximately 224,500 sf (5.2 acres) of pervious area on the proposed development site. It is expected that portions of the areas within the proposed development site that previously discharged stormwater into the HMC's privately owned sewer systems and detention tanks would be designed to discharge into a new, separate public storm sewer to be constructed in the proposed public street, while other portions of the site would discharge into the existing Hutchinson River Parkway storm sewer located along the eastern edge of the proposed development site. This is consistent with the NYCDEP policy to separate storm and sanitary discharges.

The Proposed Action would include construction of a NYCDEP storm sewer within the proposed street in accordance with the City's amended drainage plan for the area. In order to accommodate this sewer the existing Waters Place storm sewer would also need to be reconstructed. The drainage plan would be amended (or a Drainage Proposal would be developed for the project) as part of the mapping action associated with the Proposed Action.

New site storm sewers would be constructed to collect runoff from the buildings, paved areas, and pervious areas within the Project Site. These internal drains would either discharge into a newly constructed NYCDEP storm sewer within proposed street or into the existing Hutchinson River Parkway storm sewer located along the eastern edge of the proposed development site. Detention tanks or retention facilities would be provided on-site to reduce the expected increase in storm water flow due to the creation of additional impermeable surfaces on the site. Where feasible, porous pavement surfaces would be provided on-site, which are permeable pavement surfaces with a stone reservoir underneath, for internal circulation and parking areas, etc. These surfaces would reduce stormwater generation and provide some water quality treatment from new newly created site pathways. It is also proposed to provide a green roof on the proposed accessory garage structure to help reduce site storm water runoff. Furthermore, it is expected that water quality improvement measures would be provided on-site to help improve storm flow exiting the site, including the use of hydrodynamic separators or similar measure for removing suspended solids.

The proposed PSAC II development would be designed in accordance with a Stormwater Pollution Prevention Plan (SWPPP) in order to minimize potential water drainage effects associated with the discharge of stormwater during and after completion of construction activities. The SWPPP will incorporate stormwater management practices (SMP's) consistent with the SPDES General Permit for Construction Activities (GP-02-01) and with the New York State Stormwater Management Design Manual. All runoff will be in accordance with design parameters established for the NYCDEP Amended Drainage Plan or Drainage Proposal for this project.

The Proposed Action would not have a significant adverse impact on water quality in the Westchester Creek.

F. CONCLUSION

The Proposed Action would not result in significant adverse impacts on existing infrastructure systems. The existing city infrastructure has sufficient capacity to accommodate the proposed PSAC II

development under either staffing level condition without having a significant adverse impact on other users.

The proposed PSAC II development is expected to generate a maximum demand of 106,500 gpd of water under Consolidated Operations when it is accommodating the staffs of both PSAC I and PSAC II. As this is well below the CEQR impact threshold of one million gallons of water per day, the Proposed Action is not expected to overburden the city's water supply system under either staffing level condition of the proposed PSAC II development, and would not result in a significant adverse impact to the city's water supply or water pressure.

When the proposed development is accommodating the staffs of PSAC I and PSAC II under its temporary Consolidated Operations, the Hunts Point WPCP would receive up to approximately 42,500 gpd of additional sanitary sewage, which represents less than one tenth of one percent of the plant's treatment capacity. Consequently, there would be adequate treatment capacity at the Hunts Point WPCP to handle the increased sanitary flows from the proposed PSAC II development under either staffing level condition, and the Proposed Action would not result in a significant adverse impact to the city's sanitary sewer system.

Stormwater from the proposed development would either be discharged into a new, separate public storm sewer to be constructed in the proposed public street, or into the existing Hutchinson River Parkway storm sewer located along the eastern edge of the proposed development site. Detention tanks or retention facilities would also be provided on-site to reduce the expected increase in storm water flow due to the creation of additional impermeable surfaces on the site. The stormwater discharges are not expected to have a significant adverse impact on the sewer system or on the water quality of the Westchester Creek. In addition, to reduce stormwater generation and/or provide some water quality treatment from newly created site pathways, a green roof is proposed for on the accessory parking structure, porous pavement surfaces are expected be provided on-site, and water quality improvement measures would be provided on-site such as the use of hydrodynamic separators or similar measures for removing suspended solids.

PUBLIC SAFETY ANSWERING CENTER II
CHAPTER 10: SOLID WASTE AND SANITATION SERVICES

A. INTRODUCTION

According to the *City Environmental Quality Review (CEQR) Technical Manual*, actions involving construction of housing or other development generally do not require evaluation for solid waste impacts unless they are unusually large (a generation rate of less than 10,000 pounds per week, for example, is not considered large). Compliance with applicable requirements generally eliminates possible significant adverse impacts. In accordance with these guidelines, this chapter analyzes the effects of the Proposed Action and subsequent development on solid waste and sanitation services. The results of the analysis indicate that the Proposed Action would not result in significant adverse impacts to existing solid waste and sanitation disposal services.

As discussed in Chapter 1, "Project Description," the Proposed Action would facilitate the construction of a second emergency communications facility (Public Safety Answering Center II [PSAC II]) in the Pelham Parkway area of the northeast Bronx that would be a parallel operation to the existing PSAC I in Brooklyn. The proposed development would consist of an approximately 640,000 gsf building and a 500-space accessory parking garage structure. For conservative CEQR analysis purposes, this chapter analyzes two staffing level conditions at the proposed development, including typical day-to-day operations ("Typical Operations"), and an event when the personnel of the existing PSAC I facility would be temporarily relocated to the proposed development and the staffs of both PSAC I and PSAC II would be consolidated at the site (temporary "Consolidated Operations").

In order to determine whether the increase in development due to the Proposed Action conforms to the City's Comprehensive Solid Waste Management Plan (SWMP), a quantitative assessment was conducted. This entails the calculation of the existing solid waste generation on the proposed development site, as well as a comparison of equivalent calculations in the future with and without the Proposed Action.

B. EXISTING CONDITIONS

Description of Current Sanitation Services

In New York City, the Department of Sanitation (DSNY) is the agency responsible for the collection and disposal of solid waste and recyclable materials generated by residences, some nonprofit institutions, tax exempt properties, and City agencies (including the Project Site). DSNY also collects waste from street litter baskets, and handles street-sweeping operations and lot cleaning activities. Commercial operations handle solid waste from other uses, e.g., commercial retail, office, and industrial operations. Fresh Kills Landfill, which was New York City's last operating landfill, was officially closed in March 2001. DSNY continues to collect residential and institutional solid waste and recyclables (the municipal waste stream), which are now transported out of the City. Currently,

most of the City's municipal solid waste is collected and delivered to transfer stations for sorting and transfer to larger "hopper" trucks, and then transported out of the City. Likewise, municipal solid waste from the project area is collected and trucked via transfer stations to out- of-State landfills and waste-to-energy facilities. Private carters also consolidate solid waste from commercial and industrial operations and haul it to waste transfer facilities both inside and outside New York City, where it is then transported to out-of-City disposal facilities. It is estimated that DSNY collects more than 12,000 tons of residential and institutional refuse and recyclables (solid waste) per day. It is also estimated that the non-residential (commercial/industrial) waste stream is approximately 13,000 tons per day (tpd). The total solid waste generated in the City, therefore, averages approximately 25,000 tpd.

The City's solid waste management services are undertaken in accordance with the City's Solid Waste Management Plan (SWMP). The DSNY developed a new Draft SWMP in October 2004 to address anticipated future demands for solid waste management for the City. The Draft SWMP was subsequently revised in July 2006 and approved by the New York City Council on July 19, 2006. The new SWMP is effective for the next 20 years and is expected to be fully operational by 2009. The new SWMP addresses and recognizes the interdependency of the systems for managing recycling, residential waste, and commercial waste. The new SWMP introduces a shift from the current mode of truck-based export to export by barge and/or rail. The City intends to commit to a long-term (20-year) contract with the Hugo Neu Corporation for the processing and marketing of metal, glass, and plastic (MGP). An MGP processing facility will be developed in the City at the 30th Street Pier in South Brooklyn Marine Terminal. The plant will be barge-fed from Hugo Neu Corporation sites in Queens and the Bronx and a potential DSNY location in Manhattan.

The new SWMP includes a Long-Term Export Program for waste handled by the DSNY. The City's Long- Term Export Program is anticipated to be implemented through: (1) the development of four new converted marine transfer stations (MTS); (2) the award of up to five contracts with private transfer stations for barge or rail export of DSNY-managed waste for disposal; and (3) an intergovernmental agreement to dispose of a portion of Manhattan's DSNY-managed waste at a Port Authority waste-to-energy facility in New Jersey. Solid waste would be consolidated, containerized, and barged or railed out of the City from the converted MTSs or the five existing private transfer stations. The barges currently used at MTS facilities will be replaced or retrofitted with new sealed containers or "intermodal containers" capable of being transported on barge or rail. The four converted MTS facilities will be designed to each process up to 4,290 tons per day and accommodate 30 collection vehicles per hour. In the interim, all municipal solid waste will be trucked out of the City.

Local Law 19 of 1989 requires that DSNY and private carters collect recyclable materials and deliver them to material recovery facilities. New York City residents are required to separate aluminum foil, glass, plastic and metal containers, and newspapers and other paper wastes from household waste for separate collection. The SWMP also mandates that commercial and industrial establishments be subject to recycling requirements. Businesses must source-separate certain types of paper wastes, cardboard, metal items, and construction wastes. Food and beverage establishments must recycle metal, glass, and plastic containers, and aluminum foil, in addition to meeting the commercial recycling requirements.

The proposed PSAC II development site is located within the DSNY service area covering Bronx Community District 11, and the Proposed Action is only expected to affect municipal solid waste services in this service area. DSNY trucks serving this service area are housed and maintained at a garage located at 800 Zerega Avenue between Herman and Lafayette Avenues.

The existing accessory parking lots occupying the southern portion of the proposed development site generate a negligible amount of solid waste compared to the capacity of the system. The northern portion of the site is entirely vacant. As the accessory parking lots are provided for the adjacent

Hutchinson Metro Center (HMC) office complex, the DSNY does not currently collect or dispose of any solid waste generated at the site, and private carters serve the site.

C. FUTURE WITHOUT THE PROPOSED ACTION (NO-BUILD CONDITIONS)

The changes to the solid waste handling system mandated by the new SWMP are described above. As the proposed development site is not expected to be redeveloped in the absence of the Proposed Action and would continue to function in its present capacity, it is assumed that the volumes of solid waste generated at the site would also not change and would remain negligible. Private carters would continue to serve the HMC site.

D. FUTURE WITH THE PROPOSED ACTION (BUILD CONDITIONS)

The Proposed Action and subsequent public facility development would increase the volume of solid waste generation at the site. The proposed development would be required to comply with the City's recycling program. This includes source separation of solid waste in conformance with City recycling regulations and state solid waste laws. Materials to be separated include paper, cardboard, metal, and certain plastics, all of which reduces stream of wastes to landfills. The analysis below conservatively does not include that reduction.

As described in Chapter 1, "Project Description," the Proposed Action would facilitate the construction of a new public facility ("PSAC II") that would serve as a second emergency communications 911 center and accommodate command control center operations for the New York City Police Department (NYPD) and the Fire Department of New York City (FDNY). The proposed development would consist of an approximately 640,000 gsf office building and an accessory parking garage of 500 spaces. For conservative CEQR analysis purposes, two staffing level conditions have been analyzed for the proposed development, including typical day-to-day operations ("Typical Operations"), and an event when there are temporary increases of staff levels from combined facilities of PSAC I and PSAC II at the proposed development ("Consolidated Operations").

On a typical day, the proposed development is expected to have a staff size of approximately 850 employees that would work in three primary overlapping shifts with a maximum of 315 employees per shift ("Typical Operations"). There are expected to be a number of circumstances when the proposed development would handle emergency communications for the entire City and the staff of PSAC I would be temporarily relocated to the proposed development. During an event when the operations of PSAC I and PSAC II would temporarily consolidate at the proposed development, up to approximately 1,700 employees would work in overlapping shifts at the proposed development site ("Consolidated Operations"). A maximum of 630 employees per shift are expected to work at the proposed development site when PSAC I and PSAC II operations are combined.

Table 10-1 provides solid waste projections for the two staffing level conditions at the proposed development in the future with the Proposed Action (Build Condition). These projections are based on the citywide average rate for waste generation of an office building, at a rate of 13 pounds per week per employee, which is listed in Table 3M-1 of the *CEQR Technical Manual.* As shown in Table 10-1, the typical day-to-day operations at the proposed development would generate approximately 11,050 pounds of solid waste per week (approximate 5.52 tons), whereas under the consolidated operations,

the proposed development would double its solid waste generation, amounting to approximately 22,100 pounds of solid waste per week (approximate 11.05 tons).

TABLE 10-1
Projected Solid Waste Generation on the
Proposed Development Site in the Future With the Proposed Action

	2012 Build Condition	
	"Typical Operations" (PSAC II only) [1]	**"Consolidated Operations" (PSAC I & 11) [2]**
Number of Estimated Employees [3]	850 employees	1,700 employees
Generation Rate (Pounds per week)	13 lbs/week per employee	13 lbs/week per employee
Generation (Pounds per week)	11,050 lbs/week	22,100 lbs/week

Notes:
[1] The proposed development would typically have a staff size of approximately 850 employees for day-to-day operations that would work in overlapping shifts throughout a 24-hour period (maximum of 315 workers per shift).
[2] During an event when the operations of PSAC I and PSAC II would consolidate at the proposed development site, all of the PSAC I personnel would temporarily relocate from Brooklyn to the proposed development and approximately 1,700 employees would work in overlapping shifts throughout a 24-hour period at the site (maximum of 630 workers per shift).
[3] Includes NYPD, FDNY, Emergency Medical Services, and support personnel.
Source: Rates from the *CEQR Technical Manual*, December 2001

Given that the proposed development is a public facility, it is expected that the DSNY would handle any generated waste. The proposed development is expected to generate a maximum of 11.05 tons of solid waste per week with PSAC I and PSAC II combined at the site. This represents only a very small percentage of the estimated 84,000 tons of refuse collected by the DSNY per week in the City. According to the *CEQR Technical Manual*, the typical DSNY collection truck carries approximately 12.5 tons of waste material. Under the typical day-to-day operations, the proposed development would be expected to generate solid waste equivalent to approximately 0.06-truck load per day (assuming a seven-day week). When the proposed development is operating in backup mode or under emergency condition, the consolidated operations of the proposed development would be expected to generate solid waste equivalent to approximately 0.13-truck load per day (assuming a seven-day week). Neither staffing level condition of the proposed PSAC II development is expected to burden the DSNY's solid waste handling services, nor would the Proposed Action have a significant adverse impact on the City's solid waste and sanitation services.

It is expected that the proposed development would be served by existing DSNY collection routes with the DSNY adjusting appropriate collection levels to meet the additional demand and adequately service the community. It should be noted that the staff of the proposed development would also be required to participate in the City's ongoing recycling program for paper, metals, and certain types of plastics, and glass, which would reduce the stream of waste generated. The analysis above conservatively does not include that reduction.

E. CONCLUSION

The Proposed Action is not expected to result in significant adverse solid waste impacts. Development pursuant to the Proposed Action would occur in an area that is currently served by DSNY trash and recycling pick-ups. The proposed action would not affect the delivery of these services, or place a significant burden on the City's solid waste management system. The proposed development would normally generate approximately 5.52 tons of solid waste per week under typical day-to-day

operations, and a maximum of up to 11.05 tons of solid waste per week when the facilities of PSAC I and PSAC II would temporarily consolidate at the site under emergency conditions.

Under either staffing level condition of the proposed PSAC II development, the increase in solid waste to be picked up by the DSNY is relatively small (a maximum of 1.58 tons per day for the Consolidated Operations assuming a 7-day week) when compared to the estimated 12,000 tons of residential and institutional refuse and recyclables collected by the DSNY per day. Therefore, it is concluded that in the future with the Proposed Action in 2012, there would be no significant adverse impacts on residential or commercial solid waste collection and disposal services, nor would the Proposed Action conflict with, or require any amendments to, the City's solid waste management objectives as stated in the SWMP.

A. INTRODUCTION

This chapter describes the effects that the Proposed Action may have on energy consumption. The proposed public facility development resulting from the Proposed Action would create new energy demands. The potential for impacts on these services is discussed below. As discussed in this chapter, although the proposed development would create new demands on energy, the additional demand is not expected to overburden the energy generation, transmission and distribution systems and would not be large enough to constitute significant adverse impacts on these services. All new structures requiring heating and cooling are subject to the New York State Energy Conservation Code, which reflects state and City energy policy. Therefore, actions that would result in new construction would not create adverse energy impacts, and would not require a detailed energy assessment.

As discussed in Chapter 1, "Project Description," the Proposed Action would facilitate the construction of a new emergency communications center, the Public Safety Answering Center II ("PSAC II"), on a largely unimproved 8.75-acre site in the northeastern Bronx. The proposed development would be a parallel operation to the existing PSAC I in Downtown Brooklyn, which would augment and create redundancy within the City's emergency communications infrastructures. It also would house command control center operations for the New York City Police Department (NYPD) and the Fire Department of New York City (FDNY). The proposed development would consist of a new approximately 640,000 gsf building with up to 14 levels above grade (350 feet with an elevation of 374 feet) plus a cellar level and a 500-space above-grade accessory parking garage with three levels and a green roof. The Proposed Action would also amend the City Map to establish an existing private roadway (Industrial Street) as a public street (Marconi Street) that would extend north of Waters Place to the southern border of the proposed development site.

B. EXISTING CONDITIONS

The Energy Supply System

Consolidated Edison (Con Edison), along with other transmission companies, delivers electricity to New York City and almost all of Westchester County. The electricity is generated by a number of independent power companies as well as Con Edison. For the Project Site and its vicinity, Con Edison supplies electricity and natural gas.

The New York Power Authority (NYPA) is the governing authority responsible for overseeing power distribution across the state. The recent deregulation of the energy market across New York State has led to the transition of formerly government-regulated utilities to independently owned energy

generators. As a result, Con Edison has sold many of its power generating facilities and is now primarily involved in energy distribution.

Electrical energy in New York City is supplied from a variety of sources that originate both within and outside the City. These sources include non-renewable sources such as oil, natural gas, and coal fuel, and renewable sources such as hydroelectric, and, to a much lesser extent, biomass fuels, solar, and wind power. New York City's electrical demands are met by a combination of sources including electricity generated within New York City, at locations across the Northeast, and from places as far away as Canada. Once electrical energy is generated as high voltage electrical power, a transmission grid conveys this power to New York City for distribution. An interconnected high voltage power grid extending across New York State and the Northeast allows for power to be imported from other regions, as demand requires. Substations located throughout New York City convert high-voltage electrical to low-voltage electrical power for distribution to end users. Annual electric usage reaches almost 55 billion kilowatt hours (KWH) in Con Edison's overall service area. This is equivalent to approximately 188 trillion British Thermal Units (BTUs) and does not include the energy content in natural gas, steam, and other energy sources used in the City. A total of an estimated 50 billion kilowatt hours (KWH) or 170.75 trillion British Thermal Units (BTUs) of electricity are consumed in the City annually.

According to the New York Independent System Operator (NYISO) *Summer 2007* Electricity report, the peak electrical demand for New York City in Summer 2007 was 11,100 megawatts (MW).[1] Typically, electricity generated within the City is sufficient to satisfy demand. However, during the summer peak demand period, the transmission grid across the Northeast must supplement needed electricity. Con Edison's distribution grid has a finite capacity and during heavy demand periods, the transmission grid is strained. As a result, there is an ongoing service and distribution improvement program for Con Edison infrastructure, which upgrades localized areas that are continually high demand zones. Electricity required for these local "hot" zones is supplied by other zones in New York City, or from sources elsewhere within the larger grid, if necessary.

Con Edison distributes power throughout the City. Transmission substations receive electricity from the regional high voltage transmission system and reduce the voltage to a level that can be delivered to area substations. Area substations further reduce the voltage to a level that can be delivered to the distribution system, or street "grid." Within the grid, voltage is further reduced for delivery to customers. Each area substation serves one or more distinct geographic areas, called networks, which are isolated from the rest of the local distribution system. The purpose of the networks is that if one substation goes out of service the problem can be isolated to that network and not spread to other parts of the City. Substations are designed to have sufficient capacity for the network to grow. A number of power plants are located in the five boroughs, providing electric generation resources to New York City. According to NYISO's *Locational Installed Capacity Requirements Study* for the 2005-2006 capability year, New York City has an existing installed generating capacity of 9,887 MW.[2]

Con Edison's service area in the Bronx consists of about 41 square miles and includes approximately 387,155 residential and commercial electric customers and 297,161 residential and commercial gas customers.

[1] New York Independent System Operator *Summer 2007 Electricity Review* ,www.nyiso.com/

[2] NYISO *Locational Installed Capacity Requirements Study Covering the New York Control Area For the 2005-2006 Capability Year*, March 23, 2005.

Energy Initiatives

In 2001, New York State began taking measures to address the increasing electrical power capacity needs of the metropolitan New York City region. The Governor's Executive Order No. 111 (EO 111) was introduced in June of 2001, directing state agencies, state authorities, and other affected entities to address energy efficiency, renewable energy, green building practices, and alternate fuel vehicles. EO 111 identified the New York State Energy Research and Development Authority (NYSERDA) as the organization responsible for coordinating and assisting agencies and other affected entities with their responsibilities. NYSERDA and the utilities have implemented programs to encourage businesses to reduce energy usage and increase energy efficiency. In addition to the energy conservation techniques, NYPA constructed 11 new 44-MW, natural gas-fired, simple cycle turbine generating units, 10 of which are located within New York City, for emergency power generation (the other facility is on Long Island).

The independent, non-profit New York State Reliability Council (NYSRC) has determined that a minimum of 80 percent of the City's peak load must be provided by generating sources within the City to maintain compliance with the criteria established by the regional and national reliability councils. Currently, there is sufficient capacity within the City to meet this 80 percent goal. However, as energy demand increases over time, additional in-City generation may be needed.

Existing Demand at the Project Site

Existing uses at the site, including surface accessory parking lots and vacant land, do not generate significant energy consumption.

C. FUTURE WITHOUT THE PROPOSED ACTION (NO-BUILD CONDITIONS)

In the future without the Proposed Action, no changes in energy consumption are anticipated at the Project Site. The Project Site would continue to function in its present capacity in the No-Build condition.

D. FUTURE WITH THE PROPOSED ACTION (BUILD CONDITIONS)

This section discloses the anticipated future demand for energy of the proposed development for the 2012 build year. The energy assessment applies *CEQR Technical Manual* methodology, using square footage figures of the proposed office building and accessory garage structure.

The proposed development, which would use natural gas and/or fuel oil for its HVAC systems, would create new energy demands at the Project Site. If possible, electrical services to the proposed PSAC II development would be fed from separate utility grids. Emergency generators to supply power during an electrical blackout would also be established on the Project Site, which are expected to use diesel fuel. These emergency generators would consume minor amounts of energy.

According to the *CEQR Technical* Manual, all new structures requiring heating and cooling are subject to the New York State Energy Conservation Code, which reflects state and city energy policy

and takes into account any estimated amount of new construction that will occur over time. This Code governs performance requirements of heating, ventilation, and air-conditioning systems, as well as the exterior building envelope. The Code, instituted on January 1, 1979, pursuant to Article Eleven of the Energy Law of the State of New York, requires that new and recycled buildings (both public and private) must be designed to ensure adequate thermal resistance to heat loss and infiltration. In addition, it provides requirements for the design and selection of mechanical, electrical, and illumination systems. In compliance with the Code, the basic designs would incorporate all required energy conservation measures, including meeting the Code's requirements relating to energy efficiency and combined thermal transmittance.

The proposed development would also incorporate measures to achieve Leadership in Energy and Environmental Design (LEED) certification—at a minimum—, with a goal of a higher LEED Silver certification where feasible and practicable. The LEED rating system, developed by the non-profit U.S. Green Building Council, is a standard ensuring a high degree of environmental stewardship, considering energy efficiency, minimization of waste sent to landfills, and other sustainability best practices in building design and operation.

Electricity and gas would be supplied by Consolidated Edison, which would be used to provide heating, cooling, and lighting to the proposed development. Based on energy use index averages from standard reference tables provided in Table 3N-1 of the *CEQR Technical Manual*, the long-term operation of the proposed development is expected to consume about 84.5 billion British Thermal Units (BTUs) per year (see Table 13-1). Consolidated Edison could supply this energy without disruption to the main distribution system. Therefore, there would not be any significant adverse energy impacts from the proposed development.

TABLE 11-1
Estimated Annual Energy Consumption of the Proposed PSAC II Development

Use	Gross Square Footage	CEQR Consumption Rate	Annual Energy Use (BTUs) [1]
Office	640,000 gsf	125,000 BTUs/sf/year [2]	80,000,000,000
Parking Garage	163,000 gsf	27,400 BTUs/sf/year	4,466,200,000
TOTAL	***803,000 gsf*** [3]		***84,466,200,000***

Notes:
[1] 1 KW is equivalent to 3,413 BTUs per hour
[2] This analysis conservatively uses the data processing energy use index average of 125,000 BTUs/sf/year as compared to the office energy use index average of 77,900 BTUs/sf/year.
[3] Includes parking gross square footage.
Source: *CEQR Technical Manual*, Table 3N-1

E. CONCLUSION

The proposed PSAC II development would create new energy demands at the Project Site. All new structures would be required to comply with the New York State Conservation Construction Code. In compliance with the Code, the basic design would incorporate all required energy conservation measures, including meeting the Code's requirements relating to energy efficiency and combined thermal transmittance. The proposed development would also incorporate measures to achieve LEED certification—at a minimum—, with a goal of a higher LEED Silver certification where feasible and practicable. The LEED rating system, developed by the non-profit U.S. Green Building Council, is a standard ensuring a high degree of environmental stewardship, considering energy efficiency,

minimization of waste sent to landfills, and other sustainability best practices in building design and operation.

Electricity and gas would be supplied by Consolidated Edison and if possible, would be fed to the proposed development from two separate utility grids. Emergency generators would also be established on the proposed development site to supply power during an electrical blackout, which would consume minor amounts of energy. The long-term operation of the proposed PSAC II development is expected to consume about 84.5 billion British Thermal Units (BTUs) per year. Consolidated Edison could supply this energy without disruption to the main distribution system. Therefore, there would not be any significant adverse energy impacts from the proposed development.

PUBLIC SAFETY ANSWERING CENTER II
CHAPTER 12: TRAFFIC AND PARKING[1]

A. INTRODUCTION

This chapter examines the potential traffic and parking impacts associated with the Proposed Action, which would facilitate the construction of the Public Safety Answering Center II (PSAC II) in the Pelham Parkway area of the northeastern Bronx. As described in detail in Chapter 1, "Project Description", the proposed PSAC II development would consist of an approximately 640,000 gsf new office building and a 500-space above-grade accessory parking structure located in the northern portion of Hutchinson Metro Center office complex ("Hutchinson Metro Center (HMC)"). As the proposed development site is relatively isolated and has no public street access, the Proposed Action would also map an existing private roadway that provides access to the site as a public street to ensure permanent access and utility service to the proposed development along a public right-of-way. The Proposed Action would also improve and reconfigure an existing pedestrian pathway between the Pelham Parkway and the northern boundary of the proposed development site to ensure continued pedestrian access to the HMC and PSAC II from the Pelham Parkway, as well as enable this path to serve as an emergency access/egress route for the proposed development, which is expected to be only used in the case of a fire, flood, or the evacuation of PSAC II.

When completed in 2012, the proposed PSAC II development would operate continuously 24 hours per day, seven days per week and is expected to have a typical staff size of approximately 850 employees working several eight to ten hour shifts throughout the 24-hour period (approximately 315 employees maximum per shift) ("Typical Operations"). However, under heightened emergency situations or should PSAC I become inoperable, the proposed PSAC II development would accommodate emergency 911 communications for the entire City and accommodate the staffs of both PSAC I and PSAC II. Under this temporary condition ("Consolidated Operations"), the proposed PSAC II development could accommodate up to approximately 1,700 employees that would work the 24-hour period (approximately 630 employees maximum per shift). For the proposed PSAC II development, the traffic study area was selected to encompass the principal roadways most likely to be used by the majority of persons and goods traveling by vehicle to and from the proposed development site. The traffic analysis study area is shown in Figure 12-1 and includes 24 intersections, generally bound by Eastchester Road to the west, the Hutchinson River Parkway to the east, the Pelham Parkway to the north and East Tremont Avenue to the south.

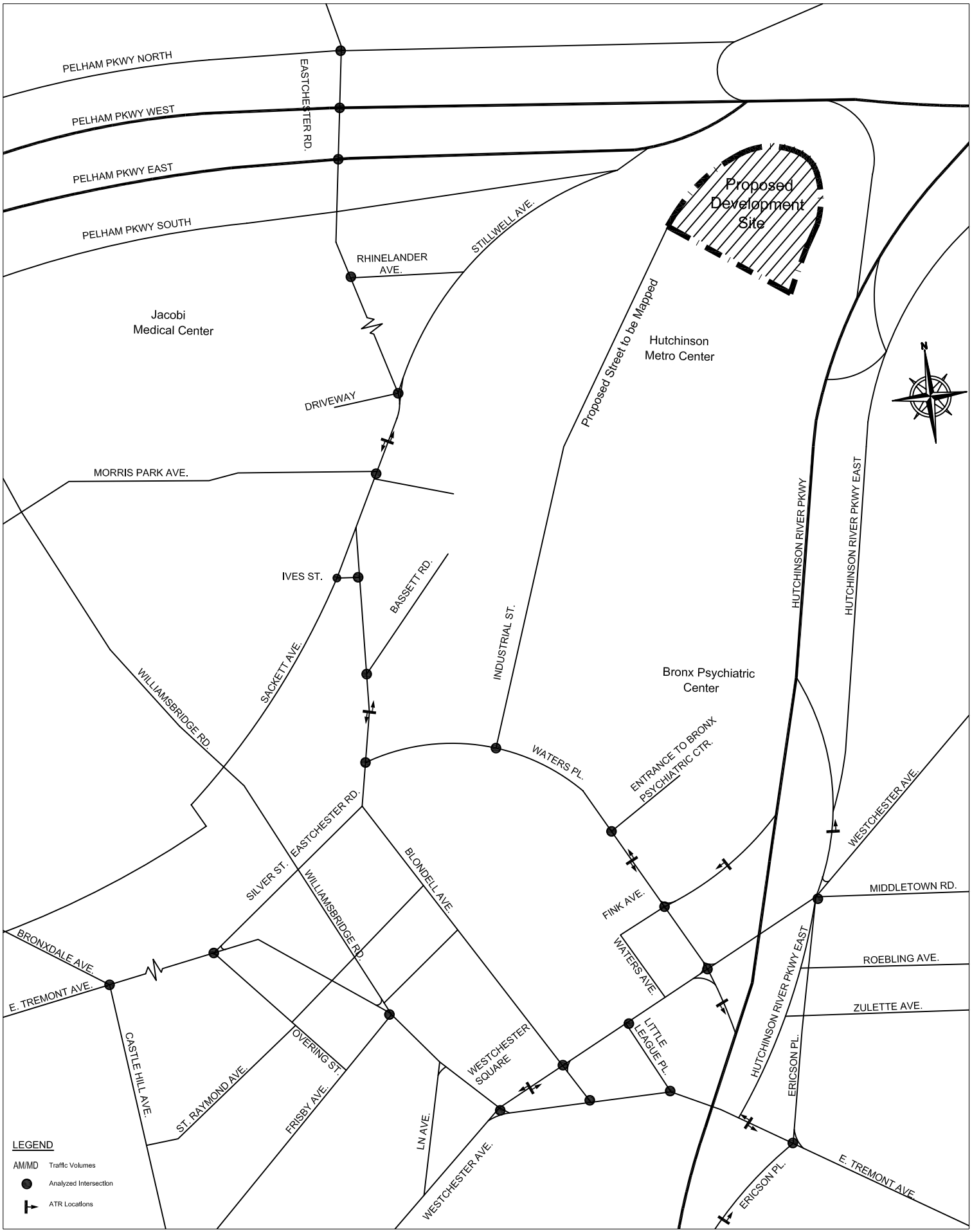
It is important to note that PSAC II employees would work 24-hours per day in three separate shifts, with shift changes occurring around 7 AM, 3 PM and 11 PM. Most vehicle trips generated by the proposed development would therefore occur during the 6:30-7:30 AM, 2:30-3:30 PM (midday) and 10:30-11:30 PM hours. Few if any project-generated vehicle trips are expected to occur during the traditional weekday commuter peak hours (typically 8-9 AM and 5-6 PM), or during the typical lunchtime midday peak hour (12-1 PM). (As discussed later in this chapter, relatively few PSAC II employees are expected to leave the proposed facility during lunch or other meal periods as the proposed development would include an on-site cafeteria.) The greatest potential for significant

[1] Edits to the text of the Traffic and Parking Chapter reflect requested revisions and technical comments made by NYCDOT between Draft and Final EIS.

PSAC II EIS

FIGURE 12-1

Analyzed Intersections in Traffic Study Area



adverse traffic impacts from the proposed development would therefore occur during the periods when shift changes would occur, rather than during the traditional commuter and lunchtime peak periods.

Under Typical Operations, the proposed PSAC II development is expected to generate approximately 366, 372 and 317 vehicle trips in the AM (6:30-7:30), midday (2:30-3:30) and PM (10:30-11:30) peak hours, respectively. Though project generated trips would exceed the *CEQR Technical Manual* threshold of 50 vehicles trips per hour for all peak hours, all significant impacts are expected to be identified in the AM and midday peak hours, as these shift changes occur in the presence of substantial existing vehicular traffic. As existing PM vehicular travel on the study area street network is low during this period, project generated trips in the PM (10:30-11:30) peak hour are not expected to result in additional significant traffic impacts not otherwise identified in the AM and midday peak hours[2]. This chapter, therefore, focuses on the detailed analysis of the 24 analyzed intersections in the AM and midday peak hours.

The parking analysis presented in this chapter focuses on the amount of parking to be provided as part of the proposed PSAC II development, and its ability to accommodate projected parking demand. As the proposed development site is located approximately 0.63 miles from the City street network, it is not anticipated that employees would walk to the proposed development site from an off-site public parking facility or curbside spaces. As the proposed PSAC II development would directly displace (or eliminate) required accessory parking for the HMC, thereby reducing its available capacity, the parking study also considers the proposed development's effect on the existing and projected parking demand at the HMC. This would include the examination of parking facilities available in the HMC during the periods of peak parking demand that would occur around 11 AM and 2 PM, when project generated demand would coincide with the surrounding office parking demand, and around 6 PM, when project generated parking demand would coincide with the student parking demand at Mercy College (also located in the HMC).

The following sections describe the existing traffic network and parking facilities that are expected to be utilized by a concentration of project generated trips. Future 2012 conditions without the Proposed Action ("No-Build" conditions) are determined based on additional travel demand of discrete developments anticipated by 2012 and general background growth, along with any changes to the traffic network and parking facilities expected by 2012. Increases in travel demand resulting from the proposed PSAC II development are then projected and added to the No-Build condition to develop the 2012 future with the Proposed Action ("Build" conditions). Any significant adverse impacts resulting from project-generated trips are then identified and described in detail.

B. EXISTING CONDITIONS

As shown in Figure 12-1, the traffic study area consists of 24 intersections that would be analyzed in the weekday AM and midday peak hours. The 24 intersections chosen for this analysis are those expected to receive the highest concentration of project-generated vehicular traffic. The Existing traffic network was developed from data collected in May and October 2007, which includes manual

[2] Based on Automatic Traffic Recording (ATR) counts conducted in May 2007, the combined volumes on eastbound and westbound Waters Place in the PM peak hour averages approximately 408 vehicles per hour, as compared to approximately 1,112 and 1,374 vehicles per hour in the AM and midday peak hours, respectively. In addition, the ATR counts indicated that the combined volumes on northbound and southbound Eastchester Road and on eastbound and westbound East Tremont Avenue in the PM peak hour average approximately 512 and 410 vehicles per hour, respectively as compared to approximately 977 and 1,665 on Eastchester Road and 1,638 and 1,527 on East Tremont Avenue in the AM and midday peak hours, respectively. Therefore, in each instance, the ATR traffic volume counts indicate that the PM peak hour traffic volumes represent less than 60 percent of the AM and midday analysis peak hour traffic volumes.

turning movement counts, vehicle classification counts, automatic traffic recorders (ATRs) and travel time surveys (used to determine vehicular speeds for the air quality analysis). Signal timing, provided by the New York City Department of Transportation (NYCDOT), was also used to develop the Existing traffic conditions. The data for the parking analysis was collected in late January 2008 to capture the parking conditions in the presence of both office and Mercy College student demand and consists of utilization studies of the accessory parking facilities located in the HMC office complex at 11 AM, 2 PM, and 6 PM. Figure 12-2 shows the resulting peak hour traffic volumes for the 2007 Existing conditions during the AM and midday peak hours.

Vehicular Traffic

Street Network

The traffic study area for the Proposed Action is generally bound by Eastchester Road to the west, the Hutchinson River Parkway to the east, the Pelham Parkway to the north, and East Tremont Avenue to the south. The traffic study area includes the Pelham Parkway, the Hutchinson River Parkway and a network of arterials and local streets. The study area also includes Eastchester Road and Westchester Avenue, two major two-way north-south arterials, and East Tremont Avenue a two-way east-west arterial. These arterials carry the heaviest volume of traffic, as they are also used by NYC Transit buses and serve as local truck routes in addition to accommodating passenger vehicles. Waters Place, an east-west two-way street that connects Eastchester Road to Westchester Avenue, also carries a substantial amount of traffic as it provides access to the Hutchison River Parkway near Westchester Avenue.

Eastchester Road Corridor and the Pelham Parkway

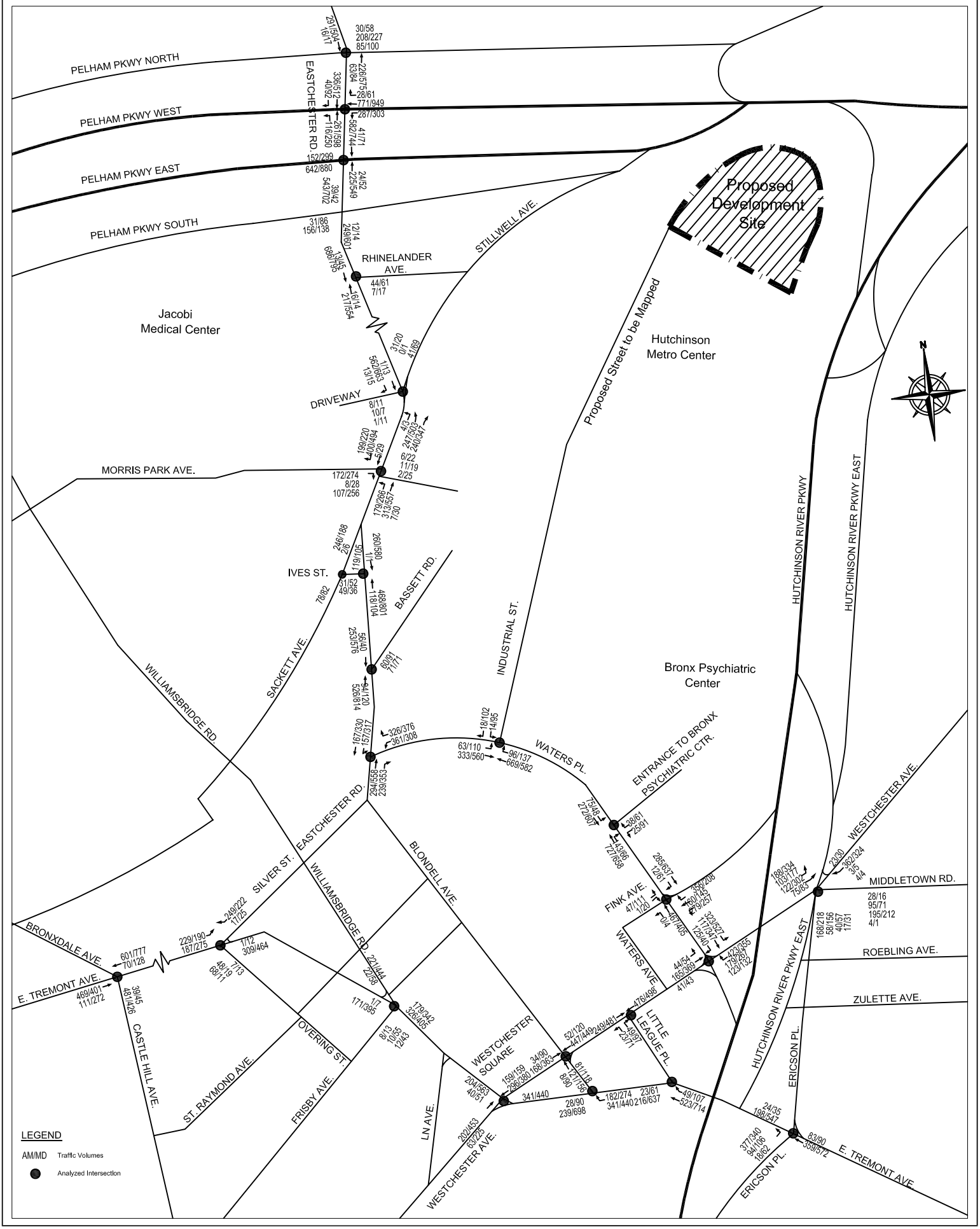
Eastchester Road is a two-way north-south arterial that carries relatively uniform traffic flows. In the study area, the Eastchester Road corridor begins at East Tremont Avenue (via Silver Street) and extends north to the Pelham Parkway. Within the study area, Eastchester Road carries a substantial volume of traffic, as it provides access to the eastbound and westbound Pelham Parkway (eastbound travel is also available via Stillwell Avenue). Therefore, traffic volumes in the Eastchester Road corridor are slightly more concentrated near the Pelham Parkway. Approach volumes near the parkway on Eastchester Road are observed to be up to approximately 650 and 850 vehicles per hour in the AM and midday peak hours, respectively. New York City Transit also operates the Bx 31 and Bx 21 local bus routes for a substantial stretch of Eastchester Road within the traffic study area.

Connecting Pelham Bay Park with northern Manhattan, the Pelham Parkway accommodates much of the area's east-west travel demand. The Pelham Parkway is comprised of two primary eastbound and westbound throughways (respectively the Pelham Parkway East and West) and their two respective service roads, the Pelham Parkway South and North, respectively. In the AM peak hour, traffic volumes for the eastbound and westbound approaches at the primary eastbound and westbound throughways are up to approximately 800 and 1,050 vehicles per hour, respectively, and approximately 300 vehicles per hour at the service roads. In the midday peak hour, the primary eastbound throughway approach and its service road receive approximately 1,200 and 200 vehicles per hour, respectively, and the primary westbound throughway approach and its service road receive approximately 1,300 and 400 vehicles per hour, respectively. The Bx 12 bus route, which operates with local and limited stops, runs along the Pelham Parkway in the traffic study area.

PSAC II EIS

FIGURE 12-2

2007 Existing Traffic Volumes



Westchester Avenue Corridor and the Hutchinson River Parkway

The Westchester Avenue corridor begins at Westchester Square (at East Tremont Avenue) and carries traffic northeast to the Hutchinson River Parkway. Within the study area, Westchester Avenue carries a substantial volume of traffic, as it provides access to the northbound and southbound Hutchinson River Parkway, respectively at Ericson Place/Middletown Road and Waters Place. Demand in the AM and midday peak hours on Westchester Avenue is therefore greatest on the segment between Waters Place and Ericson Place/Middletown Road. In the AM and midday peak hours, approach volumes are approximately 750 and 900 vehicles per hour on this segment. The Bx 8, Bx 14 and Bx 21 bus routes operate on either all or at least a segment of Westchester Avenue in the study area.

The Hutchinson River Parkway accommodates the concentration of north-south travel within the traffic study area and directly connects the borough of Queens with Connecticut. In addition to the access point on Westchester Avenue, vehicles can access the northbound Hutchinson River Parkway by utilizing the interchange with the Pelham Parkway. In this case, vehicles would travel via Stillwell Avenue to the Pelham Parkway in order to access the northbound Hutchinson River Parkway. Vehicles traveling southbound on the Hutchinson River Parkway can exit onto Waters Place and northbound vehicles exit onto East Tremont Avenue at Ericson Place. In the AM peak hour, traffic volumes at the northbound and southbound approaches at the respective off-ramps are approximately 500 and 800 vehicles per hour, respectively, and approximately 500 and 600 vehicles per hour in the midday peak hour. In the traffic study area, no bus routes operate on the Hutchinson River Parkway.

East Tremont Avenue Corridor

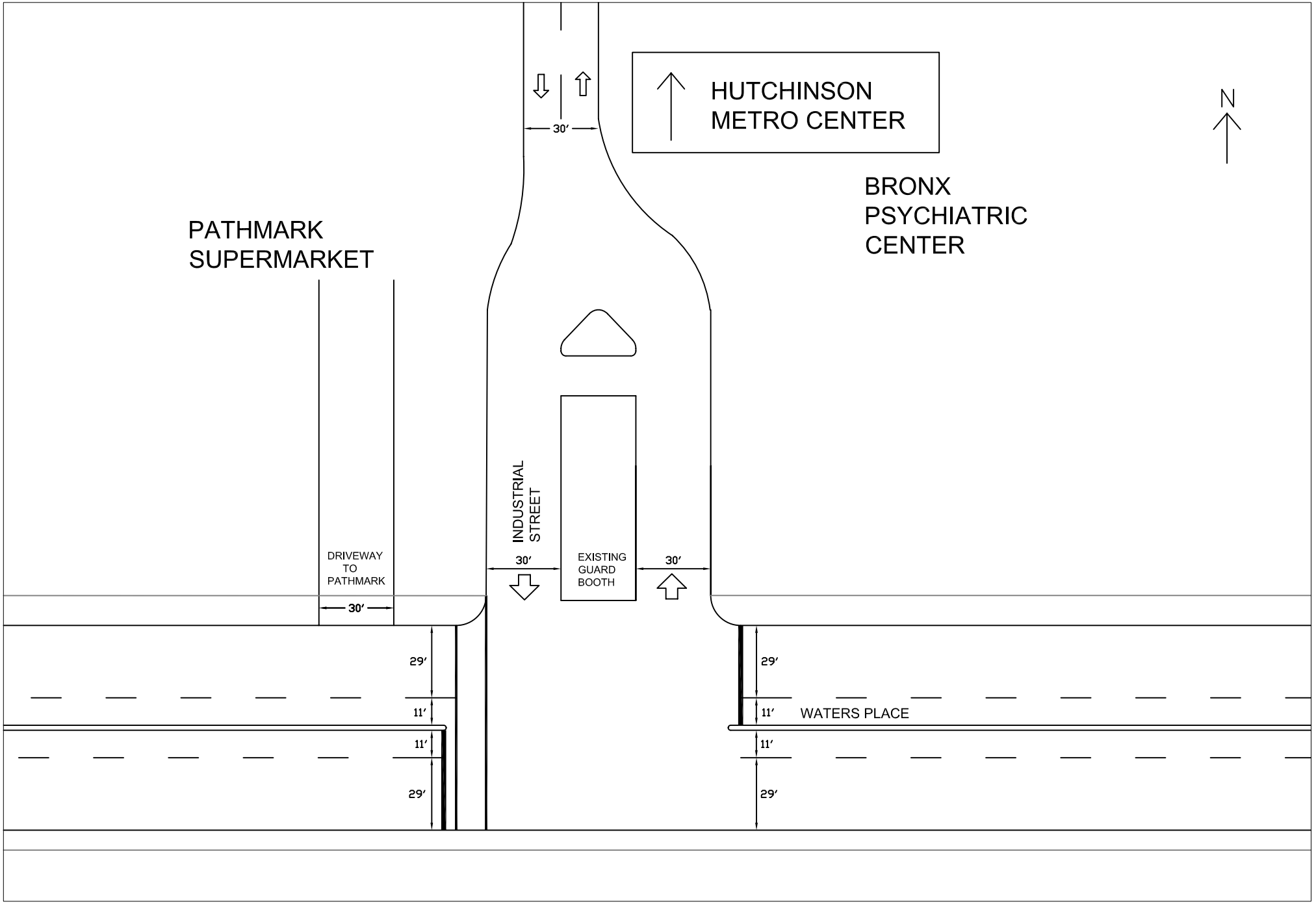
East Tremont Avenue is a two-way east-west arterial that accommodates local travel, as well as provides connections to a number of highways, including the Hutchinson River Parkway. The East Tremont Avenue corridor begins at Castle Hill Avenue and intersects with Silver Street (an extension of Eastchester Road) and Westchester Avenue. Traffic volumes are generally more concentrated near the east end of the corridor, as East Tremont Avenue is the recipient of a substantial amount of the traffic exiting from the northbound Hutchinson River Parkway at Ericson Place. Approach volumes on East Tremont Avenue are approximately 700 and 850 vehicles per hour in the AM and midday peak hours, respectively. New York City Transit also operates the Bx 8, Bx 14, Bx 40, BX 42 and Bx 31 on all or at least a segment of East Tremont Avenue in the traffic study area.

Waters Place Corridor

In addition to the arterials discussed above, Waters Place also carries a significant volume of traffic. This two-way street serves as an east-west route for vehicles generally en route to Eastchester Road or Westchester Avenue and the Hutchinson River Parkway. Industrial Street, the entrance to the HMC, as well as the entrance to the Bronx Psychiatric Center are located off of Waters Place (see Figure 12-2a for the existing intersection configuration of Waters Place at Industrial Street). In the AM and midday peak hours, Waters Place carries up to approximately 850 and 900 vehicles per hour, respectively. In the traffic study area, New York City Transit operates the Bx 21 bus route along Waters Place.

Capacity Analysis

The capacity analyses for the analyzed intersections are based on methodology presented in the *2000 Highway Capacity Manual (HCM)* and analyzed using the *Highway Capacity Software 2000 Release 4.1f*. This analysis considers the volume of vehicles for each intersection approach, the physical geometry of the intersection and also incorporates signal timing. Other factors that may influence the flow of traffic, such as curbside parking movements, bus stops and vehicle types are also incorporated to determine the performance of an intersection.



PSAC II EIS

Existing Condition - Waters Place @ Industrial Street (Future Marconi Street)

Figure 12-2a

For signalized intersections, the *HCM* methodology provides a volume-to-capacity (v/c) ratio that represents the volume of traffic at an intersection approach with respect to the carrying capacity of that approach. At v/c ratios between 0.95 and 1.0, near-capacity conditions are reached and delays become substantial. V/c ratios of greater than 1.00 are indicative of saturated conditions and the formation of queues. The *HCM* methodology also provides a level of service (LOS), a qualitative relationship that relates the quality of flow to the amount of delay that a driver typically experiences at an intersection. LOS can range from A, with minimal delays (10 seconds or less per vehicle), to F, which represents long delays (80 seconds or greater per vehicle).

For unsignalized intersections, the *HCM* methodology generally assumes that major street traffic is not affected by minor street flows. Left turns from the major street are assumed to be affected only by the opposing, or oncoming major street flow, while all movements at the minor street approaches are assumed to be affected by the flows of the major street. Similar to the *HCM* methodology for signalized intersections, the quality of flow at unsignalized intersections is based on the amount of delay typically experienced by a driver and is also expressed in terms of level of service. However, the LOS criteria for unsignalized intersections differ from the criteria for signalized intersections, as drivers generally expect a somewhat different level of performance at these facilities. For unsignalized intersections, LOS can range from A, with minimal delays (10 second or less per vehicle) to F, which represents long delays (over 50 seconds per vehicle).

Table 12-1 shows the relationship between the LOS and approach delay for signalized and unsignalized intersections as defined in *HCM* methodology. LOS A, B, and C, represent extremely favorable to fair traffic flows. At LOS D, the influence of congestion becomes more noticeable as delay increases. For both signalized and unsignalized intersections, LOS E generally represents the limit of acceptable delay, set at 80 and 50 seconds per vehicle at signalized and unsignalized intersections, respectively. Delays above this threshold are indicative of over capacity conditions and correspond to LOS F, as the typical driver would find such delays unacceptable. In this study, a signalized lane group operating at LOS E or F and/or with a v/c ratio of 0.95 or above is identified as congested. For unsignalized intersections, movements with LOS E or worse are also identified as congested.

TABLE 12-1
Roadway Level of Service (LOS) Criteria

Level of Service	Average Delay per Vehicle (Seconds)	
	Signalized Intersection	Unsignalized Intersection
A	Less than 10.1	Less than 10.1
B	10.1 to 20.0	10.1 to 15.0
C	20.1 to 35.0	15.1 to 25.0
D	35.1 to 55.0	25.1 to 35.0
E	55.1 to 80.0	35.1 to 50.0
F	Greater than 80.0	Greater than 50.0

Source: *2000 Highway Capacity Manual*

Table 12-2 shows the results of the capacity analysis at the 24 analyzed intersections in the AM (6:30 to 7:30 AM) and midday (2:30 to 3:30 PM) peak hours in the 2007 Existing conditions. As discussed earlier, for the proposed development of PSAC II, the AM and midday peak hours would occur outside of the typical peak 8-9 AM and 12-1 PM rush hour commuting periods. As shown in Table 12-2, with the exception of Westchester Avenue at Ericson Place/Middletown Road, Eastchester Road at Pelham Parkway West, East Tremont Avenue at Silver Street and East Tremont Avenue at Castle Hill Avenue, all intersections would operate without congestion in both the AM and midday peak

TABLE 12-2
2007 Existing Traffic Conditions

ANALYZED INTERSECTIONS	Lane Group	AM V/C Ratio	AM Delay (sec)	AM LOS	MD V/C Ratio	MD Delay (sec)	MD LOS
1. Waters Place (E-W) at Eastchester Road (N-S)	WB-L	0.41	23.9	C	0.55	36.4	D
	WB-R	0.56	21.7	C	0.59	22.7	C
	NB-TR	0.40	18.1	B	0.63	21.7	C
	SB-DefL	0.52	21.3	C	0.70	16.7	B
	SB-T	0.23	11.5	B	0.31	6.2	A
2. Waters Place (E-W) at Industrial Street (N-S)	EB-LT	0.41	10.6	B	0.63	14.0	B
	WB-TR	0.53	11.6	B	0.44	10.6	B
	SB-L	0.04	23.1	C			
	SB-LR				0.24	25.6	C
	SB-R	0.05	23.3	C	0.23	25.6	C
3. Waters Place (E-W) at Fink Avenue (N-S)	EB-TR	0.30	16.8	B	0.61	21.5	C
	WB-LT	0.30	18.0	B	0.34	17.2	B
	NB-LR	0.18	15.6	B	0.37	17.4	B
	SB-L	0.46	18.1	B	0.38	17.2	B
	SB-T	0.24	15.9	B	0.19	15.5	B
4. Waters Place (E-W) at entrance to Bronx Psychiatric Center (N-S)	EB-LT	0.57	15.9	B	0.67	17.1	B
	WB-TR	0.78	19.3	B	0.61	15.3	B
	SB-LR	0.10	10.2	B	0.20	10.8	B
5. Waters Place (E-W) at Westchester Avenue (N-S)	EB-LT	0.43	18.4	B	0.72	24.1	C
	NB-LT	0.20	15.9	B	0.34	17.3	B
	SB-DefL	0.29	17.6	B			
	SB-T	0.27	16.8	B			
	SB-LT				0.41	18.3	B
6. Little League Place at (E-W) Westchester Avenue (N-S)	WB-LR	0.20	22.0	C	0.41	25.6	C
	NB-T	0.19	10.9	B	0.31	11.9	B
	SB-T	0.36	12.4	B	0.32	12.0	B
7. Little League Place at (N-S) East Tremont Avenue (E-W) (unsignalized)	EB-LT	0.04	10.3	B	0.11	11.5	B
8. East Tremont Avenue (E-W) at Ericson Place (N-S)	EB-LT	0.23	14.6	B	0.50	17.9	B
	WB-T	0.32	15.5	B	0.46	17.3	B
	NB-LTR	0.64	29.6	C	0.60	28.6	C

NOTES:
EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound
L-Left, T-Through, R-Right, DefL-Analysis considers a De facto Left Lane on this approach
V/C Ratio-Volume to Capacity Ratio, SEC/VEH-Seconds per Vehicle
LOS- Level of Service
* - Denotes Congested Intersection (LOS E or F, or V/C>0.95)
Analysis is based on the 2000 Highway Capacity Manual Methodology (HCS 2000)

TABLE 12-2
2007 Existing Traffic Conditions

(continued)

ANALYZED INTERSECTIONS	Lane Group	AM V/C Ratio	AM Delay (sec)	AM LOS	MD V/C Ratio	MD Delay (sec)	MD LOS
9. East Tremont Avenue (E-W) at Blondell Avenue (N-S) (unsignalized)	EB-LT	0.06	11.5	B	0.19	13.5	B
10. East Tremont Avenue (E-W) at Silver Street (N-S) (Eastchester Road)	EB-DefL	0.78	42.6	D	0.65	28.6	C
	EB-T	0.35	23.1	C	0.45	19.0	B
	WB-T	0.28	21.3	C	0.37	16.8	B
	NB-L	0.33	43.3	D	0.07	35.1	D
	NB-TR	0.23	42.2	D	0.18	35.9	D
	SB-LR	0.97	85.8	F *	0.72	36.9	D
11. East Tremont Avenue (E-W) at Castle Hill Avenue (N-S)	EB-T	0.56	36.8	D	0.49	29.6	C
	EB-R	0.18	12.6	B	0.50	20.2	C
	WB-LT	0.77	32.4	C	0.96	46.5	D *
	NB-L	0.82	53.8	D	0.76	42.9	D
	NB-R	0.16	38.4	D	0.19	32.4	C
12. East Tremont Avenue (E-W) and Williamsbridge Road (E-W) at Frisby Ave. (N-S)	*From E. Tremont Ave.* EB-LT	0.19	23.7	C	0.51	27.5	C
	From Williamsbridge Rd. EB-T	0.31	35.3	D	0.58	32.1	C
	To E. Tremont Ave. WB-T	0.31	25.3	C	0.44	26.1	C
	To Williamsbridge Rd. WB-T	0.11	5.3	A	0.21	7.7	A
	NB-LR	0.19	42.2	D	0.44	32.5	C
13. Pelham Parkway North (E-W) at Eastchester Road (N-S)	WB-LTR	0.56	32.0	C	0.51	38.9	D
	NB-LT	0.25	7.6	A	0.47	12.0	B
	SB-TR	0.46	27.3	C	0.64	39.3	D
14. Pelham Parkway West (E-W) at Eastchester Road (N-S)	WB-L	0.54	24.2	C	0.72	50.6	D
	WB-T	0.54	22.4	C	0.84	49.8	D
	WB-R	0.06	17.4	B	0.18	36.3	D
	NB-DefL	0.38	15.8	B	0.39	13.3	B
	NB-T	0.44	16.1	B	0.61	13.9	B
	SB-TR	0.48	25.4	C	0.87	56.1	E *
15. Pelham Parkway East (E-W) at Eastchester Road (N-S)	EB-LT	0.57	22.9	C	0.72	34.6	C
	NB-TR	0.34	23.4	C	0.53	27.8	C
	SB-LT	0.61	18.3	B	0.73	24.6	C
16. Westchester Avenue (N-S) at East Tremont Avenue (E-W)	EB-T	0.18	21.7	C	0.45	20.9	C
	EB-R	0.09	21.0	C	0.11	17.4	B
	WB-T	0.30	23.3	C	0.36	19.7	B
	NB-T	0.34	26.2	C	0.68	29.1	C
	SB-TR	0.39	20.0	B	0.39	15.3	B

NOTES:

EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound

L-Left, T-Through, R-Right, DefL-Analysis considers a De facto Left Lane on this approach

V/C Ratio-Volume to Capacity Ratio, SEC/VEH-Seconds per Vehicle

LOS- Level of Service

* - Denotes Congested Intersection (LOS E or F, or V/C>0.95)

Analysis is based on the 2000 Highway Capacity Manual Methodology (HCS 2000)

TABLE 12-2
2007 Existing Traffic Conditions
(continued)

ANALYZED INTERSECTIONS	Lane Group	AM V/C Ratio	AM Delay (sec)	AM LOS		MD V/C Ratio	MD Delay (sec)	MD LOS	
17. Westchester Avenue (N-S) at Blondell Avenue (E-W)	WB-LT	0.19	22.1	C		0.38	20.6	C	
	NB-LT	0.22	17.8	B		0.45	16.4	B	
	SB-TR	0.54	29.4	C		0.61	25.9	C	
18. Westchester Avenue (N-S) at Ericson Pl./Middletown Rd and Hutchinson Pkwy (E-W)	WB-LTR *From Ericson Pl.*	0.53	35.2	D		0.77	42.2	D	
	WB-LTR *From Middletown Rd.*	1.03	87.2	F	*	0.84	52.3	D	
	NB-DefL	0.69	30.3	C		0.98	73.4	E	*
	NB-TR	0.61	26.0	C		0.98	57.8	E	*
	SB-LT	0.67	35.4	D		0.52	31.9	C	
19. Eastchester Road (N-S) at Bassett Road (E-W)	WB-LR	0.27	15.0	B		0.29	15.2	B	
	NB-TR	0.43	9.4	A		0.57	10.9	B	
	SB-LT	0.31	8.5	A		0.49	10.2	B	
20. Eastchester Road (N-S) at Ives Street (E-W)	EB-LR	0.19	15.1	B		0.17	14.4	B	
	NB-LT	0.60	11.9	B		0.83	18.6	B	
	SB-TR	0.20	7.7	A		0.41	9.3	A	
21. Sackett Avenue (N-S) at Ives Street (E-W) unsignalized	WB-L	---	9.7	A		---	9.0	A	
	NB-R	---	7.8	A		---	7.5	A	
	SB-LT	---	10.4	B		---	9.1	A	
22. Eastchester Road (N-S) at Morris Park Avenue (E-W)	EB-DefL	0.60	31.3	C		0.82	44.7	D	
	EB-TR	0.19	21.4	C		0.37	23.6	C	
	WB-LTR	0.06	20.2	C		0.20	22.2	C	
	NB-DefL	0.58	17.9	B		0.82	40.3	D	
	NB-TR	0.59	17.3	B		0.88	32.7	C	
	SB-LT	0.45	21.6	C		0.53	22.9	C	
	SB-R	0.52	24.6	C		0.47	23.6	C	
23. Eastchester Road (N-S) at Stillwell Avenue (E-W)	EB-LTR	0.05	20.1	C		0.06	20.2	C	
	WB-LTR	0.23	22.6	C		0.25	23.0	C	
	NB-LT	0.22	11.1	B		0.36	12.4	B	
	SB-LTR	0.50	14.2	B		0.52	14.5	B	
24. Eastchester Road (N-S) at Rhinelander Avenue (E-W)	WB-LR	0.17	25.6	C		0.12	19.0	B	
	WB-LR	0.18	7.9	A		0.48	23.9	C	
	SB-LT	0.50	10.8	B		0.73	30.2	C	

NOTES:
EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound
L-Left, T-Through, R-Right, DefL-Analysis considers a De facto Left Lane on this approach
V/C Ratio-Volume to Capacity Ratio, SEC/VEH-Seconds per Vehicle
LOS- Level of Service
* - Denotes Congested Intersection (LOS E or F, or V/C>0.95)
Analysis is based on the 2000 Highway Capacity Manual Methodology (HCS 2000)

hours in the Existing condition. A more detailed discussion of the traffic conditions along the key corridors within the study area is provided below.

Eastchester Road Corridor

Traffic flows in the corridor begin either at the Pelham Parkway or at the intersection of Waters Place and Eastchester Road. In the midday peak hour the southbound through-right movement of Eastchester Road at Pelham Parkway West operates with congestion and a vehicle delay of 56.1 seconds. In both the AM and midday peak hours, all other intersection approaches along Eastchester Road operate at LOS D or better and v/c ratios of 0.95 or less, indicating that all other intersections in the Eastchester Road corridor operate without congestion in the Existing condition.

Westchester Avenue Corridor

The traffic flow in this corridor is primarily concentrated near the intersection of Westchester Avenue at Waters Place and Ericson Place/Middletown Road, the access points to the Hutchinson River Parkway. In both the AM and midday peak hours, all intersection approaches at four of the five analyzed intersections along Westchester Avenue operate at LOS D or better and v/c ratios of 0.95 or less in both the AM and midday peak hours. In the Existing condition, Westchester Avenue at Ericson Place/Middletown Road contains one or more congested movements at the westbound and northbound approaches in one or more peak hours. The westbound approach from Middletown Road has a vehicle delay of 87.2 seconds in the AM peak hour and the northbound de facto left and the northbound through-right movements have vehicle delays of 73.4 and 57.8 seconds in the midday peak hour.

East Tremont Avenue Corridor

The traffic flow along East Tremont Avenue is most concentrated near Castle Hill Avenue and Ericson Place, the off-ramp for northbound travelers on the Hutchinson River Parkway. In the Existing condition, five of the seven analyzed intersections on East Tremont Avenue operate at LOS D or better and v/c ratios of 0.95 or less in both the AM and midday peak hours. The intersection of East Tremont Avenue at Silver Street and Castle Hill Avenue contain a congested movement in one of the two analyzed peak hours. The southbound movement at East Tremont and Castle Hill Avenues has a vehicle delay of 85.8 seconds in the AM peak hour, and the westbound through-left movement has a vehicle delay of 46.5 seconds in the midday peak hour.

Waters Place Corridor

The traffic flow on Waters Place is relatively uniform across the five intersections that comprise the corridor. Though vehicles are slightly more concentrated near Westchester Avenue, all five of the analyzed intersections in this corridor operate without congestion. It should be noted that the entrance to the proposed PSAC II development site, located at Waters Place and Industrial Street, operates at LOS C or better in both the AM and midday peak hours in the Existing condition.

Parking

As the proposed PSAC II development would directly displace or eliminate required accessory parking spaces for the HMC, this parking analysis considers the current and projected utilization of the accessory parking facilities within the office complex. The data used in the parking analysis was collected in January 2008 during three periods, the 11 AM, 2 PM and 6 PM peak hours, when parking demand in the HMC is expected to be greatest.

As shown in Figure 12-3, the HMC[3] office complex contains a 4-story, 460,000 gsf office building that accommodates a range of commercial and government offices as well as the Bronx campus of Mercy College (occupying approximately 130,000 gsf) and a single-story, 52,000 gsf warehouse that is used for storage purposes and as a filling station. The southwest corner of the office complex is currently under construction and will accommodate two new commercial buildings that will provide approximately 502,000 gsf of new office space and a 150-room hotel, combined, by 2012.

A total of 1,467 accessory parking spaces are provided within the HMC campus to accommodate the demand of office and warehouse employees, as well as the students and faculty of Mercy College's Bronx campus (the main entrance of which is located on the northern facade of the office building). These spaces are concentrated in two areas, generally located to the north and to the south and east of the 4-story office building. To the north of the 4-story office building and the one-story warehouse there are approximately 666 spaces (a significant portion of these spaces are located within the boundary of the proposed development site). The remaining approximately 801 spaces are located to the south and east of the 4-story office building, and include 367 spaces located to the southeast of the 4-story building and approximately 434 additional spaces located at the southern boundary of the office complex. As discussed in more detail in Section C, "Future Without the Proposed Action", the lot at the southern corner of the office complex is a recently built and substantially underutilized lot that is intended to serve the future need of the planned commercial development in the HMC. All 1,467 parking spaces located within the HMC are for the exclusive use of the tenants of the HMC, including Mercy College.

Table 12-3 provides the existing parking demand and utilization of the HMC accessory parking spaces. As shown in Table 12-3, approximately 707, 654 and 739 accessory parking spaces are occupied in the 11 AM, 2 PM and 6 PM peak hours, respectively, indicating that in the Existing condition, the overall parking utilization rate for the office complex is approximately 48, 45 and 50 percent, respectively.

TABLE 12-3
2007 Existing Parking Conditions in the Hutchinson Metro Center

		11 AM			2 PM			6 PM		
Lot	**Capacity**	**Demand**	**Open Spaces**	**Utilization**	**Demand**	**Open Spaces**	**Utilization**	**Demand**	**Open Spaces**	**Utilization**
Total	1,467	707	760	48%	654	813	45%	739	728	50%

Source: PHA field survey, January 2008.

Accidents

The annual motor vehicle accidents from 2005 through 2007 at study area intersections are shown in Table 12-4. Accidents listed in the table are classified as either non-reportable (i.e., involving less than $1,000 in property damage and no injuries or fatalities) or reportable. The numbers of vehicle occupants, cyclists and pedestrians killed or injured are also shown in the table. (NYCDOT accident data do not distinguish injuries from fatalities.) Accidents resulting in injuries or fatalities to pedestrians or bicyclists often involve turning vehicles, with failure to yield the right-of-way to

[3] It is estimated that approximately 1,320 employees work in the 4-story building, 26 employees work in the warehouse and 2,500 students are enrolled at Mercy College (combined part-time and full-time students).

FIGURE 12-3

Existing Parking Facilities in the Hutchinson Metro Center

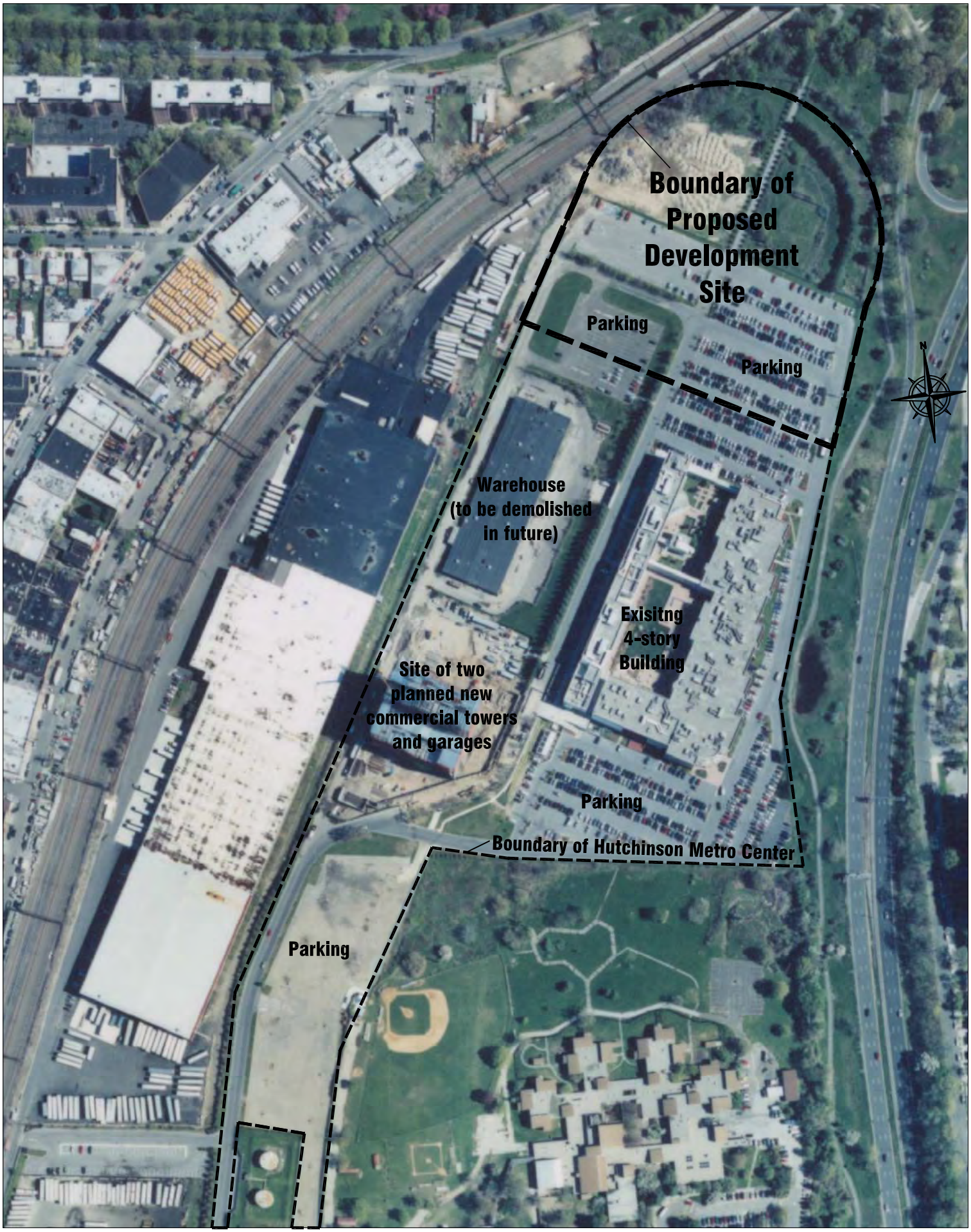


TABLE 12-4
Annual Motor Vehicle Accidents at Study Area Intersections, 2005-2007

Intersection		Total Reportable Accidents	Total Veh. Occupants Killed/Injured	Total Peds/Bicyclists Killed/Injured	Bicyclists Killed / Injured			Pedestrians Killed / Injured		
		2005-2007	2005-2007	2005-2007	2005	2006	2007	2005	2006	2007
East Tremont Ave. at	St. Raymond Ave.	2	1	1	0	0	0	0	1	0
	Williamsbridge Rd.	2	2	0	0	0	0	0	0	0
	Ponton Ave.	4	1	3	0	0	0	0	1	2
	Lane Ave.	2	0	3	0	0	0	0	0	3
	Fink Ave.	2	0	2	0	0	0	0	1	1
	Blondell Ave.	2	4	0	0	0	0	0	0	0
	Little League Pl.	1	0	1	0	0	0	0	1	0
	Hutchinson River Pkwy	6	9	2	0	0	0	0	1	1
	Ericson Pl.	4	5	1	0	0	0	0	0	1
East Tremont Ave. at	Castle Hill Ave.	1	1	0	0	0	0	0	0	0
	Lyvere St.	2	5	1	0	0	0	0	1	0
	Paulding Ave.	2	2	0	0	0	0	0	0	0
	Seddone St.	1	3	0	0	0	0	0	0	0
	Hone St.	3	5	0	0	0	0	0	0	0
	St. Peters Ave.	0	0	0	0	0	0	0	0	0
	Lurting Ave.	3	2	2	0	1	0	1	0	0
	Montgomery Pl.	2	2	0	0	0	0	0	0	0
	Silver St.	6	6	3	0	0	0	1	1	1
	Maclay Ave.	2	3	0	0	0	0	0	0	0
Eastchester Rd. at	Rhinelander Ave.	2	6	0	0	0	0	0	0	0
	Pelham Pkwy South	25	35	8	0	0	0	3	1	4
	Pelham Pkwy North	4	7	0	0	0	0	0	0	0
	Pelham Pkwy	16	25	2	0	0	0	2	0	0
Eastchester Rd. at	Jarrett Pl.	1	4	0	0	0	0	0	0	0
	Blondell Ave.	**12**	**5**	**9**	**0**	**0**	**0**	**5**	**1**	**3**
	Waters Pl.	24	21	9	0	0	0	4	2	3
	Bassett Ave.	3	3	0	0	0	0	0	0	0
	Ives St.	0	0	0	0	0	0	0	0	0
	Loomis St.	4	5	1	0	0	0	0	0	1
	Morris Park Ave.	9	6	4	0	0	0	1	2	1
	Stillwell Ave.	3	7	0	0	0	0	0	0	0
	Seminole St.	0	0	0	0	0	0	0	0	0
	McDonald St.	1	1	0	0	0	0	0	0	0
Silver St. at	Roselle St.	2	4	0	0	0	0	0	0	0
	Williamsbridge Rd.	10	9	4	0	0	0	0	1	3
Stillwell Ave. at	Seminole St.	0	0	0	0	0	0	0	0	0
	McDonald St.	2	2	0	0	0	0	0	0	0
	Rhinelander Ave.	0	0	0	0	0	0	0	0	0
	Pelham Pkwy South	10	7	3	1	1	0	0	1	0
Waters Pl. at	Industrial St.	0	0	0	0	0	0	0	0	0
	Fink Ave.	5	4	3	1	0	0	0	2	0
Westchester Ave.	East Tremont Ave.	8	8	3	0	1	0	0	1	1
	Blondell Ave.	2	0	2	0	0	0	0	1	1
	Little League Pl.	2	2	0	0	0	0	0	0	0
	Waters Pl.	10	14	3	0	0	0	1	1	1
	Ericson Pl.	1	3	0	0	0	0	0	0	0

Notes: Reportable accidents are those that involve more than $1,000 in property damage and/or injuries or fatalities.

Bold: High Accident Location

Source: NYCDOT data.

pedestrians in crosswalks frequently cited as a causal factor. Other factors typically cited as contributing to vehicular accidents are wet road conditions, unsafe speeds, and driver inattention.

According to the CEQR Technical Manual, the NYCDOT considers any intersection at which five or more pedestrians or cyclists are killed or injured per year as a high accident location. As shown in Table 12-4, although seven intersections in the traffic study area experienced ten or more reportable accidents from 2005 to 2007, only one intersection in the traffic study area experienced five

pedestrians or cyclists injured or killed in a year during the three year period between 2005 and 2007. With five pedestrians injured or killed 2005, the intersection of Eastchester Road at Blondell Avenue would be the only location in the traffic study area that would be considered a high accident location.

Factors such as a skewed geometry and long pedestrian crossing distances likely contributed to the 12 reportable accidents that occurred at the intersection of Eastchester Road and Blondell Avenue from 2005 through 2007. The intersection of Eastchester Road and Blondell Avenue, located more than a mile to the southwest of the proposed PSAC II development site, is not expected to receive an appreciable number of new pedestrian trips with the implementation of the Proposed Action. As shown in Figures 12-6a and 12-6b, a maximum of 30 vehicle trips are expected to travel through this intersection under the Typical Operation of PSAC II, and up to 35 vehicles trips when PSAC II is operating under its Consolidated condition (which are below the CEQR Manual threshold of 50 vehicle trips through an intersection, and therefore this intersection was not analyzed as part of the traffic analysis). Most, if not all, project-generated vehicle trips at this intersection would be through trips traveling northbound on Eastchester Road, and are not expected to make turning movements at this intersection. As vehicle/pedestrian conflicts are often associated with vehicles turning across pedestrian crosswalks, the fact that most, if not all, project-generated vehicle trips are not expected to make turns at this intersection, there would be less likelihood for vehicle/pedestrian conflicts from this new traffic.

Although the intersections of Eastchester Road at the Pelham Park South, Waters Place at Eastchester Road, and Eastchester Road at the Pelham Parkway are not considered a high accident locations per CEQR guidelines, as each of these intersections had fewer than five pedestrians or cyclists killed or injured per year, they are noteworthy since they had the highest number of accidents within the traffic study area between 2005 and 2007. As shown in Table 12-4, the intersection with the highest overall number of accidents is Eastchester Road at the Pelham Parkway South, with a total of 25 reportable accidents (and 81 non-reportable accidents) from 2005 through 2007. This intersection also has the highest total number of vehicle occupants killed or injured with 35 during the three-year period, and a total of 8 pedestrians killed or injured. Factors that are likely contributing to the relatively high accident rate at this intersection are its slightly skewed geometry, and two bus stops located immediately to the south of the Pelham Parkway Service Road along either side of Eastchester Road.

The intersection of Eastchester Road at Waters Place has the second highest overall number of accidents, with a total of 24 reportable accidents (and 79 non-reportable accidents) from 2005 through 2007. Vehicle occupants killed or injured during this period totaled 21, while the number of pedestrians killed or injured totaled nine. A likely factor contributing to this relatively high number of accidents is the skewed geometry of the intersection and the long pedestrian crossing distance across Waters Place, which is approximately 84 feet wide, as well as potentially pedestrian demand generated by an adjacent supermarket located at the northeast corner of the intersection. This intersection already has high-visibility crosswalks.

As shown in Table 12-4, the intersection with the third highest number of accidents during the 2005 through 2007 period is the intersection of Eastchester Road at the Pelham Parkway (this is a combination of both the Pelham Parkway East and the Pelham Parkway West at Eastchester Road), with a total of 16 reportable accidents (and 60 non-reportable accidents), 25 vehicle occupants killed or injured, and two pedestrians killed or injured over the three-year period. Factors that are likely contributing to the relatively high accident rate at this intersection are its skewed geometry and long pedestrian crosswalks.

All three of these intersections are not expected to receive an appreciable number of new pedestrian trips with the implementation of the Proposed Action, as they are located a significant distance from the proposed development site. The intersections of Eastchester Road and the Pelham Parkway South and Eastchester Road at the Pelham Parkway are located more than 0.33 miles west of the proposed

development site, and the intersection of Eastchester Road and Waters Place is located approximately mile to the southwest of the site.

As shown in Figures 12-6a through 12-6b, the proposed PSAC II development would add up to approximately 150 vehicles per hour (vph) in any peak hour to the Eastchester Road and Pelham Parkway South intersection, up to approximately 250 vehicles per hour to the Waters Place and Eastchester Road intersection, and up to approximately 178 vehicles per hour to the Eastchester Road at Pelham Parkway when operating under its Consolidated condition. Proportionately, these project increments are small compared to the base traffic volumes (representing between 3 and 11 percent of traffic volumes) on the heavily traveled corridors of Eastchester Road, Waters Place, and the Pelham Parkway.

Four additional intersections, Eastchester Road at Blondell Avenue, Silver Street at Williamsbridge Road, Stillwell Avenue at the Pelham Parkway South and Westchester Avenue at Waters Place, experienced between 10 and 12 reportable total accidents between 2005 and 2007. No data is currently available for an existing connection between the Pelham Parkway North service road/Stillwell Avenue and the Pelham Parkway, the location that would receive the greatest concentration of project-generate pedestrian trips.

C. FUTURE WITHOUT THE PROPOSED ACTION (NO-BUILD CONDITIONS)

In the future without the Proposed Action (No-Build conditions), traffic volumes at the 24 analyzed intersections would change as a result of background growth and discrete developments that would be completed by 2012. Traffic volumes in the 2012 future without the Proposed Action are forecasted by applying the *CEQR Technical Manual* recommended background growth rate of 0.5 percent per year to the existing demand, and then adding the additional demand generated by known, planned or proposed developments that would occur by the analysis year of 2012.

The No-Build traffic analysis considers alterations to the roadway geometry that would occur with implementation of the Select Bus Service (SBS) system that would replace the limited service Bx 12 that currently operates along the Pelham Parkway. As discussed in more detail in Chapter 13, "Transit and Pedestrians", several physical improvements, including enhanced and extended dedicated bus lanes would be implemented along the Pelham Parkway as a part of the reconstruction of the Pelham Parkway. In the eastbound direction, a bus lane would be achieved by designating a 10-foot wide stretch of existing roadway for use as a dedicated bus lane. In the westbound direction, it is anticipated that an additional 12-foot lane would be constructed and completed for use as a dedicated bus lane by 2013. However, as this additional lane would not be completed by 2012, the SBS system is assumed to use an existing lane in the westbound direction. These bus lanes would operate from roughly 7:00 AM to 7:00 PM in both directions with designated two-hour delivery zones to accommodate truck deliveries. The analysis of the future without the Proposed Action assumes implementation of the SBS system and incorporates the above alterations in the traffic study area.

The 2007 to 2012 period will likely see the implementation of physical and operational changes to the study area street system as a result of new developments, as well as initiatives by City agencies, such as the planned reconstruction of the Pelham Parkway and the implementation of the Select Bus Service. In addition, several physical changes are planned for the intersection of Eastchester Road and Morris Park Avenue to establish dedicated left, through, and through-right-turn movements on the northbound approach of Eastchester Road and to establish a left-turn and left-through movements on the eastbound approach of Morris Park. This intersection will also have adjustments to curbside

parking regulations. All of these changes have been incorporated into the 2011 No-Build traffic network.

As mentioned above, the No-Build developments considered in this analysis include the construction of two new buildings in the HMC that would provide a total of approximately 502,000 gsf of office space and an approximately 150-room hotel, as well as add approximately 1,685 accessory parking spaces. As shown in Table 12-5, the No-Build analysis also assumes completion of an approximately 127,000 sf Ambulatory Care Center in the Jacobi Medical Center and the Michael F. Price Center for Genetic and Translational Medicine, an approximately 201,000 sf research facility for Yeshiva University's Albert Einstein College of Medicine located on Morris Park Avenue, near Eastchester Road. In addition, Albert Einstein College of Medicine is also planning a 310-space enlargement to its Staff Housing to meet the need for additional off-street parking generated by the continued expansion and modernization of its educational and medical facilities. The demand generated from these discrete sites, along with any changes to the traffic network, is incorporated into the No-Build traffic network that is used to develop traffic conditions in the future without the Proposed Action.

TABLE 12-5
2012 No-Build Soft Sites

Site	Location	Size (sf)	AM Peak Period Vehicle Trips			Midday Peak Period Vehicle Trips		
			In	Out	Total	In	Out	Total
Office Space (1)	Hutchinson Metro Center (Tower 1 & 2)	502,000	59	13	72	144	155	229
150-room Hotel (1)	Hutchinson Metro Center (Tower 2)	150 rooms	6	11	17	25	27	52
Ambulatory Care Facility (2)	Jacobi Medial Center	127,000	68	68	136	58	62	120
Michael F. Price Center (2)	Albert Einstein College of Medicine	201,000	9	2	11	22	22	44
Bronx Mental Health Redevelopment Project (3)	Bronx Psychiatric Center	463,100 [a]	-	-	-	-	-	-
Wellness Center	1510 Waters Pl.	42,000 [b]	-	-	-	-	-	-

Source: (1)-Zoning Analysis and Calculations for Tower 2 @ the Hutchinson Metro Center, dated 06.23.08
(2)- Bronx office of City Planning
(3)-NYSOMH Bronx Psychiatric Center Bronx Mental Health Redevelopment Project Environmental Impact Analysis Report (EIAR), dated 08.08

Notes: [a] The planned renovations to the Bronx Psychiatric Center will not result in an increase in the number of staff, consumers, or visitors to the Bronx Psychiatric Center, and therefore, would not generate any new trips as a result.
[b] The planned Wellness Center will consolidate existing facilities within one building and will not introduce any new employees, or expand existing patient services and therefore, will not generate any new trips as a result.

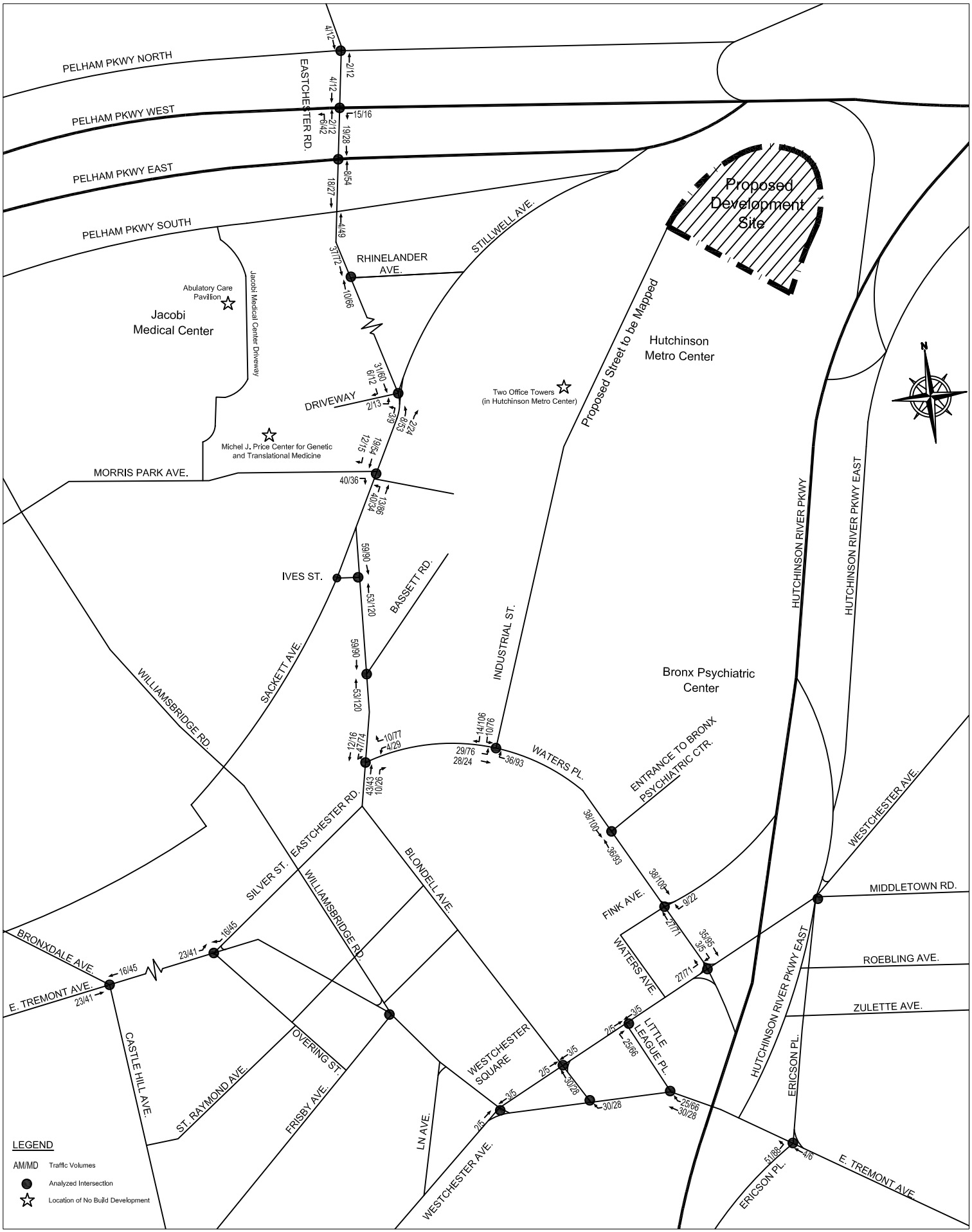
Vehicular Traffic

Figures 12-4 and 12-5 show the additional demand added by the No-Build sites and the expected 2012 No-Build traffic volumes in the AM and midday peak hours at the analyzed intersections. Table 12-6 shows the corresponding 2012 No-Build traffic conditions compared to the Existing traffic conditions. As shown in Table 12-6, presently congested locations slightly worsen under No-Build conditions, while two new locations would become congested in the midday peak hour. In total, under the No-Build condition, six analyzed intersections would be considered congested, including the three intersections previously congested under the Existing condition.

PSAC II EIS

FIGURE 12-4

2012 Incremental No Build Development Traffic Volumes



PSAC II EIS

FIGURE 12-5

2012 No Build Traffic Volumes

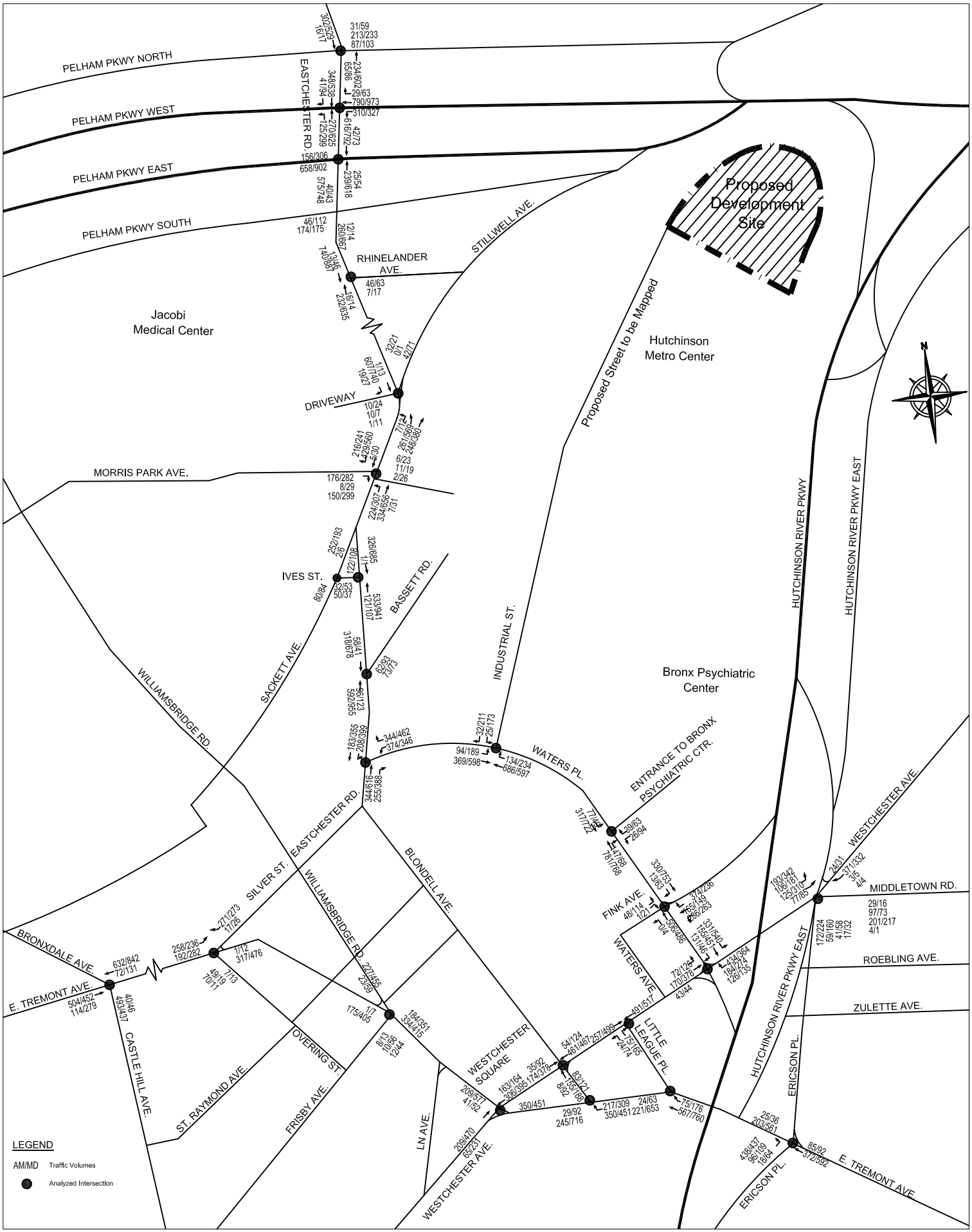


TABLE 12-6
2012 No Build Traffic Conditions

ANALYZED INTERSECTIONS	Lane Group	AM Peak Hour						Midday Peak Hour					
		2007 Exisitng			2012 No Build			2007 Exisitng			2012 No Build		
		V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS
1. Waters Place (E-W) at Eastchester Road (N-S)	WB-L	0.41	23.9	C	0.42	24.1	C	0.55	36.4	D	0.61	37.9	D
	WB-R	0.56	21.7	C	0.59	22.4	C	0.59	22.7	C	0.72	27.1	C
	NB-TR	0.40	18.1	B	0.47	19.0	B	0.63	21.7	C	0.71	23.8	C
	SB-DefL	0.52	21.3	C	0.76	36.0	D	0.70	16.7	B	0.94	47.1	D
	SB-T	0.23	11.5	B	0.25	11.7	B	0.31	6.2	A	0.33	6.4	A
2. Waters Place (E-W) at Industrial Street (N-S)	EB-DefL										0.78	33.4	C
	EB-T										0.78	20.6	C
	EB-LT	0.41	10.6	B	0.56	13.1	B	0.63	14.0	B		23.6	C
	WB-TR	0.53	11.6	B	0.57	12.2	B	0.44	10.6	B	0.52	11.5	B
	SB-L	0.04	23.1	C	0.06	23.4	C						
	SB-LR							0.24	25.6	C	0.44	29.0	C
	SB-R	0.05	23.3	C	0.09	23.8	C	0.23	25.6	C	0.48	30.2	C
3. Waters Place (E-W) at Fink Avenue (N-S)	EB-TR	0.30	16.8	B	0.34	17.4	B	0.61	21.5	C	0.71	24.0	C
	WB-LT	0.30	18.0	B	0.44	18.4	B	0.34	17.2	B	0.40	18.0	B
	NB-LR	0.18	15.6	B	0.19	15.7	B	0.37	17.4	B	0.38	17.6	B
	SB-L	0.46	18.1	B	0.47	18.2	B	0.38	17.2	B	0.38	17.3	B
	SB-T	0.24	15.9	B	0.25	16.0	B	0.19	15.5	B	0.20	15.6	B
4. Waters Place (E-W) at entrance to Bronx Psychiatric Center (N-S)	EB-LT	0.57	15.9	B	0.66	18.1	B	0.67	17.1	B	0.81	21.5	C
	WB-TR	0.78	19.3	B	0.83	21.6	C	0.61	15.3	B	0.70	17.2	B
	SB-LR	0.10	10.2	B	0.10	10.2	B	0.20	10.8	B	0.21	10.8	B
5. Waters Place (E-W) at Westchester Avenue (N-S)	EB-LT	0.43	18.4	B	0.47	19.0	B	0.72	24.1	C	0.81	27.4	C
	NB-LT	0.20	15.9	B	0.25	16.4	B	0.34	17.3	B	0.44	18.7	B
	SB-DefL	0.29	17.6	B	0.31	17.9	B				0.43	21.2	C
	SB-T	0.27	16.8	B	0.28	16.9	B				0.36	17.9	B
	SB-LT							0.41	18.3	B			
6. Little League Place at (E-W) Westchester Avenue (N-S)	WB-LR	0.20	22.0	C	0.27	23.1	C	0.41	25.6	C	0.59	30.3	C
	NB-T	0.19	10.9	B	0.20	10.9	B	0.31	11.9	B	0.32	12.0	B
	SB-T	0.36	12.4	B	0.37	12.5	B	0.32	12.0	B	0.33	12.1	B
7. Little League Place at (N-S) East Tremout Avenue (E-W) (unsignalized)	EB-LT	0.04	10.3	B	0.04	10.8	B	0.11	11.5	B	0.13	12.5	B
8. East Tremont Avenue (E-W) at Ericson Place (N-S)	EB-LT	0.23	14.6	B	0.23	14.7	B	0.50	17.9	B	0.51	18.1	B
	WB-T	0.32	15.5	B	0.33	15.6	B	0.46	17.3	B	0.48	17.5	B
	NB-LTR	0.64	29.6	C	0.73	32.1	C	0.60	28.6	C	0.72	31.9	C

NOTES:

Table has been revised for the FEIS.

EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound

L-Left, T-Through, R-Right, DefL-Analysis considers a De facto Left Lane on this approach

V/C Ratio-Volume to Capacity Ratio, SEC/VEH-Seconds per Vehicle

LOS- Level of Service

* - Denotes Congested Intersection (LOS E or F, or V/C>0.95)

Analysis is based on the 2000 Highway Capacity Manual Methodology (HCS 2000)

TABLE 12-6
2012 No Build Traffic Conditions

(continued)

ANALYZED INTERSECTIONS	Lane Group	AM Peak Hour 2007 Exisitng V/C Ratio	Delay (sec)	LOS		AM Peak Hour 2012 No Build V/C Ratio	Delay (sec)	LOS	Midday Peak Hour 2007 Exisitng V/C Ratio	Delay (sec)	LOS		Midday Peak Hour 2012 No Build V/C Ratio	Delay (sec)	LOS
9. East Tremont Avenue (E-W) at Blondell Avenue (N-S) (unsignalized)	EB-LT	0.06	11.5	B		0.06	11.9	B	0.19	13.5	B		0.20	14.0	B
10. East Tremont Avenue (E-W) at Silver Street (N-S) (Eastchester Road)	EB-DefL	0.78	42.6	D		0.88	55.6	E *	0.65	28.6	C		0.82	42.3	D
	EB-T	0.35	23.1	C		0.36	23.2	C	0.45	19.0	B		0.46	19.2	B
	WB-T	0.28	21.3	C		0.29	21.4	C	0.37	16.8	B		0.38	16.9	B
	NB-L	0.33	43.3	D		0.33	43.4	D	0.07	35.1	D		0.07	35.1	D
	NB-TR	0.23	42.2	D		0.24	42.3	D	0.18	35.9	D		0.18	35.9	D
	SB-LR	0.97	85.8	F *		1.05	108.7	F *	0.72	36.9	D		0.87	50.6	D
11. East Tremont Avenue (E-W) at Castle Hill Avenue (N-S)	EB-T	0.56	36.8	D		0.60	37.7	D	0.49	29.6	C		0.55	30.7	C
	EB-R	0.18	12.6	B		0.19	12.7	B	0.50	20.2	C		0.51	20.5	C
	WB-LT	0.77	32.4	C		0.82	35.5	D	0.96	46.5	D *		1.06	72.5	E *
	NB-L	0.82	53.8	D		0.84	55.2	E *	0.76	42.9	D		0.78	43.9	D
	NB-R	0.16	38.4	D		0.16	38.5	D	0.19	32.4	C		0.20	32.4	C
12. East Tremont Avenue (E-W) and *From E. Tremont Ave.*	EB-LT	0.19	23.7	C		0.19	23.8	C	0.51	27.5	C		0.52	27.7	C
Williamsbridge Road (E-W) at *From Williamsbridge Rd.*	EB-T	0.31	35.3	D		0.32	35.5	D	0.58	32.1	C		0.59	32.4	C
Frisby Ave. (N-S) *To E. Tremont Ave.*	WB-T	0.31	25.3	C		0.32	25.4	C	0.44	26.1	C		0.45	26.2	C
To Williamsbridge Rd.	WB-T	0.11	5.3	A		0.11	5.4	A	0.21	7.7	A		0.22	7.7	A
	NB-LR	0.19	42.2	D		0.19	42.2	D	0.44	32.5	C		0.45	32.7	C
13. Pelham Parkway North (E-W) at Eastchester Road (N-S)	WB-LTR	0.56	32.0	C		0.58	32.3	C	0.51	38.9	D		0.53	39.2	D
	NB-LT	0.25	7.6	A		0.26	7.7	A	0.47	12.0	B		0.49	12.4	B
	SB-TR	0.46	27.3	C		0.48	27.6	C	0.64	39.3	D		0.67	40.2	D
14. Pelham Parkway West (E-W) at Eastchester Road (N-S)	WB-L	0.54	24.2	C		0.59	25.2	C	0.72	50.6	D		0.78	54.0	D
	WB-T	0.54	22.4	C	WB-TR	0.58	23.0	C	0.84	49.8	D	WB-TR	0.93	57.9	E *
	WB-R	0.06	17.4	B					0.18	36.3	D				
	NB-DefL	0.38	15.8	B		0.42	16.5	B	0.39	13.3	B		0.47	18.7	B
	NB-T	0.44	16.1	B		0.45	16.3	B	0.61	13.9	B		0.64	14.6	B
	SB-TR	0.48	25.4	C		0.50	25.7	C	0.87	56.1	E *		0.91	60.6	E *
15. Pelham Parkway East (E-W) at Eastchester Road (N-S)	EB-LT	0.57	22.9	C		0.83	30.7	C	0.72	34.6	C		1.04	72.4	E *
	NB-TR	0.34	23.4	C		0.36	23.7	C	0.53	27.8	C		0.59	29.1	C
	SB-LT	0.61	18.3	B		0.65	19.1	B	0.73	24.6	C		0.80	27.9	C
16. Westchester Avenue (N-S) at East Tremont Avenue (E-W)	EB-T	0.18	21.7	C		0.18	21.8	C	0.45	20.9	C		0.47	21.0	C
	EB-R	0.09	21.0	C		0.10	21.0	C	0.11	17.4	B		0.11	17.4	B
	WB-T	0.30	23.3	C		0.31	23.4	C	0.36	19.7	B		0.37	19.8	B
	NB-T	0.34	26.2	C		0.35	26.4	C	0.68	29.1	C		0.71	30.1	C
	SB-TR	0.39	20.0	B		0.40	20.1	C	0.39	15.3	B		0.41	15.5	B

NOTES:

Table has been revised for the FEIS.

EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound

L-Left, T-Through, R-Right, DefL-Analysis considers a De facto Left Lane on this approach

V/C Ratio-Volume to Capacity Ratio, SEC/VEH-Seconds per Vehicle

LOS- Level of Service

* - Denotes Congested Intersection (LOS E or F, or V/C>0.95)

Analysis is based on the 2000 Highway Capacity Manual Methodology (HCS 2000)

TABLE 12-6
2012 No Build Traffic Conditions
(continued)

ANALYZED INTERSECTIONS	Lane Group	AM Peak Hour 2007 Exisitng V/C Ratio	Delay (sec)	LOS		AM Peak Hour 2012 No Build V/C Ratio	Delay (sec)	LOS		Midday Peak Hour 2007 Exisitng V/C Ratio	Delay (sec)	LOS		Midday Peak Hour 2012 No Build V/C Ratio	Delay (sec)	LOS	
17. Westchester Avenue (N-S) at Blondell Avenue (E-W)	WB-LT	0.19	22.1	C		0.25	22.8	C		0.38	20.6	C		0.43	21.4	C	
	NB-LT	0.22	17.8	B		0.23	17.9	B		0.45	16.4	B		0.48	16.8	B	
	SB-TR	0.54	29.4	C		0.56	29.7	C		0.61	25.9	C		0.63	26.4	C	
18. Westchester Avenue (N-S) at *From Ericson Pl.*	WB-LTR	0.53	35.2	D		0.54	35.4	D		0.77	42.2	D		0.79	43.3	D	
Ericson Pl./Middletown Rd *From Middletown Rd.*	WB-LTR	1.03	87.2	F	*	1.05	95.3	F	*	0.84	52.3	D		0.86	54.6	D	
and Hutchinson Pkwy (E-W)	NB-DefL	0.69	30.3	C		0.72	32.0	C		0.98	73.4	E	*	1.02	82.8	F	*
	NB-TR	0.61	26.0	C		0.63	26.5	C		0.98	57.8	E	*	1.00	63.8	E	*
	SB-LT	0.67	35.4	D		0.68	36.0	D		0.52	31.9	C		0.54	32.1	C	
19. Eastchester Road (N-S) at Bassett Road (E-W)	WB-LR	0.27	15.0	B		0.27	15.0	B		0.29	15.2	B		0.30	15.2	B	
	NB-TR	0.43	9.4	A		0.48	9.9	A		0.57	10.9	B		0.67	12.3	B	
	SB-LT	0.31	8.5	A		0.37	9.1	A		0.49	10.2	B		0.58	11.4	B	
20. Eastchester Road (N-S) at Ives Street (E-W)	EB-LR	0.19	15.1	B		0.19	15.2	B		0.17	14.4	B		0.18	14.5	B	
	NB-LT	0.60	11.9	B		0.68	13.5	B		0.83	18.6	B		0.99	37.0	D	*
	SB-TR	0.20	7.7	A		0.25	8.0	A		0.41	9.3	A		0.49	10.0	A	
21. Sackett Avenue (N-S) at Ives Street (E-W) unsignalized	WB-L	---	9.7	A		---	9.8	A		---	9.0	A		---	9.1	A	
	NB-R	---	7.8	A		---	7.9	A		---	7.5	A		---	7.6	A	
	SB-LT	---	10.4	B		---	10.5	B		---	9.1	A		---	9.2	A	
22. Eastchester Road (N-S) at Morris Park Avenue (E-W)	EB-DefL	0.60	31.3	C	EB-L	0.45	26.9	C		0.82	44.7	D	EB-L	0.61	32.2	C	
	EB-TR	0.19	21.4	C	EB-LT	0.22	22.5	C		0.37	23.6	C	EB-LT	0.33	24.4	C	
					EB-R	0.46	26.5	C					EB-R	0.75	37.1	D	
	WB-LTR	0.06	20.2	C		0.06	20.2	C		0.20	22.2	C		0.19	22.1	C	
	NB-DefL	0.58	17.9	B	NB-L	0.76	26.1	C		0.82	40.3	D	NB-L	1.04	88.8	F	*
	NB-TR	0.59	17.3	B	NB-TR	0.28	11.6	B		0.88	32.7	C	NB-TR	0.46	13.6	B	
	SB-LT	0.45	21.6	C		0.49	22.1	C		0.53	22.9	C		0.60	24.3	C	
	SB-R	0.52	24.6	C		0.56	25.7	C		0.47	23.6	C		0.52	24.7	C	
23. Eastchester Road (N-S) at Stillwell Avenue (E-W)	EB-LTR	0.05	20.1	C		0.05	20.1	C		0.06	20.2	C		0.09	20.6	C	
	WB-LTR	0.23	22.6	C		0.24	22.8	C		0.25	23.0	C		0.26	23.2	C	
	NB-LT	0.22	11.1	B		0.24	11.3	B		0.36	12.4	B		0.42	13.1	B	
	SB-LTR	0.50	14.2	B		0.55	14.9	B		0.52	14.5	B		0.58	15.6	B	
24. Eastchester Road (N-S) at Rhinelander Avenue (E-W)	WB-LR	0.17	25.6	C		0.18	25.7	C		0.12	19.0	B		0.13	19.1	B	
	NB-TR	0.18	7.9	A		0.19	8.0	A		0.48	23.9	C		0.55	25.2	C	
	SB-LT	0.50	10.8	B		0.54	11.3	B		0.73	30.2	C		0.83	35.2	D	

NOTES:
Table has been revised for the FEIS.
EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound
L-Left, T-Through, R-Right, DefL-Analysis considers a De facto Left Lane on this approach
V/C Ratio-Volume to Capacity Ratio, SEC/VEH-Seconds per Vehicle
LOS- Level of Service
* - Denotes Congested Intersection (LOS E or F, or V/C>0.95)
Analysis is based on the 2000 Highway Capacity Manual Methodology (HCS 2000)

Eastchester Road Corridor

As shown in Table 12-6 the congested movement at Eastchester Road at Pelham Parkway West would slightly worsen in the future without the Proposed Action. In the midday peak hour, the southbound through-right movement at this intersection would operate with approximately 60.6 (LOS E) seconds of delay, compared to 56.1 (LOS E) seconds of delay in the Existing conditions. The westbound through-right movement also becomes congested with LOS E (delay of 57.9 seconds) in the midday peak hour. No additional movements at this intersection would become congested under the No-Build conditions in either the AM or midday peak hours.

As shown in Table 12-6, the Eastchester Road corridor contains three new locations that would become congested under the No-Build condition-Eastchester Road at the Pelham Parkway East, Morris Park Avenue and Ives Street. Through traffic volumes would generally increase in both the AM and midday peak hours in the future without the Proposed Action, the newly congested movements would occur in the midday peak hour. Under the No-Build condition, the northbound left-turn movement of Eastchester Road at Morris Park Avenue would become congested, operating with approximately 88.8 (LOS F) seconds of delay, in the midday peak hour. In addition, the northbound left-through movement at Eastchester Road and Ives Road would become congested under the No-Build condition in the midday peak hour operating with approximately 37.0 (v/c ratio of 0.99 and LOS C) seconds of delay. The eastbound left-through movement at the Pelham Parkway East and Eastchester Road would also become congested with delays of 72.4 (LOS E) seconds in the midday peak hour. Though background growth would generally increase traffic volumes throughout the corridor, no additional intersection in the AM and midday peak hours would become congested under the No-Build condition.

Westchester Avenue Corridor

As shown in Table 12-6, congested movements at the intersection of Westchester Avenue at Ericson Place/Middletown Road would slightly worsen in the future without the Proposed Action. In the AM peak hour, the westbound left-through-right movement would operate with approximately 95.3 (LOS F) seconds of delay under the No-Build condition compared to approximately 87.2 (LOS F) seconds of delay in the Existing condition. In midday peak hour, the northbound de facto left-turn and northbound through-right movements would operate with approximately 82.8 (LOS F) and 63.8 (LOS E) seconds of delay, respectively, compared to approximately 73.4 (LOS E) and 57.8 (LOS E) seconds of delay, respectively, in the Existing condition. Though background growth would generally increase traffic volumes throughout the corridor, no additional intersection in the AM and midday peak hours would become congested under the No-Build condition.

East Tremont Avenue Corridor

As shown in Table 12-6, congested movements at the intersections of East Tremont Avenue at Silver Street and Castle Hill Avenue would slightly worsen in the future without the Proposed Action. In the AM peak hour, the southbound left-right movement at East Tremont Avenue and Silver Street would operate with approximately 108.7 (LOS F) seconds of delay compared to 85.8 (LOS E) seconds of delay in the Existing condition. Additionally, the eastbound de facto left-turn movement at this intersection would become congested in the AM peak hour, operating with approximately 55.6 (LOS E) seconds of delay compared to 42.6 (LOS D) seconds of delay under the Existing condition. In the AM peak hour, the northbound left-turn movement at East Tremont Avenue and Castle Hill Avenue would become congested, operating with approximately 55.2 (LOS E) seconds of delay compared to 53.8 (LOS D) seconds of delay in the Existing condition. In the midday peak hour, the westbound left-through movement of East Tremont Avenue at Castle Hill Avenue would operate with approximately 72.5 (LOS E) seconds of delay compared to approximately 46.5 (LOS D) seconds of

delay in the Existing condition. Though background growth would generally increase traffic volumes throughout the corridor, no additional intersection in the AM or midday peak hours would become congested under the No-Build condition.

Waters Place Corridor

As shown in Table 12-6 though background growth would generally increase traffic volumes throughout the corridor, no intersections in the AM or midday peak hours would become congested in the Waters Place Corridor under the No-Build condition. It should be noted that in the No-Build condition, the entrance to the proposed PSAC II development, located at Waters Place and Industrial Street, would continue to operate at LOS C or better in both the AM and midday peak hours.

In the No-Build Condition, there would be three congested locations in the AM versus two in the Existing condition, and six congested locations in the midday as compared to three under the Existing conditions.

Parking

In the future without the Proposed Action, the parking condition in the HMC is expected to change as a result of general background growth, and the construction of two new commercial towers containing office space and a hotel. As discussed in more detail in Chapter 2, "Land Use, Zoning and Public Policy", pursuant the sites M1-1 zoning, the HMC would be required to provide a total of approximately 3,151 accessory parking spaces to remain compliant with zoning regulations, a net increase of approximately 1,684 spaces from the Existing condition. It is anticipated that approximately 1,432 (85%) of these new required parking spaces would be provided in two enclosed garages located beneath the planned towers. The remaining 252 new required parking spaces would be provided by operating the lot located at the southern boundary of the HMC as an attended lot that would contain 687 spaces[4] (an increase of 253 spaces from existing conditions). With these additional spaces, the HMC would contain 3,152 accessory parking spaces within the site for the exclusive use of its tenants in the future without the Proposed Action.[5]

As shown in Table 12-7, based on observed patterns for the existing HMC and the typical vehicle accumulation pattern for the office and hotel land uses, background growth coupled with demand from the two new commercial towers would generate a new demand of approximately 1,336, 1,536 and 118 spaces in the 11 AM, 2 PM, and 6 PM hours, respectively. In the future without the Proposed Action, the total parking demand in the HMC would increase to approximately 2,043, 2,190, and 857 spaces in the 11 AM, 2 PM, and 6 PM hours, respectively, corresponding to utilization rates of approximately 65, 70, and 27 percent, respectively.

[4] Source: Zoning Analysis and Calculations for Tower 2 @ Hutchinson Metro Center, dated 06.23.08.

[5] Although only 3,151 accessory parking spaces would be required for the HMC to comply with the site's M1-1 zoning, a total of 3,152 accessory spaces would be provided on-site in the future without the Proposed Action.

TABLE 12-7
2012 No-Build Parking Conditions in the Hutchinson Metro Center

	Existing Condition			No-Build Condition (1)				
Lot	**Capacity**	**Demand**	**Utilization**	**Spaces Added (2)**	**No-Build Capacity**	**Net New Demand (3)**	**Total Demand**	**Utilization**
11 AM Total	1,467	707	48%	1,685	3,152	1,336	2,043	65%
2 PM Total	1,467	654	45%	1,685	3,152	1,536	2,190	70%
6 PM Total	1467	739	54%	1,685	3,152	118	857	27%

Notes:
(1)-No-Build condition assumes completion of two new planned towers with approximately 502,000 sf of office space, a 150-room hotel, and two accessory garages containing a total of 1,432 parking spaces
(2)- Capacity of accessory lot located at the southern boundary of the HMC would also increase to 687 spaces, as it would be operated as an attended facility (Source: Zoning Analysis and Calculations for Tower 2 @ Hutchinson Metro Center, dated 06.23.08).
(3)-Includes 0.5 percent growth rate per year between 2007 and 2012. Factoring the auto share for the project in the ITE generation for Hotel. The overnight demand for the hotel is assumed to be 0.65 per hotel room.

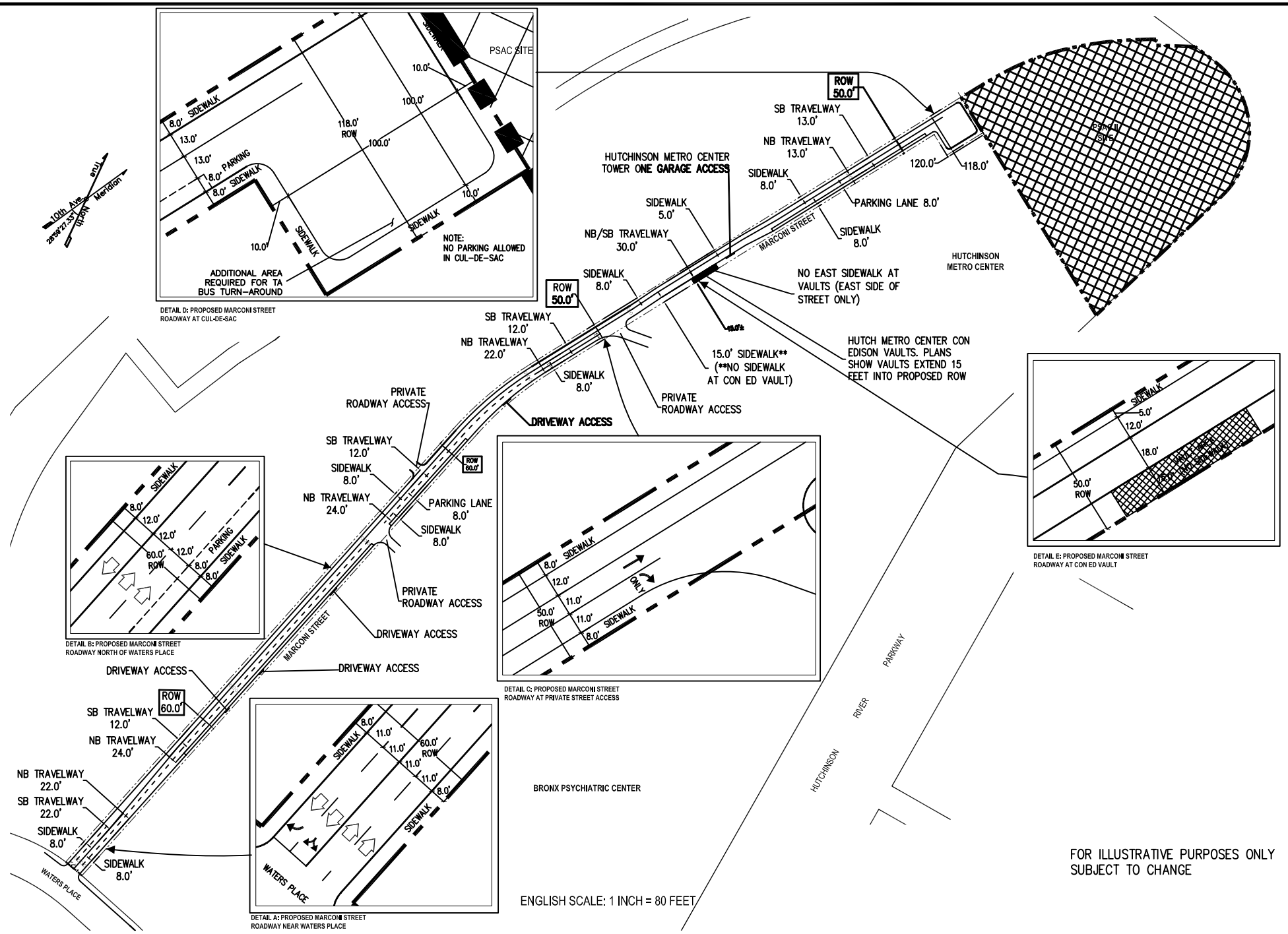
D. FUTURE WITH THE PROPOSED ACTION (BUILD CONDITION)

This section provides an analysis of the traffic and parking conditions in the 2012 future with the Proposed Action (Build condition). As described in detail in Chapter 1, "Project Description" and noted at the beginning of this chapter, the Proposed Action would result in the construction of PSAC II, which would consist of an approximately 640,000 gsf new office building and a 500-space above-grade accessory parking structure. As the proposed development site, comprising the northern portion of the HMC, is relatively isolated from the surrounding street network, the Proposed Action would also map an existing private roadway, Industrial Street, as a public street ("Marconi Street"). The proposed street would be mapped at width of 60 feet for approximately 1,670 feet and 50 feet for approximately 1,300 feet.

The new roadway is expected to include two approximately 11-foot approach lanes from Waters Place, which would narrow to one travel lane after approximately 1,670 feet, where there would be a turn off to HMC, just north of the southernmost accessory parking lot of the HMC (see Figure 12-6). One travel lane would extend north to the mapped cul de sac. There would generally be one southbound travel lane that would widen into two approximately 11-foot travel lanes at the intersection with Waters Place.

When completed in 2012, PSAC II would operate continuously 24 hour per day, 7 days per week and is expected to have a typical staff size of approximately 850 employees working three eight to ten hour shifts throughout the 24-hour period (approximately 315 employees maximum per shift). The analysis presented in this section focuses on the condition of the 24 intersections under these typical conditions ("Typical Operations"). However, when operating in back up mode or during heighten security days, PSAC II could be temporarily comprised of both PSAC I and PSAC II staff members, totaling approximately 1,700 employees (approximately 630 employees maximum per shift), therefore this section also presents the traffic analysis under this temporary condition ("Consolidated Operations").

The transportation planning assumptions for the proposed PSAC II development are based on 2000 Census reverse journey-to-work data as well as data supplied by the New York City Police Department (NYPD), Fire Department of New York (FDNY) and the New York City Emergency



PSAC II EIS

Figure 12-6

Proposed Public Street

Medical Services (EMS) for the existing PSAC I facility in Brooklyn. Other environmental studies for similar projects were also used as secondary references.

Table 12-8 shows the transportation planning assumptions used in the proposed PSAC II development's travel demand forecast. Under normal future operating conditions, it is expected that the proposed development would operate with approximately 850 employees throughout a 24-hour period ("Typical Operations"). When the proposed development would temporarily be comprised of both PSAC I and PSAC II employees under Consolidated Operations, approximately 1,700 employees would work throughout the 24-hour period. Under both Typical and temporary Consolidated Operations, as employees would work primarily in three separate shifts, new trips are expected to be concentrated in the half hour before and after the shift changes that would occur around 7 AM, 3 PM, and 11 PM.

For the purpose of this study, peak hour trips are comprised of both incoming and outgoing shift workers. Lunch hour travel in and out of the proposed development is expected to be minimal as it is assumed that proposed PSAC II facility will include a cafeteria. Though project generated trips would exceed the *CEQR Technical Manual* threshold of 50 vehicle trips per peak hour during all shift changes, all significant impacts are expected to be identified in the AM (6:30 to 7:30 AM) and midday (2:30 to 3:30 PM) peak hours, as these shift changes occur in the presence of substantial existing traffic. Projected generated trips in the PM (10:30-11:30 PM) peak hour would not result in additional significant impacts to those identified in the AM and midday peak hours, as existing vehicular travel is very low during this period. This section, therefore, focuses on the 24 analyzed intersections in the AM and midday peak hours under both Typical and temporary Consolidated Operations.

Table 12-9 shows the Trip Generation for PSAC II under Typical and temporary Consolidated Operations based on the Transportation Planning Assumptions provided in Table 12-8. As shown in Table 12-9, under Typical Operations, PSAC II would result in a net total increase of approximately 366 vehicle trips in the AM peak hour and a net total increase of approximately 372 vehicle trips in the midday peak hour.

Auto and taxi trips under Typical Operations are assigned to the study area based on the most direct route between their origins and destinations while trucks are assumed to travel on the nearest designated local truck routes. Under temporary Consolidated Operations, a total net increase of approximately 712 and 745 vehicle trips would occur in the AM and midday peak hours, respectively. Auto and taxi trips for this temporary Consolidated Operation assumes that approximately half of the net demand would originate from PSAC I in Brooklyn, and the remaining half of the net demand would originate from typical reverse journey to work origins. The following sections provide a more detailed discussion of the resulting traffic and parking conditions in the future with the Proposed Action.

TABLE 12-8

Transportation Planning Assumptions for the Proposed PSAC II Development

Land Use: 640,000 gsf Office Type Facility

	Temporal Distribution of Workers (1)			**Workers per Shift (1)**
Shift 1	11:00 PM	TO	7:00 AM	29%
Shift 2	7:00 AM	TO	3:00 PM	34%
Shift 3	3:00 PM	TO	11:00 PM	37%
				100%

TYPICAL OPERATING CONDITION (PSAC II Employees Only)

Total Workers (2): 850 persons

Modal Split (4):

	Shift 1	**Shift 2**	**Shift 3**
Auto	70.0%	74.1%	57.0%
Taxi	1.6%	1.3%	0.8%
Bus	19.4%	16.8%	25.6%
Subway/Rail	7.6%	4.3%	12.8%
Walk	1.4%	3.5%	3.7%
Total	100.0%	100.0%	100.0%

Vehicle Occupancy Rate (4): 1.14

Truck Generation Trips (5): 0.29 per 1,000 sf

Truck Temporal Distribution (5):

	AM	9.6%
	MD	11.0%
	PM	0.0%
	IN	OUT
AM/MD/PM	50%	50%

CONSOLIDATED OPERATING CONDITION (PSAC I AND II Employees)

Total Workers (3): 1700 persons

Modal Split (4):

	Shift 1	**Shift 2**	**Shift 3**
Auto	74.8%	64.9%	64.6%
Taxi	2.8%	2.8%	1.7%
Bus	9.8%	11.8%	12.9%
Subway/Rail	11.9%	18.6%	18.9%
Walk	0.7%	2.0%	1.9%
Total	100.0%	100.0%	100.0%

Vehicle Occupancy Rate (4): 1.14

Truck Generation Trips (5): 0.29 per 1,000 sf

Truck Temporal Distribution (5):

	AM	9.6%
	MD	11.0%
	PM	0.0%
	IN	OUT
AM/MD/PM	50%	50%

NOTES:

(1) Per NYC PSAC I NYPD staffing data.

(2) Includes NYPD, FDNY, EMS and support personnel under Typical Operating conditions when 850 staff would operate from PSAC II.

(3) Includes NYPD, FDNY, EMS and support personnel under Temporary Operating conditions when 1,700 combined PSAC I and II staff would operate from PSAC II.

(4) Based on 2000 Census data for travel patterns in the vicinity of the project site.

(5) Federal Highway Administration, "Curbside Pickup and Delivery and Arterial Traffic Impacts", 1981.

TABLE 12-9
Travel Demand Forecast for the Proposed PSAC II Development

TYPICAL OPERATING CONDITION (PSAC II Employees Only)				CONSOLIDATED OPERATING CONDITION (PSAC I AND II Employees)			
Peak Hour Trips:				**Peak Hour Trips:**			
	In	Out	Total		In	Out	Total
AM (6:30 AM to 7:30 AM)	289	247	536	AM (6:30 AM to 7:30 AM)	578	493	1071
MD (2:30 PM to 3:30 PM)	315	289	604	MD (2:30 PM to 3:30 PM)	629	578	1207
PM (10:30 PM to 11:30 PM)	247	315	562	PM (10:30 PM to 11:30 PM)	493	629	1122
Person Trips:				**Person Trips:**			
AM	In	Out	Total	**AM**	In	Out	Total
Auto	214	173	387	Auto	375	369	744
Taxi	4	4	8	Taxi	16	14	30
Bus	48	48	96	Bus	68	48	116
Subway/Rail	13	19	32	Subway/Rail	107	59	166
Walk	10	3	13	Walk	12	3	15
Total	289	247	536	Total	578	493	1071
MD	In	Out	Total	**MD**	In	Out	Total
Auto	180	214	394	Auto	407	375	782
Taxi	2	4	6	Taxi	10	16	26
Bus	81	48	129	Bus	81	68	149
Subway/Rail	40	13	53	Subway/Rail	119	107	226
Walk	12	10	22	Walk	12	12	24
Total	315	289	604	Total	629	578	1207
PM	In	Out	Total	**PM**	In	Out	Total
Auto	173	180	353	Auto	369	407	776
Taxi	4	2	6	Taxi	14	10	24
Bus	48	81	129	Bus	48	81	129
Subway/Rail	19	40	59	Subway/Rail	59	119	178
Walk	3	12	15	Walk	3	12	15
Total	247	315	562	Total	493	629	1122
Vehicle Trips:				**Vehicle Trips:**			
AM	In	Out	Total	**AM**	In	Out	Total
Auto	188	152	340	Auto	330	324	654
Taxi (balanced)	6	6	12	Taxi (balanced)	22	22	44
Truck	7	7	14	Truck	7	7	14
Total	201	165	366	Total	359	353	712
MD	In	Out	Total	**MD**	In	Out	Total
Auto	158	188	346	Auto	358	330	688
Taxi (balanced)	5	5	10	Taxi (balanced)	21	21	42
Truck	8	8	16	Truck	8	8	16
Total	171	201	372	Total	387	359	746
PM	In	Out	Total	**PM**	In	Out	Total
Auto	152	158	310	Auto	324	358	682
Taxi (balanced)	4	4	8	Taxi (balanced)	17	17	34
Truck	0	0	0	Truck	0	0	0
Total	156	162	318	Total	341	375	716

Vehicular Traffic

Figures 12-6a and 12-6b show the AM and midday incremental traffic assignments generated by the proposed development under Typical Operations and the incremental traffic assignments generated by the proposed development under temporary Consolidated Operations when it would be comprised of the staffs of both PSAC I and PSAC II. The incremental demand at the 24 analyzed intersections are added to the No-Build traffic volumes to determine the traffic volumes in the future with the proposed PSAC II development, under Typical and temporary Consolidated Operations, respectively shown in Figures 12-7a and 12-7b.

Based on *CEQR Technical Manual* criteria, a significant adverse traffic impact occurs when an intersection operating at No-Build LOS A, B or C deteriorates to a marginally acceptable mid-LOS D (greater than 45 seconds of delay), E or F under the Build condition. For intersections that operate at No-Build mid-LOS D, an increase of five or more seconds of delay in a lane group would be considered significant. For intersections that operate at No-Build LOS E, an increase of four or more seconds of delay in a lane group would be considered significant. For intersections that operate at No-Build LOS F, a three second increase in delay would be considered significant. For intersections that operate at No-Build LOS F and exceeding 120 seconds of delay, an increase in delay of one second would be considered significant.

Table 12-10 shows the results of the traffic analysis for the 2012 Build condition and highlights the significantly impacted locations according to the above outlined *CEQR Technical Manual* criteria. As shown in Table 12-10, under Typical Operations, six signalized intersections would be significantly impacted in the future with the proposed PSAC II development. Under temporary Consolidated Operations, when PSAC II accommodates both PSAC I and PSAC II employees, three additional signalized intersections (nine in total) would be significantly impacted. The operating conditions of these impacted intersections are discussed in more detail below.

Eastchester Road Corridor

Three intersections, Eastchester Road at Waters Place, Ives Street and at Morris Park Avenue, would become significantly impacted in the future with the proposed PSAC II development. The southbound de facto left-turn at Waters Place at Eastchester Avenue would operate with approximately 84.3 and 87.8 seconds of delay (both LOS F) in the AM and midday peak hours, respectively, in the future with the Proposed Action, compared to 36.0 and 47.1 seconds of delay (both LOS D) in the AM and midday peak hours, respectively, in the No-Build condition. Under temporary Consolidated Operations when PSAC II would accommodate both PSAC I and PSAC II employees, the southbound de facto left-turn at Waters Place at Eastchester Avenue would operate with approximately 99.2 (LOS F) and 112.4 (LOS F) seconds of delay, respectively, in both the AM and midday peak hours.

In the future with the proposed PSAC II development, the northbound left-through movement at Eastchester Road and Ives Street would become significantly impacted in the midday peak hour, operating with approximately 66.1 (LOS E) seconds of delay compared to approximately 37.0 (LOS D) seconds of delay under the No-Build condition. Under temporary Consolidated Operations, when PSAC II would accommodate both PSAC I and PSAC II employees, the northbound left-through movement at Eastchester Road and Ives Street would operate with approximately 77.0 (LOS E) seconds of delay in the midday peak hour.

In the midday peak hour, the northbound left-turn movement at Eastchester Road and Morris Park Avenue would become significantly impacted, operating with approximately 112.1 (LOS F), compared to approximately 88.8 (LOS F) seconds of delay in the No-Build condition. Under temporary Consolidated Operations, the northbound left-turn movement at Eastchester Road and

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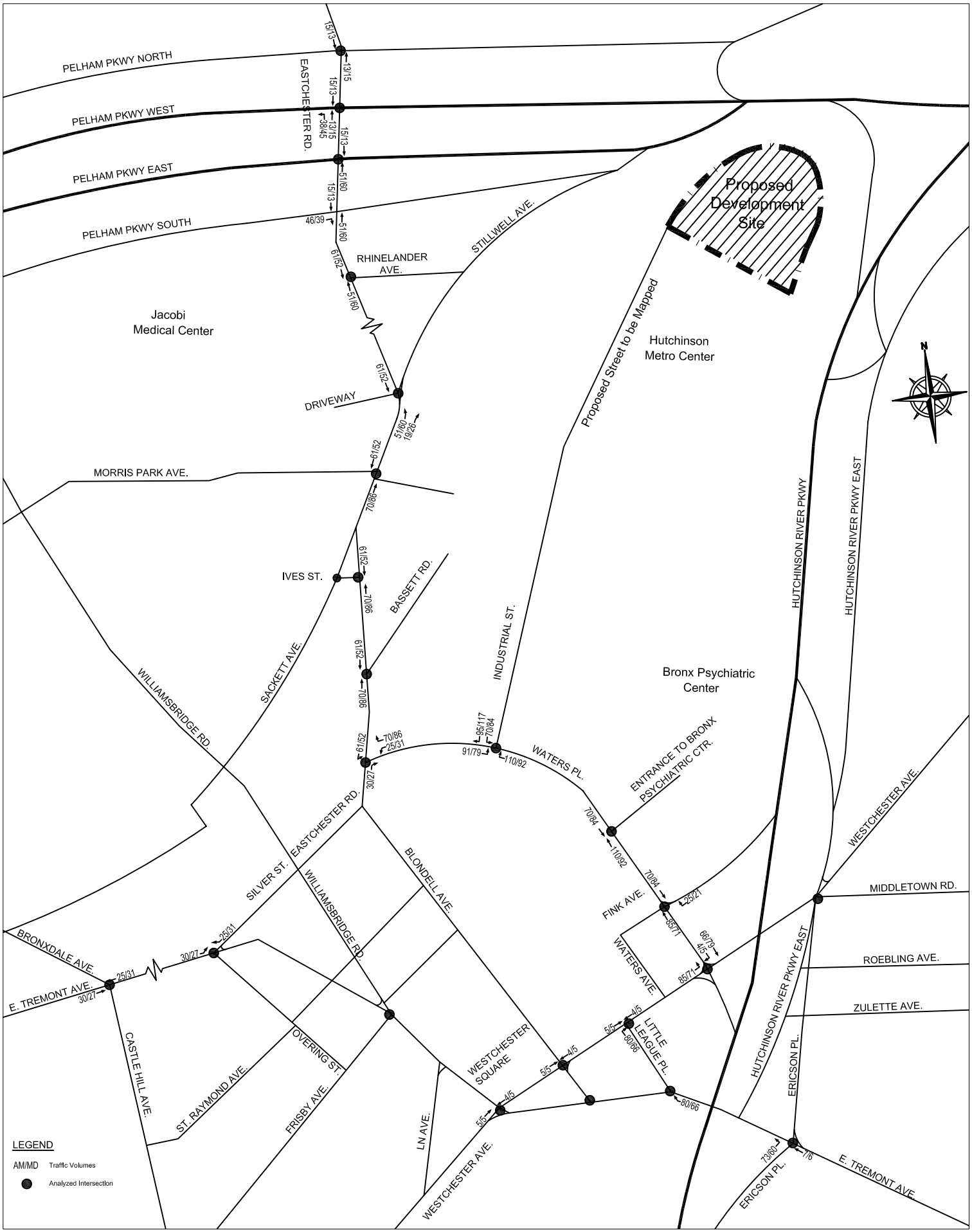
FIGURE 12-6a

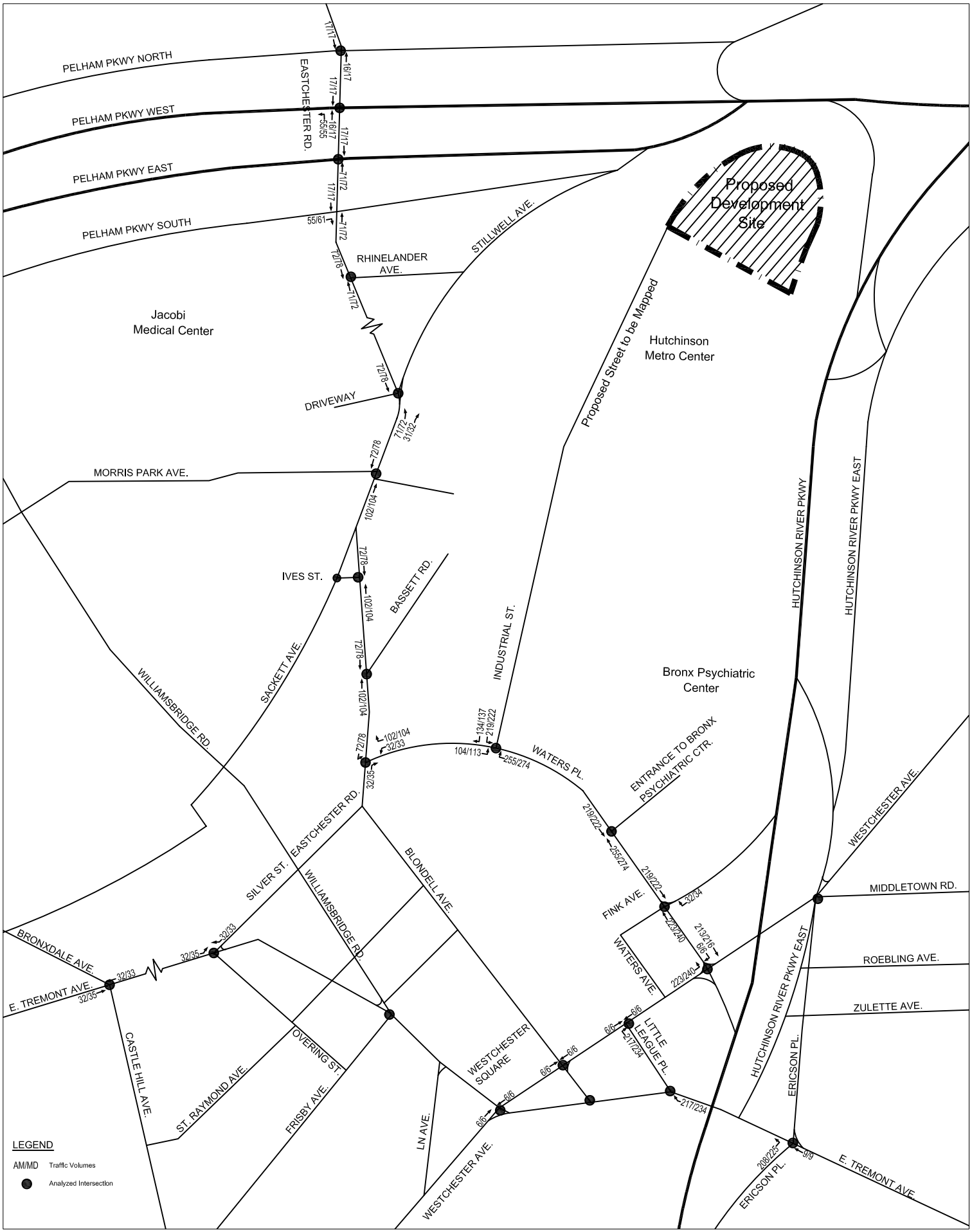
Project Increment under Typical Operating Conditions (PSAC II Only)



PSAC II EIS

FIGURE 12-6b

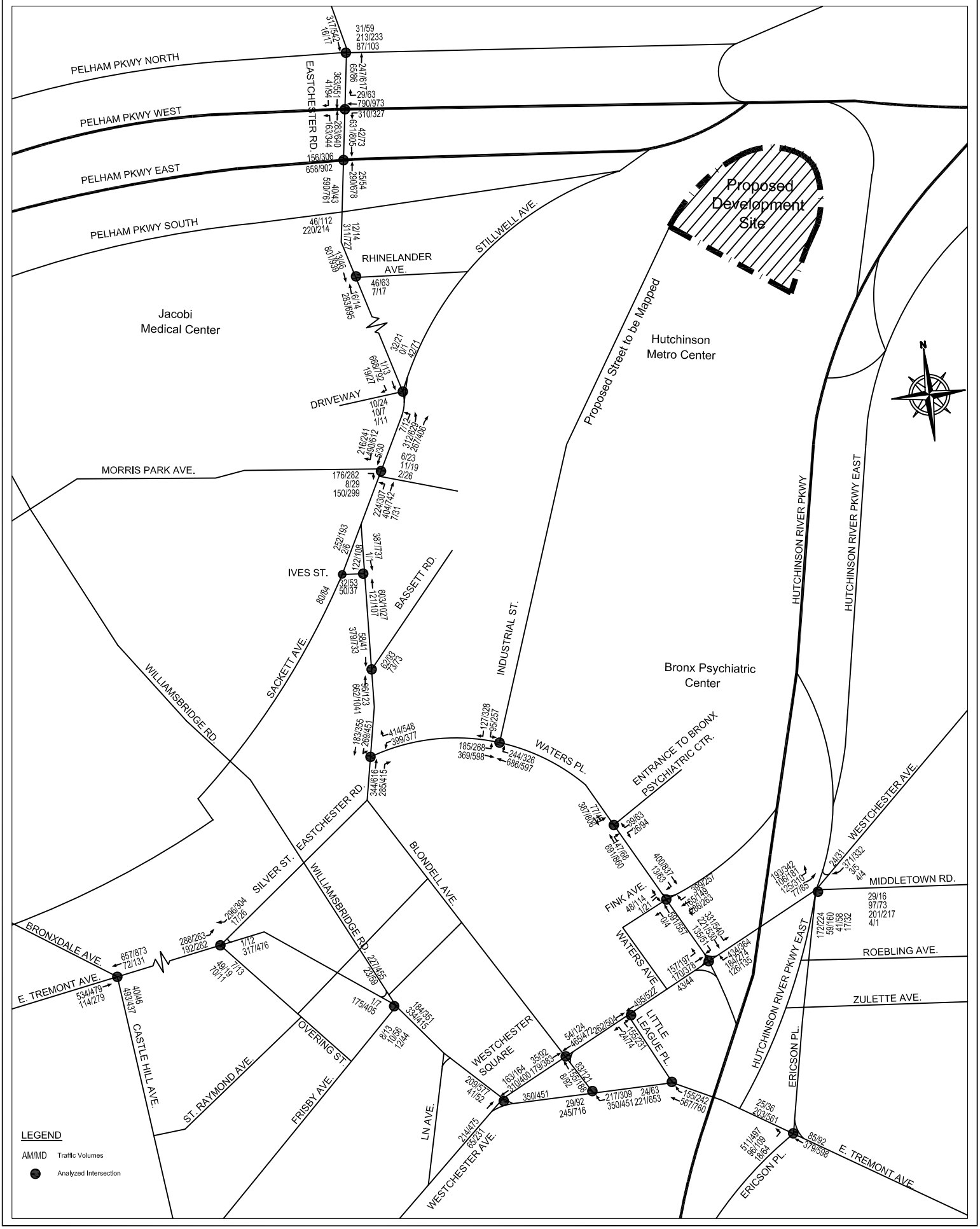
Project Increment under Consolidated Operating Conditions (PSAC I and II)



PSAC II EIS

FIGURE 12-7a

2012 Build Traffic Volumes under Typical Operating Conditions (PSAC II Employees Only)



PSAC II EIS

FIGURE 12-7b

2012 Build Traffic Volumes under Consolidated Operating Conditions (PSAC I and PSAC II Employees)

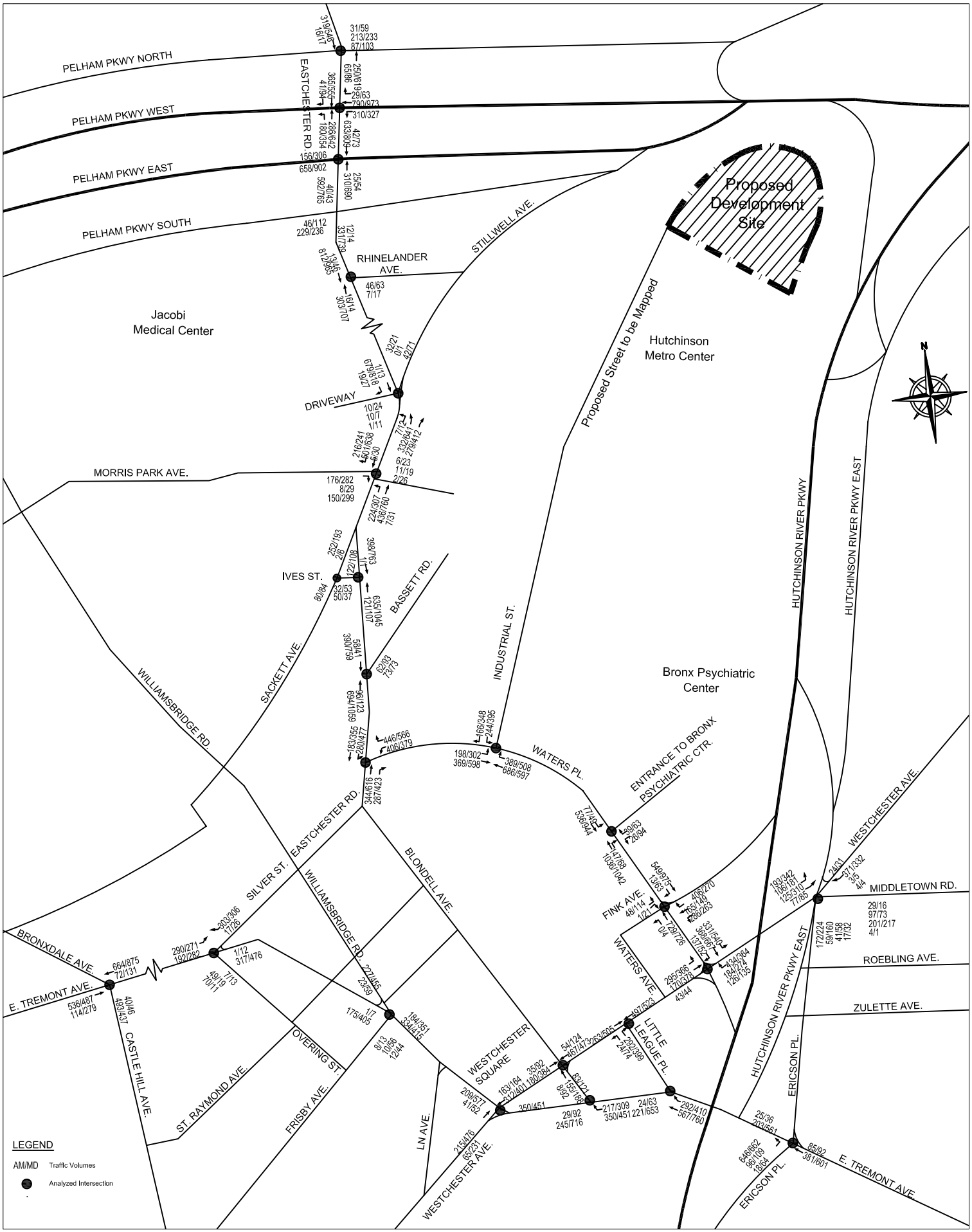


TABLE 12-10
2012 Build Level of Service

ANALYZED INTERSECTIONS	Lane Group	AM Peak Hour									Midday Peak Hour								
		2012 No Build			Typical Operations			Consolidated Operations			2012 No Build			Typical Operations			Consolidated Operations		
		V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS
1. Waters Place (E-W) at Eastchester Road (N-S)	WB-L	0.42	24.1	C	0.45	24.5	C	0.46	24.6	C	0.61	37.9	D	0.67	39.5	D	0.67	39.6	D
	WB-R	0.59	22.4	C	0.71	26.1	C	0.76	28.5	C	0.72	27.1	C	0.86	35.7	D	0.89	38.6	D
	NB-TR	0.47	19.0	B	0.50	19.5	B	0.50	19.5	B	0.71	23.8	C	0.73	24.6	C	0.74	24.9	C
	SB-DefL	0.76	36.0	D	1.03	84.3	F	1.08	99.2	F	0.94	47.1	D	1.09	87.8	F	1.15	112.4	F
	SB-T	0.25	11.7	B	0.25	11.7	B	0.25	11.7	B	0.33	6.4	A	0.33	6.4	A	0.33	6.4	A
2. Waters Place (E-W) at Industrial Street (N-S) (Future Marconi Street)	EB-DefL				1.30	186.9	F	1.89	443.9	F	0.78	33.4	C	1.33	194.0	F	2.05	510.5	F
	EB-T				0.56	13.5	B	0.56	13.5	B	0.78	20.6	C	0.78	20.6	C	0.78	20.6	C
	EB-LT	0.56	13.1	B		71.4	E		163.6	F		23.6	C		74.3	E		185.2	F
	WB-TR	0.57	12.2	B	0.66	13.8	B	0.77	16.9	B	0.52	11.5	B	0.58	12.5	B	0.72	15.2	B
	SB-L	0.06	23.4	C	0.25	25.7	C	0.63	33.9	C									
	SB-LR										0.44	29.0	C	0.64	34.1	C	0.89	52.0	D
	SB-R	0.09	23.8	C	0.37	27.8	C	0.48	30.1	C	0.48	30.2	C	0.75	40.2	D	0.88	52.5	D
3. Waters Place (E-W) at Fink Avenue (N-S)	EB-TR	0.34	17.4	B	0.41	18.2	B	0.56	20.5	C	0.71	24.0	C	0.78	26.5	C	0.90	34.0	C
	WB-LT	0.44	18.4	B	0.51	19.5	B	0.63	21.6	C	0.40	18.0	B	0.46	18.8	B	0.60	21.1	C
	NB-LR	0.19	15.7	B	0.19	15.7	B	0.19	15.7	B	0.38	17.6	B	0.38	17.6	B	0.38	17.6	B
	SB-L	0.47	18.2	B	0.47	18.2	B	0.47	18.2	B	0.38	17.3	B	0.38	17.3	B	0.38	17.3	B
	SB-T	0.25	16.0	B	0.25	16.0	B	0.25	16.0	B	0.20	15.6	B	0.20	15.6	B	0.20	15.6	B
4. Waters Place (E-W) at entrance to Bronx Psychiatric Center (N-S)	EB-LT	0.66	18.1	B	0.81	24.3	C	1.12	88.8	F	0.81	21.5	C	0.93	31.8	C	1.18	108.0	F
	WB-TR	0.83	21.6	C	0.94	30.4	C	1.08	65.2	E	0.70	17.2	B	0.78	19.5	B	0.94	30.6	C
	SB-LR	0.10	10.2	B	0.10	10.2	B	0.10	10.2	B	0.21	10.8	B	0.21	10.8	B	0.21	10.8	B
5. Waters Place (E-W) at Westchester Avenue (N-S)	EB-LT	0.47	19.0	B	0.53	19.9	B	0.65	22.2	C	0.81	27.4	C	0.87	30.8	C		0.98	43.9	D
	NB-LT	0.25	16.4	B	NB-LT	18.5	B	NB-LT	28.8	C	0.44	18.7	B	0.53	20.1	C	NB-LT		31.7	C
					NB-DefL 0.43	20.3	C	NB-DefL 0.80	35.7	D							NB-DefL 0.88		43.8	D
					NB-T 0.27	16.8	B	NB-T 0.27	16.8	B							NB-T 0.49		20.0	B
	SB-DefL	0.31	17.9	B	0.28	17.4	B	0.28	17.4	B	0.43	21.2	C	0.49	23.4	C		0.34	18.6	B
	SB-T	0.28	16.9	B	0.28	16.9	B	0.28	16.9	B	0.36	17.9	B	0.36	17.9	B		0.36	17.9	B
6. Little League Place at (E-W) Westchester Avenue (N-S)	WB-LR	0.27	23.1	C	0.50	27.6	C	0.89	50.6	D	0.59	30.3	C	0.77	38.4	D	1.19	137.1	F
	NB-T	0.20	10.9	B	0.20	11.0	B	0.20	11.0	B	0.32	12.0	B	0.32	12.0	B	0.32	12.0	B
	SB-T	0.37	12.5	B	0.37	12.5	B	0.37	12.5	B	0.33	12.1	B	0.34	12.2	B	0.34	12.2	B
7. Little League Place at (N-S) East Tremont Avenue (E-W) (unsignalized)	EB-LT	0.04	10.8	B	0.05	11.4	B	0.06	12.5	B	0.13	12.5	B	0.14	13.1	B	0.16	14.9	B
8. East Tremont Avenue (E-W) at Ericson Place (N-S)	EB-LT	0.23	14.7	B	0.23	14.7	B	0.23	14.7	B	0.51	18.1	B	0.51	18.1	B	0.51	18.1	B
	WB-T	0.33	15.6	B	0.34	15.7	B	0.34	15.7	B	0.48	17.5	B	0.48	17.6	B	0.49	17.6	B
	NB-LTR	0.73	32.1	C	0.83	36.6	D	1.01	62.0	E	0.72	31.9	C	0.79	34.7	C	0.99	57.9	E

NOTES:
Table has been revised for the FEIS.
EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound
L-Left, T-Through, R-Right, DefL-Analysis considers a De facto Left Lane on this approach
V/C Ratio-Volume to Capacity Ratio, SEC/VEH-Seconds per Vehicle
LOS- Level of Service
* - Denotes Impacted Intersection
Analysis is based on the 2000 Highway Capacity Manual Methodology (HCS 2000)

TABLE 12-10
2012 Build Level of Service
(continued)

ANALYZED INTERSECTIONS	Lane Group	AM Peak Hour									Midday Peak Hour								
		2012 No Build			Typical Operations			Consolidated Operations			2012 No Build			Typical Operations			Consolidated Operations		
		V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS
9. East Tremont Avenue (E-W) at Blondell Avenue (N-S) (unsignalized)	EB-LT	0.06	11.9	B	0.06	11.9	B	0.06	11.9	B	0.20	14.0	B	0.20	14.0	B	0.20	14.0	B
10. East Tremont Avenue (E-W) at Silver Street (N-S) (Eastchester Road)	EB-DefL	0.88	55.6	E	0.99	77.2	E	0.99	78.7	E	0.82	42.3	D	0.92	56.3	E	0.95	62.0	E
	EB-T	0.36	23.2	C	0.36	23.2	C	0.36	23.2	C	0.46	19.2	B	0.46	19.2	B	0.46	19.2	B
	WB-T	0.29	21.4	C	0.29	21.4	C	0.29	21.4	C	0.38	16.9	B	0.38	16.9	B	0.38	16.9	B
	NB-L	0.33	43.4	D	0.33	43.4	D	0.33	43.4	D	0.07	35.1	D	0.07	35.1	D	0.07	35.1	D
	NB-TR	0.24	42.3	D	0.24	42.3	D	0.24	42.3	D	0.18	35.9	D	0.18	35.9	D	0.18	35.9	D
	SB-LR	1.05	108.7	F	1.14	138.9	F	1.17	148.7	F	0.87	50.6	D	0.96	68.2	E	0.96	69.5	E
11. East Tremont Avenue (E-W) at Castle Hill Avenue (N-S)	EB-T	0.60	37.7	D	0.63	38.6	D	0.64	38.7	D	0.55	30.7	C	0.58	31.3	C	0.59	31.5	C
	EB-R	0.19	12.7	B	0.19	12.7	B	0.19	12.7	B	0.51	20.5	C	0.51	20.5	C	0.51	20.5	C
	WB-LT	0.82	35.5	D	0.87	38.7	D	0.87	39.5	D	1.06	72.5	E	1.11	89.5	F	1.11	92.4	F
	NB-L	0.84	55.2	E	0.84	55.2	E	0.84	55.2	E	0.78	43.9	D	0.78	43.9	D	0.78	43.9	D
	NB-R	0.16	38.5	D	0.16	38.5	D	0.16	38.5	D	0.20	32.4	C	0.20	32.4	C	0.20	32.4	C
12. East Tremont Avenue (E-W) and Williamsbridge Road (E-W) at Frisby Ave. (N-S)	EB-LT *From E. Tremont Ave.*	0.19	23.8	C	0.19	23.8	C	0.19	23.8	C	0.52	27.7	C	0.52	27.7	C	0.52	27.7	C
	EB-T *From Williamsbridge Rd.*	0.32	35.5	D	0.32	35.5	D	0.32	35.5	D	0.59	32.4	C	0.59	32.4	C	0.59	32.4	C
	WB-T *To E. Tremont Ave*	0.32	25.4	C	0.32	25.4	C	0.32	25.4	C	0.45	26.2	C	0.45	26.2	C	0.45	26.2	C
	WB-T *To Williamsbridge Rd.*	0.11	5.4	A	0.11	5.4	A	0.11	5.4	A	0.22	7.7	A	0.22	7.7	A	0.22	7.7	A
	NB-LR	0.19	42.2	D	0.19	42.2	D	0.19	42.2	D	0.45	32.7	C	0.45	32.7	C	0.45	32.7	C
13. Pelham Parkway North (E-W) at Eastchester Road (N-S)	WB-LTR	0.58	32.3	C	0.58	32.3	C	0.58	32.3	C	0.53	39.2	D	0.53	39.2	D	0.53	39.2	D
	NB-LT	0.26	7.7	A	0.28	7.8	A	0.28	7.8	A	0.49	12.4	B	0.51	12.6	B	0.51	12.6	B
	SB-TR	0.48	27.6	C	0.50	27.9	C	0.50	28.0	C	0.67	40.2	D	0.69	40.7	D	0.69	40.9	D
14. Pelham Parkway West (E-W) at Eastchester Road (N-S)	WB-L	0.59	25.2	C	0.59	25.2	C	0.59	25.2	C	0.78	54.0	D	0.78	54.0	D	0.78	54.0	D
	WB-TR	0.58	23.0	C	0.58	23.0	C	0.58	23.0	C	0.93	57.9	E	0.93	57.9	E	0.93	57.9	E
	NB-DefL	0.42	16.5	B	0.56	19.5	B	0.62	21.3	C	0.47	18.7	B	0.54	22.3	C	0.56	23.2	C
	NB-T	0.45	16.3	B	0.47	16.7	B	0.48	16.8	B	0.64	14.6	B	0.66	15.0	B	0.66	15.0	B
	SB-TR	0.50	25.7	C	0.52	26.0	C	0.52	26.1	C	0.91	60.6	E	0.93	63.2	E	0.94	64.2	E
15. Pelham Parkway East (E-W) at Eastchester Road (N-S)	EB-LT	0.83	30.7	C	0.83	30.7	C	0.83	30.7	C	1.04	72.4	E	1.04	72.4	E	1.04	72.4	E
	NB-TR	0.36	23.7	C	0.43	24.6	C	0.45	25.0	C	0.59	29.1	C	0.64	30.4	C	0.65	30.7	C
	SB-LT	0.65	19.1	B	0.69	20.0	B	0.70	20.3	C	0.80	27.9	C	0.84	30.2	C	0.84	30.9	C
16. Westchester Avenue (N-S) at East Tremont Avenue (E-W)	EB-T	0.18	21.8	C	0.18	21.8	C	0.18	21.8	C	0.47	21.0	C	0.47	21.0	C	0.47	21.0	C
	EB-R	0.10	21.0	C	0.10	21.0	C	0.10	21.0	C	0.11	17.4	B	0.11	17.4	B	0.11	17.4	B
	WB-T	0.31	23.4	C	0.31	23.4	C	0.31	23.4	C	0.37	19.8	B	0.37	19.8	B	0.37	19.8	B
	NB-T	0.35	26.4	C	0.36	26.5	C	0.36	26.6	C	0.71	30.1	C	0.72	30.4	C	0.72	30.4	C
	SB-TR	0.40	20.1	C	0.40	20.2	C	0.41	20.2	C	0.41	15.5	B	0.41	15.5	B	0.41	15.5	B

NOTES:

Table has been revised for the FEIS.

EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound

L-Left, T-Through, R-Right, DefL-Analysis considers a De facto Left Lane on this approach

V/C Ratio-Volume to Capacity Ratio, SEC/VEH-Seconds per Vehicle

LOS- Level of Service

* - Denotes Impacted Intersection

Analysis is based on the 2000 Highway Capacity Manual Methodology (HCS 2000)

TABLE 12-10
2012 Build Level of Service
(continued)

ANALYZED INTERSECTIONS	Lane Group	AM Peak Hour: 2012 No Build V/C Ratio	AM Peak Hour: 2012 No Build Delay (sec)	AM Peak Hour: 2012 No Build LOS	AM Peak Hour: Typical Operations V/C Ratio	AM Peak Hour: Typical Operations Delay (sec)	AM Peak Hour: Typical Operations LOS	AM Peak Hour: Consolidated Operations V/C Ratio	AM Peak Hour: Consolidated Operations Delay (sec)	AM Peak Hour: Consolidated Operations LOS	Midday Peak Hour: 2012 No Build V/C Ratio	Midday Peak Hour: 2012 No Build Delay (sec)	Midday Peak Hour: 2012 No Build LOS	Midday Peak Hour: Typical Operations V/C Ratio	Midday Peak Hour: Typical Operations Delay (sec)	Midday Peak Hour: Typical Operations LOS	Midday Peak Hour: Consolidated Operations V/C Ratio	Midday Peak Hour: Consolidated Operations Delay (sec)	Midday Peak Hour: Consolidated Operations LOS
17. Westchester Avenue (N-S) at Blondell Avenue (E-W)	WB-LT	0.25	22.8	C	0.25	22.8	C	0.25	22.8	C	0.43	21.4	C	0.43	21.4	C	0.43	21.4	C
	NB-LT	0.23	17.9	B	0.23	18.0	B	0.23	18.0	B	0.48	16.8	B	0.48	16.9	B	0.48	16.9	B
	SB-TR	0.56	29.7	C	0.56	29.8	C	0.56	29.9	C	0.63	26.4	C	0.64	26.5	C	0.64	26.6	C
18. Westchester Avenue (N-S) at Ericson Pl./Middletown Rd and Hutchinson Pkwy (E-W) *From Ericson Pl.* *From Middletown Rd.*	WB-LTR	0.54	35.4	D	0.54	35.4	D	0.54	35.4	D	0.79	43.3	D	0.79	43.3	D	0.79	43.3	D
	WB-LTR	1.05	95.3	F	1.05	95.3	F	1.05	95.3	F	0.86	54.6	D	0.86	54.6	D	0.86	54.6	D
	NB-DefL	0.72	32.0	C	0.72	32.0	C	0.72	32.0	C	1.02	82.8	F	1.02	82.8	F	1.02	82.8	F
	NB-TR	0.63	26.5	C	0.63	26.5	C	0.63	26.5	C	1.00	63.8	E	1.00	63.8	E	1.00	63.8	E
	SB-LT	0.68	36.0	D	0.68	36.0	D	0.68	36.0	D	0.54	32.1	C	0.54	32.1	C	0.54	32.1	C
19. Eastchester Road (N-S) at Bassett Road (E-W)	WB-LR	0.27	15.0	B	0.27	15.0	B	0.27	15.0	B	0.30	15.2	B	0.30	15.2	B	0.30	15.2	B
	NB-TR	0.48	9.9	A	0.53	10.4	B	0.55	10.7	B	0.67	12.3	B	0.72	13.4	B	0.73	13.7	B
	SB-LT	0.37	9.1	A	0.43	9.7	A	0.45	9.8	A	0.58	11.4	B	0.63	12.2	B	0.66	12.7	B
20. Eastchester Road (N-S) at Ives Street (E-W)	EB-LR	0.19	15.2	B	0.19	15.2	B	0.19	15.2	B	0.18	14.5	B	0.18	14.5	B	0.18	14.5	B
	NB-LT	0.68	13.5	B	0.76	15.8	B	0.80	17.0	B	0.99	37.0	D	1.08	66.1	E	1.11	77.0	E
	SB-TR	0.25	8.0	A	0.30	8.4	A	0.31	8.4	A	0.49	10.0	A	0.53	10.5	B	0.54	10.7	B
21. Sackett Avenue (N-S) at Ives Street (E-W) unsignalized	WB-L	---	9.8	A	---	9.8	A	---	9.8	A	---	9.1	A	---	9.1	A	---	9.1	A
	NB-R	---	7.9	A	---	7.9	A	---	7.9	A	---	7.6	A	---	7.6	A	---	7.6	A
	SB-LT	---	10.5	B	---	10.5	B	---	10.5	B	---	9.2	A	---	9.2	A	---	9.2	A
22. Eastchester Road (N-S) at Morris Park Avenue (E-W)	EB-L	0.45	26.9	C	0.45	26.9	C	0.45	26.9	C	0.61	32.2	C	0.61	32.2	C	0.61	32.2	C
	EB-LT	0.22	22.5	C	0.22	22.5	C	0.22	22.5	C	0.33	24.4	C	0.33	24.4	C	0.33	24.4	C
	EB-R	0.46	26.5	C	0.46	26.5	C	0.46	26.5	C	0.75	37.1	D	0.75	37.1	D	0.75	37.1	D
	WB-LTR	0.06	20.2	C	0.06	20.2	C	0.06	20.2	C	0.19	22.1	C	0.19	22.1	C	0.19	22.1	C
	NB-L	0.76	26.1	C	0.82	31.5	C	0.83	32.6	C	1.04	88.8	F	1.10	112.1	F	1.14	126.1	F
	NB-TR	0.28	11.6	B	0.34	12.2	B	0.36	12.4	B	0.46	13.6	B	0.52	14.4	B	0.53	14.6	B
	SB-LT	0.49	22.1	C	0.56	23.2	C	0.57	23.4	C	0.60	24.3	C	0.66	25.6	C	0.68	26.3	C
	SB-R	0.56	25.7	C	0.56	25.7	C	0.56	25.7	C	0.52	24.7	C	0.52	24.7	C	0.52	24.7	C
23. Eastchester Road (N-S) at Stillwell Avenue (E-W)	EB-LTR	0.05	20.1	C	0.05	20.1	C	0.05	20.1	C	0.09	20.6	C	0.09	20.6	C	0.09	20.6	C
	WB-LTR	0.24	22.8	C	0.24	22.8	C	0.24	22.8	C	0.26	23.2	C	0.26	23.2	C	0.26	23.2	C
	NB-LT	0.24	11.3	B	0.28	11.7	B	0.30	11.9	B	0.42	13.1	B	0.46	13.7	B	0.47	13.8	B
	SB-LTR	0.55	14.9	B	0.60	15.8	B	0.61	16.0	B	0.58	15.6	B	0.62	16.3	B	0.64	16.7	B
24. Eastchester Road (N-S) at Rhinelander Avenue (E-W)	WB-LR	0.18	25.7	C	0.18	25.7	C	0.18	25.7	C	0.13	19.1	B	0.13	19.1	B	0.13	19.1	B
	NB-TR	0.19	8.0	A	0.23	8.3	A	0.25	8.4	A	0.55	25.2	C	0.60	26.4	C	0.61	26.6	C
	SB-LT	0.54	11.3	B	0.58	11.9	B	0.59	12.0	B	0.83	35.2	D	0.90	40.9	D	0.93	44.3	D

NOTES:
Table has been revised for the FEIS.
EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound
L-Left, T-Through, R-Right, DefL-Analysis considers a De facto Left Lane on this approach
V/C Ratio-Volume to Capacity Ratio, SEC/VEH-Seconds per Vehicle
LOS- Level of Service
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Analysis is based on the 2000 Highway Capacity Manual Methodology (HCS 2000)

Morris Park Avenue would operate with approximately 126.1 (LOS F) seconds of delay in the midday peak hour. Though travel demand would generally increase at other analyzed intersections in the corridor, no additional significant impact would occur in the future with the Proposed Action under Typical or temporary Consolidated Operations in any analyzed peak hour.

Westchester Avenue Corridor

Under Typical Operations, all intersections in the Westchester Avenue corridor are expected to operate at an acceptable mid-LOS D or better in the future with the Proposed Action, though one movement of Westchester Avenue at Little League Place and Westchester Avenue at Waters Place would become significantly impacted under temporary Consolidated Operations. Under temporary Consolidated Operations, the westbound left-right movement of Westchester Avenue at Little League Place would operate with approximately 50.6 (LOS D) and 137.1 (LOS F) seconds of delay in the AM and midday peak hours, respectively, compared to 23.1 (LOS C) and 30.3 (LOS C) seconds of delay, respectively, in the No-Build condition. Though travel demand would generally increase at other analyzed intersections in the corridor, no additional significant impacts would occur in the future with the Proposed Action under Typical or temporary Consolidated Operations in any analyzed peak hour.

East Tremont Avenue Corridor

Under Typical Operations, all intersections in the East Tremont Avenue corridor would operate at an acceptable mid-LOS D or better in the future with the proposed PSAC II development with the exception of East Tremont Avenue at Silver Street and Castle Hill Avenue. Under Typical Operations, the eastbound de facto left-turn and southbound left-right movements of East Tremont Avenue at Silver Street would become significantly impacted, operating with approximately 77.2 (LOS E) and 138.9 (LOS F) seconds of delay, respectively, in the AM peak hour, compared to 55.6 (LOS E) and 108.7 (LOS F), respectively, in the No-Build condition. In the midday peak hour, the eastbound de facto left-turn and southbound left-right movements of East Tremont Avenue at Silver Street would operate with approximately 56.3 (LOS E) and 68.2 (LOS E) seconds of delay, respectively, compared to approximately 42.3 (LOS D) and 50.6 (LOS D) seconds of delay, respectively, in the No-Build condition. Additionally, in the midday peak hour, the westbound left-through movement at East Tremont Avenue at Castle Hill Avenue would be come significantly impacted, operating with approximately 89.5 (LOS F) seconds of delay, compared to 72.5 (LOS E) seconds of delay in the No-Build condition.

Under temporary Consolidated Operations when both PSAC I and PSAC II employees would operate from PSAC II, conditions would generally worsen at the intersection of East Tremont Avenue and Silver Street and Castle Hill Avenue. In the AM peak hour, delays would increase to approximately 78.7 (LOS E) and 148.7 (LOS F) seconds at the eastbound de facto left-turn and southbound left-right movements of East Tremont Avenue and Silver Street, respectively. In the midday peak hour, delays at East Tremont Avenue and Silver Street would increase to approximately 62.0 (LOS E) and 69.5 (LOS E) seconds at the eastbound de facto left-turn and southbound left-right movements, respectively. Under temporary Consolidated Operations, the westbound left-through movement at East Tremont Avenue and Castle Hill Avenue would operate with approximately 92.4 (LOS F) seconds of delay.

Under temporary Consolidated Operations, an additional significant impact would occur at the northbound left-through-right approach of East Tremont Avenue at Ericson Place in both the AM and midday peak hours. Delays of approximately 62.0 (LOS E) and 57.9 (LOS E) seconds would occur at this approach when PSAC II temporarily operates with both PSAC I and PSAC II employees, compared to 32.1 and 31.9 seconds of delay (both LOS C) in the AM and midday peak hours, respectively, under the No-Build condition. Though travel demand would generally increase at other

analyzed intersections in the corridor, no additional significant impacts would occur in the future with the Proposed Action under Typical or temporary Consolidated Operations in any analyzed peak hour.

Waters Place Corridor

In addition to the significant impact at Waters Place and Eastchester Road (previously identified for the Eastchester Road corridor), one additional significant impact would occur at the eastbound approach of Waters Place at Marconi Street (known as Industrial Street under the Existing and No-Build conditions) under Typical Operations. In the AM and midday peak hours, this movement would operate with approximately 71.4 (LOS E) and 74.3 (LOS E) seconds of delay, respectively, under Typical Operations, compared to 13.1 (LOS B) and 23.6 (LOS B and C, respectively) seconds of delay for the eastbound left-through movement in the in the AM and midday peak hours, respectively, under the No-Build condition. Under temporary Consolidated Operations, conditions would generally worsen at the eastbound approach of Waters Place at Marconi Street (formerly Industrial Street), which would operate with approximately 163.6 (LOS F) and 185.2 (LOS F) seconds of delay in the AM and midday peak hours, respectively. Also, in the midday under the temporary Consolidated Operations the southbound exit at Waters Place and Marconi Street (formerly Industrial Street) would be congested in both the left-right-turn and right-turn movements, which have LOS D with delays of 52.6 and 52.5 seconds, as compared to the No-Build condition delays of 29.0 and 30.2 seconds, respectively.

Additionally, under temporary Consolidated Operations, the eastbound left-through and westbound through-right movements at Waters Place and the Bronx Psychiatric Center entrance would also become significantly impacted in the AM peak hour, operating with approximately 88.8 (LOS F) and 65.2 (LOS E) seconds of delay, respectively, compared to 18.0 (LOS B) and 21.6 (LOS C) seconds of delay, respectively, under the No-Build condition. In the midday peak hour, the eastbound left-through movement at this intersection would become significantly impacted, operating with approximately 108.0 (LOS F) seconds of delay compared to 21.5 (LOS C) seconds of delay in the No-Build condition. Though travel demand would generally increase at other analyzed intersections in the corridor, no additional significant impacts would occur in the future with the Proposed Action under Typical or temporary Consolidated Operations in any analyzed peak hour.

As discussed earlier, significant adverse traffic impacts would occur at six signalized intersections under the 2012 future with the Proposed Action when PSAC II operates under typical conditions, and at three additional signalized intersections (totaling nine) when PSAC I and II are temporarily consolidated at PSAC II. Mitigation measures for the impacted intersections are discussed later in Chapter 18, "Mitigation".

Parking

All of the proposed PSAC II parking demand is expected to be accommodated on-site. The proposed PSAC II development would include the construction of a 500-space accessory parking structure at the southern end of the proposed development site, which would be dedicated to accommodating the parking needs of PSAC II. As shown in Table 12-11, the greatest parking demand would generally occur during the proposed facility's three primary shift changes, at which time the proposed development would be expected to generate a maximum parking demand of approximately 264 spaces, under Typical Operations (PSAC II employees only), and a maximum of approximately 496 spaces under Consolidated Operations. It is therefore anticipated that the accessory garage would provide sufficient parking to accommodate the demand generated by the proposed development under the Typical Operations. During the Consolidated Operation of PSAC II, the 500-space accessory garage would operate at capacity with a maximum accumulation of 496 spaces and a utilization rate of

99 percent with only four available spaces. In the event additional vehicles would need to park at the garage, the NYPD would direct vehicles to park elsewhere on the site. It should be noted that the project site would be a secured facility with no unauthorized access.

The proposed PSAC II development would be constructed within the northern portion of the HMC, and is expected to directly displace (or eliminate) approximately 513 required accessory parking spaces for the HMC. These 513 accessory spaces are required pursuant to the site's M1-1 zoning (refer to Chapter 2, "Land Use, Zoning and Public Policy for further detail). As discussed in more detail later in this section, vehicles that previously parked within the boundary of the proposed development site would likely resort to parking south of the 4-story office building, where parking spaces remain available under the Build condition.

Table 12-12 shows the parking conditions in the HMC in the future with the Proposed Action. As shown in Table 12-12, the HMC would have a total parking capacity of approximately 2,639 accessory spaces that would be provided within two attended accessory parking garages and at-grade accessory lots; one of the accessory lots would be an attended facility. The total parking demand in the HMC would continue to be approximately 2,043, 2,190 and 857 spaces in the 11 AM, 2 PM and 6 PM hours, respectively, the same as under the future without the Proposed Action. However, with the direct displacement of 513 accessory spaces, the utilization rates would increase to approximately 77, 83 and 32 percent in the 11 AM, 2 PM and 6 PM hours, respectively.

TABLE 12-11
Parking Demand for the Proposed PSAC II Development

	Typical Operations (PSAC II Employees Only)						Temporary Consolidated Operations (PSAC I and II Employees)					
	IN	OUT	Accumulation	Accessory Supply	Excess Supply	Percent Capacity	IN	OUT	Accumulation	Accessory Supply	Excess Supply	Percent Capacity
12-1 AM	0	0	152	500	152	30%	0	0	324	500	176	65%
1-2	0	0	152	500	152	30%	0	0	324	500	176	65%
2-3	0	0	152	500	152	30%	0	0	324	500	176	65%
3-4	0	0	152	500	152	30%	0	0	324	500	176	65%
4-5	0	0	152	500	152	30%	0	0	324	500	176	65%
5-6	0	0	152	500	152	30%	0	0	324	500	176	65%
6-7*	137	31	258	500	227	52%	246	78	492	500	8	98%
7-8*	51	121	188	500	67	38%	84	246	330	500	170	66%
8-9	0	0	188	500	188	38%	0	0	330	500	170	66%
9-10	0	0	188	500	188	38%	0	0	330	500	170	66%
10-11	0	0	188	500	188	38%	0	0	330	500	170	66%
11-12	0	0	188	500	188	38%	0	0	330	500	170	66%
12-1 PM	0	0	188	500	188	38%	0	0	330	500	170	66%
1-2	0	0	188	500	188	38%	0	0	330	500	170	66%
2-3*	121	45	264	500	219	53%	257	91	496	500	4	99%
3-4*	37	143	158	500	15	32%	101	239	358	500	142	72%
4-5	0	0	158	500	158	32%	0	0	358	500	142	72%
5-6	0	0	158	500	158	32%	0	0	358	500	142	72%
6-7	0	0	158	500	158	32%	0	0	358	500	142	72%
7-8	0	0	158	500	158	32%	0	0	358	500	142	72%
8-9	0	0	158	500	158	32%	0	0	358	500	142	72%
9-10	0	0	158	500	158	32%	0	0	358	500	142	72%
10-11*	121	37	242	500	205	48%	236	102	492	500	8	98%
11-12*	31	121	152	500	31	30%	88	256	324	500	176	65%

Notes
-Primary shift changes are expected to occur at 7 AM, 3 PM and 11 PM.

* -Temporal distribution based on data provided by NYPD, FDNY and EMS, and assumes employees arrive and leave the proposed PSAC II development the half hour before and after the shift changes. Inbound and outbound employee travel during the 7 AM, 3 PM and 11 PM shift changes occur between 6:30 and 7:30 AM, 2:30 to 3:30 PM, and 10:30 to 11:30 PM, respectively.

TABLE 12-12
2012 Build Parking Conditions in the Adjacent
Hutchinson Metro Center

	No-Build Condition			Build Condition				
Lot	**Capacity**	**Demand**	**Utilization**	**Spaces Eliminated (1)**	**Build Capacity**	**Net New Demand (2)**	**Total Demand**	**Utilization**
11 AM Total	3,152	2,027	64%	513	2,639	0	2,043	77%
2 PM Total	3,152	2,173	69%	513	2,639	0	2,190	83%
6 PM Total	3,152	838	27%	513	2,639	0	857	32%

Notes:
(1)-The Proposed Action would directly displace approximately 513 required accessory parking spaces for the Hutchinson Metro Center, which are located within the boundaries of the proposed development site.
(2)-All parking demand generated by PSAC II under Typical and temporary Consolidated Operations is expected to be accommodated in the 500-space accessory garage, which would be constructed at the proposed development site.

According to the *CEQR Technical Manual*, for areas outside the Manhattan Central Business District (CBD) or outlaying business districts (OBD), a parking shortfall that exceeds the number of off-street parking spaces by more than half the available on-street parking space within ¼-miles of the site may be considered significant. As the proposed PSAC II employees are not expected to utilize outside off-street or on-street parking facilities and because the HMC would retain sufficient capacity to accommodate all of its future parking demand, the Proposed Action would not result in significant parking impacts according to *CEQR Technical Manual* criteria.

Although a significant parking impact is not anticipated with the construction of the proposed PSAC II development, the elimination of approximately 513 required accessory parking spaces, located within the boundaries of the proposed development site, would likely cause the HMC to become non-compliant with M1-1 zoning parking requirements. This is discussed in more detail in Chapter 2, "Land Use, Zoning and Public Policy". Additionally, it should be noted that because Mercy College students preferentially park in the northern portion of the HMC, the elimination of 513 parking spaces from the northern lot would cause students to park a greater distance from the college. Under the Build condition, Mercy College students, especially in the evening 6 PM hour when student demand is greatest, would likely find additional parking to the south of the main 4-story building, in the two available at-grade lots or in the planned tower garages. However, as discussed earlier, because the HMC would contain a sufficient number of parking spaces to accommodate the future demand of all uses in the complex, from the operational viewpoint, no significant adverse parking impacts would occur in the future with the Proposed Action.

E. CONCLUSION

This chapter analyzes the effect of the added traffic and parking demand resulting from the construction of the proposed PSAC II development on the street network in the AM (6:30 AM to 7:30 AM) and midday (2:30 PM to 3:30 PM) peak hours in the 2012 future with the Proposed Action. As there are expected to be a number of instances when the proposed PSAC II development would handle emergency communications for the entire City and the proposed development could accommodate the combined staffs of both PSAC I and PSAC II, this chapter also presents an analysis of traffic and

parking under this temporary Consolidated Operation condition. The results of the analysis show that under Typical Operations the proposed PSAC II development would result in significant traffic impacts at six signalized intersections (three in the AM peak hour, six in the midday peak hour). Under the Consolidated Operations, the proposed PSAC II development could result in significant traffic impacts at three additional signalized intersections (in total, six in the AM peak hour and nine in the midday peak hour). Mitigation measures for the impacted intersections are discussed in more detail in Chapter 18, "Mitigation".

The proposed 500 space accessory parking garage would provide enough capacity to accommodate all of the demand generated by the proposed PSAC II development under the Typical Operations. Under Typical Operations, the proposed PSAC II development would have a maximum parking demand of approximately 264 spaces (53% garage utilization). Under temporary Consolidated Operations, the accessory parking garage would operate at capacity, as the PSAC II development is expected to have a maximum demand of approximately 496 spaces (99% garage utilization) in the midday peak hour. In the event that additional vehicles would need to park at PSAC II, the NYPD would direct vehicles to park elsewhere on the site.

As the proposed PSAC II development would directly displace some required accessory parking for the HMC, this chapter also analyzes the effect of this loss of required accessory parking on the current and projected parking demand at HMC. The results of the analysis indicate that although the provided accessory parking capacity of the HMC would no longer comply with the site's M1-1 zoning parking regulations (which, as discussed in Chapter 2, "Land Use, Zoning and Public Policy" would result in an adverse, but not significant, zoning impact), the HMC would retain a sufficient number of parking spaces to accommodate all of its projected parking demand. Therefore, as the HMC office, hotel and student demand would not affect on-street or off-street parking demand and capacity, no significant adverse parking impacts would result from the Proposed Action.

A. INTRODUCTION

This chapter describes the transit and pedestrian travel characteristics and any potential adverse impacts associated with the Proposed Action, which would facilitate the construction of the Public Safety Answering Center II (PSAC II). As described in detail in Chapter 1, "Project Description", the proposed PSAC II development would consist of an approximately 640,000 gsf new office building that would accommodate 911 call intake and dispatch operations, command control center operations for the Fire Department of New York City (FDNY) and the New York City Police Department (NYPD), as well as related mechanical and data systems, and a 500-space accessory parking structure. The proposed development site is located in the northern portion of the Hutchinson Metro Center office complex ("Hutchinson Metro Center" [HMC]) in the northeast Bronx.

The Proposed Action would also map an existing private roadway (Industrial Street) that provides access to the development site as a public street (Marconi Street) to ensure permanent access and utility service to the proposed development along a public road. When complete in 2012, the proposed PSAC II development would operate continuously 24 hours per day, seven days per week and is expected to have a typical staff size of approximately 850 employees working primarily in three eight to ten hour shifts throughout the 24-hour period (approximately 315 employees per shift) ("Typical Operations"). However under heightened emergency situations, or should PSAC I become inoperable, the proposed PSAC II development would accommodate emergency 911 communications for the entire City. Under this temporary condition ("Consolidated Operations"), the proposed PSAC II development would be comprised of both PSAC I and PSAC II staff members, totaling up to approximately 1,700 employees that would work over the course of a 24-hour period (approximately 630 employees per shift).

The transit and pedestrian analyses for the proposed PSAC II development is focused on the local bus routes and pedestrian facilities available to the proposed PSAC II employees. As shown in Table 12-9 of Chapter 12, "Traffic and Parking", the Proposed Action would generate up to 226 peak hour subway trips that, when dispersed over the three subway stations in the vicinity of the proposed development site, would not exceed the *City Environmental Quality Review (CEQR) Technical Manual* threshold of 200 trips per hour at any subway station required for detailed analysis. A qualitative discussion of the existing condition at the subway stations is therefore provided.

Methodology

The transit and pedestrian analyses presented in this chapter consider subway, local bus and pedestrian facilities where concentrations of new demand from the proposed PSAC II development would occur. Under both Typical and temporary Consolidated Operations, as employees would work primarily in three separate shifts, new trips are expected to be concentrated in the half hour before and after the shift changes that would occur at 7:00 AM, 3:00 PM and 11:00 PM, and lunch hour travel is expected to be minimal as the proposed PSAC II development would include a cafeteria facility. Therefore, employees traveling to and from the proposed development would likely do so outside of the typical

8:00 AM to 9:00 AM, 12:00 PM to 1:00 PM and 5:00 PM to 6:00 PM peak commuting periods. For the purpose of this analysis, the AM, midday and PM peak hours are, respectively, 6:30 AM to 7:30 AM, 2:30 PM to 3:30 PM and 10:30 PM to 11:30 PM, and peak hour trips are comprised of both incoming and outgoing shift workers. Future conditions without the Proposed Action (No-Build conditions) in 2012 are presented for the transit and pedestrian facilities and account for general background growth, new demand resulting from anticipated developments in and around the study area and any changes to transit services and pedestrian facilities expected by 2012. The transit and pedestrian demand resulting from the proposed PSAC II development (the project increment) is calculated based on the transportation demand forecast presented in Table 12-9 of Chapter 12, "Traffic and Parking". The project increment is added to the No-Build condition, minus any demand eliminated by the Proposed Action, to develop the 2012 Future conditions with the Proposed Action (Build conditions). Any significant adverse impacts resulting from the Proposed Action are then identified.

For PSAC II employees that would utilize public transportation to access the site, it is anticipated that they would take the subway to either the Pelham Bay Park (6), Pelham Parkway (5), or Pelham Parkway (2, 5) stations, respectively located approximately 0.6 miles to the east, and one and two miles to the west of the proposed development site, and then transfer to Bx 12 local bus route, which operates along the Pelham Parkway in the vicinity of the development site. Under Typical Operations, the Proposed Action would generate a net total of approximately 32, 53 and 59 net new subway trips (in and out combined) in the AM, midday and PM peak hours, respectively, and approximately 166, 226 and 178 net new subway trips, respectively, under Consolidated Operations. As all subway trips to the proposed PSAC II development would involve at least one transfer onto the Bx 12, new subway trips are assigned to the three subway stations based on the service area accessible from each station and existing service. As an example, the Pelham Parkway (2, 5) station, though more distant from the proposed development site, is expected to receive an appreciable share of new subway trips as it would provide subway service to PSAC II employees traveling between the development site and Brooklyn, Manhattan (both the westside and eastside) and the Bronx (both north and south Bronx neighborhoods). Therefore, the Pelham Bay Park (6), Pelham Parkway (5) or Pelham Parkway (2, 5) stations would likely receive an equal number of new subway trips (approximately 33 percent per station), each receiving up to approximately 55, 75 and 59 net new subway trips in the AM, midday and PM peak hours under Consolidated Operations of the proposed PSAC II development.

According to *CEQR Technical Manual* criteria, a detailed analysis of subway stations is typically required when the incremental increase in the peak hour trips totals 200 persons per hour or more at a station. As the number of net new subway trips generated by the proposed PSAC II development is not expected to exceed this threshold at any subway station utilized by PSAC II employees, a detailed analysis of the Pelham Bay Park (6), Pelham Parkway (5) and the Pelham Parkway (2,5) stations is not warranted. However, a qualitative discussion of each subway station will be provided in later sections of this chapter.

As noted above, the proposed PSAC II development site is also accessible by bus via the Bx 12, which runs along the Pelham Parkway, located immediately to the north of the development site. As all other local bus routes are located at least 0.63 miles from the development site, it is not likely that they would receive measurable project generated trips. Therefore, the Bx 12 is assumed to accommodate all of the new bus demand as well as the demand associated with trips en route to and from the area's subway stations for the proposed PSAC II development. As this would result in a net new bus demand of greater than 200 persons per hour in the AM, midday and PM peak hours, the *CEQR Technical Manual* threshold for detailed analysis, a quantitative analysis of the Bx 12 local bus route is provided in this chapter.

The analysis of pedestrian conditions focuses on the key pedestrian elements (sidewalks, corner areas and crosswalks) where new demand is expected to be most concentrated, primarily located along the corridors that provide access to and from the site. For the Proposed Action, the analysis will focus on

the pedestrian pathway between the site of the proposed development and the Pelham Parkway, as this pathway would serve the majority of PSAC II employees walking to and from the development site as well as transit trips en route to and from bus and subway facilities. The pedestrian analysis examines peak 15-minue flow conditions in the AM and midday peak hours on the pedestrian pathway. Other pedestrian facilities located near the development site or at the entrance of the HMC (at Waters Place) are not expected to receive an appreciable volume of new pedestrian trips.

Data Collection

Data for the transit and pedestrian analyses for the proposed PSAC II development are comprised of information provided by City agencies and field counts conducted in late January 2008 that capture the exiting demand associated with the HMC including office workers and the students and staff of Mercy College. Weekday AM, midday and PM peak hour load point data used in the analysis of the Bx 12 bus route line haul capacity was obtained from the MTA New York City Transit.

B. EXISTING CONDITIONS

Subway Service

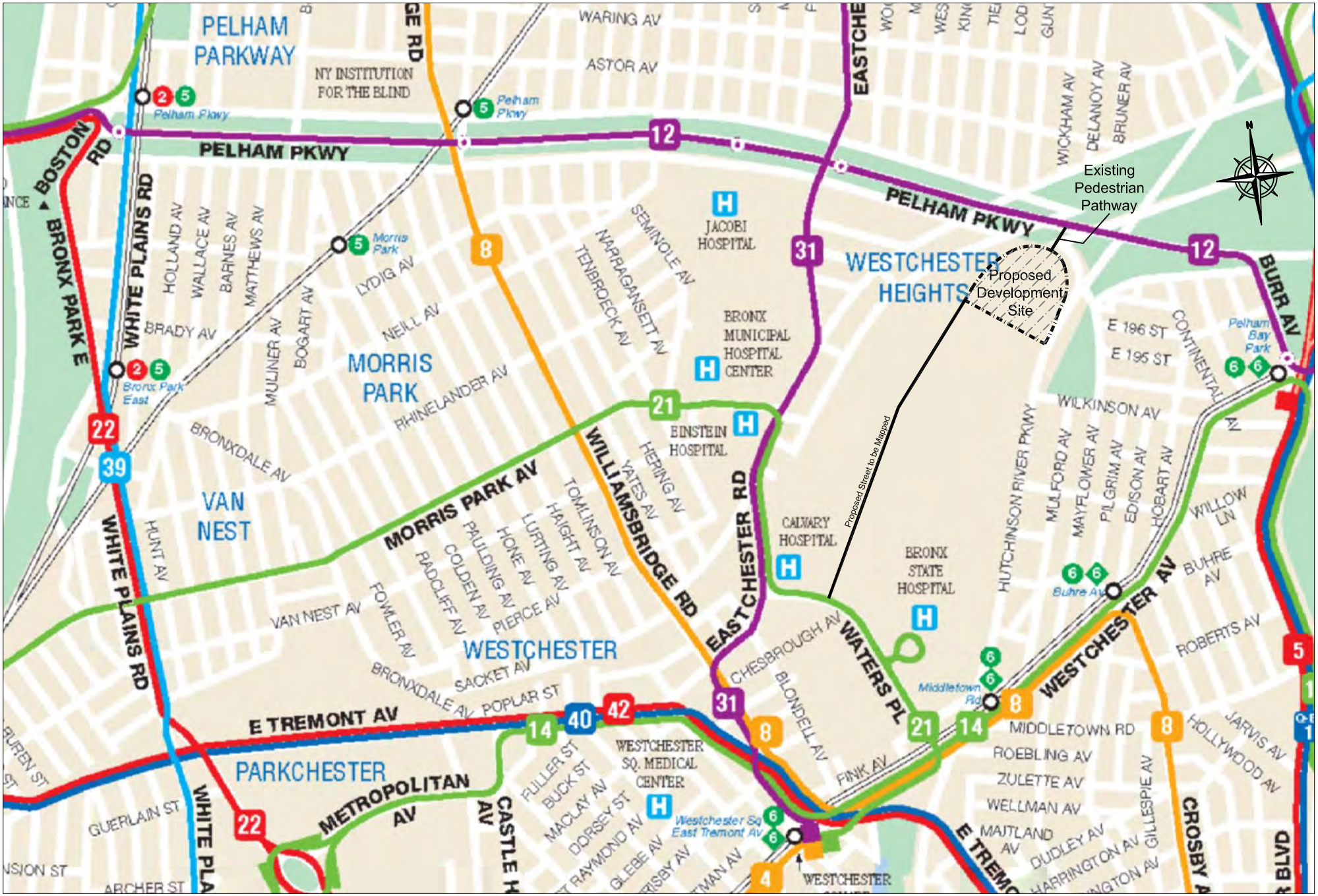
As noted above, the area surrounding the proposed development is not well served by the subway, with the closest station located more than a half mile to the east of the site. Figure 13-1 shows the three stations serving the proposed development site, all of which are located along the Pelham Parkway. These stations include the Pelham Bay Park (6) station at the Bruckner Expressway, the Pelham Parkway (5) station at Williamsbridge Road, and the Pelham Parkway (2, 5) station at White Plains Road. All three of these stations have a direct transfer to the Bx 12 bus route, which travels along the Pelham Parkway directly north of the proposed development site.

For the proposed PSAC II development, it is anticipated that new subway trips would be distributed between the Pelham Bay Park (6), Pelham Parkway (5) and Pelham Parkway (2, 5) stations; respectively located approximately 0.6 miles to the east and one mile and two miles to the west of the development site. Table 13-1 shows the average weekday entering turnstile counts at the three stations for the years 2004 through 2006 as well as the respective 2006 ranking of each station based on average weekday ridership relative to all 423 stations system-wide. Overall, demand increased by approximately 5.5 percent from 2004 to 2006 at the stations that would facilitate subway travel to and from the proposed PSAC II development site. The Pelham Bay Park (6) and Pelham Parkway (5) stations experienced increases of approximately 10.9 and 12.8 percent between 2004 and 2006, while Pelham Parkway (2, 5) station experienced a decline of approximately 2.0 percent.

TABLE 13-1
Average Weekday Entering Turnstile Counts

Subway Station	2006 Rank	2004	2005	2006	Percent Change 2004-2006
Pelham Bay Park (6) Station	224	5,407	5,754	5,999	10.9%
Pelham Parkway (5) Station	305	2,599	2,847	2,931	12.8%
Pelham Parkway (2, 5) Station	208	6,503	7,020	6,373	-2.0%

Notes:
Ranking out of 423 subway stations system-wide by 2006 average weekday ridership.
Source: NYCT 2006 Subway & Bus Ridership Report



PSAC II EIS

FIGURE 13-1
Transit and Pedestrain Facilities

As discussed earlier, because the number of net new subway trips generated by the proposed PSAC II development is expected to be fewer than the *CEQR Technical Manual* threshold of 200 person trips per hour during any analyzed peak hour at any subway station utilized by PSAC II employees, a detailed analysis of the Pelham Bay Park (6), Pelham Parkway (5) and the Pelham Parkway (2,5) stations is not warranted. However, a qualitative discussion of the three subway stations, including the physical characteristics and available services, is provided below.

Pelham Bay Park (6) Station

As shown in Figure 13-1, the elevated Pelham Bay Park (6) station is located above Westchester Avenue between St. Paul and Burr Avenues, approximately 0.6 miles to the east of the proposed development site near the Pelham Parkway and Bruckner Expressway. Street level access to above-grade platforms are available from a terminal station located at the intersection of Westchester Avenue at Burr Avenue. This station is the northern terminus for the 6 subway line, which has its southern terminus in Lower Manhattan at Brooklyn Bridge-City Hall. In Manhattan, the 6 subway line operates below grade and provides local service on the Lexington Avenue subway line. In the Bronx, the 6 subway line primarily operates above Westchester Avenue providing local and skip-stop service.

As shown in Table 13-1, with an average weekday ridership of approximately 5,999 entering passengers in 2006, the Pelham Bay Park (6) station is ranked 224th out of the 423 subway stations system-wide. Ridership at this station increased by approximately 10.9 percent from 2004 through 2006. As discussed later, this subway station would receive approximately 55, 75 and 59 net new subway trips, respectively, in the AM, midday and PM peak hours when demand would be greatest under Consolidated Operations at PSAC II, which is less than the *CEQR Technical Manual's* 200-trip threshold for detailed impact analysis. A detailed quantitative analysis of the Pelham Bay Park (6) station is therefore not provided in this EIS.

Pelham Parkway (5) Station

As shown in Figure 13-1, the Pelham Parkway (5) station is located approximately one mile to the west of the proposed development site and runs beneath the Esplanade and near the intersection of Williamsbridge Road and the Pelham Parkway. Street level access to the platform level is available at this intersection. This station is served at all times by the 5 trains, which provide service between the Eastchester neighborhood and the Bronx and Flatbush/Brooklyn College in Brooklyn via express service in Manhattan along the Lexington Avenue subway line.

As shown in Table 13-1, with an average weekday ridership of approximately 2,931 entering passengers in 2006, the Pelham Parkway (5) station is ranked 305th out of the 423 subway stations system-wide. Ridership at this station increased by approximately 12.8 percent from 2004 through 2006. This subway station is expected to receive a maximum of approximately 55, 75 and 59 net new subway trips in the AM, midday and PM peak hours, respectively, when demand would be greatest under Consolidated Operations, which is less than the *CEQR Technical Manual's* 200-trip threshold for detailed impact analysis. A detailed quantitative analysis of the Pelham Parkway (5) station is therefore not provided in this EIS.

Pelham Parkway (2, 5) Station

As shown in the Figure 13-1, the Pelham Parkway (2, 5) station is located approximately two miles to the west of the proposed development site. This station is elevated above White Plains Road and straddles the Pelham Parkway. The station platforms may be accessed by two sets of stairs located near the Pelham Parkway South and Pelham Parkway North. This station is served at all times by the 2 subway line, which provides service between Wakefield/241st Street in the Bronx and Brooklyn

College/Flatbush Avenue in Brooklyn via Manhattan. At all times, the 2 trains operate express, except during late night in Manhattan. This station is also served by the 5 subway line during weekday rush hours and provides service to and from the Bronx and Brooklyn College/Flatbush Avenue via express service in Manhattan.

As shown in Table 13-1, with an average weekday ridership of approximately 6,373 entering passengers in 2006, the Pelham Parkway (2, 5) station is ranked 208th out of the 423 subway stations system-wide. Ridership at this station decreased by approximately 2 percent from 2004 through 2006. This subway station is also expected to receive a maximum of approximately 55, 75 and 59 net new subway trips in the AM, midday and PM peak hours, respectively, when demand would be greatest under the Consolidated Operations, which is less than the *CEQR Technical Manual's* 200-trip threshold for detailed impact analysis. A detailed quantitative analysis of the Pelham Parkway (2, 5) station is therefore not provided in this EIS.

Bus Service

As shown in Figure 13-1, the Bx 12 is the only local bus route operated by MTA NYC Transit that is available within an approximate ¼-mile of the proposed PSAC II development, operating immediately to the north of the proposed development site, on the Pelham Parkway. As discussed earlier, because the Bx 12 provides a direct connection between the proposed PSAC II development and the area's subway stations, which are located somewhat distant from the proposed development site, all subway trips are assumed to transfer to the Bx 12. Therefore, the Bx 12 is expected to accommodate all of the new bus demand for the proposed PSAC II development as well as travel demand associated with trips en route to and from the area's subway stations.

The Bx 12 operates on the Pelham Parkway, located immediately to the north of the proposed development site. The full route extends from Broadway/West 207th Street (the Inwood-207th St A-train station), located in the northern Manhattan neighborhood of Inwood, to Bay Plaza in Co-op City of the Bronx. Some routes terminate at Pelham Bay Park (also the No. 6 subway station). On weekdays, eastbound service begins at 5:40 AM and runs until 1:00 AM and includes limited-stop service on some buses that operate the full route. On Saturdays and Sundays, eastbound service begins at 6:29 AM and 7:50 AM, respectively, and runs until 1:00 AM. The Bx 12 provides westbound service on the Pelham Parkway at all times. During summer months, the Bx 12 bus route also provides daily service between Broadway/West 207th Street in Manhattan and Orchard Beach in the Bronx between approximately 6 AM to 8 PM.

In early July 2008, the City launched the Select Bus Service (SBS) system to bring faster, higher performance bus service to key areas citywide, including along the Bx 12 route from 207th Street and Broadway in upper Manhattan to the Bay Plaza Shopping Center in the Bronx. The Bx12 SBS replaces limited-stop service along the Bx 12 bus route from 207th Street in Inwood, Manhattan to the Baychester neighborhood of the Bronx. During the summer, the Bx 12 SBS route continues to Orchard Beach.

The SBS is the culmination of a three-year collaborative effort among, New York City Transit, New York City Department of Transportation (NYCDOT), the New York City Police Department (NYPD), and the New York State Department of Transportation (NYSDOT). The system features more frequent service, specially designed buses with flashing lights, and traffic signals that expedite bus movement, and an off-board fare collection system that speeds passenger boarding and allows boarding at all bus doors. Under SBS, a bus fare payment is made prior to passengers boarding the bus through the use of vending machines at "stations" along the bus route. Using this type of fare method allows patrons to board either the front or the rear door of the bus without stopping at the fare box, which is anticipated to reduce the time a bus must remain stopped. SBS bus will also be sped along routes with the use of

Traffic Signal Priorization and corridor optimization, which will reduce the amount of time a bus waits at a traffic light. The buses will operate on highly visible dedicated bus lanes and make fewer stops. Bx 12 SBS stops along Fordham Road and the Pelham Parkway are primarily located at intersections with subway and Metro North station connections, and are designated separately from local bus stops. These stops include Cedar Avenue, University Avenue, Jerome Avenue (transfer to the 4 subway line), Grand Concourse (transfer to the B and D subway lines), Fordham Plaza (transfer to Metro North), the Bronx Zoo, White Plains Road (transfer to the 2 and 5 subway lines), the Williamsbridge Road (transfer to the 5 subway line), Eastchester Road/Jacobi Hospital, and Pelham Bay Park (transfer to the 6 subway line). An additional station at Stillwell Avenue at the Pelham Parkway is expected to be installed at some point in the future to serve the HMC.

Several service and physical improvements, including the creation of enhanced and extended bus lanes, SBS stations with new Cemusa shelter and new and improved signage, have either been implemented or are currently being constructed along the street corridors of Fordham Road and the Pelham Parkway for the Bx 12 SBS. Along Fordham Road, approximately 10-foot wide dedicated bus lanes would be established along both curbs that would be highly visible and indicated by red painted lanes. These dedicated bus lanes on Fordham Road would operate roughly from 7:00 AM to 7:00 PM in both directions, Monday through Friday. Two-hour delivery windows would establish zones for truck deliveries along the south side of Fordham Road from University Avenue to Grand Concourse and from Grand Concourse to Webster Road, and on the north side of Fordham Road from Jerome Avenue to Grand Concourse.

Dedicated bus lanes would also be added along the curbs of the Pelham Parkway, and further enhanced as part of the reconstruction of the Pelham Parkway. Major physical changes, including bus lane markings and full SBS stations, would be implemented as part of the Pelham Parkway reconstruction. Similar to Fordham Road, these dedicated bus lanes would operate from 7:00 AM to 7:00 PM in both directions, Monday through Friday. An approximately 10-foot wide dedicated bus lane would be established along the eastbound Pelham Parkway and an approximately 12-foot wide dedicated bus lane would be established along the westbound Pelham Parkway.

It is anticipated that demand for the BRT service on the Bx 12 SBS would be comprised primarily of the ridership using the existing Bx 12 limited service. Travel-time savings and improved reliability would also likely attract some demand from the existing Bx 12 local bus service, and other modes such as auto and taxi.

Although the bus analysis focuses on the Bx 12, it should be noted that connections to other local bus routes, including the Bx 5, Bx 14 and the Bx 29 are available via the Bx 12 at the Pelham Bay Park station, located approximately 0.6 miles from the proposed development site. The Bx 31, which operates on Eastchester Road located to the west of the proposed development site, is also available via the Bx 12. In addition, MTA NYC Transit also operates the Bx 21, located approximately 0.63 miles to the south of the proposed development site, on Waters Place which serves the Bronx State Hospital Facility. However, as these bus routes are located at least 0.6 miles from the proposed development site, they are not likely to receive a substantial concentration of project-generated trips, and therefore are not considered in the analysis.

The analysis of local bus routes examines conditions at the maximum load point (the point where the buses carry the greatest number of passengers during the analyzed peak hour) in the peak direction of travel in the AM (6:30-7:30 AM), midday (2:30-3:30 PM) and PM (10:30-11:30 PM) peak hours. Because limited-service Bx 12 buses do not stop near the proposed PSAC II and as the planning for the installation of the new SBS station at Stillwell Avenue and the Pelham Parkway is still in the preliminary stages, only local-service Bx 12 buses are conservatively considered in this analysis. For the purpose of this study, as existing demand on the Bx 12 is approximately equal in both the eastbound and westbound directions during the peak hours, both directions of travel are analyzed. As

the Bx 12 bus route is comprised entirely of articulated buses, the analysis shows the average passengers per bus and the available peak hour capacity based on the MTA NYCT loading guideline of 93 passengers, maximum, per articulate bus.

As shown in Table 13-2, with the exception of PM westbound travel on the Bx 12, the maximum load point for both eastbound and westbound travel occurs a minimum of 1.7 miles to the west of the proposed development site in the existing condition. In the AM peak hour, eastbound and westbound Bx 12 buses average approximately 58 and 49 passengers per bus, respectively, at the maximum load points. Similarly in the midday peak hour, eastbound and westbound Bx 12 buses average approximately 54 and 51 passengers per bus, respectively, at the maximum load points. In the PM peak hour, eastbound and westbound Bx 12 buses carry an average of 44 and 48 passengers per bus, respectively, at the maximum load point.

TABLE 13-2
2007 Existing Condition of Bx 12 Local Bus Route

Peak Hour (1)	Direction	Maximum Load Point	Peak Hour Buses (2)	Peak Hour Passengers (2)	Average Passengers per Bus	Available Capacity (3)
AM (6:30-7:30)	EB	West Fordham Rd. & University Ave.	7	404	58	247
	WB	Pelham Parkway & White Plains Rd.	7	340	49	311
MD (2:30-3:30)	EB	East Fordham Rd. & Valentine Ave.	7	375	54	276
	WB	East Fordham Rd. & 3rd Ave.	7	357	51	294
PM (10:30-11:30)	EB	East Fordham Rd. & Valentine Ave.	7	310	44	341
	WB	Pelham Bay	5	240	48	225

Notes:
(1) Analyzed peak hours are expected to occur outside of the typical peak commuting periods of 8-9 AM, 12-1 PM and 5-6 PM.
(2) Based on most current available NYC Transit ridership summaries.
(3) Available capacity based on MTA NYCT loading guidelines of 93 passengers per articulated bus.

Pedestrians

The analysis of pedestrian facilities focuses on sidewalks, corner areas and crosswalks where a substantial number of new pedestrian trips generated by the Proposed Action would occur. Because the majority of pedestrian travel would be via the pedestrian pathway between the proposed development site and the Pelham Parkway, this analysis focuses on this facility. This pathway provides a direct connection between the proposed development site and the Pelham Parkway and would serve pedestrians that would walk to the proposed PSAC II development as well pedestrian trips en route to and from the Bx 12 and the area's subway stations. This analysis considers the pedestrian condition on the pathway in the AM (6:30-7:30 AM) and midday (2:30-3:30 PM) peak hours, as new walk-only trips and new trips en route to and from the area's transit facilities would utilize this facility in the presence of appreciable existing travel demand.

The pedestrian pathway is analyzed according to the methodology set forth in the *Highway Capacity Manual* for sidewalks and considers the peak 15-minute flow conditions during the AM and midday peak hours. Using this methodology, the congestion level of the pedestrian pathway is determined by considering the pedestrian volume, measuring the width of the path, determining the available pedestrian capacity and developing a ratio of existing volume flows to capacity conditions. The resulting ratio is then compared with level of service standards for pedestrian flows, which define a

qualitative relationship at a certain pedestrian traffic concentration level. The analysis of the pedestrian pathway also includes a "platoon" factor in the calculation of pedestrian flows to more accurately estimate the dynamics of walking. ("Platooning" is a tendency for pedestrians to move in bunched groups or "platoons" once they cross a street where traffic requires them to wait.) Platooning generally results in a level of service one level poorer than that determined for average flow rates.

LOS standards are based on the average area available per pedestrian during the analysis period, typically expressed as a 15-minute peak period. LOS grades from A to F are assigned with LOS A representing free flow conditions without pedestrian conflicts and LOS F depicting significant capacity limitations and inconvenience. Table 13-3 defines the LOS criteria for sidewalk facilities as based on the *Highway Capacity Manual* methodology.

TABLE 13-3
Pedestrian Sidewalk Level of Service Descriptions*

Level of Service		Sidewalk Criteria (ped/min/ft)
A	Unrestricted	≤ 5
B	Slightly restricted	≤ 7
C	Restricted but fluid	≤ 10
D	Restricted, necessary to continuously alter walking stride and direction	≤ 15
E	Severely restricted	≤ 23
F	Forward progress only by shuffling; no reverse movement possible	>23

Notes:
* Based on average conditions for 15 minutes.
(ped/min/ft)- pedestrian per minute per foot-width
Source: *Highway Capacity Manual*

In the existing condition, the pathway is generally 12 feet in width and spans approximately 370 feet in length and is lightly traveled, with no greater than five pedestrians in any analyzed peak 15-minute period in the AM and midday peak hour. As shown in Table 13-4, the pedestrian pathway currently operates at a platoon-adjusted LOS A in the Existing condition.

TABLE 13-4
Existing Conditions at the Pedestrian Pathway

Total Width	Shy Dist.	Effective Width	Peak-15-min Volume		Flow Rate (ped/min/ft)		Average Flow LOS		Platoon-Adjusted LOS	
			AM	MD	AM	MD	AM	MD	AM	MD
12	1	11	3	5	0.0	0.0	A	A	A	A

Notes:
Effective width calculated by deducting a 0.5 ft. buffer from each edges of the pedestrian pathway.
(ped/min/ft)- pedestrians per minute per foot-width

C. FUTURE WITHOUT THE PROPOSED ACTION (NO-BUILD CONDITIONS)

In the future without the Proposed Action (No-Build condition), transit and pedestrian demand would increase as a result of background growth and discrete developments that would be completed by 2012. Transit and pedestrian travel demand is forecasted by applying the *CEQR Technical Manual*

recommended growth rate of 0.5 percent per year to the existing demand, and then, adding the additional demand generated by known, planned or proposed developments that would occur by the analysis year of 2012 (see Chapter 2, "Land Use, Zoning and Public Policy").

No-Build developments considered in this analysis include the construction of two new commercial buildings in the HMC that would provide a total of approximately 502,000 gsf of office space and an approximately 150-room hotel, as well as add approximately 1,685 accessory parking spaces. Further to the south of the HMC, the Bronx Psychiatric Center will undergo a major renovation that will involve the construction of five new buildings, as well as the renovation of an existing building. These renovations to the Bronx Psychiatric Center are intended to better address the current needs of its patient populations and will not result in an increase in the number of staff, consumers, or visitors to the Bronx Psychiatric Center. The Division of Substance Abuse at Albert Einstein College of Medicine is constructing a new medical facility, the Wellness Center, at 1510 Waters Place on the north side of Waters Place, adjacent to and west of the entrance to the Bronx Psychiatric Center. The planned facility is anticipated to improve existing substance abuse services and will consolidate three methadone clinics currently located at 1500 Waters Place within a single building. It is also not anticipated to introduce any new employees, or expand existing patient services. The No-Build analysis also assumes the completion of an approximately 127,000 sf Ambulatory Care Center in the Jacobi Medical Center and the Michael F. Price Center for Genetic and Translational Medicine (MPCGTM), an approximately 201,000 sf research facility for Yeshiva University's Albert Einstein College of Medicine located on Morris Park Avenue, near Eastchester Road. In addition, Albert Einstein College of Medicine is also planning a 310-space enlargement to its Staff Housing garage to meet the need for additional off-street parking generated by the continued expansion and modernization of its educational and medical facilities. The demand generated from these discrete sites, along with any changes to the transit service or pedestrian facilities are incorporated into the No-Build analysis.

Bus Service

During the 2007 through 2012 period, demand on local buses operated by MTA NYC Transit is expected to increase due to demand from discrete developments and background growth. During this period, it is also anticipated that MTA New York City Transit (NYCT) will implement Bus Rapid Transit (BRT) service along at least one demonstration corridor in each of the five boroughs. The Bx 12 limited route, which travels from 207th Street and Broadway in upper Manhattan to the Bay Plaza Shopping Center in the Bronx, with an extension to Orchard Beach in the summer months, has been selected as the demonstration corridor in the Bronx.

Bus Rapid Transit is defined as an integrated, high performance transit system with a unique identity designed to reduce travel time and to increase the level of comfort for the customers. BRT systems typically consist of all or a combination of six elements, which include the following:

- High visibility stations;
- Bus ways where the road is dedicated to the exclusive use of buses;
- A service plan that provides an easily understandable route map and schedule;
- High capacity vehicles;
- Intelligent Transportation Systems (ITS) that provide information on the next arriving bus at the bus stations, and the next stop on-board buses; and
- System identity and branding which bring a unique and distinguished visibility to the BRT service.

As mentioned above, in July 2008, the City launched the Bx 12 Select Bus Service (SBS), which replaced the Bx 12 Limited that runs between the Inwood neighborhood of Manhattan to Bay Plaza in

the Bronx. This bus route provides a critical east-west transit link with direct connections to a number of subway lines, including 1, 2, 4, 5, 6, A, B and D subway lines, as well as to Metro North. This system features more frequent service, specially designed buses with flashing lights, and traffic signals that expedite bus movement, and an off-board fare collection system with fare inspection on board that speeds passenger boarding and allows boarding at all bus doors. The Bx 12 local service would continue to operate as it does under existing conditions, making all stops.

As shown in Table 13-5, eastbound and westbound demand through the maximum load point for the Bx 12 would respectively average 60 and 51 passengers per bus in the AM peak hour, 58 and 56 passengers per bus in the midday peak hour and 46 and 50 passengers per bus in the PM peak hour, respectively. Under the No-Build conditions, the Bx 12 would continue to operate with available capacity.

TABLE 13-5
2012 No-Build Conditions of Bx 12 Local Bus Route

Peak Hour (1)	Direction	Maximum Load Point	Peak Hour Buses (3)	Peak Hour Passengers (2)	Average Passengers per Bus	Available Capacity (4)
AM (6:30-7:30)	EB WB	West Fordham Rd. & University Ave. Pelham Parkway & White Plains Rd.	7 7	418 354	60 51	233 297
MD (2:30-3:30)	EB WB	East Fordham Rd. & Valentine Ave. East Fordham Rd. & 3rd Ave.	7 7	409 393	58 56	242 258
PM (10:30-11:30)	EB WB	East Fordham Rd. & Valentine Ave. Pelham Bay	7 5	320 251	46 50	331 214

Notes:
(1) Analyzed peak hours are expected to occur outside of the typical rush hour commuting periods of 8-9 AM, 12-1 PM and 5-6 PM.
(2) Assumes 0.5 percent per year background growth plus demand from No Build sites developed by 2012.
(3) Based on most current available NYC Transit ridership summaries.
(4) Available capacity based on MTA NYCT loading guidelines of 93 passengers per articulated bus.

Pedestrians

The No-Build analysis of pedestrian flow conditions at the pedestrian pathway incorporates the anticipated demand from the construction of two new commercial buildings in the HMC and includes the 0.5 percent per year background growth rate. Other developments that would occur by 2012, such as the Ambulatory Care Facility in the Jacobi Medical Center and the MPCGTM research facility for Albert Einstein College of Medicine are not considered in the pedestrian analysis for the proposed PSAC II development, as they would not contribute demand at the analyzed pedestrian pathway. As shown in Table 13-6, though pedestrian volumes would increase to 7 and 43 pedestrians in the peak 15-minute period in the AM and midday peak hours respectively, the pedestrian pathway would continue to operate at a platoon-adjusted LOS A in all analyzed peak hours in the No-Build condition.

TABLE 13-6
2012 No-Build Conditions at the Pedestrian Pathway

Total Width	Shy Dist.	Effective Width	Peak-15-min Volume		Flow Rate (ped/min/ft)		Average Flow LOS		Platoon-Adjusted LOS	
			AM	MD	AM	MD	AM	MD	AM	MD
12	1	11	7	43	0.0	0.3	A	A	A	A

Notes:
Effective width calculated by deducting a 0.5 ft. buffer from each edge of the pedestrian pathway.
(ped/min/ft)- pedestrians per minute per foot-width

D. FUTURE WITH THE PROPOSED ACTION (BUILD CONDITIONS)

This section provides an analysis of transit and pedestrian conditions in the 2012 future with the Proposed Action. As discussed in Chapter 1, "Project Description" and noted at the beginning of this chapter, the Proposed Action would result in the construction of PSAC II, which would consist of an approximately 640,000 gsf new office building and a 500-space above-grade parking structure. As the proposed development site is located within the northern portion of the HMC, the Proposed Action would also map an existing private roadway, Industrial Street, as a public street ("Marconi Street"). The proposed street would extend north of Waters Place and have a mapped width of 60 feet for approximately 1, 670 feet and 50 feet for approximately 1,300 feet.

When complete in 2012, PSAC II would operate continuously 24 hours per day, seven days per week and is expected to have a typical staff size of approximately 850 employees working in three primary eight to ten hour shifts throughout a 24-hour period (maximum of approximately 315 employees per shift). The analysis presented in this section focuses on the condition of the transit and pedestrian facilities under these typical conditions ("Typical Operations"). However, as under temporary conditions during heightened security days or when PSAC I is non-operational PSAC II could be comprised of both PSAC I and PSAC II staff members, totaling approximately 1,700 employees (approximately 630 employees maximum per shift), this section also presents the traffic analysis under this condition ("Consolidated Operations").

The transportation planning assumptions for the proposed PSAC II development, shown in Table 12-8 of Chapter 12, "Traffic and Parking", is based on 2000 Census reverse journey-to-work data as well as data supplied by the New York City Police Department (NYPD, Fire Department of New York (FDNY) and the New York City Emergency Medical Services (EMS). Other environmental studies for similar projects were also used as secondary references.

Table 12-8 in Chapter 12, "Traffic and Parking", shows the transportation planning assumptions used in the proposed PSAC II development's travel demand forecast. Under both Typical and temporary Consolidated Operations, as employees would work primarily in three separate shifts, new trips are expected to be concentrated in the half hour before and after the shift changes that would occur around 7:00 AM, 3:00 PM, and 11:00 PM. Therefore, as discussed earlier, employees traveling to and from the proposed PSAC II development would likely do so outside of the 8:00 AM to 9:00 AM, 12:00 PM to 1:00 PM and 5:00 PM to 6:00 PM typical peak commuting periods. For the purpose of this study, the AM, midday and PM peak hours are, respectively, 6:30 AM to 7:30 AM, 2:30 PM to 3:30 PM and 10:30 PM to 11:30 PM, and peak hour trips are comprised of both incoming and outgoing shift workers.

As shown in Table 12-9 in Chapter 12, "Traffic and Parking", under Typical Operations in the AM, midday and PM peak hours, the proposed PSAC II development would generate a net new 32, 53, and 59 subway trips (in and out combined), respectively, and 96, 129 and 129 bus trips (in and out combined), respectively. As the site of the proposed development is relatively isolated from surrounding residential areas, in a low-density somewhat industrial section of the northeastern Bronx, the number of trips to and from PSAC II made solely by walking ("walk-only" trips) is expected to be minimal. Under Typical Operations, a net new 13, 22 and 15 walk-only trips (in and out combined) would occur in the AM, midday and PM peak hours, respectively.

As shown in Table 12-9 in Chapter 12, "Traffic and Parking", transit and pedestrian trips to and from the proposed PSAC II development is greater under temporary Consolidated Operations of the facility as the proposed PSAC II development would accommodate the staffs of both PSAC I and PSAC I. In the AM, midday and PM peak hours, a net new 166, 226 and 178 subway trips (in and out combined), respectively, would occur, as well as 116, 149 and 129 net new bus trips (in and out combined),

respectively. However, as employees of PSAC I are expected to utilize public transit or drive to PSAC II, a minimal number of additional walk-only trips would result. Under temporary Consolidated Operations, a net new 15, 24 and 15 walk-only trips made solely by walking (in and out combined) would occur in the AM, midday and PM peak hours, respectively.

As discussed earlier under the section, "Existing conditions", the proposed PSAC II development is not expected to meet the *CEQR Technical Manual* 200-person threshold at the Pelham Bay Park (6), Pelham Parkway (5) and the Pelham Parkway (2,5) subway stations that would warrant a detailed quantitative analysis. Therefore, the following sections discuss the results of the proposed PSAC II development on bus service and pedestrian facilities.

Bus Service

In the 2012 future with the Proposed Action, all bus trips resulting from the proposed PSAC II development were assigned to the maximum load point of the Bx 12, as it is the only available local bus route within a ¼-mile radius of the development site. Additionally given the distance of subway stations, this EIS assumes that all subway trips would utilize bus service to reach the area's subway stations located along the Pelham Parkway.

As shown in Table 12-9 in Chapter 12, "Traffic and Parking", under Typical Operations, net new bus trips resulting from the proposed PSAC II development would total approximately 48 inbound and 48 outbound in the AM peak hour, 81 inbound and 48 outbound in the midday peak hour, and 48 inbound and 81 outbound in the PM peak hour. As all subway stations are located at least 0.6 miles from the proposed development site, it is expected that these travelers would transfer to a local bus in order to reach the proposed development site. As travelers arriving at the Pelham Bay Park (6), Pelham Parkway (5) and the Pelham Parkway (2,5) subway stations may transfer directly to the Bx 12, it is anticipated that all subway trips would also utilize the Bx 12. The analysis of the Bx 12 presented in this section therefore incorporates the additional net new subway trips that would occur in the AM (13 inbound and 19 outbound), midday (40 inbound and 13 outbound) and PM (19 inbound and 40 outbound) peak hours.

The local bus analysis under temporary Consolidated Operations includes the net new bus trips (approximately 68 inbound and 48 outbound in the AM peak hour, 81 inbound and 68 outbound in the midday peak hour and 48 inbound and 81 outbound in the PM peak hour) that would occur when PSAC II would operate with both PSAC I and PSAC II employees, as well as the new subway trips that would transfer onto the Bx 12 en route to or from the proposed development site (approximately 107 inbound and 59 outbound in the AM peak hour, 119 inbound and 107 outbound in the midday peak hour and 59 inbound and 119 outbound in the PM peak hour).

Table 13-7 shows the resulting conditions on the Bx 12 at the maximum load points in AM, midday and PM peak hours in the 2012 future with the Propose Action. As the maximum load points for the Bx 12 are located substantially distant from the proposed development site (typically a minimum of 1.7 miles to the west of the development site), the proposed PSAC II development would add a relatively small number of peak direction passengers. The proposed PSAC II development would add a maximum of 32 peak direction passengers in any peak hour under Typical Operations and a maximum of 44 peak direction passengers under temporary Consolidated Operations. With this added demand, the Bx 12 local bus route would continue to operate with available capacity at the maximum load point in the AM, midday and PM peak hours under both Typical and temporary Consolidated Operations, indicating that no service shortfalls would occur under the Build condition.

Table 13-7
2012 Build Local Bus Conditions

Peak Hour (1)	Direction	Maximum Load Point	2012 Service Levels under Typical Operation of PSAC II (PSAC II ONLY)			
			Peak Hour Buses (2)	No Build Available Capacity (3)	Project Increment (4)	Build Available Capacity (3)
AM	EB	West Fordham Rd. & University Ave.	7	234	6	228
	WB	Pelham Parkway & White Plains Rd.	7	298	21	277
MD	EB	East Fordham Rd. & Valentine Ave.	7	250	13	237
	WB	East Fordham Rd. & 3rd Ave.	7	266	8	258
PM	EB	East Fordham Rd. & Valentine Ave.	7	331	8	323
	WB	Pelham Bay	5	215	32	183

Peak Hour (1)	Direction	Maximum Load Point	2012 Service Levels under temporary Consolidated Operation of PSAC II (PSAC I and II)			
			Peak Hour Buses (2)	No Build Available Capacity (3)	Project Increment (4)	Build Available Capacity (3)
AM	EB	West Fordham Rd. & University Ave.	7	234	8	226
	WB	Pelham Parkway & White Plains Rd.	7	298	40	258
MD	EB	East Fordham Rd. & Valentine Ave.	7	250	13	237
	WB	East Fordham Rd. & 3rd Ave.	7	266	11	255
PM	EB	East Fordham Rd. & Valentine Ave.	7	331	8	323
	WB	Pelham Bay	5	215	44	171

Notes:

(1) Peak hours: weekday 6:30-7:30 AM, 2:30-3:30 PM, and 10:30-11:30 PM.

(2) Assumes service levels adjusted to address capacity shortfalls in the No Build condition.

(3) Available capacity based on MTA NYCT loading guidelines of 93 passengers per articulated bus.

(4) Project increment at the Maximum Load Point.

According to current NYCT guidelines, increases in bus load levels to above their maximum capacity at any load point is considered a significant adverse impact as it would necessitate the addition of more bus service along that route. Based on this standard, no significant impacts would occur to Bx 12 service in the AM, midday and PM peak hours under either Typical or temporary Consolidated Operations in the future with the proposed PSAC II development.

Pedestrians

In the future with the Proposed Action, it is anticipated that all access to the proposed PSAC II development would be from the southern end of the development site. Vehicles as well as pedestrians would be required to enter the site at the southwest corner through a gated security entrance operated by the NYPD at the northern end of the hammerhead turnaround for Marconi Street. After passing through the security gate, vehicles and pedestrians would proceed to the accessory parking structure located at the southern edge of the proposed development site. All visitors and employees to PSAC II would be required to pass through a security screening facility that would be located on the first floor of the proposed garage to enter PSAC II. An enclosed walkway would connect the security screening office in the accessory garage to the main entrance of the PSAC II office building.

To facilitate access for employees that would arrive at PSAC II by walking or through transit use, the existing pedestrian pathway between the north of the proposed development site and the Pelham Parkway would be improved and reconfigured to include a segment between the Pelham Parkway and the northern boundary of the site, and an additional pathway that would extend along the western perimeter of the development site to provide access to PSAC II and Marconi Street, as well as the HMC. This entire pedestrian pathway would be publicly accessible and would maintain a public pedestrian connection between the Pelham Parkway on the north and the HMC on the south.

As shown in Figure 1-5 in Chapter 1, "Project Description", the existing segment of the pedestrian pathway within the Pelham Parkway right-of-way between the Pelham Parkway and the development site would be realigned further to the west and would extend approximately parallel to the Amtrak right-of-way for approximately 320 feet. This segment would also be widened from approximately 12 feet to 25 feet in width, which would enable the pathway to potentially serve as an emergency access/egress route for vehicles to and from the proposed development. In order to prevent unwanted vehicular access, a rated vehicle barrier would be installed at the property line of the proposed development site, and a gate would be installed at the Pelham Parkway guardrail. In addition, traffic personnel and officers would be staffed at the emergency route to control vehicular access.

Although this segment of the pathway would be able to accommodate vehicular traffic in emergency situations or if access should become unavailable from Marconi Street, it is anticipated that the pathway would remain primarily for pedestrian use.[1] At the northwest edge of the development site, the pathway would narrow to approximately 8 feet wide and extend approximately 650 feet along the western perimeter of the proposed development site, just outside of the perimeter fence that would encircle the proposed development, to Marconi Street. As the pedestrian condition is likely to be determined by this narrower segment, the pedestrian analysis presented for the Build condition conservatively examines the performance of this 8-foot wide segment along the western perimeter of the development site.

The Proposed Action would generate new pedestrian demand by 2012. This demand would remain concentrated along the pedestrian pathway connecting the proposed development to the Pelham

[1] It is expected that vehicles would only use this emergency egress route to the Pelham Parkway, if there was a fire, flood, or evacuation of the proposed facility.

Parkway, as walk-only, as well as bus and subway transit trips would utilize this pathway. Under Typical Operations, net new walk-only trips resulting from the proposed PSAC II development would total approximately 10 inbound and 3 outbound in the AM peak hour, 12 inbound and 10 outbound in the midday peak hour, and 3 inbound and 12 outbound in the PM peak hour, respectively. As discussed earlier, because the site of the proposed development is relatively isolated from residential areas and is located in a low-density industrial section of the northeastern Bronx, the number of walk-only trips to and from the proposed development site is relatively small. Most of the new pedestrian demand at the analyzed pedestrian pathway would result from new transit trips (subway plus bus trips), which would utilize this pathway to access the surrounding area's transit facilities, including the Bx 12 bus stop and the area's subway stations. Under Typical Operations, transit trips (including both bus and subway trips) to and from the proposed PSAC II development would account for approximately 128, 182 and 188 net new trips (in and out combined) in the AM, midday and PM peak hours, respectively, for a total of 141, 204 and 203 net new pedestrian trips (in and out combined) in the AM, midday and PM peak hours, respectively, on the pathway.

Under temporary Consolidated Operations, net new walk-only trips resulting from the Proposed Action would total approximately 12 inbound and 3 outbound in the AM peak hour, 12 inbound and 12 outbound in the midday peak hour, and 3 inbound and 12 outbound in the PM peak hour, respectively. Similar to Typical Operations, transit trips would account for the majority of the new pedestrian demand at the analyzed pedestrian pathway, totaling approximately 282, 375 and 307 (in and out combined) in the AM, midday and PM peak hours, respectively, for a total of 297, 399 and 322 new pedestrian trips (in and out combined) in the AM, midday and PM peak hours, respectively, on the pathway. The results of the pedestrian flow conditions in the future with the Proposed Action at the pedestrian pathway is shown in Table 13-8 for the proposed PSAC II development under both Typical and temporary Consolidated Operations.

For sidewalks outside of the Manhattan CBD (the area of Manhattan below 60th Street) and downtown Brooklyn, the *CEQR Technical Manual* criteria defines a significant adverse impact to have occurred when the flow rate increases by two or more pedestrians per foot per minute (PFM) over No-Build conditions characterized by flow rates over 13 PFM (mid-LOS D). Increments of one PFM may be perceptible, but not necessarily significant impacts.

TABLE 13-8
2012 Build Conditions at the Pedestrian Pathway

	Total Width	Shy Dist.	Effective Width	Peak-15-min Volume		Flow Rate (ped/min/ft)		Average Flow LOS		Platoon-Adjusted LOS	
				AM	MD	AM	MD	AM	MD	AM	MD
Typical Operations (PSAC II Only)	8	1	7	52	107	0.5	1.0	A	A	A	B
Consolidated Operations (PSAC I and II)	8	1	7	99	167	0.9	1.6	A	A	B	B

Notes:
-Pedestrian pathway comprised of two segments, one 25-foot wide segment between Pelham Parkway and the northern boundary of the development site and one 8-foot wide segments (approx. 650 ft. long) located at the western perimeter of the development site. Analysis conservatively assumes a typical width of 8-feet.
-Effective width calculated by deducting 0.5 ft. buffer from the edge of the pedestrian pathway.
-(ped/min/ft)-pedestrians per minute per foot/width

As shown in Table 13-8, in the future with the proposed PSAC II development, the pedestrian pathway would operate at a platoon-adjusted LOS B or better in the AM and midday peak hours under both

Typical and temporary Consolidated Operations. Because Peak 15-minute flow rates at the pedestrian pathway would not exceed 13 PFM, no significant adverse sidewalk impacts are anticipated to result from the proposed PSAC II development.

E. CONCLUSION

This chapter analyzes the effects of added travel demand from the proposed PSAC II development on the transit and pedestrian facilities in the vicinity of the proposed development site, focusing on the Bx 12 bus route and the pedestrian pathway between the Pelham Parkway and the proposed development site under both Typical (PSAC II operating with PSAC II employees only) and a temporary Consolidated (PSAC II operating with PSAC I and II employees combined) Operations. The results of the analyses show that no significant adverse impacts would result at any analyzed transit or pedestrian facility under both Typical and temporary Consolidated Operations that would receive this new demand.

A. INTRODUCTION

This chapter examines the potential for air quality impacts from the Proposed Action. Ambient air quality is affected by numerous sources and activities that introduce air pollutants into the atmosphere. Air quality impacts from a Proposed Action can be either direct or indirect. Direct impacts stem from emissions generated by stationary sources associated with the Proposed Action, such as emissions from fuel burned on site for heating, ventilation, and air conditioning (HVAC) systems. Indirect effects include emissions from motor vehicles ("mobile sources") generated by the Proposed Action and effects of existing stationary sources on the Proposed Action. The analyses described in the sections that follow were performed utilizing the procedures recommended in the *City Environmental Quality Review (CEQR) Technical Manual*.

The Proposed Action would facilitate the construction of the Public Safety Answering Center II (PSAC II) on an approximately 8.75-acre, unimproved site located to the southwest of the interchange of the Pelham and the Hutchinson River Parkways, and to the east of the New York, New Haven, and Hartford railroad right-of-way for Amtrak. The proposed development site comprises the northernmost portion of the Hutchinson Metro Center (HMC) in Bronx Community District 11 (refer to Figure 1-1 in Chapter 1, "Project Description"). As the proposed development site is relatively isolated, bounded by the associated public open spaces of the Pelham and the Hutchinson River Parkways on its northern and eastern edges, and partially by an Amtrak right-of-way along its western edge, the Proposed Action also involves the mapping of an existing two-way private access roadway, Industrial Street, as a public street ("Marconi Street"). The proposed street would extend north of Waters Place to the southern boundary of the proposed development site.

The proposed PSAC II development would have two staffing level conditions, including (1) a typical day, and (2) an event when there are temporary increases of staffing levels from combined facilities (the staffs of both PSAC I and PSAC II) at the proposed development site. On a typical day, the proposed development would have a staff size of approximately 850 employees that would work over a 24-hour period in overlapping shifts with a maximum of up to approximately 315 employees per shift ("Typical Operations"). During an event when the operations of PSAC I and PSAC II would temporarily consolidate at the proposed development up to 1,700 employees would work over a 24-hour period in overlapping shifts at PSAC II ("Consolidated Operations"). A maximum of 630 employees per shift are expected to work at the proposed development when PSAC I and PSAC II operations are combined at the site. A number of non-emergency situations, such as maintenance and emergency drills, would require the transfer of PSAC I personnel to the proposed development site.

The following air quality analysis includes an assessment of existing conditions based on monitored air quality, a mobile source analysis, a CO analysis for a mechanically ventilated accessory parking garage, an HVAC analysis, and a manufacturing survey for air toxics. For conservative CEQR analysis purposes, the analysis focuses on the temporary Consolidated Operation of the proposed

development when the staffs of both PSAC I and PSAC II are combined at the proposed development site.

B. AIR QUALITY STANDARDS AND CRITERIA

National Ambient Air Quality Standards

Ambient air is defined by the United States Environmental Protection Agency (USEPA) as that portion of the atmosphere, external from buildings, to which the general public has access. National Ambient Air Quality Standards (NAAQS) were promulgated by the USEPA for the protection of public health and welfare, allowing for an adequate margin of safety. The USEPA has set NAAQS for six criteria pollutants. They consist of primary standards, established to protect public health with an adequate safety margin, and secondary standards, established to protect "plants and animals and to prevent economic damage." The six major pollutants are deemed criteria pollutants, since threshold criteria can be established for determining adverse effects on human health. These pollutants are described below:

- Carbon Monoxide (CO). CO is a colorless, odorless gas produced from the incomplete combustion of gasoline and other fossil fuels. The primary source of CO in urban areas is from motor vehicles. Because this gas disperses quickly, CO concentrations can very greatly over relatively short distances.

- Inhalable Particulates also known as Respirable Particulates. Particulate matter (PM) is a generic term for a broad range of discrete liquid droplets or solid particles of various sizes. They are primarily generated by fuel oil combustion and by vehicular traffic that contributes to airborne particulates from brake and tire wear and the disturbance of dust on roadways. The PM_{10} standard covers particulates with diameters of 10 micrometers or less, which are the ones most likely to be inhaled into the lungs. The $PM_{2.5}$ standard covers particulates with diameters of 2.5 micrometers or less.

- Lead (Pb). Lead is a heavy metal. Emissions are principally associated with industrial sources and motor vehicles that use gasoline containing lead additives. Most U.S. vehicles produced since 1975, and all produced after 1980, are designed to use unleaded fuel. As a result, ambient concentrations of lead have declined significantly.

- Nitrogen dioxide (NO_2). Nitrogen dioxide is a highly oxidizing, extremely corrosive toxic gas. It is formed by chemical conversion from nitric oxide (NO), which is emitted primarily by industrial furnaces, power plants, and motor vehicles.

- Ozone (O_3). Ozone, a principal component of smog, is not emitted directly into the air but is formed through a series of chemical reactions between hydrocarbons and nitrogen oxides in the presence of sunlight.

- Sulfur dioxides (SO_2). Sulfur dioxides are heavy gases primarily associated with the combustion of sulfur-containing fuels such as coal and oil. No significant quantities are emitted from mobile sources.

New York State Ambient Air Quality Standards further regulate concentrations of the criteria pollutants discussed above. The New York State Department of Environmental Conservation (NYSDEC), Air Resources Division, is responsible for air quality monitoring in the state. Monitoring is performed for each of the criteria pollutants to assess compliance. Table 14-1 shows the National and New York State Ambient Air Quality Standards.

TABLE 14-1
National and New York State Ambient Air Quality Standards

Pollutant	Averaging Period	Standard	2006 Value	Monitor
Sulfur Dioxide	12-month arithmetic mean 24-hour average 3-hour average	0.03 ppm 0.14 ppm 0.5 ppm	0.007 ppm 0.032 ppm 0.067 ppm	Botanical Gardens (Bronx)
Inhalable Particulates (PM_{10})	24-hour average	150 ug/m^3	18 ug/m^3 (2004)	IS 52 (Bronx)
Inhalable Particulates ($PM_{2.5}$)	3-yr average annual mean Maximum 24-hr. 3-yr. avg.[d]	15 ug/m^3 35 ug/m^3	13.1 ug/m^3 34 ug/m^3	Botanical Gardens (Bronx)
Carbon Monoxide	8-hour avg.[a] 1-hour avg.[a]	9 ppm 35 ppm	1.9 ppm 2.6 ppm	Botanical Gardens (Bronx)
Ozone	Maximum daily 1-hr avg.[b] Maximum daily 8-hr avg.[c] Maximum daily 8-hr avg.[e]	N.A. 0.08 ppm 0.075 ppm	N.A. 0.074 ppm N.A.	Botanical Gardens (Bronx)
Nitrogen Dioxide	12-month arithmetic mean	0.05 ppm	0.025 ppm	Botanical Gardens (Bronx)
Lead	Quarterly mean	1.5 ug/m^3	0.02 ug/m^3	JHS 126 (Brooklyn)

Notes: ppm = parts per million; ug/m^3 = micrograms per cubic meter
[a] Not to be exceeded more than once a year.
[b] Applies only to areas designated non-attainment. The NYC metropolitan area is no longer subject to the 1-hour ozone requirement.
[c] Three-year average of the annual fourth highest maximum 8-hour average concentration.
[d] Not to be exceeded by the 98th percentile of 24-hour $PM_{2.5}$ concentrations in a year (averaged over 3 years).
[e] Three-year average of the annual fourth highest maximum 8-hour average concentration effective May 27, 2008.
Sources: New York State Ambient Air Quality Development Report, 2006

State Implementation Plan (SIP)

The New York State Implementation Plan (SIP) outlines New York State's strategies for attaining the required federal air quality standards pursuant to the Clean Air Act. The Clean Air Act requires each state to submit to the USEPA a SIP for attainment of the NAAQS. The 1977 and 1990 amendments require comprehensive plan revisions for areas where one or more of the standards have yet to be attained (i.e., non-attainment areas).

The USEPA has designated New York City as in attainment for the NO_2, SO_2, and lead. The USEPA also has re-designated New York City as in attainment for CO. The Clean Air Act requires that a maintenance plan ensure continued compliance with the CO NAAQS for former non-attainment areas. New York City is also committed to implementing site-specific control measures throughout New York City to reduce CO levels, should unanticipated localized growth result in elevated CO levels during the maintenance period.

The five boroughs of New York City, as well as Nassau, Suffolk, Rockland, Westchester, and Orange counties, are designated non-attainment areas for PM_{10} and $PM_{2.5}$ under the Clean Air Act. State and local governments are required to develop implementation plans by early 2008, which will be designed to meet the standards by 2010. The state is under mandate to develop SIPs to address ozone, carbon monoxide, and PM_{10}. It is also working with the USEPA to formulate standard practices for regional haze and $PM_{2.5}$.

NYC De Minimis Criteria

In addition to the National Ambient Air Quality Standards (NAAQS), the City of New York (the "City") applies *de minimis* impact criteria to determine the significance of the incremental increases in CO concentrations from mobile sources that would result from a Proposed Action (i.e., net change between the future without and with the Proposed Action). These set the minimum change in 8-hour average carbon monoxide concentrations that constitute a significant environmental impact. According to these criteria, significant impacts are defined as follows:

- An increase of 0.5 parts per million (ppm) or more in the maximum 8-hour average carbon monoxide concentration at a location where the predicted No-Build (i.e., future without the Proposed Action) 8-hour concentration is equal to or above 8 ppm; or

- An increase of more than half the difference between baseline (i.e., No-Build) concentrations and the 8-hour standard, when No-Build concentrations are below 8 ppm.

For $PM_{2.5}$ analyses at the microscale level, the City's *de minimis* criteria for determining significance are:

- 2.0 ug/m^3 for the 24-hour period; and
- 0.3 ug/m^3 for the annual period.

At the neighborhood scale of analysis, for mobile and stationary sources combined, the average $PM_{2.5}$ concentration within a 1 km-square grid centered on the worst-case receptor has a *de minimis* value of:

- 0.1 ug/m^3 for the annual period.

No *de minimis* values have been assigned to PM_{10}.

Air Toxics Pollutants

In addition to the criteria pollutants discussed above, non-criteria air pollutants, also called air toxics, are also regulated. Air toxics are those pollutants that are known or suspected to cause serious health effects in small doses. A wide range of man-made and naturally occurring sources emits air toxics. The USEPA regulates *emissions* of air toxics from industries. Although, federal ambient air quality standards do not exist for *concentrations* of these non-criteria compounds, the USEPA has developed guidelines for assessing exposure to air toxics. These exposure guidelines are used in health risk assessments to determine the potential effects to the public. Based on this information and other sources, the NYSDEC has developed ambient guideline concentrations for numerous non-criteria compounds of air toxics. The NYSDEC guidance document DAR-1 (September 2007) contains a compilation of annual and short-term (1-hour) guideline concentrations for these compounds.

The proposed development site is located within a high performance manufacturing-zoned area, which would remain with the Proposed Action. Therefore, an analysis to examine the potential for impacts to the Proposed Action from existing industrial emissions was also performed.

C. EXISTING CONDITIONS

As shown in Table 14-1, air quality for the Bronx is within the NAAQS for all pollutants. However, previous ozone concentrations have exceeded the standards, and 3-year averages for $PM_{2.5}$ have exceeded the former standard. Therefore, the proposed development site is within an area classified as nonattainment for both ozone and $PM_{2.5}$. As stated previously, the proposed development site also falls within a CO maintenance area.

D. PRELIMINARY SCREENING FOR POTENTIAL IMPACTS

Mobile Source Screening

The prediction of vehicle-generated CO and PM emissions and their dispersion in an urban environment incorporates meteorological conditions, traffic data, and roadway geometry. Air pollutant dispersion models mathematically simulate how traffic, meteorology, and geometry combine to affect pollutant concentrations. The mathematical expressions and formulations contained in the various models attempt to describe an extremely complex physical phenomenon as closely as possible. However, because all models contain simplifications and approximations of actual conditions and interactions and it is necessary to predict the reasonable worst-case condition, most of these dispersion models predict conservatively high concentrations of pollutants.

The mobile source analysis for the Proposed Action employs models approved by the USEPA that have been widely used for evaluating air quality impacts of projects in New York City, other parts of New York State, and throughout the country. The modeling approach includes a series of conservative assumptions relating to meteorology, traffic, and background concentration levels resulting in a conservatively high estimate of expected pollutant concentrations that could result from the Proposed Action. To assess the potential for vehicular traffic to cause an air quality impact, a preliminary screening of project-generated traffic volumes was carried out for carbon monoxide (CO) and particulates ($PM_{10}/PM_{2.5}$).

CO. Based on the *CEQR Technical Manual* and subsequent revisions to its procedures, the following screening criteria are applicable to the Proposed Action for identifying intersections that may warrant further analysis for CO:

- Actions resulting in 100 or more trips through an intersection.

Table 14-2, which is based on the traffic diagrams provided in Chapter 12, "Traffic and Parking," shows projected traffic volumes at affected intersections in the future No-Build condition and under both staffing level conditions of the proposed PSAC II development (i.e., Typical and temporary Consolidated Operations) in the future Build condition for the AM (6:30 AM to 7:30 AM) and midday (2:30 PM to 3:30 PM) peak hours.[1] Only intersections that would experience a project-generated increase in traffic are shown in the table. As also shown in Table 14-2, project-generated increments range from increases of 9 to 372 vehicles through an intersection under the Typical Operations of the proposed PSAC II development, as compared to increases of 12 to 746 vehicles under the temporary Consolidated Operations. Multiple intersections and traffic periods would result

[1] Table 14-2 has been updated to reflect revisions to Chapter 12, "Traffic and Parking."

in project-generated volumes that would exceed the CO threshold volume of 100 vehicles under both staffing level conditions of PSAC II in the future Build condition. The Midday peak period generally has the highest project-generated increments under either staffing level condition. The highest increase in traffic (746 vehicles) would occur with the temporary Consolidated Operation of the proposed development at the intersection of Waters Place and Industrial Street during the midday peak hour. Therefore, CO modeling is recommended for the midday peak for the intersection of:

- Waters Place and Industrial Street.

If CO modeling shows no exceedances of the NAAQS or the NYC *de minimis* values at this intersection when the proposed development is accommodating the staffs of both PSAC I and PSAC II under it temporary Consolidated Operations condition, then no exceedances would be expected at the remaining intersections under either staffing level condition at the proposed development.

PM. The New York City Department of Environmental Protection (NYCDEP) has developed a screening analysis for potential $PM_{2.5}$ impacts based on exhaust emissions from heavy duty diesel-powered vehicles for 2008. A more detailed analysis is required if the Proposed Action would add emissions from trucks or mixed traffic that would be equivalent to the 2008 emissions from the volumes of heavy duty diesel vehicles (HDDV) listed below:

- 12 HDDV for paved roads with less than 5,000 vehicles/day;
- 19 HDDV for collector-type roads;
- 23 HDDV for principal and minor arterial roads; and
- 23 HDDV for expressways and limited-access roads.

Waters Place would be an arterial, but Industrial Street would be a collector road.

The MOBILE6.2 emissions model, a USEPA-approved mobile source emissions model, was run for $PM_{2.5}$ to determine the project-generated vehicular emissions for 2012. This emissions model calculates engine emission factors for 28 vehicle types, based on the fuel type (gasoline, diesel, or natural gas), ambient temperature, vehicle speeds, the mixture of vehicular types and ages, average number of starts per day, engine soak time, and various other factors that influence emissions, such as fuel and tailpipe emission standards, and inspection maintenance programs. The inputs used with MOBILE6.2 incorporate the most current guidance available from the NYSDEC and NYCDEP. A composite emission factor was calculated for a mix of 80% autos and 20% SUVs. As mentioned previously, the highest project-generated traffic volume through any intersection is 746 vehicles, at the intersection of Waters Place and Industrial Street, during the midday (2:30 PM to 3:30 PM) peak hour under the temporary Consolidated Operations of the proposed PSAC II development. All of these vehicles would travel on the proposed public street ("Marconi Street"). The composite emission factor for one auto/SUV, 0.0041 g/mi., would generate emissions of 3.0586 g/mi. for 746 vehicles. For 2008, the exhaust emission factor for $PM_{2.5}$ for heavy duty diesel vehicles (HDDV) would be 0.2129 g/mi. Therefore, 19 heavy duty diesel vehicles in 2008 would generate 4.0451 g/mi. This is more than the emissions of 3.0586 g/mi. calculated for 746 project-generated vehicles. Therefore, no $PM_{2.5}$ modeling is required as the emissions from the project-generated vehicles in 2012 would not equal or exceed the emissions from 19 HDDV vehicles using the MOBILE6.2 emission factors for 2008.

TABLE 14-2
Traffic Volume Carbon Monoxide Screening Analysis

INTERSECTION	NO-BUILD CONDITIONS	BUILD CONDITIONS			
		Typical Operations (PSAC II employees only)		Consolidated Operations (PSAC I and PSAC II employees)	
	Traffic Volume	Traffic Volume	Project Increment	Traffic Volume	Project Increment
AM Peak (6:30 – 7:30 AM)					
Waters Pl. / Eastchester Rd.	1,708	1,894	**186**	1,946	**238**
Waters Pl. / Industrial St.	1,340	1,706	**366**	2,052	**712**
Waters Pl. / Fink Ave.	1,723	1,903	**180**	2,197	**474**
Waters Pl. / Bronx Psych. Center	1,387	1,567	**180**	1,861	**474**
Waters Pl. / Westchester Ave.	1,646	1,801	**155**	2,088	**442**
Little League Pl. / Westchester Ave.	847	936	89	1,076	**229**
Little League Pl. / East Tremont Ave.	887	967	80	1,104	**217**
East Tremont Ave. / Ericson Pl.	1,237	1,317	80	1,454	**217**
East Tremont Ave. / Silver St.	1,182	1,237	55	1,246	64
East Tremont Ave. / Castle Hill Ave.	1,855	1,910	55	1,919	64
Pelham Parkway N / Eastchester Rd.	948	976	28	981	33
Pelham Parkway W / Eastchester Rd.	1,913	1,979	66	2,001	88
Pelham Parkway E / Eastchester Rd.	1,736	1,802	66	1,824	88
Westchester Ave. / East Tremont Ave.	1,343	1,352	9	1,355	12
Westchester Ave. / Blondell Ave.	970	979	9	982	12
Eastchester Rd. / Bassett Rd.	1,199	1,330	**131**	1,373	**174**
Eastchester Rd. / Ives St.	1,063	1,194	**131**	1,237	**174**
Eastchester Rd. / Morris Park Ave.	1,568	1,699	**131**	1,742	**174**
Eastchester Rd. / Stillwell Ave.	1,238	1,369	**131**	1,412	**174**
Eastchester Rd. / Rhinelander Ave.	1,054	1,166	**112**	1,197	**143**
Midday Peak (2:30 – 3:30 PM)					
Waters Pl. / Eastchester Rd.	2,566	2,762	**196**	2,816	**250**
Waters Pl. / Industrial St.	2,002	2,374	**372**	2,748	**746**
Waters Pl. / Fink Ave.	2,089	2,265	**176**	2,585	**496**
Waters Pl. / Bronx Psych. Center	1,764	1,940	**176**	2,260	**496**
Waters Pl. / Westchester Ave.	2,358	2,513	**155**	2,820	**462**
Little League Pl. / Westchester Ave.	1,255	1,331	76	1,501	**246**
Little League Pl. / East Tremont Ave.	1,652	1,718	66	1,886	**234**
East Tremont Ave. / Ericson Pl.	1,891	1,957	66	2,125	**234**
East Tremont Ave. / Silver St.	1,348	1,406	58	1,416	68
East Tremont Ave. / Castle Hill Ave.	2,187	2,245	58	2,255	68
Pelham Parkway N / Eastchester Rd.	1,628	1,656	28	1,662	34
Pelham Parkway W / Eastchester Rd.	2,919	2,992	73	3,008	89
Pelham Parkway E / Eastchester Rd.	2,745	2,818	73	2,834	89
Westchester Ave. / East Tremont Ave.	2,340	2,350	10	2,352	12
Westchester Ave. / Blondell Ave.	1,462	1,472	10	1,474	12
Eastchester Rd. / Bassett Rd.	1,966	2,104	**138**	2,148	**182**
Eastchester Rd. / Ives St.	1,824	1,962	**138**	2,006	**182**
Eastchester Rd. / Morris Park Ave.	2,503	2,641	**138**	2,685	**182**
Eastchester Rd. / Stillwell Ave.	1,876	2,014	**138**	2,058	**182**
Eastchester Rd. / Rhinelander Ave.	1,662	1,774	**112**	1,812	**150**

Notes: S=signalized intersection; U=unsignalized intersection; Numbers in bold type exceed the 100-vehicle screening threshold.

HVAC Screening Analysis

To assess air quality impacts associated with emissions for the proposed development's HVAC systems, a screening analysis was performed using the methodology described in the *CEQR Technical Manual*. This methodology determines the threshold of development size below which the action would not have a significant impact. Based on the type of fuel to be burned, the maximum development size and the type of development, and stack height, this procedure evaluates whether or not a detailed analysis using dispersion modeling is necessary. If based on the distance from the development to the nearest building of similar or greater height, the maximum development size is greater than the threshold size in the *CEQR Technical Manual*, then there is the potential for significant air quality impacts and dispersion modeling is required. The results of the screening analysis are presented in more detail under Section F, *Future with the Proposed Action*.

E. FUTURE WITHOUT THE PROPOSED ACTION (NO-BUILD CONDITIONS)

For conservative CEQR analysis purposes, the proposed development site was projected to remain undeveloped and continue to be occupied partially by at-grade accessory parking and partially by vacant land in the future without the Proposed Action. The area affected by the proposed street would continue to serve as a private two-way roadway providing access to the HMC. The northern portion of the road, which is currently closed due to ongoing construction, would be reopened to vehicular traffic by 2012.

Mobile Source CO Modeling

Vehicular Data

Traffic data were obtained from the traffic analysis provided in Chapter 12, "Traffic and Parking" of the EIS. This includes volumes, vehicular speeds, and signal cycle timing for key links and intersections within the study area. The vehicular mix used for the analysis was based on field classification counts obtained from the traffic study. Vehicular mix represents the proportions of vehicles falling into the 28 MOBILE6.2 categories. Based on NYCDEP guidelines, taxis and sport utility vehicles are treated as special categories of vehicles. Sport utility vehicles (SUVs), which represent about 20% of the passenger vehicles, were included with light duty gasoline trucks in the LDGT1 category. Taxis are counted as a category separate from autos; however, no taxis were observed at the Project Site, and therefore none are included in the vehicular mix. The mixture of vehicular types is used to obtain composite emission factors from MOBILE6.2. For this analysis, review of traffic data indicated that one vehicular mix would be sufficient to characterize the Waters Place and Industrial Street links.

Emission Factors

CO emission factors for 2012 were obtained from USEPA's MOBILE6.2 model. The ambient temperature used in the model was 43^{o} F, as recommended by NYCDEP. Inputs pertaining to inspection/maintenance, anti-tampering programs, etc., were obtained from NYCDEP's most recent guidelines (3/8/08). For each speed, the MOBILE6.2 emission factors for each vehicular type were multiplied by the relative percentages for each vehicular type to calculate the composite emission factors, by speed, for use in the CAL3QHC model.

Modeling

CAL3QHC was used to determine CO concentrations. CAL3QHC is a Gaussian (normal) dispersion model that determines pollutant concentrations at specified receptor points. It accounts for CO from both free-flowing vehicles and vehicles idling at signalized intersections. Inputs to the model include Cartesian coordinates for receptors, free-flow approach and departure links, and the approach links for queued vehicles at intersections. Peak hour traffic volumes, signal cycle information, composite vehicular emission factors, and adjusted saturation flow rate are also input to the model.

Free-flowing traffic links are set up separately from intersection queue links. Free-flow links were modeled for a distance of 1,000 feet from the intersection in each direction unless the roadway terminated at a lesser distance. The mixing zone for free-flow links was equal to the width of the traveled way plus an additional 10 feet (3 meters) on each side of the traveled way. For queue links, the mixing zone was limited to the width of the traveled way. CAL3QHC calculates the length of the queue links.

Typical worst-case meteorological conditions were used with CAL3QHC. These included a mixing layer height of 1,000 meters, a wind speed of 1 meter per second, and an atmospheric stability class of D (neutral stability). Settling and deposition velocities were assumed to be 0 cm/s. Each computer run covered wind angles from 0 to 360 degrees and identified the worst-case wind angle for each receptor point. A surface roughness of 175 cm, representing office land uses, was used in the modeling.

CO Receptors

Sensitive receptors are homes, parks, schools, or other land uses where people congregate and which would be sensitive to air quality impacts. For the purposes of the air quality analysis, any point to which the public has continuous access can be deemed a sensitive receptor site. Numerous receptor points are typically modeled at each intersection to identify the points of maximum potential CO concentration. To analyze CO levels, receptor points were modeled on the corners of the intersection, and additional points were modeled at 20-foot intervals for a distance of 100 feet along both sides of each intersection leg. Receptors were placed at mid-sidewalk and outside the air quality mixing zone.

Calculation of Total CO Concentrations

To obtain 8-hour concentrations, the modeled CO values were multiplied by a persistence factor of 0.7 and then added to the 8-hour background values to determine total CO concentrations during that period. The same worst-case wind angle would apply to both the 1-hour and 8-hour averaging periods. Only the 8-hour CO and background values are presented in the report. If no violation of the 8-hour standard occurs, no violation of the 1-hour CO standard is likely.

Mobile source modeling of CO concentrations accounts solely for emissions from vehicles traveling along modeled streets, but not for overall pollutant levels. Therefore, background CO concentrations must be added to modeling results to obtain total CO concentrations at a given receptor site. The NYCDEP recommends a background 8-hour CO level of 2.0 ppm for the Bronx in 2012.

Table 14-3 shows the results of the CO modeling for 2012 No-Build Conditions for the modeled intersection. Only the worst case receptor point is shown in the table. The worse case receptor is located 40 feet north of the northeast corner of the intersection of Waters Place and Industrial Street. The modeled 1-hour concentration of 2.9 ppm is equivalent to an 8-hour concentration of 2.0 ppm when the 0.7 persistence factor is applied. When added to the background value of 2.0 ppm, the worst-case CO concentration under No-Build Conditions is 4.0 ppm. Based on the wind angle, the traffic on

Waters Place is the dominant contributor to the projected CO levels. The total CO concentration of 4.0 ppm is within the NAAQS.

TABLE 14-3
No-Build Conditions Eight-Hour Mobile Source Carbon Monoxide (ppm)

2012 No-Build Conditions	
Receptor Location: NE corner of Waters Place and Industrial Street	
Wind angle	256^{o}
Modeled CO	2.0
Background CO	2.0
Total CO	4.0

Source: Sandstone Environmental Associates, Inc.

F. FUTURE WITH THE PROPOSED ACTION (BUILD CONDITIONS)

When completed in 2012, the proposed PSAC II development would operate continuously 24 hours per day, seven days per week and is expected to have a typical staff size of approximately 850 employees working three eight to ten hour shifts throughout the 24-hour period (maximum of approximately 315 employees per shift) ("Typical Operations"). There are expected to be a number of circumstances when the proposed development would handle emergency communications for the entire City and the staff of PSAC I would be temporarily relocated to the proposed development. During an event when the operations of PSAC I and PSAC II would temporarily consolidate at the proposed development, up to approximately 1,700 employees would work in overlapping shifts at the proposed development site ("Consolidated Operations"). A maximum of 630 employees per shift are expected to work at the proposed development when PSAC I and PSAC II operations are combined. For analysis purposes, the following air quality analysis is conservative and considers the temporary Consolidated Operations of the proposed PSAC II development as a worse case.

Mobile Source CO

Modeling for Build Conditions followed the same procedures that were described under No-Build Conditions. Table 14-4 shows the CO concentrations for 2012 Build Conditions. The worst case CO concentration is 3.5 ppm for the one-hour period or 2.5 ppm for the 8-hour period. The total CO concentration of 4.5 ppm is within the NAAQS of 9 ppm for the 8-hour period. No exceedances of the NYC *de minimis* value for CO would occur and therefore, no impacts are expected under these very conservative analysis conditions. Further, given the concentration of project vehicles and the fact that this intersection yielded a total CO concentration of 4.5 ppm under Build conditions, no significant air quality impacts at other study area intersections are anticipated.

TABLE 14-4
Eight-Hour Mobile Source Carbon Monoxide (CO) Concentrations (ppm), Build Conditions
Temporary Consolidated Operation of PSAC II (staffs of PSAC I and PSAC II)

2012 No-Build Conditions		2012 Build Conditions Consolidated Operations (staffs of PSAC I and PSAC II)		Incremental Change between No-Build and Build Conditions
Receptor Location: NE corner, Waters Pl & Industrial St.		Receptor Location: NE corner, Waters Pl & Industrial St.		
Wind angle	256°	Wind angle	266°	
Modeled CO	2.0	Modeled CO	2.5	0.5
Background CO	2.0	Background CO	2.0	
Total CO	4.0	Total CO	4.5	0.5

Source: Sandstone Environmental Associates, Inc.

Parking Facilities

The proposed accessory parking garage would accommodate 500 vehicles and would be accessible from the proposed public street through a gated security entrance controlled by the New York Police Department (NYPD) at the southwestern corner of the proposed development site. The main access point to the parking garage would be located on its western façade with a separate opening for exiting vehicles. A secondary access/egress point would be provided on the structure's eastern façade. The garage would contain approximately 163,000 gsf with three levels of parking. No parking is proposed for the roof, which would be used for green space. A 2,000 gsf security control office, to be located on a portion of the second floor of the structure, would house security and screening operations for entering the office building. An enclosed walkway would connect the security screening office in the parking garage to the main entrance of the office building. The parking facility would be enclosed on all sides of the structure, with the north side abutting the blast wall, which would face and protect the proposed PSAC II office building. Emissions from vehicles would be exhausted through four louvers on the rooftop. An analysis of the CO emissions from the garage was carried out using the methodology set forth in the *CEQR Technical Manual Appendices*.

The USEPA's MOBILE6.2 emissions model was used to obtain emission factors for hot (entering) and cold (exiting) vehicles as well as idling vehicles using an ambient temperature of 43°F, as referenced in the *CEQR Technical Manual*. For all arriving and departing vehicles, an average speed of 5 miles per hour was conservatively assumed for travel within the parking facility. In addition, all departing vehicles were assumed to idle for 1 minute before proceeding to the exit. Passenger vehicles were divided into 80% autos and 20% SUVs for the purposes of obtaining a composite emission factor.

Because automobiles leaving a parking facility with engines in cold-start mode would emit higher levels of CO than departing vehicles with engines in hot-stabilized mode, the impact from a parking facility typically is greatest during those periods with the largest number of departing vehicles. Traffic volumes for the analysis were obtained from the trip generation analysis described in Chapter 12, "Traffic and Parking" of this EIS. As shown in Table 14-5, the peak use period for the accessory parking facility is the weekday midday period (2:30 PM to 3:30 PM), when the highest volume of vehicles would enter and exit the proposed facility (up to 688 vehicles under the temporary Consolidated Operations of PSAC II). However, the worst-case period for CO emissions would be during the weekday PM period (10:30 PM to 11:30 PM), when 324 vehicles would arrive and 358 vehicles would exit (682 total vehicles) the proposed garage under the temporary Consolidated Operations of proposed development. Since this period features the largest number of exiting vehicles in cold start mode, coupled with a high overall volume, it would constitute the worse case for CO

emissions. Therefore, CO concentrations from the parking facility were calculated for the peak PM hour, when the greatest number of vehicles would exit the garage.

TABLE 14-5
Projected Volumes for the Accessory Parking Garage in the Peak AM, Midday and PM Periods

2012 Build Conditions Consolidated Operations (both PSAC I and PSAC II employees)			
Peak Period	**Traffic Volume In**	**Traffic Volume Out**	**Total Traffic Volume**
AM (6:30- 7:30 AM)	330	324	654
Midday (2:30- 3:30 PM)	358	330	688
PM (10:30- 11:30 PM)	324	358	682

Source: Philip Habib & Associates, 2008.

An average total ramp distance of 600 feet was added to the average vehicular travel distance. The vent elevation would be 55 feet above the Bronx Highway Datum (approximately 30 feet tall). Although the exhaust would be divided among four louvers, the analysis for each receptor point assumes a worst-case with only one louver. One louver would be on roof near the southern wall of the garage at an elevation of 55 feet. Therefore, a receptor point was placed at ground level (24 feet above the Bronx Highway Datum), 6 feet away from the southern wall of the structure. Another louver would be on the roof near the northern wall of the garage at an elevation of 55 feet above the Bronx Highway Datum. Therefore a receptor point was placed at a window in the proposed office building at the same elevation. The window would be located approximately 100 feet from the louver. These two receptor points are the closest to a garage exhaust. No line source contribution was calculated because the two receptor points are not adjacent to a roadway.

To determine compliance with the NAAQS, CO concentrations were determined for the 8-hour averaging period. The 8-hour values are the most critical for impact assessment because no exceedances of the 1-hour standard would occur if the 8-hour concentrations were in compliance with the NAAQS. Per guidance from NYCDEP, a persistence factor of 0.7 was used to convert 1-hour CO values to 8-hour CO values. As stated previously, the 8-hour background value for 2012 recommended by NYCDEP for the Bronx is 2.0 ppm. This background value of 2.0 ppm was added to the concentrations calculated for the parking garage.

Table 14-6 shows the CO calculations for the parking facility for the weekday PM period. Due to the size of the proposed parking facility and the distance from the upper levels to a receptor point at ground level, the total 8-hour concentration for a receptor point at ground level would be very low. CO concentrations typically are shown in tenths of a part per million. The worst-case receptor point would be in a window in the proposed office building located approximately 100 feet from the vent. The garage's contribution to the 8-hour CO level would be 1.9 ppm. This would result in a total of 3.9 ppm after adding in the background concentration of 2.0 ppm. This value is below the NAAQS of 9 ppm and the NYCDEP *de minimis* criteria. Therefore, the proposed parking facility would not cause an air quality impact.

TABLE 14-6
Carbon Monoxide Concentrations from the Proposed Accessory Parking Garage

2012 Mobile 6.2 Emissions	
Cold idle (g/hr) @ 2.5 x 2.5 mph	81.6
Cold 5 mph	23.9
Hot 5 mph	12.3
Garage Levels	
Total sq. ft. (unobstructed)	163,000
Average length (ft)	515
Average width (ft)	125
Avg. travel @ 2/3 (L + W) (ft)	429
Avg. total ramp distance (ft.)	600
Total travel distance (ft.)	1,029
Peak 1-Hour Trips	
Ins	324
Outs	358
Total	682
Total Garage Emissions	
Peak 1-hour emission rate (ER)	0.813
Maximum 1-hour CO	9.23
Garage Vents	
No. of vents	1
Vent elevation (ft)	55.0
Vent elevation (meters)	16.8

Receptor Data	
South sidewalk, dist.(ft)	6.0
South sidewalk, dist. (m)	1.8
South sidewalk, height (ft)	24.0
South sidewalk, height (m)	7.3
Window in PSACII Bldg, dist.(ft)	100.0
Window in PSACII Bldg, dist. (m)	30.5
Window in PSACII Bldg, height (ft)	55.0
Window in PSACII Bldg, height (m)	16.8

Worst Case CO Concentrations		
Variable	**PSAC Above**	**South Sidewalk**
H (meters)	-	9.4
Q/vent	0.813	0.813
CO (g/m^3)	0.0106	0.0106
$1/oy^2$	0.0408	0.0408
o_y	4.95	4.95
o_y (dist)	9.83	5.24
o_z (dist)	9.22	5.20
1-Hour CO g/m^3	0.00286	0.00183
1-Hour CO ppm	**2.5**	**1.6**
8-Hour persistence factor	0.77	0.77
8-Hour CO (ppm) from garage	**1.9**	**1.2**
8-Hour background value (ppm)	2.0	2.0
Total 8-hour garage CO and background	**3.9**	**3.2**
CO from passing traffic (ppm)	0.0	0.0
Total 8-hour CO (ppm)	**3.9**	**3.2**

Source: Sandstone Environmental Associates, Inc.

HVAC Screening Analysis

As described previously, to assess air quality impacts associated with emissions for the proposed development's HVAC systems, a screening analysis was performed using the methodology described in the *CEQR Technical Manual and CEQR Technical Manual Appendices.* To evaluate the potential for project on project impacts the appropriate figures in the *CEQR Technical Manual Appendices* are used to plot the minimum distances between the stacks on the proposed buildings and the nearest buildings of similar or greater height. The maximum distance in the figures is 400 feet, as no impacts are anticipated for non-major emission sources at this distance. The boiler stack for the proposed 350-foot tall office building would be located on the roof. No other buildings within 400 feet of the proposed PSAC II development are equal to or taller than 350 feet. Therefore, based on CEQR *Technical Manual* screening procedures, no air quality impacts of the proposed development's HVAC emissions on existing land uses are anticipated, and no additional air quality analyses are required.

Stationary Source Manufacturing Survey

According to the *CEQR Technical Manual*, industrial facilities with the potential to cause adverse impacts are those that would require permitting under city, state and federal regulations. The *CEQR Technical Manual* lists the following types of uses as a source of concern:

- A large emission source (e.g., solid waste or medical waste incinerators, cogeneration facilities, asphalt and concrete plants, or power generating plants) within 1,000 feet;
- A medical, chemical, or research laboratory nearby;
- A manufacturing or processing facility within 400 feet; and
- An odor producing facility within 1,000 feet.

To identify facilities in the categories listed above, the manufacturing survey included on-line searches of NYSDEC's Air Permit Facilities Registry and the USEPA's Facility Registry System for permitted facilities, a field survey to identify non-permitted facilities or facilities that may have NYCDEP permits, an on-line search of data provided by the New York City Department of Buildings (NYCDOB), telephone directory listings, internet websites, and NYSDEC's DAR-1 software. No industrial facilities of concern were identified within either the 400 or 1,000-foot search radius (see Figure 14-1). Therefore, no search of NYCDEP permits was necessary.

Large emission sources would be identified in the listing of draft and issued Title V facilities found in the state and federal registries. No major air pollutant emitters with a Title V permit were identified within a 1,000-foot radius of the proposed development site. The Bronx Psychiatric Center, a Title V facility occupying the same block as the proposed development site, is located more than 1,000 feet from the boundaries of the proposed development site. Furthermore, no state facility permits were identified within a 400-foot radius of the proposed development site boundaries. In conclusion, no air quality impacts to the proposed facility from existing land uses is projected.

G. CONCLUSION

The results of the conservative analyses presented in this chapter demonstrate that the Proposed Action is not expected to cause or experience any significant adverse air quality impacts due to mobile sources, parking facility emissions, HVAC emissions, or air toxics.

PUBLIC SAFETY ANSWERING CENTER II
CHAPTER 15: NOISE

A. INTRODUCTION

The Proposed Action would facilitate the construction of a new emergency communications center, the Public Safety Answering Center II (PSAC II), for New York City ("the City"). The proposed PSAC II development would be located near the interchange of the Pelham and the Hutchinson River Parkways, and to the east of the New York, New Haven, and Hartford railroad right-of-way for Amtrak. The proposed development site, consisting of Block 4226, Lot 75, and portions of Lots 40 and 55, comprises the northernmost portion of the Hutchinson Metro Center (HMC) in Bronx Community District 11 (see Figure 1-1 in Chapter 1, "Project Description"). It encompasses approximately 8.75 acres, and is partially occupied by an at-grade accessory parking lot for the HMC (Block 4226, part of Lots 40 and 55) and partially by vacant land (Block 4226, Lot 75).

As the proposed development site is relatively isolated, bounded by the mapped public open spaces of the Pelham and the Hutchinson River Parkways on its northern and eastern edges, and partially by an Amtrak right-of-way along its western edge, the Proposed Action also involves the mapping of an existing two-way private roadway, Industrial Street, as a public street (Marconi Street). The proposed street would extend north of Waters Place to the southern boundary of the proposed development site.

This Chapter evaluates the potential for noise level impacts for the Build Year of 2012. The noise analysis includes an assessment of existing conditions (background noise) based on monitored noise levels, and an evaluation of potential future impacts. For conservative City Environmental Quality Review (CEQR) analysis purposes, this chapter considers two staffing level conditions at the proposed PSAC II development in the future with the Proposed Action, including: (1) a typical day and (2) an event when there are temporary increases of staffing levels from combined facilities (PSAC I and PSAC II operations) at the proposed development site. On a typical day, the proposed development would have a staff size of approximately 850 employees that would work over a 24-hour period in overlapping shifts with a maximum of up to approximately 315 employees per shift ("Typical Operations"). During an event when the operations of PSAC I and PSAC II would temporarily consolidate at the proposed development, up to 1,700 employees would work over a 24-hour period in overlapping shifts at PSAC II ("Consolidated Operations"). A maximum of 630 employees per shift are expected to work at the proposed development when PSAC I and PSAC II operations are combined at the site. A number of non-emergency situations, such as maintenance and emergency drills, would require the transfer of PSAC I personnel to the proposed development site (i.e., PSAC II).

B. NOISE FUNDAMENTALS

Noise is measured in sound pressure level (SPL), which is converted to a decibel scale. The decibel is a relative measure of the sound level pressure with respect to a standardized reference quantity. Decibels on the A-weighted scale are termed "dBA." The A-weighted scale is used for evaluating the effects of noise in the environment because it most closely approximates the response of the human ear. On this scale, the threshold of discomfort is 120 dBA, and the threshold of pain is about 140 dBA. Table 15-1 shows the range of noise levels for a variety of indoor and outdoor noise levels.

Because the scale is logarithmic, a relative increase of 10 decibels represents a sound pressure level that is 10 times higher. However, humans don't perceive a 10 dBA increase as 10 times louder; they perceive it as twice as loud. The following is typical of human response to relative changes in noise level:

- 3 dBA change is the threshold of change detectable by the human ear;
- 5 dBA change is readily noticeable; and
- 10 dBA increase is perceived as a doubling of noise level.

The sound pressure level (SPL) that humans experience typically varies from moment to moment. Therefore, a variety of descriptors are used to evaluate environmental noise levels over time. Some typical descriptors are defined below:

- L_{eq} is the continuous equivalent sound level. The sound energy from the fluctuating sound pressure levels is averaged over time to create a single number describing the mean energy or intensity level. High noise levels will have greater effect on the L_{eq} than low noise levels. The L_{eq} has an advantage over other descriptors because L_{eq} values from different noise sources can be added and subtracted to determine cumulative noise levels.

- L_{max} is the highest SPL measured during a given period of time. It is useful in evaluating L_{eq}s for time periods that have an especially wide range of noise levels.

L_{10} is the SPL exceeded 10% of the time. Similar descriptors are the L_{50}, L_{01}, and L_{90}.

C. NOISE STANDARDS AND GUIDELINES

In 1983, the New York City Department of Environmental Protection (NYCDEP) adopted the City Environmental Protection Order-City Environmental Quality Review (CEPO-CEQR) noise standards for exterior noise levels. These standards are the basis for classifying noise exposure into four categories based on the L_{10}: Acceptable, Marginally Acceptable, Marginally Unacceptable, and Clearly Unacceptable, as shown in Table 15-2.

Table 15-3 shows the required attenuation for sensitive uses within the last three categories. For example, an L_{10} may approach 80 dBA provided that buildings are constructed of materials that reduce exterior to interior noise levels by at least 35 dBA.

TABLE 15-1
Sound Pressure Level and Loudness of Typical Noises in Indoor and Outdoor Environments

Noise Level (dBA)	Subjective Impression	Typical Sources		Relative Loudness (Human Response)
		Outdoor	Indoor	
120-130	Uncomfortably Loud	Air raid siren at 50 feet (Threshold of pain)	Oxygen torch	32 times as loud
110-120	Uncomfortably Loud	Turbo-fan aircraft at take-off power at 200 feet	Riveting machine Rock band	16 times as loud
100-110	Uncomfortably Loud	Jackhammer at 3 feet		8 times as loud
90-100	Very Loud	Gas lawn mower at 3 feet Subway train at 30 feet Train whistle at crossing Wood chipper shredding trees Chain saw cutting trees at 10 feet	Newspaper press	4 times as loud
80-90	Very Loud	Passing freight train at 30 feet Steamroller at 30 feet Leaf blower at 5 feet Power lawn mower at 5 feet	Food blender Milling machine Garbage disposal Crowd noise at sports event	2 times as loud
70-80	Moderately Loud	NJ Turnpike at 50 feet Truck idling at 30 feet Traffic in downtown urban area	Loud stereo Vacuum cleaner Food blender	Reference loudness (70 dBA)
60-70	Moderately Loud	Residential air conditioner at 100 feet Gas lawn mower at 100 feet Waves breaking on beach at 65 feet	Cash register Dishwasher Theater lobby Normal speech at 3 feet	2 as loud
50-60	Quiet	Large transformers at 100 feet Traffic in suburban area	Living room with TV on Classroom Business office Dehumidifier Normal speech at 10 feet	¼ as loud
40-50	Quiet	Bird calls, Trees rustling, Crickets, Water flowing in brook	Folding clothes Using computer	1/8 as loud
30-40	Very quiet	Quiet rural area, daytime	Walking on carpet Clock ticking in adjacent room	1/16 as loud
20-30	Very quiet	Quiet rural area, nighttime	Bedroom at night	1/32 as loud
10-20	Extremely quiet		Broadcast and recording studio	
0-10	Threshold of Hearing			

Sources: Noise Assessment Guidelines Technical Background, by Theodore J. Schultz, Bolt Beranek and Newman, Inc., prepared for the US Department of Housing and Urban Development, Office of Research and Technology, Washington, D.C., undated; Sandstone Environmental Associates, Inc.; Highway Noise Fundamentals, prepared by the Federal Highway Administration, US Department of Transportation, September 1980; Handbook of Environmental Acoustics, by James P. Cowan, Van Nostrand Reinhold, 1994.

TABLE 15-2
CEPO-CEQR Noise Exposure Guidelines for Use in City Environmental Impact Review [1]

Receptor Type	Time Period	Acceptable General External Exposure	Airport[3] Exposure	Marginally Acceptable General External Exposure	Airport[3] Exposure	Marginally Unacceptable General External Exposure	Airport[3] Exposure	Clearly Unacceptable General External Exposure	Airport[3] Exposure
1. Outdoor area requiring serenity and quiet[2]		$L_{10} \leq 55$ dBA	Ldn ≤ 60 dBA						
2. Hospital, Nursing Home		$L_{10} \leq 55$ dBA		$55<L_{10}\leq 65$ dBA	Ldn ≤ 60 dBA	$65<L_{10}\leq 80$ dBA	Ldn ≤ 60 dBA	$L_{10}>80$ dBA	Ldn ≤ 75 dBA
3. Residence, residential hotel or motel	7 am to 10 pm	$L_{10}\leq 65$ dBA		$65<L_{10}\leq 70$ dBA		$70<L_{10}\leq 80$ dBA		$L_{10}>80$ dBA	
	10 pm to 7 am	L10≤55 dBA		$55<L_{10}\leq 70$ dBA		$70<L_{10}\leq 80$ dBA		$L_{10}>80$ dBA	
4. School, museum, library, court, house of worship, transient hotel or motel, public meeting room, auditorium, out-patient public health facility		Same as Residential Day (7 AM-10 PM)		Same as Residential Day (7 AM-10 PM)		Same as Residential Day (7 AM- 10 PM)		Same as Residential Day (7 AM –10 PM)	
5. Commercial or office		Same as Residential Day (7 AM-10 PM)		Same as Residential Day (7 AM-10 PM)		Same as Residential Day (7 AM –10 PM)		Same as Residential Day (7 AM-10 PM)	
6. Industrial, public areas only [4]	Note 4	Note 4		Note 4		Note 4		Note 4	

Notes:

(i) In addition, any new activity shall not increase the ambient noise level by 3 dBA or more;

1 Measurements and projections of noise exposures are to be made at appropriate heights above site boundaries as given by American National Standards Institute (ANSI) Standards; all values are for the worst hour in the time period.

2 Tracts of land where serenity and quiet are extraordinarily important and serve an important public need and where the preservation of these qualities is essential for the area to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks or open spaces dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet. Examples are grounds for ambulatory hospital patients and patients and residents of sanitariums and nursing homes.

3 One may use the FAA-approved L_{dn} contours supplied by the Port Authority, or the noise contours may be computed from the federally approved INM Computer Model using flight data supplied by the Port Authority of New York and New Jersey.

4 External Noise Exposure standards for industrial areas of sounds produced by industrial operations other than operating motor vehicles or other transportation facilities are spelled out in the New York City Zoning Resolution, Sections 42-20 and 42-21. The referenced standards apply to M1, M2, and M3 manufacturing districts and to adjoining residence districts (performance standards are octave band standards).

Source: New York City Department of Environmental Protection (adopted policy 1983).

TABLE 15-3
Required Attenuation Values to Achieve Acceptable Interior Noise Levels

	Marginally Acceptable	**Marginally Unacceptable**		**Clearly Unacceptable**		
Noise level with Proposed Action	65<L10<70	70<L10<75	75<L10<80	80<L10<85	85<L10<90	90<L10<95
Attenuation	25 dB (A)	(I) 30 dB (A)	(II) 35 dB (A)	(I) 40 dB (A)	(II) 45 dB (A)	(III) 50 dB (A)

Source: New York City Department of Environmental Protection.

In determining potential impacts to a community from a proposed action, NYCDEP considers a significant impact to be:

- An increase of 3 dBA or more where the No-Build noise level is an L_{eq} of 62 dBA or more; or
- An increase of up to 5 dBA where the No-Build noise L_{eq} is below 62 dBA, provided that the total resulting L_{eq} is equal to or less than 65 dBA; or
- A noise level that exceeds the marginally acceptable levels, where the proposed action would introduce a sensitive receptor (see Table 15-2). However, these thresholds are applicable only to mobile sources of noise; i.e., tire, wheels, and or engine noise from autos, trucks, rail cars, and aircraft. They are not intended to include emergency sirens on fire trucks and ambulances.

The New York City Noise Control Code defines sound-level standards for motor vehicles, compressors, and pavement breakers; requires that all exhausts be muffled; and prohibits all unnecessary noise adjacent to schools, hospital, or courts. That code further limits construction activities to weekdays between 7:00 AM and 6:00 PM.

D. NOISE ANALYSIS METHODOLOGY

A proportional modeling technique was used as a screening mechanism to determine locations that had the potential for having significant noise impacts, and to quantify increases in noise levels at locations where detailed noise analysis is necessary to determine significance. The proportional modeling technique assumes that traffic is the dominant noise source, and as explained below, locations where a doubling of traffic would occur have the potential for having a 3 dBA increase in noise levels.

Using this technique, typically future noise levels are estimated using changes in traffic volumes to predict changes between No-Build and Build levels. Vehicular traffic volumes can be converted into Passenger Car Equivalent (PCE) values, for which one medium-duty truck (having a gross weight between 9,900 and 26,400 pounds) is assumed to generate the noise equivalent of 13 cars, one bus (capable of carrying more than nine passengers) is assumed to generate the noise equivalent of 18 cars, and one heavy-duty truck (having a gross weight of more that 26,400 pounds) is assumed to generate the noise equivalent of 47 cars, as summarized below from the *City Environmental Quality Review (CEQR) Technical Manual.*

- Autos and light trucks = 1 passenger car;
- Medium trucks = 13 passenger cars;
- Heavy trucks = 47 passenger cars; and
- Public buses = 18 passenger cars.

Thus, Passenger Car Equivalents (PCEs) are the numbers of autos that would generate the same noise level as the observed vehicular mix of autos, medium trucks, and heavy trucks. PCEs are useful for comparing the effects of traffic noise on different roadways or for different future scenarios.

Where traffic volumes are projected to change, proportional modeling techniques, as described in the *CEQR Technical Manual*, typically are used to project incremental changes in traffic noise levels. This technique uses the relative changes in traffic volumes to project changes between (e.g.) No-Build and Build noise levels. The change in future noise levels is calculated using the following equation:

$$FNL = ENL + 10 * \log_{10} (FPCE/EPCE);$$

Where:

FNL= Future Noise Level
ENL= Existing Noise Level
FPCE= Future PCEs
EPCE= Existing PCEs

Because sound levels use a logarithmic scale, this model proportions logarithmically with traffic change ratios. For example, assume that traffic is the dominant noise source at a particular location. If the existing traffic volume on a street is 100 PCEs, and if the future traffic volume were increased by 50 PCEs to a total of 150 PCEs, the noise level would increase by 1.8 dBA. If the future traffic were increased by 100 PCEs (i.e., doubled to a total of 200 PCEs), the noise level would increase by 3.0 dBA.

This screening procedure was used to identify where there were any locations in the vicinity of the Project Site where Action-generated PCE values result in an increase of 3 dBA or more vehicle related noise levels from No-Build to Build conditions, and consequently where there is a potential for significant noise impacts.

The screening analysis examines the weekday AM (6:30 to 7:30 AM) and midday (2:30 to 3:30 PM) peak hours. These are the time periods when the Proposed Action has its maximum traffic generation and therefore the hours when the Proposed Action is most likely to have a significant noise impact. Peak hour traffic conditions for existing, No-Build, and Build conditions were based on traffic field observations of existing conditions, including vehicle classification count, and traffic analysis presented in Chapter 12, “Traffic and Parking.”

E. NOISE MONITORING

Noise monitoring was carried out at three locations on Industrial Street to establish existing noise levels in the vicinity of the Project Site. These selected locations are representative of other locations in the immediate area and are generally the locations where maximum impacts would be expected. These locations were used to assess potential impacts due to traffic noise generated by the Proposed Action.

Figure 15-1 shows the noise monitoring locations. They included: 1) the intersection of Industrial Street and Waters Place, which is at the southwestern corner of the Bronx Psychiatric Center grounds ("Monitoring Location 1"); 2) at a gate to the little league ball fields on the eastern side of Industrial Street and the western boundary of the Bronx Psychiatric Center grounds ("Monitoring Location 2"); and 3) near the southern boundary of the proposed development site ("Monitoring Location 3"). For Monitoring Location 3, the monitor was set up just south of the chain-link fence enclosing the former ball fields area, near the northern boundary of the existing parking area. Noise monitoring for the peak Midday traffic period (2:30 PM to 3:30 PM) was done on Wednesday, April 2, 2008, while monitoring for the peak AM traffic period (6:30 AM to 7:30 AM) occurred on Wednesday, April 30, 2008.

Noise levels were monitored according to the procedures outlined in the *CEQR Technical Manual*. The instrument used was a Bruel & Kjaer Sound Level Meter Type 2236, which was mounted on a tripod at a height of 5 feet above the ground. The sound monitor was calibrated before and after use. A windscreen was used during all sound measurements except for calibration. All measurement procedures conformed to the requirements of ANSI Standard S1.13-1971 (R1976). The temperatures were in the mid 40s. The conditions were calm and clear.

At Monitoring Location 1, the primary source of noise was local traffic along Waters Place. Other sources of noise at the Monitoring Location 1 were pedestrian voices and occasional car alarms or emergency sirens. At Monitoring Location 2, the primary noise source was the traffic on Industrial Street. At Monitoring Location 3, the sources of noise were passing rail cars on the Amtrak right-of-way partially bordering the western edge of the proposed development site and aircraft flyovers, as well as distant noise from the Hutchinson River Parkway, located approximately 400 feet to the east, and the Pelham Parkway, located approximately 550 feet to the north. Of the three sites, Monitoring Location 3 was the closest to the Amtrak rail line and had more aircraft flyovers. Given the low volumes of traffic at Monitoring Location 3, the monitored noise levels would be substantially similar at a more interior location on the proposed development site.

Table 15-4 displays the noise monitoring results, and Table 15-5 summarizes the traffic for the equivalent 1-hour period. As shown in Table 15-4, noise levels are generally moderate to relatively high. The worst case L_{10} value was 75.0 dBA at Waters Place and Industrial Street (Monitoring Location 1). Monitoring Location 3 (proposed development site) was the quietest location because passing traffic through the parking lot was light.

TABLE 15-4
Monitored Noise Levels (dBA)

No.	Monitoring Location [1]	Period	L_{eq}	L_{10}	MinL	MaxL	L_{01}	L_{90}
1	Waters Place and Industrial Street	AM	73.0	74.5	57.1	91.5	84.0	60.5
2	East side of Industrial Street at the gated entrance to the little league ball fields	AM	67.1	70.5	57.2	82.5	76.0	60.0
3	Proposed Development Site	AM	58.0	61.0	52.6	70.6	66.0	54.0
1	Waters Place and Industrial Street	MID	72.4	75.0	53.3	92.5	83.5	59.5
2	East Side of Industrial Street at the gated entrance to the little league ball fields	MID	68.7	71.5	59.2	85.1	77.0	62.5
3	Proposed Development Site	MID	60.5	64.8	50.5	88.1	77.5	52.0

Notes:
[1] The noise monitor for Location 2 was set up at the gate to the little league ball fields on the eastern side of Industrial Street, and for Location 3 the monitor was set up directly south of the chain-link fence enclosing the former ball fields.
Source: Sandstone Environmental Associates, Inc.

TABLE 15-5
1-Hour Equivalent Traffic and Passenger Car Equivalents (PCEs)

No.	Monitoring Location [1]	Period	Autos	Medium Trucks	Heavy Trucks	Buses	Motor-cycles	Total [2]	Total PCEs	Air-craft
1	Waters Pl. and Industrial St.	AM	1026	24	0	48	0	1,098	2,202	6
2	Industrial St. at the gated entrance to the little league ball fields	AM	165	3	0	15	0	183	474	6
3	Proposed Development Site	AM	15	3	0	0	0	18	54	24
1	Waters Pl. and Industrial St.	MID	1,854	6	3	57	3	1,923	3,138	0
2	Industrial St. at the gated entrance to the little league ball fields	MID	471	18	0	18	0	507	1,029	0
3	Proposed Development Site	MID	15	0	0	3	0	18	69	3

Notes:
[1] The noise monitor for Location 2 was set up at the gate to the little league ball fields on the eastern side of Industrial Street, and for Location 3 the monitor was set up directly south of the chain-link fence enclosing the former ball fields.
[2] Traffic count and vehicular classification data is based on field observations taken during the noise monitoring conducted on Wednesday, April 2, 2008 for the midday peak period (2:30 PM to 3:30 PM) and on Wednesday, April 30, 2008 for the AM peak period (6:30 AM to 7:30 AM)
Source: Sandstone Environmental Associates, Inc.

In terms of CEQR noise criteria noise levels at Monitoring Locations 1 and 2 are in the "Marginally Unacceptable I" category, and noise levels at Location 3 are acceptable.

F. FUTURE WITHOUT THE PROPOSED ACTION (NO-BUILD CONDITIONS)

For conservative analysis purposes, it was assumed that the proposed development site (Block 4226, Lot 75 and part of Lots 40 and 55) would remain undeveloped and continue to be partially occupied by at-grade accessory parking and partially by vacant land in the future without the Proposed Action. The area affected by the proposed street mapping would continue to serve as a private two-way roadway providing access to the HMC. The northern portion of road, which is currently closed, would be reopened to vehicular traffic.

As described in Chapter 2, "Land Use, Zoning, and Public Policy," in the future without the Proposed Action, the 32-acre HMC will be improved with the addition of two new commercial buildings ("The Towers at HMC") that will contain a total of approximately 602,000 gross square feet (gsf) of commercial space at its southwest corner, located to the south of the proposed development site, abutting Industrial Street to the east. The planned buildings would contain approximately 502,000 gsf of office space and a 150-room hotel, as well as enclosed parking. The first building, which was recently completed, is anticipated to be occupied by the end of 2008/early 2009. The existing 4-story office building containing approximately 460,000 sf of commercial floor area and the single-story, approximately 52,000 gsf warehouse located directly to the south of the proposed development site will remain. A total of approximately 1.11 million gsf of commercial/warehousing space will be provided at the HMC within four commercial buildings.

Using the proportional modeling technique previously described, noise levels for the future condition without the Proposed Action (No-Build condition) were calculated for the three monitored locations for two analysis periods. Table 15-6 shows the estimated No-Build traffic volumes for the peak AM and Midday periods at the three monitored locations with the resulting noise level increases in comparison to the observed noise levels for the monitored locations. Comparing future No-Build noise

levels with Existing noise levels, the maximum increase in L_{eq} noise would be less than 3.0 dBA. Increases of this magnitude are barely perceptible, and impacts based on CEQR criteria would not be significant.

TABLE 15-6
No-Build Noise Levels (dBA)

No.	Monitoring Location	Period	Existing PCEs	No-Build Traffic	No-Build PCEs	Noise Increase	Existing Conditions		No-Build Conditions	
							Leq	L10	Leq	L10
1	Waters Pl. and Industrial St.	AM	2,202	1,327	2,661	0.8	73.0	74.5	73.8	75.3
2	Industrial St. at the gated entrance to the little league ball fields		474	272	705	1.7	67.1	70.5	68.8	72.2
3	Proposed Development Site		54	18	55	0.1	58.0	61.0	58.1	61.1
1	Waters Pl. and Industrial St.	Mid	3,138	1,963	3,203	0.1	72.4	75.0	72.3	75.1
2	Industrial St. at the gated entrance to the little league ball fields		1,029	768	1,559	1.8	68.7	71.5	70.5	73.3
3	Proposed Development Site		69	18	70	0.1	60.5	64.8	60.6	64.9

Source: Sandstone Environmental Associates, Inc.

In terms of CEQR criteria, the L_{10}s of more than 75 dBA at Waters Place and Industrial Street would place that location in the Marginally Unacceptable II category, as compared to the Marginally Unacceptable I category in the Existing condition. The ball fields, with an L_{10} that reaches 73.3 dBA, would remain in the Marginally Unacceptable I category. The proposed development site would fall just within the Acceptable category due to its L_{10} of 64.9 dBA. Given the low volume of traffic at this monitoring location, the noise level would be substantially similar at a more interior location on the proposed development site.

G. FUTURE WITH THE PROPOSED ACTION (BUILD CONDITIONS)

The Proposed Action would facilitate the construction of a new emergency communications facility, PSAC II, on an approximately 8.75-acre site in the northeastern Bronx. An approximately 640,000 gsf public-use office building rising 14 levels above-grade to a maximum height of approximately 350 feet (elevation of 374 feet) would be built, with a footprint of approximately 41,160 square feet (sf). This new emergency communications facility would serve as the City's second 911 center that would work in tandem with the existing PSAC I facility at 11 MetroTech Center in Downtown Brooklyn. The emergency communications facility would also house command control center operations for the Fire Department of New York City (FDNY) and the New York City Police Department (NYPD).

The Proposed Action would also map an existing private roadway, Industrial Street, as a public street ("Marconi Street"). The proposed street would be mapped at width of 60 feet for approximately 1,790 feet and 50 feet for approximately 1,550 feet leading to the proposed development site.

Based on the CEPO-CEQR noise standards and criteria discussed above in *Section C, Noise Standards and Guidelines*, no noise level impacts would occur unless the Proposed Action causes an increase in noise of at least 3 dBA. Therefore, a noise screening analysis was carried out to identify locations where project-generated traffic could increase noise levels by 3 dBA or more.

During a peak traffic period, Typical Operations of the proposed PSAC II development (staff of PSAC II only) would have approximately half as many employees entering and leaving the proposed site, as temporary Consolidated Operations (staffs of both PSAC I and PSAC II) of the facility. Therefore, vehicular volumes through affected intersections in the area would be less for the Typical Operations. As indicated in the following discussion, no impacts are anticipated for Consolidated Operations of the proposed PSAC II development, and therefore, if no impacts are projected for the Consolidated Operations of the proposed development, none would be anticipated for Typical Operations.

Using the proportional modeling technique previously described, noise levels for the future condition with the Proposed Action (Build condition) were calculated for the three monitored locations for two analysis periods. Table 15-7 shows the projected increases in traffic volumes by affected intersection. Although the traffic analysis evaluated 24 intersections, only the intersections that would experience an increase in traffic were included in Table 15-7. To determine the worse case traffic and noise levels, the analysis considered an event when the operations of PSAC I and PSAC II would temporarily consolidate at the proposed development ("Consolidated Operation"). Traffic would have to double (i.e., increase by 100%) in order to increase noise levels by 3 dBA. Since traffic volumes at any given intersection would increase by a maximum of 53.1 percent, no noise impacts are projected to the study area intersections.

TABLE 15-7*
Build Noise Increments by Affected Intersection under the temporary Consolidated Operations of PSAC II (Staffs of PSAC I and PSAC II combined)

Intersection	No-Build Conditions Traffic Volume	Build Conditions "Consolidated Operations" (Staffs of both PSAC I and PSAC II)		
		Project Increment	Traffic Volume	% Increase
AM Peak (6:30 – 7:30 AM)				
Waters Pl. / Eastchester Rd.	1,708	238	1,946	13.9%
Waters Pl. / Industrial St. (Proposed public street)	1,340	712	2,052	53.1%
Waters Pl. / Fink Ave.	1,723	474	2,197	27.5%
Waters Pl. / Bronx Psych. Center	1,387	474	1,861	34.2%
Waters Pl. / Westchester Ave.	1,646	442	2,088	26.8%
Little League Pl. / Westchester Ave.	847	229	1,076	27.0%
Little League Pl. / East Tremont Ave.	887	217	1,104	24.5%
East Tremont Ave. / Ericson Pl.	1,237	217	1,454	17.5%
East Tremont Ave. / Silver St.	1,182	64	1,246	5.4%
East Tremont Ave. / Castle Hill Ave.	1,855	64	1,919	3.5%
Pelham Parkway N / Eastchester Rd.	948	33	981	3.5%
Pelham Parkway W / Eastchester Rd.	1,913	88	2,001	4.6%
Pelham Parkway E / Eastchester Rd.	1,736	88	1,824	5.1%
Westchester Ave. / East Tremont Ave.	1,343	12	1,355	0.9%
Westchester Ave. / Blondell Ave.	970	12	982	1.2%
Eastchester Rd. / Bassett Rd.	1,199	174	1,373	14.5%
Eastchester Rd. / Ives St.	1,063	174	1,237	16.4%
Eastchester Rd. / Morris Park Ave.	1,568	174	1,742	11.1%
Eastchester Rd. / Stillwell Ave.	1,238	174	1,412	14.0%
Eastchester Rd. / Rhinelander Ave.	1,054	143	1,197	13.6%

**TABLE 15-7 (continued)*
Build Noise Increments by Affected Intersection under the temporary
Consolidated Operations of PSAC II (Staffs of PSAC I and PSAC II combined)**

Intersection	No-Build Conditions Traffic Volume	Build Conditions "Consolidated Operations" (Staffs of both PSAC I and PSAC II)		
		Project Increment	Traffic Volume	% Increase
Midday Peak (2:30 – 3:30 PM)				
Waters Pl. / Eastchester Rd.	2,566	250	2,816	9.7%
Waters Pl. / Industrial St. (Proposed public street)	2,002	746	2,748	37.3%
Waters Pl. / Fink Ave.	2,089	496	2,585	23.7%
Waters Pl. / Bronx Psych. Center	1,764	496	2,260	28.1%
Waters Pl. / Westchester Ave.	2,358	462	2,820	19.6%
Little League Pl. / Westchester Ave.	1,255	246	1,501	19.6%
Little League Pl. / East Tremont Ave.	1,652	234	1,886	14.2%
East Tremont Ave. / Ericson Pl.	1,891	234	2,125	12.4%
East Tremont Ave. / Silver St.	1,348	68	1,416	5.0%
East Tremont Ave. / Castle Hill Ave.	2,187	68	2,255	3.1%
Pelham Parkway N / Eastchester Rd.	1,628	34	1,662	2.1%
Pelham Parkway W / Eastchester Rd.	2,919	89	3,008	3.0%
Pelham Parkway E / Eastchester Rd.	2,745	89	2,834	3.2%
Westchester Ave. / East Tremont Ave.	2,340	12	2,352	0.5%
Westchester Ave. / Blondell Ave.	1,462	12	1,474	0.8%
Eastchester Rd. / Bassett Rd.	1,966	182	2,148	9.3%
Eastchester Rd. / Ives St.	1,824	182	2,006	10.0%
Eastchester Rd. / Morris Park Ave.	2,503	182	2,685	7.3%
Eastchester Rd. / Stillwell Ave.	1,876	182	2,058	9.7%
Eastchester Rd. / Rhinelander Ave.	1,662	150	1,812	9.0%

Notes: * Table 15-7 has been updated to reflect revisions to Chapter 12, "Traffic and Parking."
Sources: Philip Habib & Associates, Sandstone Environmental Associates, Inc.

Table 15-8 shows the PCEs and noise levels for Build Conditions at each of the monitored locations. Based on projected noise levels for No-Build Conditions, an impact would occur if noise levels were to increase by 3 dBA at Monitoring Locations 1 and 2, or by 4.4 dBA at Monitoring Location 3. As indicated under Section C, Noise Standards and Guidelines, a noise level may increase up to 5 dBA where the No-Build noise L_{eq} is below 62 dBA, provided that the total resulting L_{eq} is equal to or less than 65 dBA.

No noise impacts are anticipated for Monitoring Locations 1 and 2. Build noise levels at Monitoring Location 1 would remain in the Marginally Unacceptable II category, and at Monitoring Location 2 would be placed in the Marginally Unacceptable II category, as compared to the Marginally Unacceptable I category in the No-Build condition. Although noise levels at Monitoring Location 2 (the little league ball fields) would increase by 3.0 dBA during the peak AM period, the ball fields are typically not in use at this time of day (6:30 to 7:30 AM), so no impact would occur to users of the ball fields. During the afternoon period, when the fields could be in use, the relative increase is below 3.0 dBA, and therefore, no impact would occur.

TABLE 15-8
Build PCEs and Noise Levels for the Temporary Consolidated Operations of the Proposed PSAC II Development (Staffs of PSAC I and PSAC II combined)

Location	No-Build PCEs	Project Autos	Build PCEs	Noise Increase	No-Build		Build	
					L_{eq}	L_{10}	L_{eq}	L_{10}
AM Peak								
1. Waters Pl. and Industrial St. (proposed public street)	2,661	712	3,373	1.0	73.8	75.3	74.8	76.3
2. Industrial St. at the gated entrance to the little league ball fields	705	712	1,417	3.0	68.8	72.2	71.8	75.2
3. Proposed Development Site	55*	712	712	11.1	58.1	61.1	69.2	72.2
Midday Peak								
1. Waters Pl. and Industrial St. (Proposed public street)	3,203	746	3,949	1.4	73.3	75.1	73.4	76.0
2. Industrial St. at the gated entrance to the little league ball fields	1,559	746	2,305	1.7	70.5	73.3	72.2	75.0
3. Proposed Development Site	70*	746	746	10.3	60.6	64.9	70.5	75.2

Note: * Not present at site under Build Conditions
Source: Sandstone Environmental Associates, Inc.

At Monitoring Location 3, the proposed development site, only the project-generated traffic was included, as the traffic volumes for the accessory parking lot projected for No-Build Conditions would not be present. Due to the substantial increase in traffic under Build Conditions, noise levels at Monitoring Location 3 would increase by up to 11.1 dBA. However, this would not constitute an impact, as no sensitive receptors are present at this location. Site-generated traffic would enter the future garage entrance at the southwestern boundary of the proposed development. The garage is approximately 125 feet wide, and the proposed PSAC II building would be set back from the garage entrance by approximately 100 feet. Therefore, the distance from the garage entrance to the PSAC II building is about 170 feet. Table 15-9 shows the noise levels at the proposed building based on the attenuation of traffic noise levels over this distance. At the building's location, noise levels would fall below an L_{10} of 65.0 dBA. This is within the Marginally Acceptable category and would be comparable to Existing and No-Build noise levels. The relative increase would be below 4.4 dBA. Therefore no noise impacts are projected for the proposed development site.

TABLE 15-9
Noise Levels (dBA) at Proposed Development Site for the Temporary Consolidated Operations of the Proposed PSAC II Development (Staffs of PSAC I and PSAC II combined)

Location	Period	No-Build Condition		Build Condition at Proposed Garage		Distance Attenuation	Build Condition at Proposed PSAC II Building	
		L_{eq}	L_{10}	L_{eq}	L_{10}		L_{eq}	L_{10}
3. Proposed Development Site	AM	58.1	61.1	69.2	72.2	8.3	57.9	60.9
3. Proposed Development Site	PM	60.6	64.9	70.5	75.2	8.3	59.5	63.8

Note: * Not present at site under Build Conditions
Source: Sandstone Environmental Associates, Inc.

There would be no stationary sources introduced by the Proposed Action that would generate significant noise. No detailed designs of the proposed building's mechanical systems (i.e., heating, ventilation, and air conditioning systems) are available at this time. However, these systems would be designed to meet all applicable noise regulations and requirements, and would be designed to reduce noise levels, which would not result in any significant increases in ambient noise levels.

H. CONCLUSION

This noise analysis conservatively considers the Consolidated Operations of the proposed PSAC II development when the staffs of both PSAC I and PSAC II are temporarily combined at the proposed development site. The analysis shows that, even under temporary Consolidated Operations, noise from increased traffic due to the Proposed Action would not cause noise level impacts at affected intersections. At the little league ball fields along the east side of Industrial Street (proposed public street), no increases of 3 dBA or more would occur during periods when the ball fields would be in use. At the proposed PSAC II building, due to its approximately 170-foot distance from the proposed garage entrance, noise levels would fall within the Marginally Acceptable category, also with no impact. Therefore, the Proposed Action would not result in any significant adverse noise impacts.

PUBLIC SAFETY ANSWERING CENTER II
CHAPTER 16: CONSTRUCTION IMPACTS[1]

A. INTRODUCTION

This chapter assesses the potential impacts of the construction of new buildings and infrastructure expected to result from the Proposed Action within and adjacent to the Project Site in the Pelham Parkway area of the Bronx. Construction stages and activities are first described, followed by types of impacts likely to occur during construction, and an assessment of methods that may be employed to minimize those impacts. The following chapter discusses the potential impacts resulting from the construction of the proposed Public Safety Answering Center (PSAC II) development on the approximately 8.75-acre site, as well as the establishment of a new public street, "Marconi Street," which would extend north of Waters Place to the southern boundary of the development site generally following the roadway of an existing private access roadway, Industrial Street.

Elements of the Proposed Action include the mapping of a public street and the construction of a new public facility, PSAC II, for the City of New York (the "City"), which would be a parallel operation to the existing PSAC I in Brooklyn. The Proposed Action would result in the construction of two new buildings, including an approximately 640,000 gross square foot (gsf) office building and a 500-space accessory parking structure ("proposed development") on the proposed development site, as well as infrastructure improvements within and immediately adjacent to the Project Site. The proposed office building would contain up to 14 levels above grade (350 feet with an elevation of 374 feet) above-grade plus a single cellar level, and the accessory parking facility is expected to have three levels with rooftop green space. The proposed public street would extend north of Waters Place from a point located approximately 420 feet east of Eastchester Road for approximately 3,340 feet (0.63 miles) along the western edges of the New York State operated Bronx Psychiatric Center and the Hutchinson Metro Center (HMC) office complex properties to the southern boundary of the proposed development site.

A Build year of 2012 is assumed for the Proposed Action, as it is reasonable to expect that the infrastructure improvements, including the establishment of Marconi Street would be implemented by then. For analysis purposes, all components of the Proposed Action are assumed to be implemented by 2012.

The conclusion of this analysis is that there would be some traffic disruption, due principally to the temporary addition of construction vehicles to the existing traffic network and some short-term construction-related noise. Other types of impacts would either be mitigated or restricted to areas within the Project Site boundaries.

[1] Edits to the text of the Construction Chapter reflect requested revisions and technical comments made by NYCDOT between Draft and Final EIS.

B. DESCRIPTION OF CONSTRUCTION ACTIVITIES AND SCHEDULE

Construction of the proposed PSAC II development, including related infrastructure improvements, is expected to have a duration of approximately three and a half years (42 months).

Infrastructure Improvements

The Proposed Action involves the mapping of a new public street that would generally follow an existing private access roadway, Industrial Street, which extends north of Waters Place from a signalized intersection located to the east of the intersection of Eastchester Road and Waters Place. The proposed street segment would be mapped at a width of 60 feet for approximately 1,790 feet and 50 feet for approximately 1,550 feet. It would operate as a two-way street and would terminate in a hammerhead cul-de-sac at the southern boundary of the proposed development site. Improvements to the existing private roadway include removal of existing asphalt paving, regrading of the roadway as necessary, installing new curbs, sidewalk, and pavement, as well as installation of traffic control devices (signals, signs and striping) as needed. The grading for the sidewalks and street would use backhoes and be finished by hand labor. The new street and adjoining sidewalks would be designed and constructed to New York City Department of Transportation (NYCDOT) specifications.

The establishment of a public street would also involve the installation of several infrastructure improvements including water main with water valves and hydrants, and connection to existing water main system; storm sewer including catch basins and manholes, and connection to the existing storm sewer system; and sanitary sewer and connection to the existing sanitary sewer system. All new water and sewer lines would be designed and built in coordination with the New York City Department of Environmental Protection (NYCDEP) and would meet all of NYCDEP's requirements. In addition, electrical and telecommunications cables would also be installed within the proposed street.

It is expected that the proposed street would be built towards the end of the construction. As Industrial Street serves as the only vehicular entrance to HMC and the proposed development site, the proposed street would be constructed in segments to maintain vehicular access to the HMC, and allow construction workers and deliveries to access the proposed development site. A 24-foot wide two-lane roadway would be maintained at all times. The construction of the proposed street would be coordinated between the City and the HMC.

Proposed Development

The Proposed Action would facilitate the construction of an approximately 640,000 gsf office building containing up to approximately 14 levels above grade (350 feet with an elevation of 374 feet) and 500-space accessory parking facility with three levels and rooftop green space. If all necessary approvals are granted, construction of the proposed development is expected to commence in 2009, and continue for duration of approximately 42 months, with move-ins beginning in mid 2012. It is expected that the proposed development would be fully occupied by the end of 2012, and therefore this is the analysis year used for analysis purposes throughout this Final Environmental Impact Statement (FEIS).

Construction would proceed in several stages, some of which would overlap, including: environmental remediation, site preparation, foundations, and below-grade construction (including excavation, grading and infrastructure improvements); superstructure construction; and building finishes, parking, and final site finishes and improvements (e.g., sidewalks, landscaping, lighting).

Typical equipment used for excavation and pouring foundation would include cranes, jackhammers, loaders, pneumatic rock excavating rigs, and dump trucks. Equipment that would be used in construction would include excavators, cranes, dump trucks, pumps, exterior hoists, and concrete trucks. Trucks would remain in use for material supply and construction waste removal. It is expected that the construction of the core and shell would employ the greatest number of construction workers, and a wide variety of supplies would have to be delivered to the site.

Construction activities would normally take place on Monday through Friday, although the delivery and installation of certain critical pieces of equipment could occur during off-peak hours (i.e., nighttime or weekend hours). Hours of construction are regulated by the New York City Department of Buildings (NYCDOB) and apply in all areas of the City. In accordance with those regulations, almost all work could occur between 7:00 AM and 6:00 PM on weekdays, although some workers would arrive and begin to prepare work areas before 7:00 AM. Typically, work would end at 3:30 PM, but could be extended until 6:00 PM for such tasks as completing the drilling of piles, finishing a concrete pour for a floor deck, or completing the bolting of a steel frame erected that day. Extended workday activities may not include all construction workers on site, but only those involved in the specific task. Extended workdays would occur during foundation and superstructure tasks, and limited extended workdays could occur during other tasks over the course of construction.

Occasionally, Saturday or overtime hours would be required to complete some time-sensitive tasks. Weekend work requires a permit from the NYCDOB and, in certain instances, approval of a noise mitigation plan from the NYCDEP under the City's Noise Code. The New York City Noise Control Code, as amended December 2005 and effective July 1, 2007 limits construction (absent special circumstances as described below) to weekdays between the hours of 7:00 AM and 6:00 PM, and sets noise limits for certain specific pieces of construction equipment. Construction activities occurring after hours (weekdays between 6:00 PM and 7:00 AM and on weekends) may be permitted only to accommodate: (i) emergency conditions; (ii) public safety; (iii) construction projects by or on behalf of city agencies; (iv) construction activities with minimal noise impacts; and (v) undue hardship resulting from unique site characteristics, unforeseen conditions, scheduling conflicts and/or financial considerations. In such cases, the numbers of workers and pieces of equipment in operation would be limited to those needed to complete the particular authorized task. Therefore, the level of activity for any weekend work would be less than a normal workday. The typical weekend workday would be on Saturday from 7:00 AM with worker arrival and site preparation to 5:00 PM for site cleanup.

Access to the proposed development site would be tightly controlled. The work area would be fenced off, and limited access points for workers and trucks would be provided. Security guards and flaggers would be posted, and all persons and trucks would have to pass through security points. Workers or trucks without a need to be on the site would not be allowed entry. After work hours, the gates would be closed and locked. Unauthorized access would be prevented after work hours and over the weekends. Material deliveries to the site would be highly controlled and scheduled. Unscheduled or haphazard deliveries would not be allowed. To aid in adhering to the delivery schedules, flaggers would be employed at each of the entry and exit gates. The flaggers would control trucks entering and exiting the site, so that they would not interfere with one another and minimize disruptions to local on-street traffic.

Construction staging would most likely occur within the proposed development site itself. Due to the relative isolation of the proposed development site, construction efforts would not be expected to extend into adjacent streets or effect pedestrian circulation. Appropriate measures would be taken to maintain pedestrian access between the Pelham Parkway and the HMC at all times.

Environmental Remediation

Construction of the proposed PSAC II development would begin with environmental remediation to address hazardous materials currently existing on the site. The environmental remediation would be conducted under a Remedial Work Plan (RWP) and Health and Safety Plan (HASP) to be approved by the NYCDEP. The New York State Department of Environmental Conservation (NYSDEC) must also approve any remedial plans related to spill cleanup.

As described in Chapter 7, "Hazardous Materials" and in Chapter 18, "Mitigation," measures would be taken to avoid potential adverse impacts during construction activities due to the presence of subsurface soil and groundwater contamination resulting from on-and potentially off-site sources and lead-based paint. Excavation and construction activities could disturb hazardous materials and increase pathway for human exposure. However, impacts would be avoided by performing construction activities in accordance with the following protocols:

- All material that needs to be disposed of (e.g., excess fill or fill unsuitable for reuse due to contamination) would be disposed of off-site in accordance with applicable federal, state, and local requirements. In the event that soil containing petroleum is discovered during excavation activities (e.g., through staining, discoloration, or odor), such soil would be segregated, stockpiled, sampled for characterization purposes sufficient to meet the requirements of the applicable disposal facility, transported off-site by a licensed transporter and disposed of in an approved treatment or disposal facility in accordance with all applicable federal, state, and local regulations and guidelines. If soil containing other potentially contaminated (non-petroleum) material (e.g., stained soils, odors, etc.) is discovered during excavation, such soil would also be segregated, stockpiled, sampled to determine whether the material requires off-site disposal or can be reused on site under impervious surfaces or the acceptable impacted soil cap. If the material requires off-site disposal, the sampling would meet the applicable regulations and guidelines. Soil with no indication of petroleum or other contamination could be reused on-site under impervious surfaces or the acceptable imported soil cap.

- If dewatering is required for construction, there would be a potential for contact with contaminated groundwater. Testing to date indicated that, except for one Temporary Test Well (TWP) point location, the groundwater would meet NYCDEP sewer discharge requirements. The sample collected at TWP05, located along Industrial Street near the ball fields on the Bronx Psychiatric Center's campus, exceeded NYCDEP's sewer discharge limit for lead in the unfiltered metals treatment. Based on this finding, additional testing would be performed, as conditions may vary around the Project Site, and if necessary, pretreatment would be conducted prior to the water discharge to the City's sewer system, as required by the NYCDEP permit/approval requirements. If discharge into storm sewers is required during dewatering, additional sampling and laboratory analysis would be conducted, as required by the NYSDEC State Pollutant Discharge Elimination System (SPDES) permit/approval requires.

- Since much of the soil sampled does not meet the most stringent guidelines for unrestricted use, any area that would not be covered by imperious surfaces would be capped with at least two feet of certified, clean fill and vegetative top soil.

- Due to the presence of Target Compound List (TCL) Volatile Organic Compounds (VOCs), TCL Semi-Volatile Organic Compounds (SVOCs), and metal concentrations above applicable standards at the Project Site, a Community Air Monitoring Plan (CAMP) would be developed in accordance with the NYSDEC DER-10 Regulations to minimize

potential airborne contaminants release as a direct result of construction activities. The CAMP requires real-time monitoring for VOCs and particulates (i.e., dust) at the downwind perimeter of each designated work area when certain activities are in progress at contaminated sites.

- All activities involved disturbance of existing soils would be conducted in accordance with a HASP that would detail measures to reduce the potential for exposure (e.g., dust control procedures for SVOCs and metals) and a soil management plan (SMP) would include measures to identify and manage known contamination and unexpectedly encountered contamination. The HASP would meet the requirement set forth by the Occupational, Safety and Health Administration (OSHA), the New York State Department of Health (NYSDOH), the NYCDEP, and any other applicable regulations.

- Any activities with the potential to disturb lead-based paint, such as the removal of the chain-link fencing from the site, would be performed in accordance with the applicable Occupational Safety and Health Administration regulation (OSHA 29 CFR 1926.62 - Lead Exposure in Construction).

With the implementation of these measures, no significant adverse impacts related to hazardous materials would result from demolition and/or construction activities on the Project Site.

Site Preparation, Foundations, and Below-Grade Construction

Typically, soil excavation and foundation construction for a development of this size takes approximately 12 to 14 months to complete, and can be carried out concurrently with hazardous materials sampling, and, as required, remediation and disposal. Excavation and foundation work includes the use of bobcats, rockbreakers, loaders, pumps, motorized concrete buggies, concrete pumps, jackhammers, pneumatic compressors, and a variety of small, mostly handheld tools, as well as dump trucks and concrete trucks.

The Project Site would be excavated for utilities and below grade uses. As mentioned above, all material that needs to be disposed of (e.g., excess/unsuitable fill) would be disposed of off-site in accordance with applicable federal, state, and local requirements. In addition, any contaminated soil encountered during excavation would be properly disposed of. The site would be graded so that the foundations could be excavated, and final elevations established. The paved accessory parking lots occupying the southern portion of the development site would be cleared.

Following grading, construction of the proposed accessory parking facility and office building's foundation and below-grade elements would begin. Foundation work would include pile driving and pouring concrete footings and foundation. Ready-mix concrete trucks would deliver concrete to the site. For structures of this type, the foundations would typically be slab on-grade with supporting piles. Blasting is not anticipated to occur during construction. Construction equipment would include pneumatic rock excavating rigs, excavators, cranes, dump trucks, pumps, and concrete trucks.

Superstructure

Following installation of foundations, the construction of the parking facility and office building's superstructures would commence, including the construction of building shell and core. Construction of the exterior enclosure or "shell" would include construction of the building's framework (installation of beams and columns), floor decks, facades (exterior walls and cladding) and roof

construction. These activities would require the use of tower cranes, compressors, personnel and material hoists, front-end loaders, concrete pumps, on-site bending jigs, welding machines, and a variety of handheld tools, in addition to the delivery trucks bringing construction materials to the site.

Construction of the buildings' superstructures is anticipated to last approximately 19 months. As the frame is installed, work would commence on interior infrastructure— mechanical, electrical, and plumbing systems—and enclosure. This would include the installation of heating, ventilation, and air conditioning (HVAC) equipment and ductwork, the running of electrical lines within the building, and interior installation of water supply and wastewater pumping. Installation and checking of elevator and life safety systems would also take place at this stage. Interior construction would take approximately 8 to 12 months. It would be phased to overlap with the completion of the core and shell so that a significant amount of interior work is performed before the core and shell are completed. Equipment used during interior construction would include exterior hoists, pneumatic equipment, delivery trucks, and a variety of small handheld tools.

Building Finishes and Sidewalks

This phase of building construction is the exterior and interior finishes. The work would involve final roofing and finishing details on the exterior walls. While this construction is taking place, the sidewalks would be built. This phase would overlap with the superstructure phase and is anticipated to take about 9 months. As there is some overlap among the development phases, between the superstructure and building finishes, these two phases of construction should take about 24 months. Equipment used during interior construction would include exterior hoists, pneumatic equipment, and delivery trucks.

C. POTENTIAL IMPACTS DURING CONSTRUCTION

Construction of the proposed PSAC II development may be disruptive to the surrounding area during the approximately 42-month construction period. In accordance with guidelines presented in the *CEQR Technical Manual*, the technical areas for which the potential for impact is assessed include land use and neighborhood character, socioeconomic conditions, community facilities, open space, historic resources, natural resources, hazardous materials, infrastructure, traffic and parking, transit and pedestrian, air quality, and noise impacts.

Land Use And Neighborhood Character

A construction impact analysis of land use and neighborhood character would typically be needed if construction requires continuous use of property for an extended duration, thereby affecting the nature of the land use and character of the neighborhood. This may occur, for example, if construction activity (such as staging) would occur on a particular site in a neighborhood for an extended period of time.

As is typical with large construction projects, the proposed development would cause some disruptions to activities in the surrounding area, particularly during periods of peak construction activity. These disruptions would be temporary in nature with overall construction anticipated to last 42 months. Construction would not alter surrounding land uses, although certain types of activities would be intrusive to adjacent mapped open spaces areas abutting the site to the north and east. The Pelham and

the Hutchinson River Parkways, and an Amtrak right-of-way generally sever the proposed development site from surrounding residential areas, and therefore, the area of the proposed construction is largely separated from the community, and such disruptions would not be significant. The closest residential uses are located more than 500 feet from the site across the Pelham and the Hutchinson River Parkways. Additionally, in the latter stages of construction, when work would take place primarily within building shells, effects on surrounding uses would be substantially reduced. Vehicular access to the HMC would be maintained at all times when the proposed street is being built.

An appropriate protective barrier (fence) would be installed on the perimeter of the proposed development site to protect the public. This fencing would reduce potentially undesirable views of the construction site and buffer noise emitted from construction activities. All construction-staging activities, including the storage of materials and equipment would occur within the development site, therefore disruptions to the surrounding area would be minimized and would not alter surrounding land uses or intrude on neighborhood character. The construction of the proposed development would be similar to construction at any other site in the city, and the NYCDOB would regulate the hours of construction operation.

There would be a temporary increase in noise levels in the immediate vicinity of the site due to the operation of the on-site construction equipment and construction trucks and construction workers coming to and from the site, and loading and unloading, but this would not result in a significant change in neighborhood character given the current nature of the commercial, light-industrial/warehousing and transportation uses in the immediate vicinity of the proposed development site.

The Proposed Action would not result in significant or long-term adverse impacts on the local land use patterns or the character of the nearby area, as construction activities would be temporary in nature with external construction lasting slightly less than three years.

Socioeconomic Conditions

A detailed analysis may be conducted if a proposed action would entail construction of a long duration that could affect the access and therefore viability of a number of businesses, and could cause the failure of those businesses and affect neighborhood character.

Construction of the proposed development would not result in any temporary or long-term significant adverse impacts on socioeconomic conditions in the study area. The proposed development site is relatively severed from the surrounding area, bounded by the associated mapped open space of Pelham and the Hutchinson River Parkways to the north and east, respectively, and partially bounded by the Amtrak right-of-way to the east. Therefore, area commercial businesses located in the vicinity of the Project Site would not be disrupted due to such construction activities. As noted above, access to businesses near the Project Site would not be impeded, and most businesses are not expected to be significantly affected by any temporary reduction in the amount of pedestrian foot traffic that could occur as a result of construction activities. During the construction of the proposed public street, vehicular access to the HMC would be maintained at all times. An approximately 24-foot two-way roadway would be maintained at all times to allow the employees, and visitors of businesses at the HMC and Mercy College's faculty, staff and students to access the HMC.

It should be noted that construction of the proposed development would have direct, positive economic impacts resulting from expenditures on labor, materials, and services as well as generated indirect benefits created by expenditures by material suppliers, construction workers, and others involved in development on the Project Site. Based on preliminary estimates, the total investment for

the construction of the proposed PSAC II development is estimated at approximately $650 million (in 2007 dollars) in hard costs (actual construction).

As a result of the direct expenditure associated with the proposed development ($650 million in construction costs), the direct employment based is estimated at about 3,769 person years of employment (a person year is equivalent of one employee working full-time for one year). In addition to direct employment, the total employment resulting from construction expenditures would also include jobs in business establishments providing goods and services to the contractors and resulting indirect and generated employment. The total direct and generated jobs from the construction of proposed PSAC II development are estimated to generate an additional 2,074 person-years of employment in New York City, bringing the total direct and generated jobs from the construction of the proposed development to 5,843 person years. In the larger New York State economy, it is estimated that the proposed development would generate 7,495 person years of indirect employment, bringing the total direct and generated jobs from the construction of the project to 11,264 person years of employment.

The direct wages and salaries during construction period are estimated at approximately $188 million. Total direct and generated wages and salaries resulting in New York City from construction of the proposed development are estimated at approximately $273 million. In the broader New York State economy, including New York City, total direct and generated wages and salaries from construction of the project are estimated at approximately $519 million.

Community Facilities

A construction impact analysis may be conducted for any community facility that would be directly affected by construction (e.g., if construction would disrupt services of the facility, change an entrance, or close the facility temporarily, etc.).

There are no community facilities within or immediately adjacent to the Project Site. Construction of the proposed development would not block or restrict access to any facilities in the area, and would not affect emergency response times significantly. NYPD and FDNY emergency services and response times would not be significantly affected due to the geographic distribution of the police and fire facilities and their respective coverage areas. Although community facilities in the area may be affected by construction noise, they would not experience significant adverse impacts.

Open Space

According to the *CEQR Technical Manual*, a construction impacts analysis for open space may be conducted if an open space resource would be used for an extended period of time for construction-related activities, such as construction staging, or if access to the open space would be impeded during construction activities.

Construction activities would not displace any existing open spaces. Construction of the proposed PSAC II development would occur in close proximity to the associated mapped open spaces of the Pelham Parkway and the Hutchinson River Greenway. All open spaces are expected to remain open during the entire construction period, and access to these open spaces would not be compromised at any time. As described in the Transit and Pedestrians section below, appropriate measures would be taken to maintain pedestrian access between the Pelham Parkway and the HMC.

Construction activities would be conducted with the care mandated by the close proximity of open spaces to the proposed development site. Dust control measures—including watering of exposed areas and dust covers for trucks—would be implemented to ensure compliance with Section 1402.2-9.11 of the New York City Air Pollution Control Code, which regulates construction-related dust emissions.

During heavier periods of construction, construction activities on the site would at times be disruptive or noticeable to users of the Pelham Parkway malls and pedestrian pathway and the Hutchinson River Greenway, which border the northern and eastern edges of the proposed development site. Construction activities are noisy (e.g., pile driving, truck traffic), and this noise would be perceptible at along these linear green spaces (see discussion under "Noise"). However, the impacts associated with the construction of the proposed development would be temporary, and therefore, would not be considered significant adverse impacts to park users.

Historic Resources

Construction impacts may occur on historic resources if in-ground disturbances or vibrations associated with project construction undermines the foundation or structural integrity of nearby historic resources. These impacts are typically assessed for any action involving construction activities within 400 feet of a historic resource. There are no known architectural resources on the Project Site, nor are there any historic structures within a 400-foot radius of the site. Therefore, development on the proposed development would not to have any direct, physical effects on these off-site resources.

The New York City Landmarks Preservation Commission (NYCLPC) has determined that the Project Site is not sensitive for archaeological resources and therefore, construction on the Project Site would not result in any significant adverse impacts on archaeological resources.

Hazardous Materials

The construction-period hazardous materials impacts of the proposed PSAC II development are described above in "Environmental Remediation."

Infrastructure

Infrastructure impacts may occur if project construction would affect or disrupt infrastructure service for extended or intermittent periods over a long period of time—for example, if in-ground construction would disturb a water main causing a long-term interruption in service. Another example for a large project would be the extensive number of construction-related heavy trucks and their effect on pavement conditions. If such disruptions were expected, a more detailed analysis would be warranted.

As the Proposed Action will add to the existing infrastructure system, no disruptions of existing services are expected (except to make connections, typically carried out overnight or during off-periods). All infrastructure improvements would meet the standards and specifications of NYCDEP and would have to be approved by that agency. NYCDEP regularly repairs, relocates, and replaces water and sewer lines without disruption to service. Therefore, no significant adverse impacts to the infrastructure systems or to users are expected.

As with the water and sewer lines, new electrical and telecommunication service lines would have to be connected to the proposed development. Energy and telecommunications suppliers regularly repair,

relocate and replace lines without disruption to service. Therefore, no significant adverse impacts to the systems or to its users are expected.

Traffic and Parking

A construction impact analysis of traffic is typically conducted when construction activity is expected to be long term and would generate sufficient traffic from employees and trucks to cause potential traffic impacts, or would result in lane closings or traffic diversions, disrupting area traffic flow. Construction of the proposed PSAC II development would be temporary and is not expected to create extensive or long-term construction-related impacts on traffic or parking conditions in the surrounding area.

It is anticipated that all construction staging for the proposed development would be accommodated on-site, and no street closures are expected. As described above, during the construction of the proposed development, vehicular access to the HMC would be maintained at all times. A maintenance and protection plan of traffic (MPT plan) would be prepared in coordination with the NYCDOT to maintain safe and convenient vehicular access to the HMC and proposed development site during construction of the proposed PSAC II facility and the reconstruction of Industrial Street (proposed public street [Marconi Street]). Traffic impacts can be minimized using construction sequencing and lane closure management measures within an overall MPT plan. The MPT plan would require that a 24-foot wide, two-way roadway be maintained at all times during construction to provide access between Waters Place and the HMC and proposed development site. This would allow for one moving lane in each direction as is currently provided along the existing Industrial Street.

During construction, there would be new vehicle trips to and from the Project Site, including trips generated by construction workers traveling to and from the site, and truck trips associated with the movement of material and equipment, as well as construction waste. The number of construction workers on-site at any one time, and the number of daily truck trips to and from the site would vary, depending on the stage of construction. Although a detailed construction plan has yet to be finalized, based on preliminary information provided by the construction coordinator, it is estimated that the average number of construction workers on-site would be as follows:

- The below-grade work, including excavation, grading, and foundations, would require up to approximately 175 workers on-site depending on the exact tasks being performed.
- Workers required for the superstructure would require up to approximately 225 workers on-site.
- Workers required for the construction of the core and shell and interior fit-out work would require up to approximately 450 workers.
- Workers involved in the exterior work would require up to approximately 475 workers.[2]

Construction would predominantly occur between 7:00 AM and 3:30 PM during weekdays. Construction workers would usually arrive before the typical AM peak commuter period and depart before the PM peak hour, and would therefore not represent a substantial increment during the area's peak travel periods. Given the Project Site's location more than a ½-mile away from any subway station, most construction workers would likely use private automobiles to access the site, and would likely travel routes similar to those that would be used by PSAC II employees in the future with the Proposed Action. Constructed-related pedestrian and transit trips would be fewer than the *CEQR Technical Manual* threshold requiring quantitative analysis; therefore, the proposed development

[2] The average number of construction workers for construction phases is based on data from the construction coordinator for the PSAC II development.

would not result in significant adverse transit or pedestrian impacts and no further analysis is necessary. It is expected that the proposed accessory parking structure containing 500 spaces would be constructed early in order to provide parking on-site for construction workers. Prior to the construction of the garage, sufficient parking would be provided on-site to accommodate construction worker vehicles.

A conservative detailed traffic analysis was performed for the peak construction period since more than 50 vehicle trips- the *CEQR Technical Manual* threshold for requiring detailed analysis- would be generated during the peak hours of the proposed development's peak construction period (refer to Table 16-2). Based on the anticipated construction schedule, the peak period of construction is expected to take place in the year 2011; as such the assessment of construction traffic conditions in the future with and without the Proposed Action was conducted for the year 2011. For discussion of existing traffic conditions, refer to Chapter 12, "Traffic and Parking."

Traffic Conditions in the Future Without the Proposed Action (Construction No-Build Condition)

In order to establish a baseline condition against which potential construction impacts would be compared, a 2011 Construction No-Build network was created by applying a background traffic growth rate of one-half percent per year to existing traffic volumes (existing volumes shown in Figure 12-2 of Chapter 12, "Traffic and Parking"), in accordance with the *CEQR Technical Manual* guidelines for the Bronx. In addition, to account for other nearby large ongoing construction projects, peak period construction-related trips generated by anticipated future development at the HMC (i.e., Tower 2 at the HMC) and the Bronx Psychiatric Center (i.e., Bronx Mental Health Redevelopment Project) were also added to the network.[3] As Tower 1 of the HMC will be fully occupied and operational by 2011, trips generated by this new office building were also added to the No-Build network. It should be noted that this traffic analysis is very conservative and accounts for peak period construction-related vehicle trips for the HMC and the Bronx Psychiatric Center both of which are expected to be completed by 2011 and would likely have their peak construction period one year early in 2010.

Similar to the traffic analysis provided in Chapter 12, the 24 study area intersections were analyzed for the No-Build construction peak hours of 6:00 AM to 7:00 AM and 3:00 PM to 4:00 PM and the results are shown in Table 16-1. Twelve traffic movements at eight intersections would operate at unacceptable LOS E or F, or have a v/c ratio of greater than 0.95, during AM and/or midday construction peak hour.

Congested movements at East Tremont Avenue and Silver Street, East Tremont Avenue and Castle Hill Avenue, Pelham Parkway West and Eastchester Road, and Westchester Avenue and Ericson Place/Middletown Road/Hutchinson River Parkway would slightly worsen as compared to existing conditions. The eastbound defacto left turn movement at East Tremont Avenue and Silver Street would operate with an LOS F and 104.9 seconds of delay in the AM peak hour, and the southbound left-right turn movement would operate with an LOS F and 106.1 and 79.5 seconds of delay in the AM and midday peak hours, respectively. The westbound left-through movement at East Tremont Avenue and Castle Hill Avenue would operate with LOS F and 84.7 seconds of delay in the midday peak hour.

[3] Trip generation projections for constructed-related vehicles for the Bronx Mental Health Redevelopment Project and the Hutchinson Metro Center development are based on the Bronx Mental Health Redevelopment Project Environmental Impact Analysis Report, dated August 2008.

TABLE 16-1
2011 No Build Construction Traffic Conditions

ANALYZED INTERSECTIONS	Lane Group	AM Peak Hour							Midday Peak Hour						
		2007 Exisitng				2011 No Build			2007 Exisitng				2011 No Build		
		V/C Ratio	Delay (sec)	LOS		V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS		V/C Ratio	Delay (sec)	LOS
1. Waters Place (E-W) at Eastchester Road (N-S)	WB-L	0.41	23.9	C		0.42	24.0	C	0.55	36.4	D		0.70	40.4	D
	WB-R	0.56	21.7	C		0.57	22.1	C	0.59	22.7	C		0.72	26.8	C
	NB-TR	0.40	18.1	B		0.53	20.0	B	0.63	21.7	C		0.69	23.3	C
	SB-DefL	0.52	21.3	C		0.95	64.9	E *	0.70	16.7	B		0.86	33.5	C
	SB-T	0.23	11.5	B		0.25	11.7	B	0.31	6.2	A		0.33	6.4	A
2. Waters Place (E-W) at Industrial Street (N-S)	EB-LT	0.41	10.6	B			22.4	C	0.63	14.0	B		0.80	20.1	C
	WB-TR	0.53	11.6	B		0.63	13.3	B	0.44	10.6	B		0.51	11.4	B
	SB-L	0.03	23.1	C		0.05	23.2	C	0.19	24.8	C		0.52	30.6	C
	SB-R	0.04	23.2	C		0.07	23.5	C	0.23	25.4	C		0.52	31.1	C
3. Waters Place (E-W) at Fink Avenue (N-S)	EB-TR	0.30	16.8	B		0.34	17.3	B	0.61	21.5	C		0.84	29.0	C
	WB-LT	0.30	18.0	B		0.49	19.2	B	0.34	17.2	B		0.37	17.6	B
	NB-LR	0.18	15.6	B		0.19	15.7	B	0.37	17.4	B		0.38	17.5	B
	SB-L	0.46	18.1	B		0.47	18.2	B	0.38	17.2	B		0.38	17.3	B
	SB-T	0.24	15.9	B		0.25	16.0	B	0.19	15.5	B		0.20	15.6	B
4. Waters Place (E-W) at entrance to Bronx Psychiatric Center (N-S)	EB-LT	0.57	15.9	B		0.75	21.4	C	0.67	17.1	B		0.86	24.2	C
	WB-TR	0.78	19.3	B		0.90	26.5	C	0.61	15.3	B		0.70	17.2	B
	SB-LR	0.10	10.2	B		0.10	10.2	B	0.20	10.8	B		0.21	10.8	B
5. Waters Place (E-W) at Westchester Avenue (N-S)	EB-LT	0.43	18.4	B		0.46	18.9	B	0.72	24.1	C		0.92	35.4	D
	NB-LT	0.20	15.9	B			17.4	B	0.34	17.3	B		0.39	17.8	B
						0.32	18.2	B							
						0.27	16.8	B							
	SB-DefL	0.29	17.6	B		0.28	17.3	B					0.40	20.3	C
	SB-T	0.27	16.8	B		0.28	16.9	B					0.36	17.9	B
	SB-LT						17.1	B	0.41	18.3	B			18.7	B
6. Little League Place at (E-W) Westchester Avenue (N-S)	WB-LR	0.20	22.0	C		0.34	24.3	C	0.41	25.6	C		0.49	27.4	C
	NB-T	0.19	10.9	B		0.21	11.0	B	0.31	11.9	B		0.32	12.0	B
	SB-T	0.36	12.4	B		0.36	12.5	B	0.32	12.0	B		0.35	12.3	B
7. Little League Place at (N-S) East Tremont Avenue (E-W) (unsignalized)	EB-LT	0.04	10.3	B		0.04	10.9	B	0.11	11.5	B		0.12	12.1	B
8. East Tremont Avenue (E-W) at Ericson Place (N-S)	EB-LT	0.23	14.6	B		0.23	14.6	B	0.50	17.9	B		0.51	18.1	B
	WB-T	0.32	15.5	B		0.34	15.7	B	0.46	17.3	B		0.48	17.5	B
	NB-LTR	0.64	29.6	C		0.75	32.9	C	0.60	28.6	C		0.67	30.4	C
9. East Tremont Avenue (E-W) at Blondell Avenue (N-S) (unsignalized)	EB-LT	0.06	11.5	B		0.06	11.8	B	0.19	13.5	B		0.20	14.0	B

NOTES:
This table is new to the EIS.
EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound
L-Left, T-Through, R-Right, DefL-Analysis considers a De facto Left Lane on this approach
V/C Ratio-Volume to Capacity Ratio, SEC/VEH-Seconds per Vehicle
LOS- Level of Service
* - Denotes Congested Intersection (LOS E or F, or V/C>0.95)
Analysis is based on the 2000 Highway Capacity Manual Methodology (HCS 2000)

TABLE 16-1
2011 No Build Construction Traffic Conditions

(continued)

ANALYZED INTERSECTIONS		Lane Group	AM Peak Hour 2007 Exisitng V/C Ratio	Delay (sec)	LOS		AM Peak Hour 2011 No Build V/C Ratio	Delay (sec)	LOS		Midday Peak Hour 2007 Exisitng V/C Ratio	Delay (sec)	LOS		Midday Peak Hour 2011 No Build V/C Ratio	Delay (sec)	LOS	
10. East Tremont Avenue (E-W) at Silver Street (N-S) (Eastchester Road)		EB-DefL	0.78	42.6	D		1.09	104.9	F	*	0.65	28.6	C		0.77	37.3	D	
		EB-T	0.35	23.1	C		0.36	23.2	C		0.45	19.0	B		0.46	19.1	B	
		WB-T	0.28	21.3	C		0.29	21.4	C		0.37	16.8	B		0.38	16.9	B	
		NB-L	0.33	43.3	D		0.33	43.3	D		0.07	35.1	D		0.07	35.1	D	
		NB-TR	0.23	42.2	D		0.24	42.3	D		0.18	35.9	D		0.18	35.9	D	
		SB-LR	0.97	85.8	F	*	1.04	106.1	F	*	0.72	36.9	D		1.00	79.5	E	*
11. East Tremont Avenue (E-W) at Castle Hill Avenue (N-S)		EB-T	0.56	36.8	D		0.67	39.4	D		0.49	29.6	C		0.53	30.4	C	
		EB-R	0.18	12.6	B		0.19	12.7	B		0.50	20.2	C		0.51	20.4	C	
		WB-LT	0.77	32.4	C		0.85	37.2	D		0.96	46.5	D	*	1.09	84.7	F	*
		NB-L	0.82	53.8	D		0.83	55.0	D		0.76	42.9	D		0.77	43.7	D	
		NB-R	0.16	38.4	D		0.16	38.5	D		0.19	32.4	C		0.20	32.4	C	
12. East Tremont Avenue (E-W) and Williamsbridge Road (E-W) at Frisby Ave. (N-S)	*From E. Tremont Ave.*	EB-LT	0.19	23.7	C		0.19	23.8	C		0.51	27.5	C		0.52	27.6	C	
	From Williamsbridge Rd.	EB-T	0.31	35.3	D		0.31	35.4	D		0.58	32.1	C		0.59	32.3	C	
	To E. Tremont Ave.	WB-T	0.31	25.3	C		0.32	25.4	C		0.44	26.1	C		0.45	26.2	C	
	To Williamsbridge Rd.	WB-T	0.11	5.3	A		0.11	5.4	A		0.21	7.7	A		0.22	7.7	A	
		NB-LR	0.19	42.2	D		0.19	42.2	D		0.44	32.5	C		0.45	32.7	C	
13. Pelham Parkway North (E-W) at Eastchester Road (N-S)		WB-LTR	0.56	32.0	C		0.57	32.3	C		0.51	38.9	D		0.52	39.2	D	
		NB-LT	0.25	7.6	A		0.26	7.7	A		0.47	12.0	B		0.49	12.4	B	
		SB-TR	0.46	27.3	C		0.49	27.7	C		0.64	39.3	D		0.66	39.9	D	
14. Pelham Parkway West (E-W) at Eastchester Road (N-S)		WB-L	0.54	24.2	C		0.61	25.9	C		0.72	50.6	D		0.77	53.7	D	
		WB-T	0.54	22.4	C	WB-TR	0.58	23.0	C		0.84	49.8	D	WB-TR	0.93	57.3	E	*
		WB-R	0.06	17.4	B						0.18	36.3	D					
		NB-DefL	0.38	15.8	B		0.40	16.3	B		0.39	13.3	B		0.45	17.5	B	
		NB-T	0.44	16.1	B		0.45	16.2	B		0.61	13.9	B		0.64	14.6	B	
		SB-TR	0.48	25.4	C		0.51	25.8	C		0.87	56.1	E	*	0.90	59.0	E	*
15. Pelham Parkway East (E-W) at Eastchester Road (N-S)		EB-LT	0.57	22.9	C		0.82	30.5	C		0.72	34.6	C		1.03	71.0	E	*
		NB-TR	0.34	23.4	C		0.34	23.5	C		0.53	27.8	C		0.58	29.0	C	
		SB-LT	0.61	18.3	B		0.67	19.5	B		0.73	24.6	C		0.79	27.2	C	
16. Westchester Avenue (N-S) at East Tremont Avenue (E-W)		EB-T	0.18	21.7	C		0.18	21.7	C		0.45	20.9	C		0.46	21.0	C	
		EB-R	0.09	21.0	C		0.10	21.0	C		0.11	17.4	B		0.11	17.4	B	
		WB-T	0.30	23.3	C		0.31	23.4	C		0.36	19.7	B		0.37	19.8	B	
		NB-T	0.34	26.2	C		0.38	27.0	C		0.68	29.1	C		0.70	29.9	C	
		SB-TR	0.39	20.0	B		0.40	20.1	C		0.39	15.3	B		0.42	15.7	B	
17. Westchester Avenue (N-S) at Blondell Avenue (E-W)		WB-LT	0.19	22.1	C		0.24	22.8	C		0.38	20.6	C		0.43	21.4	C	
		NB-LT	0.22	17.8	B		0.25	18.1	B		0.45	16.4	B		0.48	16.8	B	
		SB-TR	0.54	29.4	C		0.55	29.6	C		0.61	25.9	C		0.65	26.9	C	

NOTES:

This table is new to the EIS.

EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound

L-Left, T-Through, R-Right, DefL-Analysis considers a De facto Left Lane on this approach

V/C Ratio-Volume to Capacity Ratio, SEC/VEH-Seconds per Vehicle

LOS- Level of Service

* - Denotes Congested Intersection (LOS E or F, or V/C>0.95)

Analysis is based on the 2000 Highway Capacity Manual Methodology (HCS 2000)

TABLE 16-1
2011 No Build Construction Traffic Conditions

(continued)

ANALYZED INTERSECTIONS	Lane Group	AM Peak Hour						Midday Peak Hour					
		2007 Exisitng			2011 No Build			2007 Exisitng			2011 No Build		
		V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS
18. Westchester Avenue (N-S) at *From Ericson Pl.*	WB-LTR	0.53	35.2	D	0.54	35.4	D	0.77	42.2	D	0.78	43.1	D
Ericson Pl. and Hutchinson Pkwy (E-W)	NB-DefL	0.67	29.5	C	0.72	32.6	C	0.96	67.2	E *	1.31	187.0	F *
	NB-TR	0.61	26.0	C	0.63	26.5	C	0.98	57.8	E *	1.04	74.0	E *
	SB-LT	0.67	35.4	D	0.73	37.5	D	0.52	31.9	C	0.54	32.2	C
Ericson Pl./Middletown Rd *From Middletown Rd.*	WB-LTR	1.03	87.2	F *	1.05	94.6	F *	0.84	52.3	D	0.86	54.3	D
and Hutchinson Pkwy (E-W)	NB-DefL	0.69	30.3	C	0.73	33.5	C	0.98	73.4	E *	1.34	202.1	F *
	NB-TR	0.61	26.0	C	0.63	26.5	C	0.98	57.8	E *	1.04	74.5	E *
	SB-LT	0.67	35.4	D	0.73	37.5	D	0.52	31.9	C	0.54	32.2	C
19. Eastchester Road (N-S) at	WB-LR	0.27	15.0	B	0.27	15.0	B	0.29	15.2	B	0.30	15.2	B
Bassett Road (E-W)	NB-TR	0.43	9.4	A	0.47	9.8	A	0.57	10.9	B	0.66	12.2	B
	SB-LT	0.31	8.5	A	0.40	9.3	A	0.49	10.2	B	0.56	11.1	B
20. Eastchester Road (N-S) at	EB-LR	0.19	15.1	B	0.19	15.2	B	0.17	14.4	B	0.18	14.5	B
Ives Street (E-W)	NB-LT	0.60	11.9	B	0.68	13.6	B	0.83	18.6	B	0.97	33.2	C *
	SB-TR	0.20	7.7	A	0.27	8.2	A	0.41	9.3	A	0.47	9.8	A
21. Sackett Avenue (N-S) at	WB-L	---	9.7	A	---	9.8	A	---	9.0	A	---	9.0	A
Ives Street (E-W)	NB-R	---	7.8	A	---	7.9	A	---	7.5	A	---	7.6	A
unsignalized	SB-LT	---	10.4	B	---	10.5	B	---	9.1	A	---	9.2	A
22. Eastchester Road (N-S) at	EB-DefL	0.60	31.3	C	0.44	26.8	C	0.82	44.7	D	0.60	32.0	C
Morris Park Avenue (E-W)	EB-TR	0.19	21.4	C	0.22	22.5	C	0.37	23.6	C	0.33	24.4	C
	WB-LTR	0.06	20.2	C	0.06	20.2	C	0.20	22.2	C	0.19	22.0	C
	NB-DefL	0.58	17.9	B	0.78	27.8	C	0.82	40.3	D	0.99	75.9	E *
	NB-TR	0.59	17.3	B	0.27	11.6	B	0.88	32.7	C	0.46	13.6	B
	SB-LT	0.45	21.6	C	0.52	22.6	C	0.53	22.9	C	0.57	23.7	C
	SB-R	0.52	24.6	C	0.56	25.6	C	0.47	23.6	C	0.52	24.6	C
23. Eastchester Road (N-S) at	EB-LTR	0.05	20.1	C	0.05	20.1	C	0.06	20.2	C	0.09	20.6	C
Stillwell Avenue (E-W)	WB-LTR	0.23	22.6	C	0.24	22.8	C	0.25	23.0	C	0.26	23.1	C
	NB-LT	0.22	11.1	B	0.23	11.2	B	0.36	12.4	B	0.42	13.2	B
	SB-LTR	0.50	14.2	B	0.57	15.3	B	0.52	14.5	B	0.56	15.2	B
24. Eastchester Road (N-S) at	WB-LR	0.17	25.6	C	0.18	25.7	C	0.12	19.0	B	0.13	19.1	B
Rhinelander Avenue (E-W)	NB-TR	0.18	7.9	A	0.19	7.9	A	0.48	23.9	C	0.56	25.4	C
	SB-LT	0.50	10.8	B	0.56	11.5	B	0.73	30.2	C	0.81	33.8	C

NOTES:
This table is new to the EIS.
EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound
L-Left, T-Through, R-Right, DefL-Analysis considers a De facto Left Lane on this approach
V/C Ratio-Volume to Capacity Ratio, SEC/VEH-Seconds per Vehicle
LOS- Level of Service
* - Denotes Congested Interseetion (LOS E or F, or V/C>0.95)
Analysis is based on the 2000 Highway Capacity Manual Methodology (HCS 2000)

The westbound right-through and the southbound right-through movements at the Pelham Parkway West and Eastchester Road would operate with LOS E and 57.3 and 59.0 seconds of delay in the midday peak hour, respectively. The westbound left-through-right-turn movement from Middletown Road at the Westchester Avenue and Ericson Place/Middletown Road/Hutchinson River Parkway intersection would operate with LOS F and 94.6 seconds of delay in the AM peak hour, and the northbound defacto left-turn and the northbound right-through movements would operate with LOS F (202.1 seconds of delay) and LOS E (74.5 seconds of delay) in the midday peak hour, respectively.

In addition, five traffic movements at four new intersections would become congested under the 2011 No-Build Construction condition. The southbound defacto left turn movement at Waters Place and Eastchester Road would deteriorate to an LOS E with 64.9 seconds of delay in the AM peak hour. The eastbound left-through movement at the Pelham Parkway East and Eastchester Road would deteriorate to an LOS E and 71.0 seconds of delay in the midday peak hour. The northbound left turn movement at Eastchester Road and Morris Park Avenue would operate at LOS E and a delay of 75.9 second in the midday peak hour. Furthermore, the northbound left-through movement at Eastchester Road and Ives Street would have a v/c ratio of 0.97 and LOS C.

Construction Period Traffic Conditions
(Construction Build Condition)

During peak construction period, which would last for approximately 9 months, it is anticipated that up to approximately 475 construction workers would be on-site daily. It was conservative assumed that 80 percent of these workers would arrive at the proposed development's construction site between 6:00 AM to 7:00 AM, and about 80 percent would depart between 3:00 PM to 4:00 PM. Table 16-2 provides the transportation planning assumptions and trip generation for the travel demand forecast of the peak construction period for the proposed PSAC II development. Based on 2000 Census reverse journey to work data, approximately 74 percent of workers in the surrounding area drive to work and approximately 1.3 percent arrive by taxi. Assuming vehicle occupancy of approximately 1.19 persons per auto and 1.40 persons taxi (based on the Bronx Mental Health Redevelopment Project and 2000 Census reverse journey to work data), it is estimated that construction workers would generate approximately 244 vehicle trips during the weekday AM (6:00 AM to 7:00 AM) and midday (3:00 PM to 4:00 PM) peak hours during periods of peak construction. (All construction-related trips, including construction worker vehicles and trucks, would access the development site from Waters Place via Industrial Street.)

As noted above, in addition to auto and taxi trips by construction workers, construction of the proposed development would generate truck trips associated with the movement of material and equipment, as well as construction waste. Truck movements would typically be spread throughout the day on weekdays, and would generally occur between the hours of 7:00 AM and 3:30 PM, depending on the period of construction. When possible, the scheduling of deliveries and other construction activities would take place during off-peak travel hours. Truck holding and staging would typically be accommodated on the development site.

As shown in Table 16-2, it is estimated that approximately 15 trucks would be generated (15 in trip and 15 out trips) during the AM peak hour, and approximately 15 trucks would be generated (15 in trip and 15 out trips) in the midday peak hour. In addition, during an extended shift it is likely that up to approximately 15 trucks (15 in trip and 15 out trips) would be generated during the 5:00 PM to 6:00 PM hour. A comprehensive traffic management plan, including a routing plan for construction-related vehicles would be designed and implemented. Trucks en route to and from the proposed development during construction would use NYCDOT-designated truck routes to access the Project Site.

TABLE 16-2
Trip Generation Planning Demand Assumptions for the Peak Construction Period of PSAC II

Land Use:	**Peak Construction Period**	
	(1)	
Size/Units:	475	workers
Temporal Distribution:	(2)	
AM (6:00 - 7:00)	80.0%	
MD (3:00 - 4:00)	80.0%	
	(3)	
Modal Splits:	AM	MD
Auto	74.1%	74.1%
Taxi	1.3%	1.3%
Subway	16.8%	16.8%
Bus	4.3%	4.3%
Walk/Ferry/Other	3.5%	3.5%
	100.0%	100%
	(2)	
In/Out Splits:	In	Out
AM	97.0%	3.0%
MD	3.0%	97.0%
PM	5.0%	95.0%
Vehicle Occupancy:	(4)	
Auto	1.19	
Taxi	1.40	
Truck Trip Generation:	(4)	
	120.00	
	trips per day	
	(4)	
AM	25.0%	
MD	25.0%	
	In	Out
AM/MD/PM	50.0%	50.0%

Notes :

(1) Estimate for peak construction period workers provided by project contractor.
City Environmental Quality Review (CEQR) Technical Manual, Appendix 3, 2001.
(2) Bronx Mental Health Redevelopment Project.
(3) 2000 Cenus reverse journey to work. Atlantic Yards Arena and Redevelopment Project, FEIS
(4) Hunters Point South FEIS

* Table is new to the EIS.

TABLE 16-2 (continued)
Trip Generation Planning Demand Assumptions for the Peak Construction Period of PSAC II

Land Use:		**Peak Construction Period**		
Size/Units:		475	workers	
Peak Hour Trips:				
	AM	380		
	MD	380		
Person Trips:				
		In	Out	
AM	**Auto**	273	8	
	Taxi	5	0	
	Subway	62	2	
	Bus	16	0	
	Walk/Ferry/Other	13	0	
	Total	369	10	
		In	Out	
MD	**Auto**	8	273	
	Taxi	0	5	
	Subway	2	62	
	Bus	0	16	
	Walk/Ferry/Other	0	13	
	Total	10	369	
Vehicle Trips :				
		In	Out	
AM	**Auto (Total)**	229	7	
	Taxi Balanced	4	4	
	Truck	15	15	
	Total	248	26	
		In	Out	
MD	**Auto (Total)**	7	229	
	Taxi Balanced	4	4	
	Truck	15	15	
	Total	26	248	
	Total Vehicle	In	Out	Total
	AM	248	26	274
	MD	26	248	274

* This table is new to the EIS.

Overall, it is anticipated that during periods of peak construction activity, upwards of approximately 274 auto, taxi and truck trips would be generated in the AM and midday peak hours (see Table 16-2).

As described above, site activities would mostly take place during the typical construction shift of 7:00 AM to 3:30 PM. Table 16-2a provides the peak construction hourly trip projections for 2011. As shown in Table 16-2a, construction worker travel would typically take place during the hours before and after the work trip, while construction truck trips would be made throughout the day (with more trip concentrated during the early morning and afternoon).

TABLE 16-2a
2011 Peak Construction Trips by Hours

Hour	Construction Trips				Total Vehicle Trips		Total
	Vehicle Trips		Truck Trips				
	In	Out	In	Out	In	Out	
5- 6 AM	14	0	0	0	14	0	14
6- 7	233	11	15	15	248	26	274
7-8	43	1	4	4	47	5	52
8- 9	0	0	4	4	4	4	8
9-10	0	0	4	4	4	4	8
10-11	0	0	4	4	4	4	8
11-12	0	0	3	3	3	3	6
12- 1 PM	0	0	3	3	3	3	6
1- 2	0	0	3	3	3	3	6
2- 3	0	14	3	3	3	17	20
3- 4	11	233	15	15	26	248	274
4- 5	1	29	2	2	3	31	34
5-6	0	14	0	0	0	14	14
	302	302	60	60	362	362	724

Note: The construction coordinator for the project provided the peak work force estimate.

The assessment of potential significant traffic impacts generated by the proposed development is based on significant impact criteria defined in the *CEQR Technical Manual*. A significant traffic impact is defined for No-Build LOS A, B, or C conditions that deteriorate to unacceptable LOS D, E, or F in the Build condition. For No-Build LOS A, B, or C conditions that deteriorate to unacceptable LOS D, mitigation to mid-LOS D (45.0 seconds of delay for signalized intersections and 30.0 seconds of delay for unsignalized intersections) is required.

For a No-Build LOS D, an increase of Build delay by five or more seconds is considered a significant impact if the Build delay meets or exceeds 45.0 seconds. For a No-Build LOS E, the threshold is a four-second increase in Build delay; for a No-Build LOS F, a three-second increase in Build delay is significant. However, if a No-Build LOS F condition already has delays in excess of 100 seconds, an increase in Build delay of more than one second is considered significant, unless a proposed development would generate fewer than five vehicles through that intersection in the peak hour (signalized intersections) and fewer than five passenger-car-equivalents (PCEs) in the peak hour along the critical approach (unsignalized intersections). In addition, for a minor street of an unsignalized intersection to generate a significant impact, 90 PCEs must be identified in the Build condition in any peak hour.

Table 16-3 shows the results of the traffic analysis for the 2011 Construction Build condition, and highlights the impacted locations according to the above outlined *CEQR Technical Manual* criteria.

TABLE 16-3
2011 Build Construction Level of Service

ANALYZED INTERSECTIONS	Lane Group	AM Peak Hour						Midday Peak Hour					
		2011 No Build			2011 Build Construction			2011 No Build			2011 Build Construction		
		V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS
1. Waters Place (E-W) at Eastchester Road (N-S)	WB-L	0.42	24.0	C	0.43	24.1	C	0.70	40.4	D	0.76	43.1	D
	WB-R	0.57	22.1	C	0.59	22.5	C	0.72	26.8	C	0.88	37.8	D
	NB-TR	0.53	20.0	B	0.57	20.8	C	0.69	23.3	C	0.70	23.5	C
	SB-DefL	0.95	64.9	E	1.32	195.3	F *	0.86	33.5	C	0.89	37.2	D
	SB-T	0.25	11.7	B	0.25	11.7	B	0.33	6.4	A	0.33	6.4	A
2. Waters Place (E-W) at Industrial Street (N-S)	EB-DefL	0.83	45.5	D	2.09	531.5	F						
	EB-T	0.63	15.3	B	0.63	15.3	B						
	EB-LT		22.4	C		203.4	F *	0.80	20.1	C	0.83	22.0	C
	WB-TR	0.63	13.3	B	0.74	15.8	B	0.51	11.4	B	0.52	11.5	B
	SB-L	0.05	23.2	C	0.07	23.5	C	0.52	30.6	C	0.83	44.6	D
	SB-R	0.07	23.5	C	0.12	24.1	C	0.52	31.1	C	0.80	44.1	D
3. Waters Place (E-W) at Fink Avenue (N-S)	EB-TR	0.34	17.3	B	0.35	17.4	B	0.84	29.0	C	0.93	37.0	D
	WB-LT	0.49	19.2	B	0.59	20.8	C	0.37	17.6	B	0.38	17.7	B
	NB-LR	0.19	15.7	B	0.19	15.7	B	0.38	17.5	B	0.38	17.5	B
	SB-L	0.47	18.2	B	0.47	18.2	B	0.38	17.3	B	0.38	17.3	B
	SB-T	0.25	16.0	B	0.25	16.0	B	0.20	15.6	B	0.20	15.6	B
4. Waters Place (E-W) at entrance to Bronx Psychiatric Center (N-S)	EB-LT	0.75	21.4	C	0.82	25.3	C	0.86	24.2	C	0.96	36.3	D
	WB-TR	0.90	26.5	C	1.03	51.4	D *	0.70	17.2	B	0.71	17.4	B
	SB-LR	0.10	10.2	B	0.10	10.2	B	0.21	10.8	B	0.21	10.8	B
5. Waters Place (E-W) at Westchester Avenue (N-S)	EB-LT	0.46	18.9	B	0.47	19.0	B	0.92	35.4	D	0.99	47.8	D *
	NB-LT		17.4	B	NB-LT	21.5	C	0.39	17.8	B	0.40	18.0	B
	NB-DefL	0.32	18.2	B	NB-DefL 0.61	25.1	C						
	NB-T	0.27	16.8	B	NB-T 0.27	16.8	B						
	SB-DefL	0.28	17.3	B	0.28	17.3	B	0.40	20.3	C	0.41	20.5	C
	SB-T	0.28	16.9	B	0.28	16.9	B	0.36	17.9	B	0.36	17.9	B
	SB-LT		17.1	B		17.1	B		18.7	B		18.7	B
6. Little League Place at (E-W) Westchester Avenue (N-S)	WB-LR	0.34	24.3	C	0.61	31.0	C	0.49	27.4	C	0.51	27.8	C
	NB-T	0.21	11.0	B	0.22	11.1	B	0.32	12.0	B	0.32	12.0	B
	SB-T	0.36	12.5	B	0.37	12.5	B	0.35	12.3	B	0.36	12.4	B
7. Little League Place at (N-S) East Tremont Avenue (E-W) (unsignalized)	EB-LT	0.04	10.9	B	0.05	11.7	B	0.12	12.1	B	0.12	12.1	B
8. East Tremont Avenue (E-W) at Ericson Place (N-S)	EB-LT	0.23	14.6	B	0.23	14.6	B	0.51	18.1	B	0.51	18.1	B
	WB-T	0.34	15.7	B	0.34	15.8	B	0.48	17.5	B	0.48	17.5	B
	NB-LTR	0.75	32.9	C	0.87	39.4	D	0.67	30.4	C	0.68	30.6	C
9. East Tremont Avenue (E-W) at Blondell Avenue (N-S) (unsignalized)	EB-LT	0.06	11.8	B	0.06	11.8	B	0.20	14.0	B	0.20	14.0	B

NOTES:
This table is new to the EIS.
EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound
L-Left, T-Through, R-Right, DefL-Analysis considers a De facto Left Lane on this approach
V/C Ratio-Volume to Capacity Ratio, SEC/VEH-Seconds per Vehicle
LOS- Level of Service
* - Denotes Impacted Intersection
Analysis is based on the 2000 Highway Capacity Manual Methodology (HCS 2000)

TABLE 16-3
2011 Build Construction Level of Service
(continued)

ANALYZED INTERSECTIONS		Lane Group	AM Peak Hour						Midday Peak Hour					
			2011 No Build			2011 Build Construction			2011 No Build			2011 Build Construction		
			V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS
10. East Tremont Avenue (E-W) at Silver Street (N-S) (Eastchester Road)		EB-DefL	1.09	104.9	F	1.21	151.0	F *	0.77	37.3	D	0.79	38.7	D
		EB-T	0.36	23.2	C	0.36	23.2	C	0.46	19.1	B	0.46	19.1	B
		WB-T	0.29	21.4	C	0.29	21.4	C	0.38	16.9	B	0.38	16.9	B
		NB-L	0.33	43.3	D	0.33	43.3	D	0.07	35.1	D	0.07	35.1	D
		NB-TR	0.24	42.3	D	0.24	42.3	D	0.18	35.9	D	0.18	35.9	D
		SB-LR	1.04	106.1	F	1.07	113.1	F *	1.00	79.5	E	1.11	112.5	F *
11. East Tremont Avenue (E-W) at Castle Hill Avenue (N-S)		EB-T	0.67	39.4	D	0.71	40.8	D	0.53	30.4	C	0.54	30.5	C
		EB-R	0.19	12.7	B	0.19	12.7	B	0.51	20.4	C	0.51	20.4	C
		WB-LT	0.85	37.2	D	0.87	39.4	D	1.09	84.7	F	1.13	100.3	F *
		NB-L	0.83	55.0	D	0.83	55.0	D	0.77	43.7	D	0.77	43.7	D
		NB-R	0.16	38.5	D	0.16	38.5	D	0.20	32.4	C	0.20	32.4	C
12. East Tremont Avenue (E-W) and Williamsbridge Road (E-W) at Frisby Ave. (N-S)	*From E. Tremont Ave.*	EB-LT	0.19	23.8	C	0.19	23.8	C	0.52	27.6	C	0.52	27.6	C
	From Williamsbridge Rd.	EB-T	0.31	35.4	D	0.31	35.4	D	0.59	32.3	C	0.59	32.3	C
	To E. Tremont Ave	WB-T	0.32	25.4	C	0.32	25.4	C	0.45	26.2	C	0.45	26.2	C
	To Williamsbridge Rd.	WB-T	0.11	5.4	A	0.11	5.4	A	0.22	7.7	A	0.22	7.7	A
		NB-LR	0.19	42.2	D	0.19	42.2	D	0.45	32.7	C	0.45	32.7	C
13. Pelham Parkway North (E-W) at Eastchester Road (N-S)		WB-LTR	0.57	32.3	C	0.57	32.3	C	0.52	39.2	D	0.52	39.2	D
		NB-LT	0.26	7.7	A	0.27	7.7	A	0.49	12.4	B	0.51	12.6	B
		SB-TR	0.49	27.7	C	0.52	28.2	C	0.66	39.9	D	0.67	40.2	D
14. Pelham Parkway West (E-W) at Eastchester Road (N-S)		WB-L	0.61	25.9	C	0.61	25.9	C	0.77	53.7	D	0.77	53.7	D
		WB-TR	0.58	23.0	C	0.58	23.0	C	0.93	57.3	E	0.93	57.3	E
		WB-R												
		NB-DefL	0.40	16.3	B	0.42	16.8	B	0.45	17.5	B	0.54	21.4	C
		NB-T	0.45	16.2	B	0.46	16.4	B	0.64	14.6	B	0.66	15.1	B
		SB-TR	0.51	25.8	C	0.53	26.2	C	0.90	59.0	E	0.91	60.3	E
15. Pelham Parkway East (E-W) at Eastchester Road (N-S)		EB-LT	0.82	30.5	C	0.82	30.5	C	1.03	71.0	E	1.03	71.0	E
		NB-TR	0.34	23.5	C	0.36	23.7	C	0.58	29.0	C	0.65	30.5	C
		SB-LT	0.67	19.5	B	0.69	20.0	B	0.79	27.2	C	0.82	29.4	C
16. Westchester Avenue (N-S) at East Tremont Avenue (E-W)		EB-T	0.18	21.7	C	0.18	21.7	C	0.46	21.0	C	0.46	21.0	C
		EB-R	0.10	21.0	C	0.10	21.0	C	0.11	17.4	B	0.11	17.4	B
		WB-T	0.31	23.4	C	0.31	23.4	C	0.37	19.8	B	0.37	19.8	B
		NB-T	0.38	27.0	C	0.40	27.3	C	0.70	29.9	C	0.71	30.1	C
		SB-TR	0.40	20.1	C	0.40	20.1	C	0.42	15.7	B	0.43	15.8	B
17. Westchester Avenue (N-S) at Blondell Avenue (E-W)		WB-LT	0.24	22.8	C	0.24	22.8	C	0.43	21.4	C	0.43	21.4	C
		NB-LT	0.25	18.1	B	0.26	18.3	B	0.48	16.8	B	0.48	16.9	B
		SB-TR	0.55	29.6	C	0.56	29.7	C	0.65	26.9	C	0.66	27.2	C

NOTES:
This table is new to the EIS.
EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound
L-Left, T-Through, R-Right, DefL-Analysis considers a De facto Left Lane on this approach
V/C Ratio-Volume to Capacity Ratio, SEC/VEH-Seconds per Vehicle
LOS- Level of Service
* - Denotes Impacted Intersection
Analysis is based on the 2000 Highway Capacity Manual Methodology (HCS 2000)

TABLE 16-3
2011 Build Construction Level of Service
(continued)

ANALYZED INTERSECTIONS	Lane Group	AM Peak Hour						Midday Peak Hour					
		2011 No Build			2011 Build Construction			2011 No Build			2011 Build Construction		
		V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS
18. Westchester Avenue (N-S) at *From Ericson Pl.*	WB-LTR	0.54	35.4	D	0.54	35.4	D	0.78	43.1	D	0.78	43.1	D
Ericson Pl. and Hutchinson Pkwy (E-W)	NB-DefL	0.72	32.6	C	0.72	32.6	C	1.31	187.0	F	1.31	187.0	F
	NB-TR	0.63	26.5	C	0.63	26.5	C	1.04	74.0	E	1.04	74.0	E
	SB-LT	0.73	37.5	D	0.73	37.5	D	0.54	32.2	C	0.54	32.2	C
19. Eastchester Road (N-S) at	WB-LR	0.27	15.0	B	0.27	15.0	B	0.30	15.2	B	0.30	15.2	B
Bassett Road (E-W)	NB-TR	0.47	9.8	A	0.48	9.9	A	0.66	12.2	B	0.73	13.5	B
	SB-LT	0.40	9.3	A	0.46	9.9	A	0.56	11.1	B	0.58	11.4	B
20. Eastchester Road (N-S) at	EB-LR	0.19	15.2	B	0.19	15.2	B	0.18	14.5	B	0.18	14.5	B
Ives Street (E-W)	NB-LT	0.68	13.6	B	0.71	14.4	B	0.97	33.2	C	1.06	56.6	E
	SB-TR	0.27	8.2	A	0.33	8.6	A	0.47	9.8	A	0.47	9.9	A
21. Sackett Avenue (N-S) at	WB-L	---	9.8	A	—	9.8	A	---	9.0	A	—	9.0	A
Ives Street (E-W)	NB-R	---	7.9	A	—	7.9	A	---	7.6	A	—	7.6	A
unsignalized	SB-LT	---	10.5	B	—	10.5	B	---	9.2	A	—	9.2	A
22. Eastchester Road (N-S) at	EB-L	0.44	26.8	C	0.44	26.8	C	0.60	32.0	C	0.60	32.0	C
Morris Park Avenue (E-W)	EB-LT	0.22	22.5	C	0.22	22.5	C	0.33	24.4	C	0.33	24.4	C
	EB-R	0.45	26.5	C	0.45	26.5	C	0.74	37.0	D	0.74	37.0	D
	WB-LTR	0.06	20.2	C	0.06	20.2	C	0.19	22.0	C	0.19	22.0	C
	NB-L	0.78	27.8	C	0.85	35.7	D	0.99	75.9	E	1.01	80.3	F
	NB-TR	0.27	11.6	B	0.28	11.6	B	0.46	13.6	B	0.53	14.5	B
	SB-LT	0.52	22.6	C	0.60	24.1	C	0.57	23.7	C	0.59	24.1	C
	SB-R	0.56	25.6	C	0.56	25.6	C	0.52	24.6	C	0.52	24.6	C
23. Eastchester Road (N-S) at	EB-LTR	0.05	20.1	C	0.05	20.1	C	0.09	20.6	C	0.09	20.6	C
Stillwell Avenue (E-W)	WB-LTR	0.24	22.8	C	0.24	22.8	C	0.26	23.1	C	0.26	23.1	C
	NB-LT	0.23	11.2	B	0.24	11.3	B	0.42	13.2	B	0.48	13.9	B
	SB-LTR	0.57	15.3	B	0.64	16.5	B	0.56	15.2	B	0.57	15.3	B
24. Eastchester Road (N-S) at	WB-LR	0.18	25.7	C	0.18	25.7	C	0.13	19.1	B	0.13	19.1	B
Rhinelander Avenue (E-W)	NB-TR	0.19	7.9	A	0.20	8.0	A	0.56	25.4	C	0.62	26.8	C
	SB-LT	0.56	11.5	B	0.61	12.4	B	0.81	33.8	C	0.85	36.4	D

NOTES:
This table is new to the EIS.
EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound
L-Left, T-Through, R-Right, DefL-Analysis considers a De facto Left Lane on this approach
V/C Ratio-Volume to Capacity Ratio, SEC/VEH-Seconds per Vehicle
LOS- Level of Service
* - Denotes Impacted Intersection
Analysis is based on the 2000 Highway Capacity Manual Methodology (HCS 2000)

Construction Period Traffic Improvements

The conservative construction traffic analysis shows that traffic impacts would occur at one or two traffic movements at four intersections in the weekday AM peak hour, and at five intersections in the weekday midday peak hour during the peak construction period for PSAC II (see Table 16-3).

Mitigation measures proposed to mitigate Project operational impacts were evaluated to determine the appropriate strategies for addressing traffic impacts during construction (see Table 16-4). While the proposed mitigation measures for the proposed PSAC II development would be adequate for most of the impacted intersections, traffic impacts at three intersections in the AM peak hour and at one intersection in the midday peak hour would remain unmitigated during the peak construction period. Table 16-5 provides detailed traffic levels of service for the Build Construction condition with the mitigation measures proposed to mitigate Project operational impacts.

As shown in Table 16-5, traffic impacts would persist at the intersections of Waters Place and Industrial Street (future Marconi Street), Waters Place and the entrance to the Bronx Psychiatric Center, and East Tremont Avenue and Silver Street (Eastchester Road) in the AM peak hour, and at Water Place and Westchester Avenue in the PM peak hour during the peak construction period. Although these four intersections would continue have unmitigated traffic impacts during one peak hour, these impacts would not be considered significant and adverse. The identified traffic impacts would be temporary, and are expected to occur only during the peak construction period for PSAC II. This traffic analysis conservatively examines the worst-case condition or peak construction period. The identified traffic impacts would be short-term occurring only during the peak construction period.

Mitigation measures for the proposed PSAC II development would be implemented by 2011, thereby addressing most of the temporary construction impacts. The remaining temporary traffic impacts would be non-mitigable during the short peak construction period.

Transit and Pedestrians

A construction impact analysis of transit and pedestrian facilities may be conducted when construction activity is expected to be long in term with a closure, relocation or narrowing of a pedestrian facility (sidewalk, walkway or stairway) or transit access (bus stop or subway entrance) to allow for construction related activity.

Construction activity at the Project Site is not expected to impact any existing transit facilities. Appropriate measures would be taken to maintain pedestrian access between the Pelham Parkway, which the Bx 12 bus route travels along, and the HMC during all construction efforts. In all cases, pedestrian access would be maintained, with provisions for pedestrian safety (such as barriers, signage, sidewalk sheds, etc.) implemented as required by City building codes and NYCDOT.

Considering that pedestrian trips generated by construction workers would occur during off-peak hours, primarily along pedestrian routes with low to moderate background pedestrian traffic, no significant adverse impacts associated with the projected increment of construction-related pedestrian trips are anticipated. Appropriate measures for maintaining temporary sidewalks and overhead protections would be provided throughout construction.

TABLE 16-4
Proposed Traffic Improvement Measures for the Peak Construction Period of PSAC II

Intersection	Approach	Period	Current Signal Timing (Seconds)	Mitigation Signal Timing (Seconds)	Description of Mitigation
1 Waters Place (WB) @ Eastchester Road (N-S)	WB NB/SB SB	AM/MD	36/23 45/45 9/22	No Changes	Prohibit parking on the east side of the NB approach for 100 ft and stripe for a right-turn only lane.
2 Waters Place (E-W) @ Industrial Street (N-S) (Future Marconi Street)	EB/WB NB	AM/MD	59/59 31/31	No Changes	Prohibit parking on the north side of the WB approach for 100 ft and stripe for a right-turn only lane.
10 East Tremont Ave (E-W) @ Silver Street (N-S) (Eastchester Road)	EB/WB NB SB	AM/MD	59/46 27/16 34/28	63/49 No Change 30/25	Prohibit parking on the west side of the SB approach for 100 ft to restripe to a left and right only lane. Transfer 4 and 3 sec of green time from SB phase to East Tremont EB/WB phase in the AM and midday peak hours, respectively.
11 East Tremont Ave (E-W) @ Castle Hill Ave. (N-S)	EB/WB WB NB PED	MD	42/29 18/11 32/22 28/28	No Changes	Align the centerline of the WB approach to southern edge of the median of the EB approach. Restripe the WB approach to include a left turn lane and 2 through lanes.
20 Eastchester Road (N-S) @ Ives Street (E-W)	EB NB/SB	MD	24/24 36/36	24/22 36/38	Transfer 2 seconds of green time from EB phase to NB/SB phase in the midday peak hour.
22 Eastchester Road (N-S) @ Morris Park Avenue (E-W)	EB/WB NB/SB NB	MD	36/36 40/40 14/14	No Change 40/36 14/18	Transfer 4 sec of green time from NB/SB phase to NB phase in the midday peak period.

Notes:

Signal timings indicate green plus yellow (including all-red) for each phase.

* This table is new to the EIS.

TABLE 16-5
2011 Level of Service under Construction of PSAC II with Traffic Improvements

		AM Peak Hour									
		2011 No Build			2011 Build Construction				2011 Build with Improvements			
INTERSECTIONS	Lane Group	V/C Ratio	Delay (sec)	LOS		V/C Ratio	Delay (sec)	LOS		V/C Ratio	Delay (sec)	LOS
1. Waters Place (E-W) at Eastchester Road (N-S)	WB-L	0.42	24.0	C		0.43	24.1	C		0.43	24.1	C
	WB-R	0.57	22.1	C		0.59	22.5	C		0.59	22.5	C
	NB-TR	0.53	20.0	B		0.57	20.8	C	NB-TR		18.1	B
									NB-T	0.29	16.7	B
									NB-R	0.47	20.3	C
	SB-DefL	0.95	64.9	E		1.32	195.3	F *		0.92	51.6	D
	SB-T	0.25	11.7	B		0.25	11.7	B		0.25	11.7	B
2. Waters Place (E-W) at Industrial Street (N-S)	EB-DefL	0.83	45.5	D	EB-DefL	2.09	531.5	F		1.02	75.7	E *
	EB-T	0.63	15.3	B	EB-T	0.63	15.3	B		0.29	8.3	A
	WB-TR	0.63	13.3	B		0.74	15.8	B	WB-TR		9.9	A
									WB-T	0.41	9.2	A
									WB-R	0.49	11.2	B
	SB-L	0.05	23.2	C		0.07	23.5	C		0.08	25.1	C
	SB-R	0.07	23.5	C		0.12	24.1	C		0.13	25.7	C
4. Waters Place (E-W) at entrance to Bronx Psychiatric Center (N-S)	EB-LT	0.75	21.4	C		0.82	25.3	C		0.82	25.3	C
	WB-TR	0.90	26.5	C		1.03	51.4	D *		1.03	51.4	D *
	SB-LR	0.10	10.2	B		0.10	10.2	B		0.10	10.2	B
10. East Tremont Avenue (E-W) at Silver Street (N-S) (Eastchester Road)	EB-DefL	1.09	104.9	F		1.21	151.0	F *		1.11	108.7	F *
	EB-T	0.36	23.2	C		0.36	23.2	C		0.34	20.4	C
	WB-T	0.29	21.4	C		0.29	21.4	C		0.27	18.9	B
	NB-L	0.33	43.3	D		0.33	43.3	D		0.33	43.3	D
	NB-TR	0.24	42.3	D		0.24	42.3	D		0.24	42.3	D
	SB-LR	1.04	106.1	F		1.07	113.1	F *	SB-LR		63.8	E
									SB-LR-shared	0.36	41.4	D
									SB-R	0.89	73.0	E

		Midday Peak Hour									
		2011 No Build			2011 Build Construction				2011 Build with Improvements			
INTERSECTIONS	Lane Group	V/C Ratio	Delay (sec)	LOS		V/C Ratio	Delay (sec)	LOS		V/C Ratio	Delay (sec)	LOS
5. Waters Place (E-W) at Westchester Avenue (N-S)	EB-LT	0.92	35.4	D		0.99	47.8	D *		0.99	47.8	D *
	NB-LT	0.39	17.8	B		0.40	18.0	B		0.40	18.0	B
	SB-DefL	0.40	20.3	C		0.41	20.5	C		0.41	20.5	C
	SB-T	0.36	17.9	B		0.36	17.9	B		0.36	17.9	B
10. East Tremont Avenue (E-W) at Silver Street (N-S) (Eastchester Road)	EB-DefL	0.77	37.3	D		0.79	38.7	D		0.72	30.2	C
	EB-T	0.46	19.1	B		0.46	19.1	B		0.43	16.7	B
	WB-T	0.38	16.9	B		0.38	16.9	B		0.35	14.9	B
	NB-L	0.07	35.1	D		0.07	35.1	D		0.07	35.1	D
	NB-TR	0.18	35.9	D		0.18	35.9	D		0.18	35.9	D
	SB-LR	1.00	79.5	E		1.11	112.5	F *	SB-LR		39.8	D
									SB-LR-shared	0.51	32.0	C
									SB-R	0.79	45.0	D
11. East Tremont Avenue (E-W) at Castle Hill Avenue (N-S)	EB-T	0.53	30.4	C		0.54	30.5	C		0.54	30.5	C
	EB-R	0.51	20.4	C		0.51	20.4	C		0.51	20.4	C
	WB-LT	1.09	84.7	F		1.13	100.3	F *	WB-LT		30.3	C
									WB-L	0.45	30.5	C
									WB-T	0.81	30.3	C
	NB-L	0.77	43.7	D		0.77	43.7	D		0.77	43.7	D
	NB-R	0.20	32.4	C		0.20	32.4	C		0.20	32.4	C
20. Eastchester Road (N-S) at Ives Street (E-W)	EB-LR	0.18	14.5	B		0.18	14.5	B		0.20	16.0	B
	NB-LT	0.97	33.2	C		1.06	56.6	E *		0.99	35.5	D
	SB-TR	0.47	9.8	A		0.47	9.9	A		0.45	8.5	A
22. Eastchester Road (N-S) at Morris Park Avenue (E-W)	EB-L	0.60	32.0	C		0.60	32.0	C		0.60	32.0	C
	EB-TR	0.33	24.4	C		0.33	24.4	C		0.33	24.4	C
	EB-R	0.74	37.0	D		0.74	37.0	D		0.74	37.0	D
	WB-LTR	0.19	22.0	C		0.19	22.0	C		0.20	22.0	C
	NB-L	0.99	75.9	E		1.01	80.3	F *		0.92	57.9	E
	NB-TR	0.46	13.6	B		0.53	14.5	B		0.53	14.5	B
	SB-LT	0.57	23.7	C		0.59	24.1	C		0.66	28.6	C
	SB-R	0.52	24.6	C		0.52	24.6	C		0.59	29.6	C

NOTES:
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L-Left, T-Through, R-Right, DefL-Analysis considers a De facto Left Lane on this approach
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LOS- Level of Service
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Analysis is based on the 2000 Highway Capacity Manual Methodology (HCS 2000)

Air Quality

Possible impacts on local air quality during construction of the proposed development on the Project Site include:

- Fugitive dust (particles and particulate matter) emissions from land clearing operations, excavation, materials transfer, and vehicle travel on paved and unpaved roads;
- Mobile source emissions, including hydrocarbons, nitrogen oxide, and carbon monoxide.

New York City Local Law 77 was passed in December 2003 in order to reduce air pollutants emitted by non-road construction equipment used on City projects. This law requires the use of ultra-low sulfur diesel (ULSD) and "best available technology" (BAT) for reducing emissions from non-road equipment greater than 50 horsepower. The law applies to "any diesel-powered non-road vehicle that is owned by, operated by or on the behalf of, or leased by a City Agency." Therefore, construction projects undertaken by city agencies, either directly or through contractors, would be required to meet the requirements of Local Law 77. Adherence to Local Law 77 would reduce the level of emissions from the on-site construction equipment and from the trucks transporting material to and from the construction sites.

Fugitive Emissions

Fugitive dust emissions could occur from land clearing, excavation, hauling, dumping, spreading, grading, compaction, wind erosion, and traffic over paved and unpaved areas. Actual quantities of emissions depend on the extent and nature of the land clearing operations, the type of equipment employed, the physical characteristics of the underlying soil, the speed at which construction vehicles are operated, and type of fugitive dust control methods employed. The USEPA has suggested, in general, an overall emission rate of about 1.2 tons of particulate matter per acre per month of active construction from all phases of land clearing operations with no fugitive dust control measures. However, this is a national estimate and actual emissions would vary widely depending on may factors, including the intensity and type of land clearing operations.

Much of the fugitive dust generated by construction activities consists of relatively large-size particles (greater than 100 microns in diameter), which are expected to settle within a short distance (within 20 to 30 feet) from the construction site and to not significantly impact nearby buildings or people. All appropriate fugitive dust control measures—including watering of exposed areas and dust covers for trucks—would be employed during construction of the proposed PSAC II development on the Project Site. As a result, no significant air quality impacts from fugitive dust emissions would be anticipated during construction.

Mobile Source Emissions

Mobile source emissions may result from the operation of construction equipment, trucks delivering materials and removing debris, workers' private vehicles, or occasional disruptions in traffic near the construction site. Localized increases in mobile source emissions would be minimized by following standard traffic maintenance requirements, such as:

- Construction requiring temporary street closings would be performed during off-peak houses wherever possible;
- The existing number of travel lanes would be maintained to the maximum extent possible;

- Idling of delivery trucks or other equipment would not be permitted during unloading or other inactive times.

While it would be expected that there would be a localized increase in mobile source emissions, these emissions are not expected to significantly impact air quality. Moreover, any such impacts, while minimal, would also be temporary. Therefore, no significant air quality construction impacts from mobile sources are anticipated.

Noise

Impacts on noise levels during construction of the proposed PSAC II development include noise and vibration from construction equipment operation, and noise from construction and delivery vehicles traveling to and from the site. The severity of impact from these noise sources would depend on the noise characteristics of the equipment and activities involved, the construction schedule, and the distance to potentially sensitive noise receptors. Noise and vibration levels at a given location are dependent on the kind and number of pieces of construction equipment being operated, as well as the distance from the construction site. Typical noise levels of construction equipment that may be employed during the construction process are listed in Table 16-6. Noise levels caused by construction activities would vary widely, depending on the phase—land clearing and excavations, foundation and capping, erection of structural steel, construction of exterior walls, etc—and the specific task being undertaken.

Increased noise levels caused by construction activities can be expected to be most significant during the early stages of construction. The most significant noise source associated with the construction equipment would be the use of jackhammers, paving breakers, and pile drivers. This noise would be intrusive and would be heard by the employees at surrounding businesses and the residents that live within several blocks of the Project Site. Increases in noise levels caused by delivery trucks and other construction vehicles would not be significant. Small increases in noise levels are expected to be found near a few defined truck routes and the streets in the immediate vicinity of the Project Site.

Construction noise is regulated by the New York City Noise Control Code and by USEPA noise emission standards for construction equipment. These local and federal requirements mandate that certain classifications of construction equipment and motor vehicles meet specified noise emissions standards; that, except under exceptional circumstances, construction activities be limited to weekdays between the hours of 7:00 AM and 6:00 PM; and that construction material be handled and transported in such a manner as not to create unnecessary noise. These regulations would be carefully followed. In addition, appropriate low-noise emission level equipment and operational procedures would be used. Directives to the construction contractor would ensure compliance with noise control measures. Therefore, construction noise at the Project Site would be similar to other development projects in the city, and would not result in significant adverse impacts.

Public Health

During construction of the proposed PSAC II development, traffic associated with passenger vehicles, as well as heavy-duty trucks, is expected to increase, potentially contributing to increases in particulate matter (PM) levels in the area. However, these emissions are not expected to significantly affect public health. Most of the increase in vehicle trips associated with the proposed development would be from gasoline vehicles, which emit relatively little PM. The total peak number of heavy-diesel vehicles generated by the proposed development during construction at any intersection is below the threshold

(21 trucks per hour at any intersection) currently being used on projects sponsored by the NYCDEP to determine whether an air quality impact analysis of PM smaller than 2.5 microns is necessary.

TABLE 16-6
Typical Noise Emission Levels for Construction Equipment

Equipment Item	Noise Level at 50 feet (dBA)
Air Compressor	81
Asphalt Spreader (paver)	89
Asphalt Truck	88
Backhoe	85
Bulldozer	87
Compactor	80
Concrete Plant	83 (1)
Concrete Spreader	89
Concrete Mixer	85
Concrete Vibrator	76
Crane (derrick)	76
Delivery Truck	88
Diamond Saw	90 (2)
Dredge	88
Dump Truck	88
Front End Loader	84
Gas-driven Vibro-compactor	76
Hoist	76
Jack Hammer (Paving Breaker)	88
Line Drill	98
Motor Crane	83
Pile Driver/Extractor	101
Pump	76
Roller	80
Shovel	82
Truck	88
Vibratory Pile Driver/Extractor	89 (3)

Notes:
[1] Wood, E.W. and A.R. Thompson, Sound Level Survey, Concrete Batch Plan; Limerick Generating Station, Bolt Beranek and Newman Inc., Report 2825, Cambridge, MA, May 1974.
[2] New York State Department of Environmental Conservation, *Construction Noise Survey, Report No. NC-P2*, Albany, NY, April 1974.
[3] F.B. Foster Company, Foster *Vibra Driver/Extractors, Electric Series Brochure*, W-925-10-75-5M.
Sources: Patterson, W. N., R. A. Ely, and S. M. Swanson, *Regulation of Construction Activity Noise*, Bolt Beranek and Newman Inc., Report 2887, for the Environmental Protection Agency, Washington DC, November 1974, except for notated items.

D. CONCLUSION

Construction of the proposed PSAC II development would create some disruptions and inconveniences on surrounding land uses, but these would be temporary in nature and would be minimized, as the proposed development is required to comply with various regulations. The proposed PSAC II development will also coordinate with the NYCDEP to ensure that hazardous materials concerns are addressed and therefore impacts related to hazardous material will be avoided. In addition, effects of the proposed development on transportation and air quality are also governed by applicable government regulations and no impacts related to these areas are expected to occur.

Accordingly, with its compliance to applicable regulations and construction management practices, the Proposed Action would not result in significant adverse impacts during project construction. Traffic

mitigation measures for the proposed PSAC II development would be implemented by 2011, thereby addressing most of the temporary construction impacts. The remaining temporary traffic impacts would be non-mitigable during the short peak construction period.

A. INTRODUCTION

This chapter assesses the potential for public health related impacts associated with the Proposed Action. For determining whether a public health assessment is appropriate, the *City Environmental Quality Review (CEQR) Technical Manual* lists the following as public health concerns for which a public health assessment may be warranted:

- Increased vehicular traffic or emissions from stationary sources resulting in significant adverse air quality impacts;
- Increased exposure to heavy metals (e.g. lead) and other contaminants in soil/dust resulting in significant adverse impacts;
- The presence of contamination from historic spills or releases of substances that might have affected or might affect ground water to be used as a source of drinking water;
- Solid waste management practices that could attract vermin and result in an increase in pest populations (e.g. rats, mice, cockroaches, and mosquitoes);
- Potentially significant adverse impacts to sensitive receptors from noise or odors;
- Vapor infiltration from contaminants within a building or underlying soil (e.g., contamination originating from gasoline stations or dry cleaners) that may result in significant adverse hazardous materials or air quality impacts;
- Actions for which the potential impact(s) result in an exceedance of accepted federal, state, or local standards.

The Proposed Action would facilitate the construction of the second Public Safety Answering Center II (PSAC II) on an approximately 8.75 site in the Pelham Parkway area of the northeastern Bronx. As the proposed development site does not have any linear frontage adjacent to a public street, the Proposed Action would also map an existing private access roadway (Industrial Street) as a public street (Marconi Street) to ensure permanent vehicular access and utility services to the proposed PSAC II development along a public right-of-way.

The proposed PSAC II development would be a parallel operation to the existing PSAC I in Brooklyn that would augment and provide redundancy to the current emergency 911 response services in the City. It is expected to improve voice and data communications infrastructures in the City of New York (the "City"), and therefore, public safety by heightening emergency response ability and disaster recovery capacity in the City using two load-balanced facilities (PSAC I and PSAC II). The proposed development is also expected to strengthen the City's ability to maintain communication in the event of a natural disaster or terrorist attack.

B. ASSESSMENT

The *CEQR Technical Manual* states that a public health assessment may not be necessary for many proposed actions but a thorough consideration of health issues should be documented. In determining whether the Proposed Action has the potential to adversely affect public health, the following has been considered:

- ***Whether increased vehicular traffic or emissions from stationary sources would result in significant air quality impacts.***

  The potential for these impacts was examined in Chapter 14, "Air Quality." One key intersection location (with multiple receptors) was selected for carbon dioxide (CO) microscale analysis, while a PM microscale analysis was not warranted, as the Proposed Action would not meet the preliminary threshold of adding emissions equivalent to the volume of 19 heavy duty diesel vehicles (HDDV) on a collector-type road with future daily volume over 5,000 vehicles.

  For conservative analysis purposes, the mobile source CO analysis considered the temporary Consolidated Operations of the proposed PSAC II development, when the staffs of both PSAC I and PSAC II (total of up to 1,700 employees) would work at the site on a temporary/emergency basis. CO modeling was conducted for the weekday midday peak period for the intersection of Waters Place and Industrial Street (future Marconi Street), which would experience the highest project-generated increment of traffic. As described in Chapter 14, the Proposed Action would not result in any violations of the CO standard and would not have any significant impacts at the receptor sites. Therefore, the results show that the development of the proposed PSAC II development associated with the Proposed Action would not result in any significant adverse air quality impacts from mobile sources for carbon monoxide (CO), PM_{10} and $PM_{2.5}$. The air quality analysis also determined that the proposed accessory parking facility would not result in significant adverse impacts.

  As also detailed in Chapter 14, there would be no potential significant adverse stationary air quality impacts. For HVAC emissions, there are no buildings that are taller than the proposed 350-foot tall (with an elevation of 374 feet) office building, where the boiler stack for the structure would be located. As such, according to the *CEQR Technical Manual* screening procedures, no significant air quality impacts of the proposed development's HVAC system emissions on nearby sensitive land uses are anticipated. For potential air toxic and industrial source emissions, an investigation of industrial sources identified that there are no industrial facilities of concern located within either 400 or 1,000 foot radii of the proposed development site and therefore, no air quality impacts from existing land uses is projected.

  As a result, the Proposed Action would not result in significant adverse impacts related to air quality.

- ***If there is an increased potential for exposure to contaminants in soil or dust or vapor infiltration from contaminants within a building or underlying soil that may result in significant adverse hazardous materials or air quality impacts.***

  The Proposed Action has this potential, although the magnitude of the impact is not expected to be substantially beyond what occurs at most urban sites. The hazardous materials assessment presented in Chapter 7, "Hazardous Materials" identified the presence of subsurface contamination due to historic and existing uses at the Project Site and the surrounding area that

require remediation in the future with the Proposed Action. The Phase II Environmental Subsurface Investigation (ESI) results indicated fill soil throughout the Project site has elevated levels of polycyclic aromatic hydrocarbons (PAHs) and Target Analyte List (TAL) Metals, which are characteristic of urban fill. The Phase II ESI results also indicated elevated levels of PAHs and TAL Metals in the groundwater, which can be attributed to the fill and the turbid nature of the groundwater samples that were collected.

Standard measures for addressing areas of contamination identified thus far are outlined in Chapter 18, "Mitigation." Typical mitigation measures include remedial activities (remediation) such as excavation of contaminated soil or installation of a groundwater pump and treat system, as well as institutional and engineering controls that may already be in place or may be inherent to the planned redevelopment (e.g., paving an area for parking results in a "cap" that prevents direct contact with contaminated soil below). Intrusive activities (construction) at most previously developed urban sites would involve mitigation in the form of proper soil handling and management, preparation and adherence to a site-specific Health and Safety Plan (HASP) that considers the presence of contaminants, and implementation of a Community Air Monitoring Plan (CAMP). NYCDEP must approve any Remedial Action Plans and construction HASPs prior to undertaking mitigation (remedial) activities at the Project Site. NYSDEC must also approve any remedial plans related to spill cleanup. Any necessary remediation would be performed in accordance with all City, state, and federal regulations and protocols prior to the commencement of construction. As a result, the Proposed Action would not result in significant adverse impacts related to hazardous materials.

- ***Whether solid waste management practices could attract vermin and result in an increase in pest populations.***

  No solid waste management practices are proposed beyond those that occur at most commercial and other non-residential uses found in the City. These practices would include all contemporary solid waste collection and containment practices and conformance with the laws of the New York City Board of Health. The proposed development would occur in an area that is currently served by private commercial carters (for non-residential uses) and the New York City Department of Sanitation residential and municipal trash and recycling pickups. The Proposed Action would not affect the delivery of these services, or place a significant burden on the City's solid waste management system.

- ***Potentially significant adverse impacts to sensitive receptors from odors.***

  No new odor sources would be created as a result of the Proposed Action.

- ***Potentially significant adverse impacts to sensitive receptors from noise.***

  The potential for these impacts was examined in Chapter 15, "Noise." A total of three noise receptor locations were analyzed within and immediately adjacent to the Project Site, including two locations along Industrial Street (future Marconi Street) and one within the boundaries of proposed development site. The Proposed Action would result in changes to noise conditions in the study area, due to proposed PSAC II development and the establishment of a new public street, which would generate increases in traffic. The Proposed Action would generate no new significant sources of noise.

As detailed in Chapter 15, no significant adverse noise impacts are anticipated for Monitoring Locations 2 and 3. Build conditions noise levels at Monitoring Location 1 would remain in the Marginally Unacceptable II category, and at Monitoring Location 2 would be placed in the Marginally Unacceptable II category, as compared to the Marginally Unacceptable I category in the No-Build condition. Although noise levels at Monitoring Location 2 (the little league ball fields) would increase by 3.0 dBA during the peak AM period (6:30 AM to 7:30 AM), the ball fields are not in use at this time, so no impact would occur to users of the ball fields. During the afternoon period, when the fields could be in use, the relative increase between the No-Build and Build conditions is below 3.0 dBA, and therefore, no impact would occur.

Substantial noise level increases would occur at the proposed development site (Monitoring Location 3) due to traffic from the proposed PSAC II development. However, this would not constitute a significant adverse noise impact as no sensitive receptors are or would be present at this location. Traffic generated by the proposed development would enter the accessory parking garage at the southwestern boundary of the proposed development site. This garage would extend along the southern boundary of the proposed development and would be approximately 125 feet wide with a separate vehicular access/egress points on its western façade. The proposed PSAC II building would be positioned near the center of the proposed development site, setback from the northern façade of the garage by approximately 100 feet. Therefore, the approximate distance from the garage entrance to the PSAC II building is about 170 feet, which would provide for some attenuation of the traffic noise. Noise levels at the proposed PSAC II building are expected to fall below 65.0 dBA, which is within the Marginally Acceptable category and would be comparable to Existing and No-Build noise levels. The relative increase in noise would be below 4.4 dBA and would not exceed the CEQR impact criteria, and therefore, not be considered a significant impact.

In addition, mechanical equipment such as heating, ventilation, and air conditioning systems would be designed to meet all applicable noise regulations and requirements, and would be designed to produce noise levels which would not result in any significant increases in ambient noise levels.

- No activities are proposed that would exceed accepted City, state, or federal standards with respect to public health.

For the reasons stated above, no significant adverse impacts on public health are expected as a result of the Proposed Action.

PUBLIC SAFETY ANSWERING CENTER II
CHAPTER 18: MITIGATION[1]

A. INTRODUCTION

The preceding chapters of the EIS discuss the potential for significant adverse impacts to result from the Proposed Action. Where such significant adverse impacts have been identified, pursuant to *City Environmental Quality Review (CEQR) Technical Manual* guidelines measures are examined to minimize or eliminate the anticipated significant adverse impacts. This chapter provides a description of the measures needed to mitigate identified significant adverse impacts in the areas of hazardous materials and traffic. As discussed in detail in Chapter 2, "Land Use, Zoning, and Public Policy," the Proposed Action would also result in result in an adverse zoning impact. According to the *CEQR Technical Manual,* a significant and adverse zoning impact would result if the action caused a substantial number of uses or structures to become nonconforming, or if it conflicted with another public policy to protect those uses. The Proposed Action would displace required accessory parking spaces causing non-conformance on the Hutchinson Metro Center ("HMC") site, whereby the site would no longer comply with the site's M1-1 zoning parking regulations. In addition, the City's acquisition of proposed development site as well the area comprising the proposed public street (Marconi Street), would cause the HMC site to exceed its permitted maximum floor area (FAR of 1.0 in M1-1). Therefore, the Proposed Action would result in an adverse, but not significant, zoning impact, and mitigation measures have not been developed for this adverse zoning impact, which would remain.

B. HAZARDOUS MATERIALS

Human exposure to hazardous material can be reduced or eliminated using proven remedial technologies and/or institutional and engineering controls. Typical hazardous materials mitigation measures include remedial activities (remediation) such as excavation of contaminated soil or the installation of a groundwater pump and treat system. Mitigation also includes institutional and engineering controls that may already be in place or may be inherent to the proposed redevelopment (e.g., paving an area for parking results in a "cap" that prevents direct contact with contaminated soil below). As discussed in Chapter 7, "Hazardous Materials," the Phase II Environmental Subsurface Investigation (ESI) results for the Project Site indicated that fill soil throughout the site has elevated levels of Polycyclic Aromatic Hydrocarbons (PAHs) and Target Analyte List (TAL) Metals, which are characteristic of urban fill. The Phase II ESI results also indicated elevated levels of PAHs and TAL Metals in the groundwater, which can be attributed to the fill and the turbid nature of the groundwater samples that were collected.

[1] Edits to the text of the Mitigation Chapter reflect requested revisions and technical comments made by NYCDOT between Draft and Final EIS.

Intrusive activities (construction) at most previously developed urban sites would involve mitigation in the form of proper soil handling and management, preparation and adherence to a site-specific Construction Health and Safety Plan (CHASP) that considers the presence of contaminants, and implementation of a Community Air Monitoring Plan (CAMP) to minimize the creation and dispersion of fugitive airborne dust.

All remediation measures would be undertaken pursuant to a Remediation Action Plan (RAP) approved by the New York City Department of Environmental Protection (NYCDEP). Prior to any excavation or construction activity at the Project Site, a CHASP would also need to be prepared that will meet the requirements set forth by the Occupational, Safety and Health Administration (OSHA), New York State Department of Health (NYSDOH), NYCDEP, and any other applicable regulations. The CHASP would identify the possible locations and risks associated with the potential contaminants that may be encountered, and the administrative and engineering controls that would be utilized to mitigate concerns. The New York State Department of Environmental Conservation (NYSDEC) must also approve any remedial plans related to spill cleanup. These measures would ensure that no significant adverse impact related to hazardous material would occur.

Impacted soil in the area of proposed excavation should be removed and disposed of in accordance with all applicable local, state, and federal regulations. Unpaved or landscaped surfaces should be covered with at least two feet of certified, clean fill and vegetative top soil. Due to the presence of Target Compound List (TCL) volatile organic compounds (VOCs), semi-volatile organic compounds (SVOCs), and metal concentrations above applicable standards at several sampling locations, dust control procedures are recommended during excavation activities to minimize the creation and dispersion of fugitive airborne dust. The CAMP would require real-time monitoring for VOCs and particulates (i.e., dust) at the downwind perimeter of each designated work area when certain activities are in progress at contaminated site. The CAMP is intended to provide a measure of protection for the downwind community from potential airborne contaminant releases as a direct result of investigative and remedial work activities.

Contract documents should identify provisions and a contingency plan for managing, handling, transporting and disposing of non-hazardous petroleum impacted soil and potentially hazardous soil for lead. The Contractor should be required to submit a Materials Handling Plan, to identify the specific protocol and procedures that will be employed to manage the waste in accordance with applicable regulations.

In addition, the removal of existing fencing on the site could involve the disturbance of surfaces with lead-based paint. To protect workers from exposure to lead, U.S. Occupational Safety and Health Administration (OSHA) regulations would be complied with.

C. TRAFFIC

The Proposed Action's significant adverse traffic impacts are summarized in Chapter 12, "Traffic and Parking". As also described in Chapter 12, significant adverse impacts to parking are not anticipated. The proposed 500 space accessory parking facility would provide enough capacity to accommodate all of the demand generated by the proposed PSAC II development under Typical Operations. During the Consolidated Operation of PSAC II, the 500-space accessory garage would operate at capacity with a maximum accumulation of 496 spaces and a utilization rate of 99 percent with only four available spaces. In the event additional vehicles would need to park at the garage causing an overflow, the New York City Police Department (NYPD) would direct vehicles to park elsewhere on-site. It should be

noted that PSAC II would be a secured facility with no unauthorized access. The results of the parking analysis also indicate that although the provided accessory parking capacity of the HMC would no longer comply with the site's M1-1 zoning parking regulations (which, as discussed above and in Chapter 2, "Land Use, Zoning, and Public Policy" would result in an adverse, but not significant, zoning impact), the HMC would retain a sufficient number of parking spaces to accommodate all of its projected 2012 parking demand. Therefore, the possible mitigation measures discussed below only focus on significant adverse traffic impacts.

Traffic

As discussed in Chapter 12, "Traffic and Parking", the Proposed Action would result in significant adverse traffic impacts at a total of six signalized intersections (three in the AM, six in the midday) under Typical Operations of the proposed PSAC II development when the facility would normally operate with a staff size of approximately 850 employees (PSAC II staff only) that would work primarily in three main shifts throughout a 24-hour period. As proposed PSAC II development is expected to typically operate at this staffing level, a traffic mitigation plan was therefore developed to address these impacts. This mitigation plan, summarized in Table 18-1, consists of changes to signal timing and phasing, changes to curbside parking regulations on impacted approaches, and striping changes at some impacted intersection approaches.

According to the *CEQR Technical Manual*, a significant traffic impact can be considered mitigated if measures implemented return projected future conditions to what they would have been if the Proposed Action were not in place, or to an acceptable level. For a future No-Build LOS A, B or C, mitigating to mid-LOS D is required (45 seconds of delay for signalized intersection and 30 seconds for unsignalized intersections).

The effectiveness of the proposed traffic plan, in terms of addressing significant adverse impacts that would result from the proposed PSAC II development under Typical Operations is shown in Table 18-2. As discussed below, the proposed traffic mitigation measures would fully mitigate the traffic impacts that would occur as a result of the Proposed Action in both the AM (6:30 AM to 7:30 AM) and midday (2:30 PM to 3:30 PM) peak hours, under Typical Operations.

As also described in Chapter 12, the Proposed Action would result in significant traffic impacts at a total of nine intersections (six in the AM peak hour, nine in the midday peak hour) under Consolidated Operations. With the exception of the eastbound de facto left-turn movement at the intersection of East Tremont Avenue and Silver Street in the AM peak period and the eastbound defacto left-turn and southbound left and right turns at the intersection of Waters Place and Industrial Street (future Marconi Street), as well as the northbound left-through movement at the intersection of Eastchester Road and Ives Street in the midday peak hour, the mitigation plan proposed for the six signalized intersections significantly impacted by the proposed PSAC II development under Typical Operations would also fully mitigate the traffic impacts at most of these intersections under the temporary Consolidated Operations of the facility (i.e., PSAC I employees would temporarily be relocated to PSAC II and staff members of PSAC I and PSAC II would be combined). In addition, as discussed in further detail in Chapter 12, three additional signalized intersections (Waters Place at the entrance to the Bronx Psychiatric Center, Little League Place at Westchester Avenue, and East Tremont Avenue at Ericson Place) would also be significantly impacted in both the AM and midday peak hours under Consolidated Operations. As the proposed PSAC II development is expected to accommodate the staffs of both PSAC I and PSAC II on a temporary/emergency basis, measures to mitigate traffic impacts have been coordinated with the New York City Department of Transportation (NYCDOT) and would include New York City Police Department (NYPD) traffic enforcement agents to improve safety and the flow of traffic at these intersections.

TABLE 18-1
Proposed Traffic Mitigation Measures under Typical Operating Conditions of PSAC II
(PSAC II employees only)

Intersection	Approach	Period	Current Signal Timing (Seconds)	Change in Signal Timing (Seconds	Mitigation Signal Timing (Seconds)	Description of Mitigation
1 Waters Place (WB) @ Eastchester Road (N-S)	WB NB/SB SB	AM/MD	36/23 45/45 9/22	No Change No Change No Change	36/23 45/45 9/22	Prohibit parking on the east side of the NB approach for 100 ft and stripe for a right-turn only lane. *Existing:* NB- 2LTR *Proposed:* NB- 2LT + 1R
2 Waters Place (E-W) @ Industrial Street (N-S) (Future Marconi Street)	EB/WB NB	AM/MD	59/59 31/31	No Change No Change	59/59 31/31	Prohibit parking on the north side of the WB approach for 100 ft and stripe for a right-turn only lane. *Existing:* WB- 2TR *Proposed:* WB- 2TH + 1R
10 East Tremont Ave (E-W) @ Silver Street (N-S) (Eastchester Road)	EB/WB NB SB	AM/MD	59/46 27/16 34/28	04/03 No Change -04/-03	63/49 27/16 30/25	Prohibit parking on the west side of the SB approach for 100 ft to restripe to a left and right only lane. Transfer 4 ,and 3 sec of green time from SB phase to East Tremont EB/WB phase in the AM and midday peak hours, respectively. *Existing:* SB- 1LR *Proposed:* SB- 1LR + 1R
11 East Tremont Ave (E-W) @ Castle Hill Ave. (N-S)	EB/WB WB NB PED	MD	42/29 18/11 32/22 28/28	No Change No Change No Change No Change	42/29 18/11 32/22 28/28	Align the centerline of the WB approach to southern edge of the median of the EB approach. Restripe the WB approach to include a left turn lane and 2 through lanes. *Existing:* WB- 2LT *Proposed:* 1L + 2TH
20 Eastchester Road (N-S) @ Ives Street (E-W)	EB NB/SB	MD	24/24 36/36	00/-02 00/02	24/22 36/38	Transfer 2 seconds of green time from EB phase to NB/SB phase in the midday peak hour.
22 Eastchester Road (N-S) @ Morris Park Avenue (E-W)	EB/WB NB/SB NB	MD	36/36 40/40 14/14	No Change 00/-04 00/04	36/36 40/36 14/18	Transfer 4 sec of green time from NB/SB phase to NB phase in the midday peak period.

Notes:

Signal timings indicate green plus yellow (including all-red) for each phase.

EB - eastbound, WB - westbound, NB - northbound, SB - southbound

* This table has been revised from the DEIS.

TABLE 18-2
2012 Level of Service under Typical Operations of PSAC II with Mitigation
(PSAC II Employees Only)

AM Peak Hour

INTERSECTIONS	Lane Group	2012 No Build V/C Ratio	2012 No Build Delay (sec)	2012 No Build LOS		2012 Build V/C Ratio	2012 Build Delay (sec)	2012 Build LOS		2012 Build with Mitigation	V/C Ratio	Delay (sec)	LOS
1. Waters Place (E-W) at Eastchester Road (N-S)	WB-L	0.42	24.1	C		0.45	24.5	C			0.45	24.5	C
	WB-R	0.59	22.4	C		0.71	26.1	C			0.71	26.1	C
	NB-TR	0.47	19.0	B		0.50	19.5	B		NB-TR		17.1	B
										NB-T	0.29	16.7	B
										NB-R	0.33	18.0	B
	SB-DefL	0.76	36.0	D		1.03	84.3	F	*		0.80	35.3	D
	SB-T	0.25	11.7	B		0.25	11.7	B			0.25	11.7	B
2. Waters Place (E-W) at Industrial Street (N-S) (future Marconi Street)	EB-DefL					1.30	186.9	F			0.83	39.0	D
	EB-T					0.56	13.5	B			0.27	9.0	A
	EB-LT	0.56	13.1	B			71.4	E	*			19.0	B
	WB-TR	0.57	12.2	B		0.66	13.8	B		WB-TR		10.3	B
										WB-T	0.42	10.3	B
										WB-R	0.36	10.3	B
	SB-L	0.06	23.4	C		0.25	25.7	C			0.22	25.2	C
	SB-R	0.09	23.8	C		0.37	27.8	C			0.32	26.8	C
10. East Tremont Avenue (E-W) at Silver Street (N-S) (Eastchester Road)	EB-DefL	0.88	55.6	E		0.99	77.2	E	*		0.91	55.4	E
	EB-T	0.36	23.2	C		0.36	23.2	C			0.34	20.4	C
	WB-T	0.29	21.4	C		0.29	21.4	C			0.27	18.9	B
	NB-L	0.33	43.4	D		0.33	43.4	D			0.33	43.4	D
	NB-TR	0.24	42.3	D		0.24	42.3	D			0.24	42.3	D
	SB-LR	1.05	108.7	F		1.14	138.9	F	*	SB-LR		75.0	E
										SB-LR-shared	0.38	41.7	D
										SB-R	0.96	88.6	F

Midday Peak Hour

INTERSECTIONS	Lane Group	2012 No Build V/C Ratio	2012 No Build Delay (sec)	2012 No Build LOS		2012 Build V/C Ratio	2012 Build Delay (sec)	2012 Build LOS		2012 Build with Mitigation	V/C Ratio	Delay (sec)	LOS
1. Waters Place (E-W) at Eastchester Road (N-S)	WB-L	0.61	37.9	D		0.67	39.5	D			0.67	39.5	D
	WB-R	0.72	27.1	C		0.86	35.7	D			0.86	35.7	D
	NB-TR	0.71	23.8	C		0.73	24.6	C		NB-TR		19.0	B
										NB-T	0.46	18.8	B
										NB-R	0.42	19.5	B
	SB-DefL	0.94	47.1	D		1.09	87.8	F	*		0.91	31.9	C
	SB-T	0.33	6.4	A		0.33	6.4	A			0.33	6.4	A
2. Waters Place (E-W) at Industrial Street (N-S) (future Marconi Street)	EB-DefL	0.78	33.4	C	EB-DefL	1.33	194.0	F			0.81	31.6	C
	EB-T	0.78	20.6	C	EB-T	0.78	20.6	C			0.78	20.6	C
	EB-LT		23.6	C	EB-LT		74.3	E	*			24.0	C
	WB-TR	0.52	11.5	B		0.58	12.5	B		WB-TR		10.0	A
										WB-T	0.33	9.4	A
										WB-R	0.42	11.1	B
	SB-LR	0.44	29.0	C		0.64	34.1	C			0.66	35.2	D
	SB-R	0.48	30.2	C	SB-R	0.75	40.2	D			0.75	40.2	D
10. East Tremont Avenue (E-W) at Silver Street (N-S) (Eastchester Road)	EB-DefL	0.82	42.3	D		0.92	56.3	E	*		0.83	40.2	D
	EB-T	0.46	19.2	B		0.46	19.2	B			0.43	16.7	B
	WB-T	0.38	16.9	B		0.38	16.9	B			0.35	14.9	B
	NB-L	0.07	35.1	D		0.07	35.1	D			0.07	35.1	D
	NB-TR	0.18	35.9	D		0.18	35.9	D			0.18	35.9	D
	SB-LR	0.87	50.6	D		0.96	68.2	E	*	SB-LR		34.9	C
										SB-LR-shared	0.45	31.2	C
										SB-R	0.67	37.4	D
11. East Tremont Avenue (E-W) at Castle Hill Avenue (N-S)	EB-T	0.55	30.7	C		0.58	31.3	C			0.58	31.3	C
	EB-R	0.51	20.5	C		0.51	20.5	C			0.51	20.5	C
	WB-LT	1.06	72.5	E		1.11	89.5	F	*	WB-LT		28.9	C
										WB-L	0.47	32.2	C
										WB-T	0.77	28.4	C
	NB-L	0.78	43.9	D		0.78	43.9	D			0.78	43.9	D
	NB-R	0.20	32.4	C		0.20	32.4	C			0.20	32.4	C
20. Eastchester Road (N-S) at Ives Street (E-W)	EB-LR	0.18	14.5	B		0.18	14.5	B			0.20	16.0	B
	NB-LT	0.99	37.0	D		1.08	66.1	E	*		1.00	38.9	D
	SB-TR	0.49	10.0	A		0.53	10.5	B			0.50	9.0	A
22. Eastchester Road (N-S) at Morris Park Avenue (E-W)	EB-L	0.61	32.2	C		0.61	32.2	C			0.61	32.2	C
	EB-LT	0.33	24.4	C		0.33	24.4	C			0.33	24.4	C
	EB-R	0.75	37.1	D		0.75	37.1	D			0.75	37.1	D
	WB-LTR	0.19	22.1	C		0.19	22.1	C			0.19	22.1	C
	NB-L	1.04	88.8	F		1.10	112.1	F	*		1.00	81.8	F
	NB-TR	0.46	13.6	B		0.52	14.4	B			0.52	14.4	B
	SB-LT	0.60	24.3	C		0.66	25.6	C			0.74	31.1	C
	SB-R	0.52	24.7	C		0.52	24.7	C			0.59	29.8	C

NOTES: This table has been revised from the DEIS.

EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound

L-Left, T-Through, R-Right, DefL-Analysis considers a De facto Left Lane on this approach

V/C Ratio-Volume to Capacity Ratio, SEC/VEH-Seconds per Vehicle

LOS- Level of Service

* - Denotes Impacted Intersection

Analysis is based on the 2000 Highway Capacity Manual Methodology (HCS 2000)

The NYPD has agreed to place traffic enforcement agents at these intersections including four intersections in the AM peak hour (East Tremont Avenue and Silver Street, Waters Place at the Bronx Psychiatric Center entrance, Little League Place at Westchester Avenue, and East Tremont and Ericson Place) and five intersections in the midday peak hour (Waters Place and Industrial Street [future Marconi Street], Eastchester Road and Ives Street, Waters Place at the Bronx Psychiatric Center entrance, Little League Place at Westchester Avenue, and East Tremont and Ericson Place) when PSAC II is operating under it temporary Consolidated condition and accommodating the staffs of PSAC I and PSAC II.

Waters Place at Eastchester Road

The mitigation plan for this intersection would result in a dedicated right-turn lane at the northbound approach for Eastchester Road. As shown in Table 18-1, this would be achieved by implementing a no standing anytime regulation at the northbound approach that would extend approximately 100 feet along the east side of Eastchester Road (see Figure 18-1). This would result in the removal of approximately five existing parking spaces along the east side of Eastchester Road. As shown in Table 18-2, with this mitigation plan, the significant adverse impact at the southbound de facto left-turn movement would be fully mitigated in both the AM and midday peak hours. Under this mitigation plan, the southbound de facto left-turn movement would operate with approximately 35.3 seconds of delay (LOS D) compared to 36.0 seconds of delay (LOS D) under the No-Build condition in the AM peak hour and approximately 32.0 seconds of delay (LOS C) compared to 47.1 seconds of delay (LOS D) under the No-Build condition in the midday peak hour.

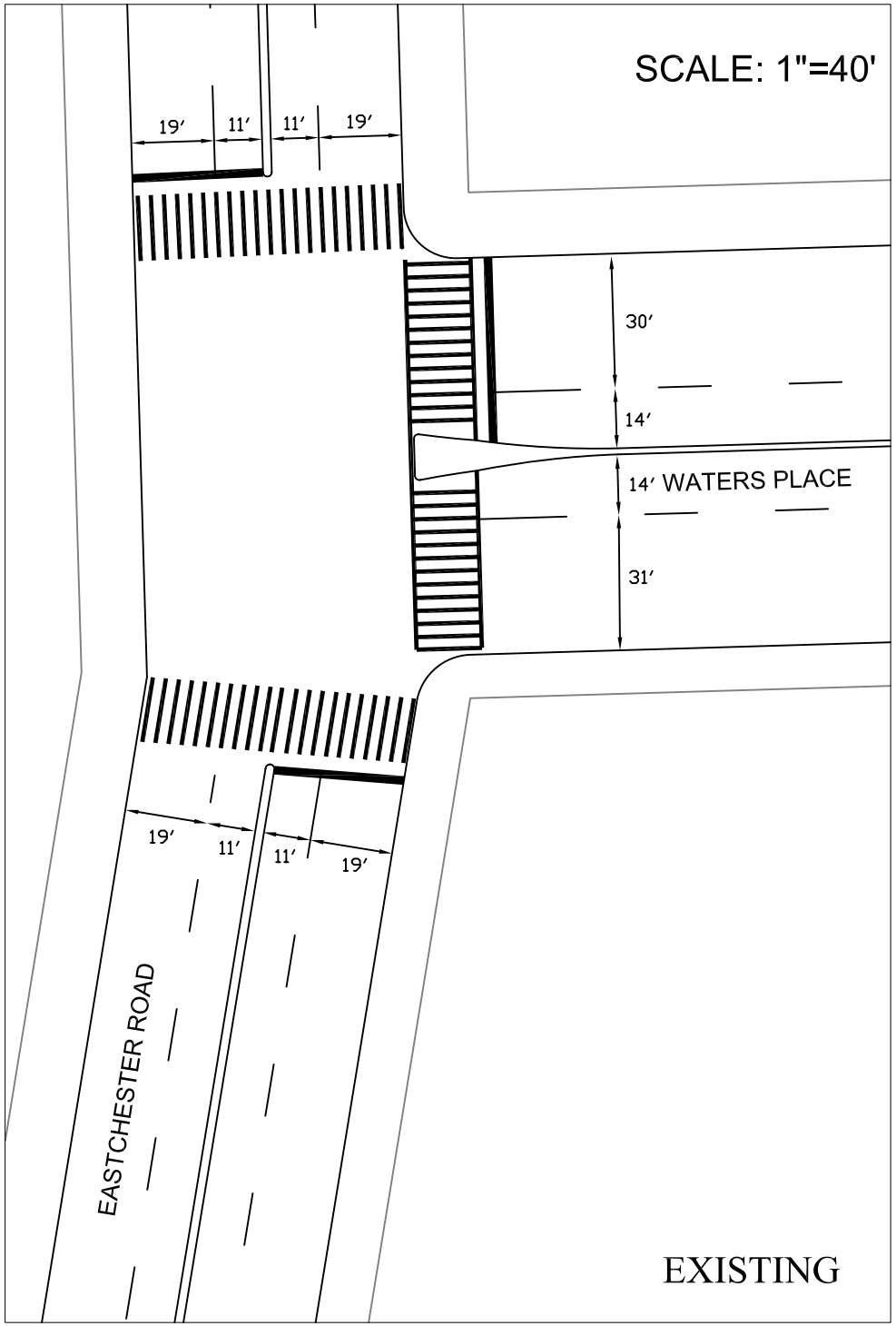
Waters Place at Industrial Street (Future Marconi Street)

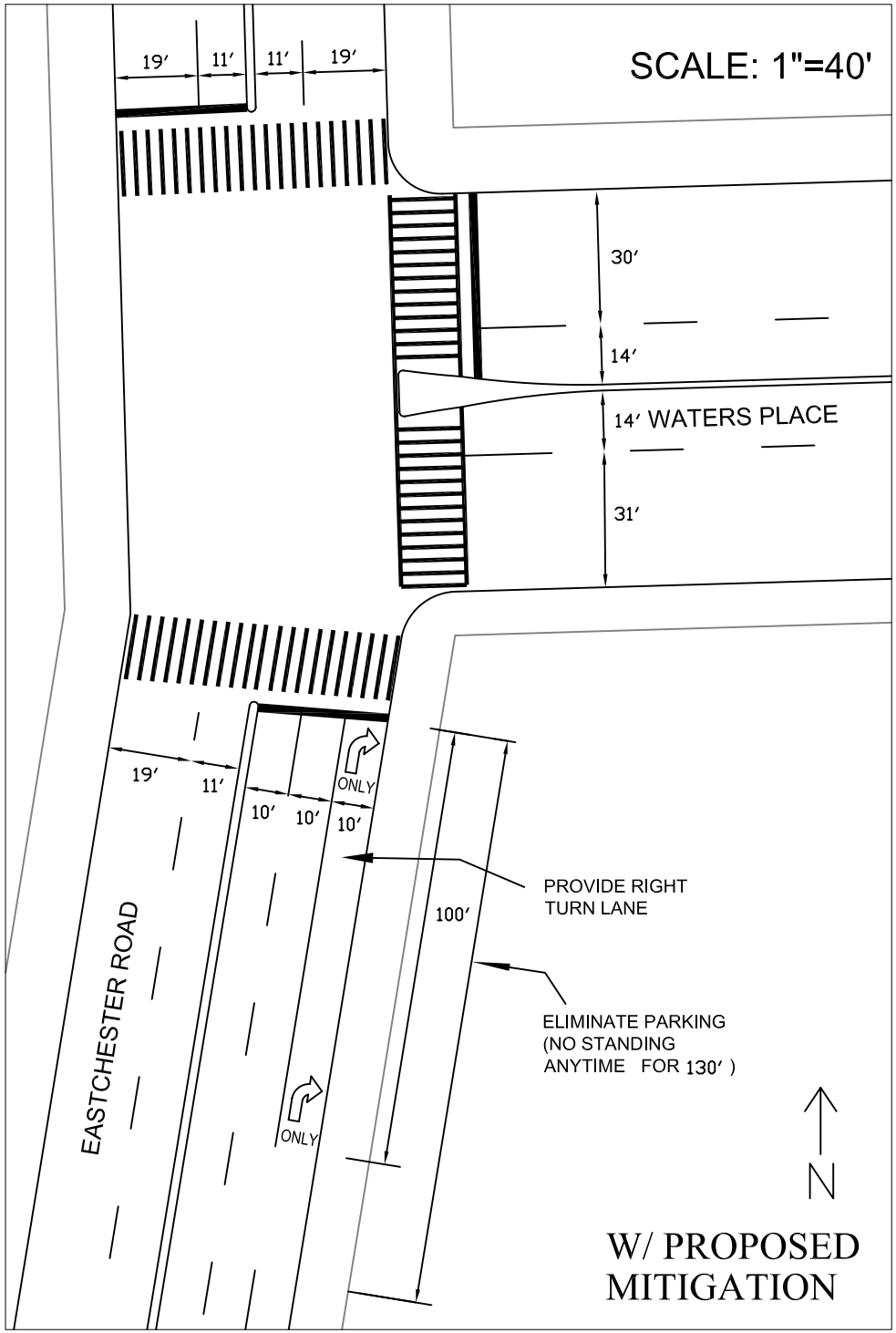
The mitigation plan for this intersection would also result in a dedicated right-turn lane at the westbound approach of Waters Place. As shown in Table 18-1, this would be achieved by implementing a no standing anytime regulation at the westbound approach that would extend approximately 100 feet along the north side of Waters Place (see Figure 18-2). This would result in the removal of approximately five existing parking spaces along the north side of Waters Place. As shown in Table 18-2, with this mitigation plan, the added westbound capacity would also eliminate the significant adverse impact at the eastbound approach would be fully mitigated in both the AM and midday peak hours. Under this mitigation plan, the eastbound approach would operate with approximately 19.0 seconds of delay (LOS B) compared to 13.1 seconds of delay (LOS B) under the No-Build condition in the AM peak hour and approximately 24 seconds of delay (LOS C) compared to 23.6 seconds of delay (LOS C) under the No-Build condition in the midday peak hour.

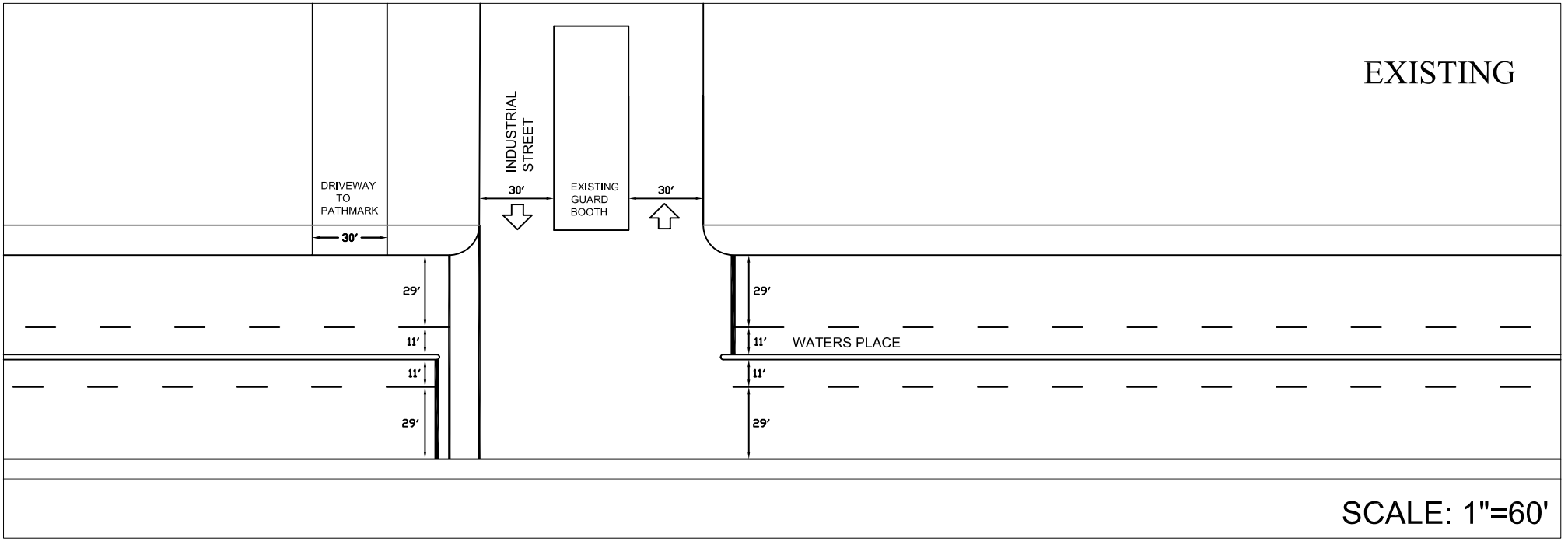
East Tremont Avenue at Silver Street

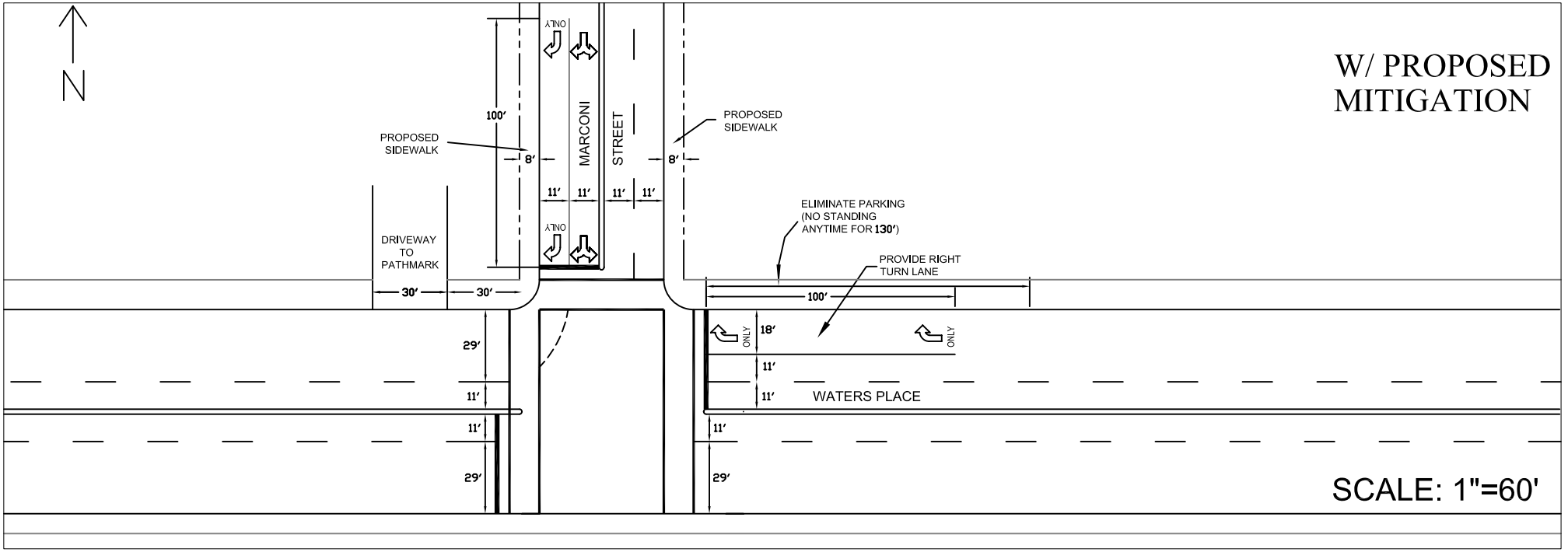
The mitigation plan for this intersection would result in dedicated right-turn as well as a shared left-right lanes at the southbound approach of Silver Street (see Figure 18-3). As shown in Table 18-1, this would be achieved by implementing a no standing anytime regulation at the southbound approach that would extend approximately 100 feet along the west side of Silver Street. This would result in the removal of approximately five existing parking spaces from the west side of Silver Street. The mitigation plan for this intersection also includes a signal timing adjustment that would transfer four and three seconds of green time from the southbound (Silver Street) phase to the eastbound/westbound (East Tremont Avenue) phase, in the AM and midday peak hours, respectively.

As shown in Table 18-2, with this mitigation plan, the significant adverse impact at the eastbound de facto left-turn movement and the southbound approach would be fully mitigated in both the AM and midday peak hours. Under this mitigation plan, the eastbound de facto left-turn movement and the southbound approach would respectively operate with approximately 55.4 and 75.0 seconds of delay


SCALE: 1"=40'
19′
11′
11′
19′
30′
14′
14′ WATERS PLACE
31′
19′
11′
11′
19′
EASTCHESTER ROAD
EXISTING


SCALE: 1"=40'
19′
11′
11′
19′
30′
14′
14′ WATERS PLACE
31′
19′
11′
ONLY
10′
10′
10′
PROVIDE RIGHT
TURN LANE
100′
EASTCHESTER ROAD
ELIMINATE PARKING
(NO STANDING
ANYTIME FOR 130′)
ONLY
N
W/ PROPOSED
MITIGATION

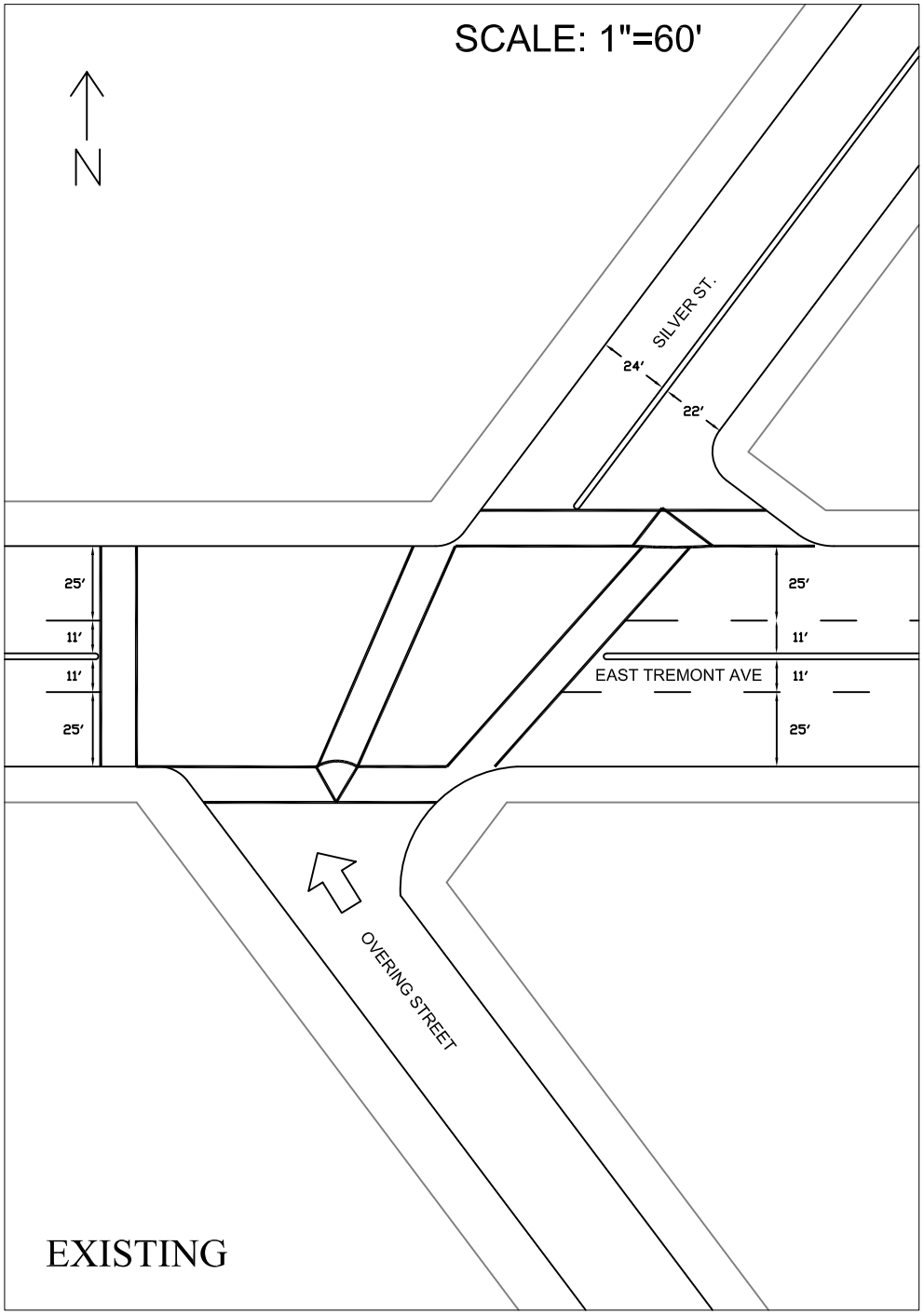


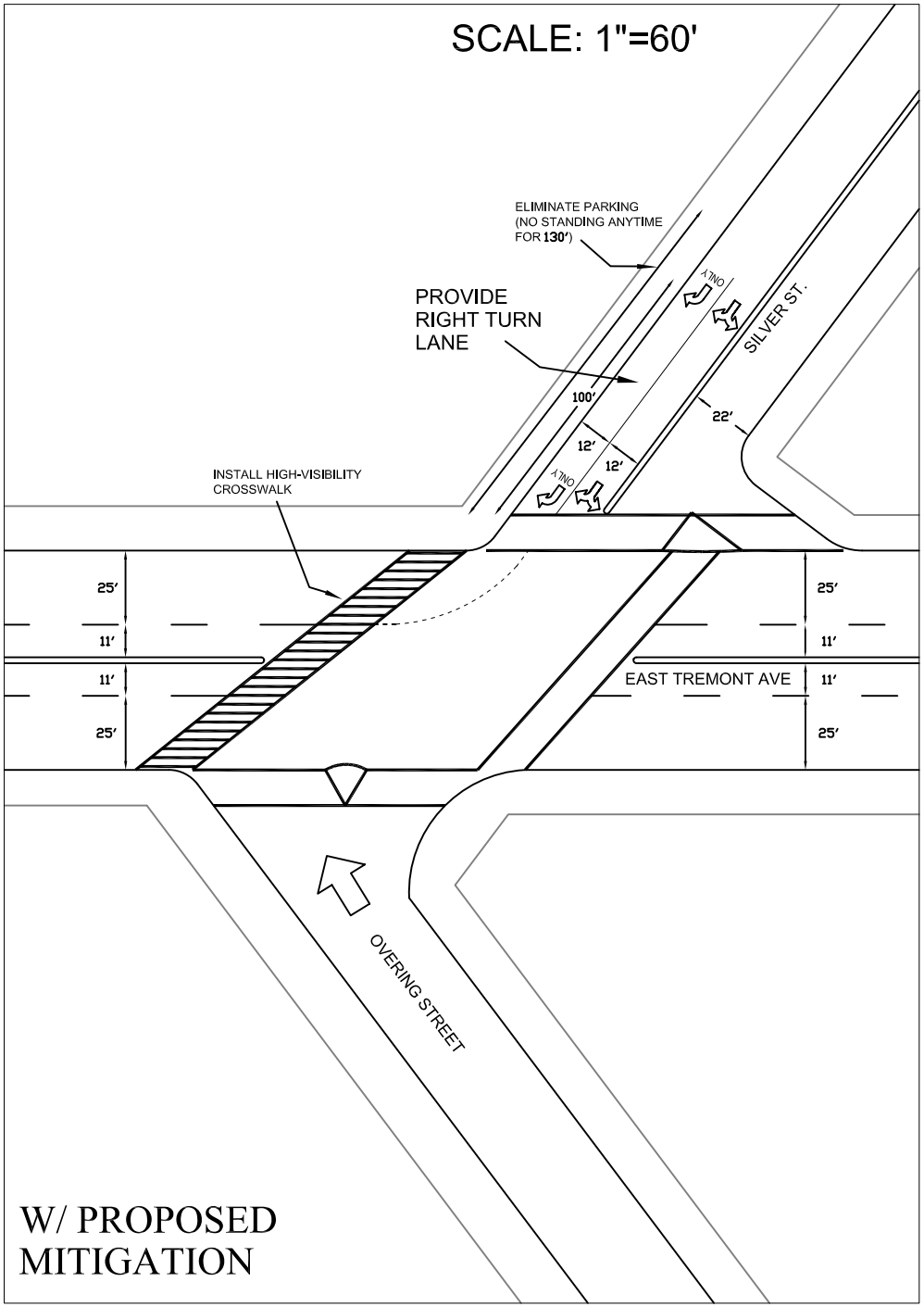


PSAC II EIS

Waters Place at Industrial Street (Future Marconi Street) Mitigation

Figure 18-2





PSACII EIS

East Tremont at Silver Street Mitigation

Figure 18-3

(LOS E and LOS E) compared to 55.6 and 108.7 seconds of delay (LOS E and LOS F) under the No-Build condition in the AM peak hour. In the midday peak hour, under this mitigation plan, the eastbound de facto left-turn movement and the southbound approach would respectively operate with approximately 40.2 and 34.9 seconds of delay (LOS D and LOS C) compared to 42.3 and 50.6 seconds of delay (LOS D and LOS D) under the No-Build condition.

East Tremont Avenue at Castle Hill Avenue

The mitigation plan for this intersection would create a dedicated left-turn lane at the westbound approach of East Tremont Avenue. As shown in Table 18-1, this would be achieved by aligning the centerline of the westbound approach with the median of the eastbound approach, and restriping the westbound approach for a left-turn lane as well as two through lanes (see Figure 18-4). As shown in Table 18-2, with this mitigation plan, the significant adverse impact at the westbound left-through movement in the midday peak hour would be fully mitigated. Under this mitigation plan, the westbound left-through movement would operate with approximately 28.9 seconds of delay (LOS C) compared to 72.5 seconds of delay (LOS E) under the No-Build condition in the midday peak hour.

Eastchester Road at Ives Street

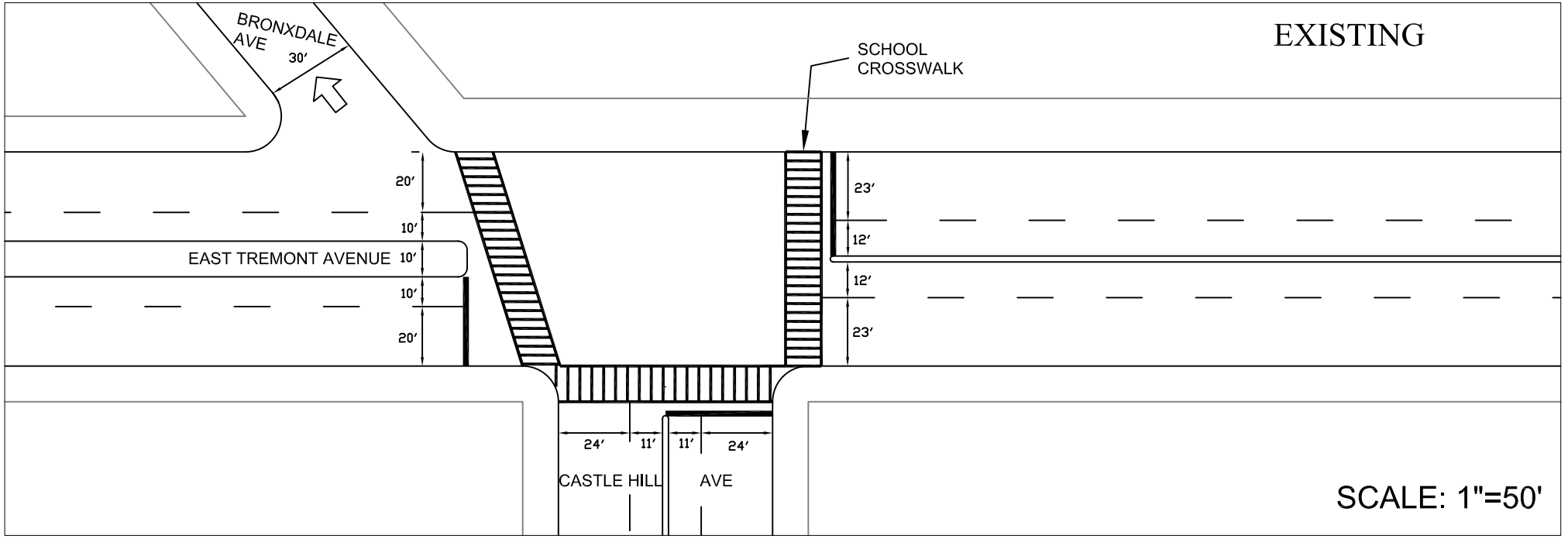
At the intersection of Eastchester Road and Ives Street, signal timing adjustments are sufficient to address the impact present in the midday peak hour. The mitigation plan for this intersection includes a signal timing adjustments that would transfer two seconds of green time from the eastbound (Ives Street) phase to the northbound/southbound (Eastchester Road) phase in the midday peak hour. As shown in Table 18-2, with this mitigation plan, the significant adverse impact at the northbound left-through movement of Eastchester Road in the midday peak hour would be fully mitigated. Under this mitigation plan, the northbound left-through movement would operate with approximately 38.9 seconds of delay (LOS D) compared to 37 seconds of delay (LOS D) under the No-Build condition in the midday peak hour.

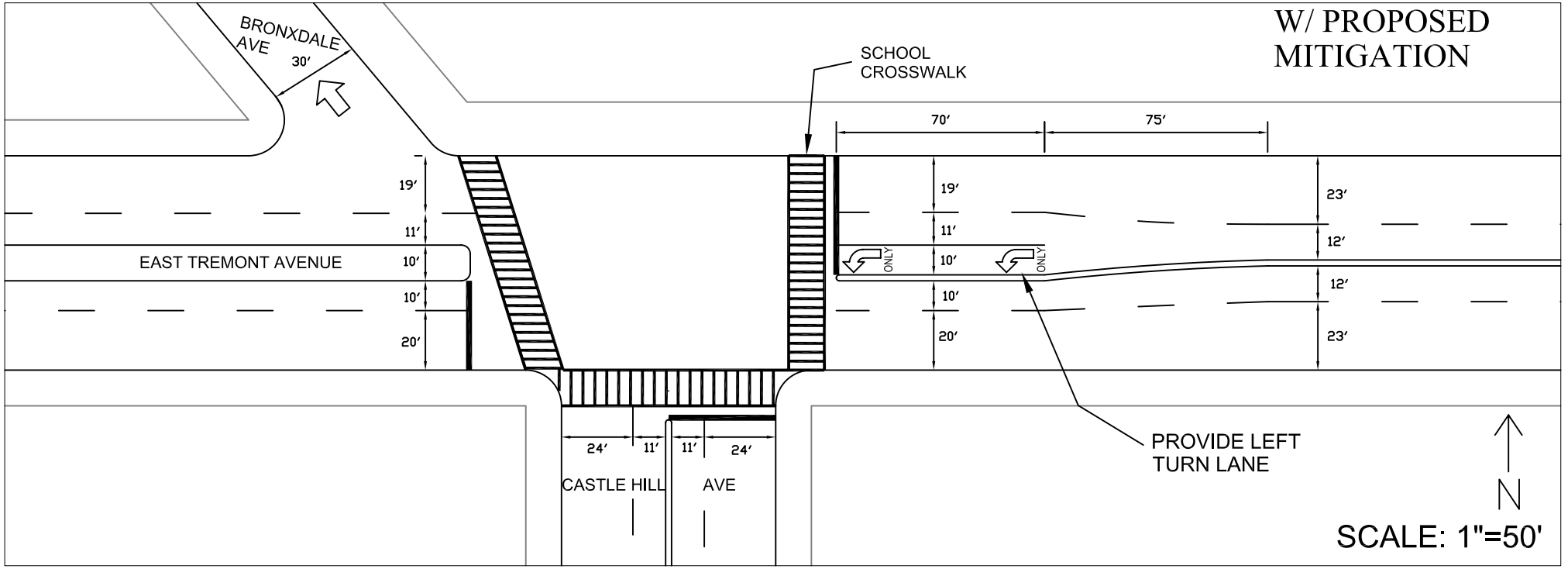
Eastchester Road at Morris Park Avenue

The mitigation plan for this intersection involves transferring four seconds of green time from the northbound/southbound (Eastchester Road) phase to the exclusive northbound phase. As shown in Table 18-2, with this mitigation plan, the significant adverse impacts at the northbound de facto left-turn and through-right movements would be fully mitigated. Under this mitigation plan, the northbound de facto left-turn and through-right movements in the midday peak hour would respectively operate with approximately 81.8 and 14.4 seconds of delay (LOS F and LOS B) compared to 88.8 and 13.6 seconds of delay (LOS F and LOS B) under the No-Build condition in the midday peak hour.

Temporary Consolidated Operations

There are expected to be a significant number of various instances, such as routine maintenance, emergency conditions and emergency drills that would require the temporary transfer of PSAC I personnel from downtown Brooklyn to the proposed development, which would increase staffing levels at the site to 100 percent of its capacity. During this conservative worst-case condition, approximately 1,700 employees, including the staffs of PSAC I and PSAC II, would work over a 24-hour period in eight-to 12-hour overlapping shifts at the proposed development site. A maximum of approximately 630 employees are expected to work at the proposed development site during any given shift when PSAC I and PSAC II operations are temporarily consolidated at the site.


EXISTING
BRONXDALE AVE
30′
SCHOOL CROSSWALK
20′
10′
EAST TREMONT AVENUE 10′
10′
20′
23′
12′
12′
23′
24′
11′
11′
24′
CASTLE HILL
AVE
SCALE: 1"=50'


W/ PROPOSED MITIGATION
BRONXDALE AVE
30′
SCHOOL CROSSWALK
70′
75′
19′
11′
EAST TREMONT AVENUE 10′
10′
20′
19′
11′
10′
ONLY
ONLY
10′
20′
23′
12′
12′
23′
24′
11′
11′
24′
CASTLE HILL
AVE
PROVIDE LEFT TURN LANE
N
SCALE: 1"=50'

While the proposed mitigation measures for the Typical Operations of PSAC II would be adequate for most of the impacted intersections under the Consolidated Operations (see Table 18-1), traffic impacts at one intersection in the AM peak hour and at two intersections in the midday peak hour would not be fully mitigated at these intersections during the Consolidated Operations of PSAC II. With the exception of the eastbound de facto left-turn movement at the intersection of East Tremont Avenue and Silver Street in the AM peak hour and the eastbound defacto left-turn and southbound left and right turns at the intersection of Waters Place and Industrial Street (future Marconi Street), as well as the northbound left-through movement at the intersection of Eastchester Road and Ives Street in the midday peak hour, the mitigation plan proposed for the six signalized intersections significantly impacted by the proposed PSAC II development under Typical Operations would also fully mitigate the traffic impacts at these intersections under the temporary Consolidated Operations of the facility (i.e., PSAC I employees would temporarily be relocated to PSAC II and staff members of PSAC I and PSAC II would be combined) (see Table 18-3).

As discussed in more detail in Chapter 12, "Traffic and Parking" three additional signalized intersections (Waters Place at the entrance to the Bronx Psychiatric Center, Little League Place at Westchester Avenue, and East Tremont Avenue at Ericson Place) would also be significantly impacted in both the AM and midday peak hours under Consolidated Operations when PSAC II would operate with a staff size of up to approximately 1,700 employees that would work in primarily three main shifts throughout the 24-hour period. As the proposed PSAC II development is expected to accommodate the consolidated staffs of both PSAC I and PSAC II only on a temporary emergency basis when PSAC I in downtown Brooklyn is non-operational, the New York City Police Department (NYPD) is committed to mitigating additional significant adverse traffic impacts at these three signalized intersections, as well as at the signalized intersections of East Tremont Avenue and Silver Street, Waters Place and Industrial Street (future Marconi Street) and Eastchester and Ives Street through the use of traffic enforcement agents. The traffic enforcement agents would be under the purview of the NYPD and would improve safety and traffic flow at these intersections. This approach has been recommended by the New York City Department of Transportation (NYCDOT) as the appropriate method of addressing temporary/emergency conditions when all of the City's PSAC workers are at the proposed development site. If the NYPD does not place the traffic enforcement agents at these locations, the impacts would remain unmitigated.

Application and implementation of the traffic engineering improvements described above would require the approval of the New York City Department of Transportation (NYCDOT) and coordination with the NYCDOT would be undertaken in order to implement the proposed mitigation measures. Approval of each proposed mitigation measure would depend upon the applicable agency. In the absence of the implementation of the mitigation plans discussed above, a total of up to six signalized intersections (three in the AM and six in the midday) would remain unmitigated.

TABLE 18-3

Mitigated Consolidated Level of Service

(PSAC I and II Employees)

ANALYZED INTERSECTIONS	Lane Group	AM Peak Hour: 2012 No Build V/C Ratio	2012 No Build Delay (sec)	2012 No Build LOS	Consolidated Operations V/C Ratio	Consolidated Operations Delay (sec)	Consolidated Operations LOS	Mitigated Consolidated	Mitigated Consolidated Ratio	Mitigated Consolidated Delay (sec)	Mitigated Consolidated LOS	Midday Peak Hour: 2012 No Build V/C Ratio	2012 No Build Delay (sec)	2012 No Build LOS	Consolidated Operations V/C Ratio	Consolidated Operations Delay (sec)	Consolidated Operations LOS	Mitigated Consolidated	Mitigated Consolidated V/C Ratio	Mitigated Consolidated Delay (sec)	Mitigated Consolidated LOS
1. Waters Place (E-W) at Eastchester Road (N-S)	WB-L	0.42	24.1	C	0.46	24.6	C		0.46	24.6	C	0.61	37.9	D	0.67	39.6	D		0.67	39.6	D
	WB-R	0.59	22.4	C	0.76	28.5	C		0.76	28.5	C	0.72	27.1	C	0.89	38.6	D		0.89	38.6	D
	NB-TR	0.47	19.0	B	0.50	19.5	B	NB-TR		17.1	B	0.71	23.8	C	0.74	24.9	C	NB-TR		19.0	B
								NB-T	0.29	16.7	B	---	---	---	---	---	---	NB-T	0.46	18.8	B
								NB-R	0.34	18.1	B	---	---	---	---	---	---	NB-R	0.44	19.7	B
	SB-DefL	0.76	36.0	D	1.08	99.2	F *		0.83	38.6	D	0.94	47.1	D	1.15	112.4	F *		0.96	42.2	D
	SB-T	0.25	11.7	B	0.25	11.7	B		0.25	11.7	B	0.33	6.4	A	0.33	6.4	A		0.33	6.4	A
2. Waters Place (E-W) at Industrial Street (N-S) (future Marconi Street)	EB-DefL				1.89	443.9	F		0.89	47.7	D	0.78	33.4	C	2.05	510.5	F		0.92	45.8	D *
	EB-T				0.56	13.5	B		0.56	13.5	B	0.78	20.6	C	0.78	20.6	C		0.78	20.6	C
	EB-LT	0.56	13.1	B		163.6	F *			25.4	C		23.6	C		185.2	F *			29.0	C
	WB-TR	0.57	12.2	B	0.77	16.9	B	WB-TR		11.5	B	0.52	11.5	B	0.72	15.2	B	WB-TR		12.3	B
		---	---	---	---	---	---	WB-T	0.42	10.3	B	---	---	---	---	---	---	WB-T	0.33	9.4	A
		---	---	---	---	---	---	WB-R	0.57	13.6	B	---	---	---	---	---	---	WB-R	0.65	15.7	B
	SB-L	0.06	23.4	C	0.63	33.9	C		0.55	31.1	C	0.44	29.0	C	0.89	52.0	D		0.89	52.0	D *
	SB-R	0.09	23.8	C	0.48	30.1	C		0.42	28.5	C	0.48	30.2	C	0.88	52.5	D		0.88	52.5	D *
(+)4. Waters Place (E-W) at entrance to Bronx Psychiatric Center (N-S)	EB-LT	0.66	18.1	B	1.12	88.8	F *		1.12	88.8	F *	0.81	21.5	C	1.18	108.0	F *		1.18	108.0	F *
	WB-TR	0.83	21.6	C	1.08	65.2	E *		1.08	65.2	E *	0.70	17.2	B	0.94	30.6	C		0.94	30.6	C
	SB-LR	0.10	10.2	B	0.10	10.2	B		0.10	10.2	B	0.21	10.8	B	0.21	10.8	B		0.21	10.8	B
(+)6. Little League Place at (E-W) Westchester Avenue (N-S)	WB-LR	0.27	23.1	C	0.89	50.6	D *		0.89	50.6	D *	0.59	30.3	C	1.19	137.1	F *		1.19	137.1	F *
	NB-T	0.20	10.9	B	0.20	11.0	B		0.20	11.0	B	0.32	12.0	B	0.32	12.0	B		0.32	12.0	B
	SB-T	0.37	12.5	B	0.37	12.5	B		0.37	12.5	B	0.33	12.1	B	0.34	12.2	B		0.34	12.2	B
(+)8. East Tremont Avenue (E-W) at Ericson Place (N-S)	EB-LT	0.23	14.7	B	0.23	14.7	B		0.23	14.7	B	0.51	18.1	B	0.51	18.1	B		0.51	18.1	B
	WB-T	0.33	15.6	B	0.34	15.7	B		0.34	15.7	B	0.48	17.5	B	0.49	17.6	B		0.49	17.6	B
	NB-LTR	0.73	32.1	C	1.01	62.0	E *		1.01	62.0	E *	0.72	31.9	C	0.99	57.9	E *		0.99	57.9	E *
10. East Tremont Avenue (E-W) at Silver Street (N-S) (Eastchester Road)	EB-DefL	0.88	55.6	E	0.99	78.7	E *		0.91	56.3	E *	0.82	42.3	D	0.95	62.0	E *		0.86	43.4	D
	EB-T	0.36	23.2	C	0.36	23.2	C		0.34	20.4	C	0.46	19.2	B	0.46	19.2	B		0.43	16.7	B
	WB-T	0.29	21.4	C	0.29	21.4	C		0.27	18.9	B	0.38	16.9	B	0.38	16.9	B		0.35	14.9	B
	NB-L	0.33	43.4	D	0.33	43.4	D		0.33	43.4	D	0.07	35.1	D	0.07	35.1	D		0.07	35.1	D
	NB-TR	0.24	42.3	D	0.24	42.3	D		0.24	42.3	D	0.18	35.9	D	0.18	35.9	D		0.18	35.9	D
	SB-LR	1.05	108.7	F	1.17	148.7	F *	SB-LR		52.8	D	0.87	50.6	D	0.96	69.5	E *	SB-LR		33.7	C
								SB-LR-shared	0.59	46.1	D						SB-LR-shared	0.50	31.8	C
								SB-R	0.78	58.0	E							SB-R	0.62	35.3	D
11. East Tremont Avenue (E-W) at Castle Hill Avenue (N-S)	EB-T	0.60	37.7	D	0.64	38.7	D					0.55	30.7	C	0.59	31.5	C		0.59	31.5	C
	EB-R	0.19	12.7	B	0.19	12.7	B					0.51	20.5	C	0.51	20.5	C		0.51	20.5	C
	WB-LT	0.82	35.5	D	0.87	39.5	D					1.06	72.5	E	1.11	92.4	F *	WB-LT		29.0	C
																		WB-L	0.48	32.6	C
																		WB-T	0.77	28.5	C
	NB-L	0.84	55.2	E	0.84	55.2	E					0.78	43.9	D	0.78	43.9	D		0.78	43.9	D
	NB-R	0.16	38.5	D	0.16	38.5	D					0.20	32.4	C	0.20	32.4	C		0.20	32.4	C
20. Eastchester Road (N-S) at Ives Street (E-W)	EB-LR	0.19	15.2	B	0.19	15.2	B					0.18	14.5	B	0.18	14.5	B		0.20	16.0	B
	NB-LT	0.68	13.5	B	0.80	17.0	B					0.99	37.0	D	1.11	77.0	E *		1.03	45.8	D *
	SB-TR	0.25	8.0	A	0.31	8.4	A					0.49	10.0	A	0.54	10.7	B		0.51	9.2	A
22. Eastchester Road (N-S) at Morris Park Avenue (E-W)	EB-L	0.45	26.9	C	0.45	26.9	C					0.61	32.2	C	0.61	32.2	C		0.61	32.2	C
	EB-LT	0.22	22.5	C	0.22	22.5	C					0.33	24.4	C	0.33	24.4	C		0.33	24.4	C
	EB-R	0.46	26.5	C	0.46	26.5	C					0.75	37.1	D	0.75	37.1	D		0.75	37.1	D
	WB-LTR	0.06	20.2	C	0.06	20.2	C					0.19	22.1	C	0.19	22.1	C		0.19	22.1	C
	NB-L	0.76	26.1	C	0.83	32.6	C					1.04	88.8	F	1.14	126.1	F *		0.99	71.7	E
	NB-TR	0.28	11.6	B	0.36	12.4	B					0.46	13.6	B	0.53	14.6	B		0.53	14.5	B
	SB-LT	0.49	22.1	C	0.57	23.4	C					0.60	24.3	C	0.68	26.3	C		0.77	32.1	C
	SB-R	0.56	25.7	C	0.56	25.7	C					0.52	24.7	C	0.52	24.7	C		0.59	29.8	C

NOTES:

EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound

L-Left, T-Through, R-Right, DefL-Analysis considers a De facto Left Lane on this approach

V/C Ratio-Volume to Capacity Ratio, SEC/VEH-Seconds per Vehicle

LOS- Level of Service

* - Denotes Impacted Intersection

(+) - Denotes intersections newly impacted under the temporary Consolidated Operations that were not impacted under Typical Operations

Analysis is based on the 2000 Highway Capacity Manual Methodology (HCS 2000)

This table is new to the EIS.

PUBLIC SAFETY ANSWERING CENTER II
CHAPTER 19: ALTERNATIVES

A. INTRODUCTION

This chapter considers a range of alternatives to the proposed site selection for a public facility, acquisition of privately owned land by the City of New York (the "City"), and City Map changes for the Public Safety Answering Center II ("PSAC II") project as described in Chapter 1, "Project Description." According to the *City Environmental Quality Review (CEQR) Technical Manual*, alternatives considered should reduce or eliminate impacts of an action while substantively meeting the goals and objectives of the action. The range of alternatives to be considered, which include a No Action Alternative, is determined by the nature of the specific action, its potential impacts, the objectives and capabilities of the project sponsor, and feasibility. In addition to considering alternatives that would avoid or reduce Action-related significant adverse impacts, this chapter considers other alternatives that would have similar impacts to the proposed development but are intended to advance specific goals and objectives.

The analysis first considers the No Action Alternative, in which the proposed acquisition of property, site selection, mapping and other land use actions are not undertaken. A No Impacts Alternative is also assessed, in which there is a change in density or program design in order to avoid the potential impacts associated with the Proposed Action and the resultant PSAC II development. The third alternative considered is an Alternate Site Location Alternative, which evaluates the possibility of locating the proposed PSAC II development elsewhere in the City. A fourth alternative considers an Alternate Site Access Alternative, in which the proposed PSAC II development is accessed from the northwest via a new private roadway connection from the Pelham Parkway. Lastly, this chapter analyzes a 911 Call and Dispatch Center Alternative, which was developed by the New York City Police Department (NYPD), Fire Department of the City of New York (FDNY), New York City Department of Information Technology and Telecommunications (NYCDOITT), and the New York City Department of Citywide Administrative Services (NYCDCAS) in response to the current budget pressures faced by New York City, and issues raised during the public review process for the DEIS. This alternative assesses the proposed PSAC II development serving as a 911 call and dispatch center only, similar to the existing PSAC I in Downtown Brooklyn. The command center operations for the FDNY and NYPD, which are part of the Proposed Action, would not be located at the proposed development site. In addition, the 911 Call and Dispatch Center Alternative examines a reduced development program for PSAC II that would include a lower building height and less building gross square footage from the Proposed Action.

The chapter discusses the likely environmental effects of each of these five alternatives, and compares them to the anticipated effects of the Proposed Action, where applicable.

B. NO ACTION ALTERNATIVE

The No Action Alternative assumes that the proposed acquisition, site selection, and City Map change would not be implemented. This alternative is discussed and analyzed as the "Future Without the Proposed Action" (i.e., "No-Build Condition") in each of the technical areas addressed in Chapters 2 through 17. It is used as a basis for comparison with the environmental conditions with the Proposed Action and conservatively assumes that the Proposed Action does not move forward.

This analysis compares conditions under the No Action Alternative to conditions with the Proposed Action. The No Action Alternative assumes the City would not acquire the privately owned development site, would not construct the proposed PSAC II development, nor establish a new public street. Under this alternative, it is assumed that the proposed development site (Block 4226, Lot 75 and part of Lots 40 and 55) would not be developed in the absence of the Proposed Action by the analysis year of 2012, and would continue to support largely unimproved, underutilized land. The No Action Alternative would not require any discretionary actions. The effects of this alternative are summarized below and compared to those of the Proposed Action, where applicable.

Land Use, Zoning, and Public Policy

In the future without the Proposed Action, no major land use changes are anticipated for the Project Site. No new public facility uses would be developed at the site, nor would any new employees be introduced to the site. The southern portion of the proposed development site would continue to serve as at-grade accessory parking for the Hutchinson Metro Center (HMC), and the northern portion would continue to accommodate vacant land. The asphalt pedestrian pathway that connects the HMC to the Pelham Parkway would also remain and continue to provide pedestrian access from the Pelham Parkway. Industrial Street will continue to provide vehicular access to the HMC as a private access two-way roadway extending north of Waters Place from an attended gatehouse. Secondary access to Industrial Street would also be provided from an at-grade parking lot located to the west of the roadway, which is accessible from another private access road (Bassett Road) that extends north of Eastchester Road.

Within the surrounding study area, it is expected that the current land use trends and general development patterns would continue under the No Action Alternative, characterized by an increase in the development of as-of-right commercial office space and expansions and improvements to existing community facilities. No major changes to zoning or public policy are anticipated under the No Action Alternative.

The No Action Alternative would not result in some of the benefits expected to result from the Proposed Action—improving and widening the existing pedestrian pathway within the Pelham Parkway right-of-way to the north of the proposed development site, and improvements to the street network through the mapping of Industrial Street as a public street that would be owned and maintained by the City. Furthermore, the proposed development site would not be regarded and landscaped to create a bermed plateau, which would feature abundant landscaping. Nor would this alternative add landscaping to the Pelham Parkway right-of-way to the north of the site.

As discussed in Chapter 2, "Land Use, Zoning, and Public Policy," the Proposed Action would directly displace up to approximately 513 existing accessory parking spaces (16 percent) of the HMC's required parking spaces, thereby resulting in an adverse zoning impact. The Proposed Action

would also cause the HMC site to exceed its permitted maximum floor area. Unlike the Proposed Action, the No Action Alternative would not result in any adverse zoning impacts.

Open Space

Under the No Action Alternative, no new workers would be introduced to the proposed development site, nor would new open space facilities be added. In the surrounding area, anticipated new commercial construction and general background growth would increase the study area's worker and residential populations.

Passive open space ratios under both the No Action Alternative and the Proposed Action would exceed the New York City Department of City Planning's (NYCDCP) guideline ratios for open space adequacy. Under the No Action Alternative, both the passive open space ratio for the ¼-mile study area's worker population and the combined open space ratio for the area's residents and workers would be higher than that with the Proposed Action (under either staffing condition of the proposed PSAC II development). The passive open space ratio for the study area's workers would be 1.22 acres per 1,000 workers in the No Action Alternative, compared to 1.18 acres per 1,000 workers with the Proposed Action under Typical Operations of the proposed PSAC II development (i.e., PSAC II employees only) and 1.15 acres per 1,000 workers with the Proposed Action under temporary Consolidated Operations (i.e., staffs of PSAC I and PSAC II combined). The recommended weighted average ratio under the No Action Alternative would be 0.26 acres per 1,000 residents and workers, and the combined passive open space ratio would be 0.84 acres per 1,000 residents and workers (compared to ratios of 0.82 and 0.80 for the Proposed Action's Typical and temporary Consolidated Operations of PSAC II, respectively).

Shadows

Without any new buildings or structures on the proposed development site, no new shadows would be cast on the open spaces in the study area. While the Proposed Action would result in increased shadows on the Pelham Parkway malls, the Hutchinson River Greenway and Colucci Playground, no significant adverse shadow impacts are anticipated.

Urban Design

With the No Action Alternative, the proposed development site would remain largely unchanged and dramatically different from the Proposed Action, which would add a new substantial public facility development. The area affected by the proposed public street would continue to serve as a private roadway providing access to the HMC. The northern portion of road, which is currently closed, would be reopened to vehicular traffic.

Unlike the Proposed Action, the No Action Alternative would not alter the urban design and general visual character of proposed development site by replacing a largely undeveloped, underutilized approximately 8.75-acre site with a development consisting of an approximately 640,000 gsf office building and a 500-space accessory parking structure. The proposed development would be substantial and on a very visible site in the northeastern Bronx, and is expected to be a considerable change to the surrounding area and a prominent addition to the cityscape, both its immediate environment and from some distance away. The proposed office building would be a tall, modern, and visually distinctive structure in the area, as it would differ from the generally low-to mid-rise existing and anticipated

buildings in the immediately surrounding area. In addition the unlike the No Action Alternative, the Proposed Action would map an existing private road, Industrial Street, as a public street, which would extend north of Waters Place and terminate in a hammerhead cul de sac. Furthermore, like the No Action Alternative, the Proposed Action would not block significant public view corridors, vistas, or natural or built features. Although the changes to the development site would be significant under the Proposed Action, neither the No Action Alternative nor the Proposed Action would result in significant adverse impacts to urban design and visual resources.

Neighborhood Character

Under the No Action Alternative, no major changes would occur to the Project Site. No new buildings or uses would be added to the proposed development site, and the site would continue to be a generally underutilized parcel of land. The proposed development site will also continue to have no public access and Industrial Street would remain a private access roadway for the HMC, and would not be mapped as part of the public street system.

Within the surrounding study area, the various developments that are planned for construction by the year 2012 under the No Action Alternative would not be expected to create substantial changes to the character of the area. Most of these anticipated developments are improvements and expansions to existing institutional and commercial uses that occupy campus-like settings. They would not significantly alter any natural features, street patterns, or block forms. While these developments could result in changes to the character of the areas immediately surrounding the Project Site, under the No Action Alternative, the overall neighborhood character of the area encompassing the Project Site would remain substantially the same as it is today.

Hazardous Materials

Under the No Action Alternative, as the proposed development site would continue in its current condition, there would be no exposure pathways for hazardous materials, nor would there be any cleanup at the proposed development site. A greater amount of ground disturbance in areas where soil is contaminated from hazardous materials would occur under the Proposed Action compared with the No Action Alternative, as more in-ground disturbance is expected to occur with the Proposed Action. However, development under the Proposed Action would be subject to requirements that include subsurface investigations, tank removals, remediation, and construction in accordance with applicable city, state and federal requirements and under site-specific Sampling and Remediation Work Plans and Health and Safety Plans.

Waterfront Revitalization Program

Neither the No Action Alternative nor the Proposed Action would result in any significant adverse impacts to coastal issues.

Unlike the Proposed Action, the No Action Alternative would not result in any new development within the Coastal Zone boundary, nor would it further the goal of encouraging commercial and residential redevelopment in appropriate coastal zone areas.

Infrastructure

Under the No Action Alternative, the southern portion of the proposed development site would continue to serve as at-grade accessory parking for the HMC, and the northern portion would continue to accommodate vacant land. As such, demands on local infrastructure systems, including water supply and sewage treatment, would remain generally the same as existing conditions. As with the Proposed Action, no significant adverse infrastructure impacts would occur under the No Action Alternative.

Solid Waste and Sanitation Services

Demands on solid waste and recycling services would remain generally the same as existing conditions. As with the Proposed Action, no significant adverse solid waste/sanitation impacts would occur under the No Action Alternative.

Energy

Demands on local utility systems, including energy, would remain generally the same as existing conditions. As with the Proposed Action, no significant adverse energy impacts would occur under the No Action Alternative.

Traffic and Parking

In the No Action Alternative, traffic and parking demand levels in the study area would increase as a result of general background growth and future developments in the study area. The No Action Alternative would not include the mapping of an existing private roadway (Industrial Street) as a public street, which is planned as part of the Proposed Action.

Under the No Action Alternative, three intersections would experience congestion on one or more approaches in the weekday AM peak hour, and six intersections would experience congestion on one or more approaches in the midday peak hour. This compares with two and three congested intersections during these respective peak periods under existing conditions. Under the No Action Alternative, it is anticipated that demand for on-street and off-street parking would increase due to new developments and general background growth in the study area. In general, it is anticipated that there would be sufficient on-street and off-street parking spaces in the study area.

Unlike the No Action Alternative, the Proposed Action would result in significant adverse traffic impacts at six signalized intersections in one or more peak periods under Typical Operations of the proposed PSAC II development, and impacts at three additional signalized intersections (or a total of nine impacted intersections) under temporary Consolidated Operations of the facility. The implementation of the proposed mitigation plan would entirely eliminate all of the identified traffic impacts associated with the Proposed Action. No significant adverse impacts to on-street or off-street parking conditions would result from either the Proposed Action or the No Action Alternative. However, unlike the Proposed Action, the No Action Alternative would not directly displace any of the required accessory parking spaces for the HMC.

Transit and Pedestrians

Under the No Action Alternative, there would be no changes to the Project Site and, as a result, no increases in transit or pedestrian activity would occur. Neither the No Action Alternative nor the Proposed Action would result in significant adverse subway or bus impacts, or result in significant adverse impacts to pedestrian facilities.

Air Quality

The No Action Alternative would result in less vehicular traffic than the Proposed Action, and would have lower mobile source emissions. No violations of the National Ambient Air Quality Standards (NAAQS) are predicted to occur either under the No Action Alternative or with the Proposed Action, and both would be consistent with the New York State Implementation Plan (SIP) for the control of ozone and carbon monoxide (CO). Neither the Proposed Action nor the No Action Alternative would result in significant adverse mobile or stationary source air quality impacts.

Noise

As the No Action Alternative would not result in any new uses on the development site, it would not result in any permanent mobile or stationary noise sources. As with the Proposed Action, the No Action Alternative would not create any significant adverse noise impacts on nearby noise sensitive uses.

The noise levels at the monitoring sites in the vicinity of the development site are moderately high and are fairly typical of similar areas in Bronx. With the No Action Alternative, the Leq noise levels at these locations would be higher, with increases of 1.8 dBA or less. Changes of this magnitude would be insignificant and imperceptible. As the No Action Alternative would not be introducing a noise sensitive use in this area, would not result in significant adverse noise impacts as with the Proposed Action.

Construction

Since there would be no development under the No Action Alternative, it would not generate the temporary construction disruptions attributable to the proposed development. However, the economic benefits attributable to construction expenditures and construction jobs under the Proposed Action would not occur under this alternative.

Public Health

Neither the No Action Alternative nor the Proposed Action would result in significant adverse public health impacts. Unlike the No Action Alternative, the Proposed Action would facilitate the construction of a parallel operation to the existing PSAC I in Brooklyn that would augment and provide redundancy to the current emergency 911 response serves in the City. The Proposed Action would improve voice and data communication infrastructures in the City, and therefore, public safety and health by heightening emergency response and disaster recovery capacity in the City using two load-balanced facilities (PSAC I and PSAC II).

Conclusion

While the No Action Alternative would not result in any of the impacts associated with the Proposed Action and resulting proposed PSAC II development, the benefits expected from the Proposed Action relative to land use, urban design, public safety, and WRP consistency, would not be realized under this alternative. The No Action Alternative would not establish a unified emergency communications system that consolidates and streamlines emergency call taking and dispatch operations using two load-balanced facilities (PSAC I and PSAC II). This alternative would fall short of the objectives of the Proposed Action in facilitating a fully redundant and load-balanced call intake and dispatch center for emergency calls that would provide more secure and long range support to the City's 911 system. PSAC I would continue to have limited backup operations and handle all of the call transfer and dispatch functions for all emergency services in the City in the No Action Alternative.

C. NO IMPACTS ALTERNATIVE

It is the City's practice to include, whenever feasible, a "No Impacts" alternative that avoids, without the need for mitigation, all significant environmental impacts of the Proposed Action. As presented in Chapters 2 through 17, the Proposed Action is anticipated to result in significant adverse impacts in the following CEQR technical areas: hazardous materials and traffic, as well as an adverse zoning impact.

To avoid the identified traffic impacts, this alternative would have to reduce traffic generated by the proposed PSAC II development by approximately 91 percent, or no more than five (5) additional vehicle trips at the southbound right-turn of the East Tremont Avenue and Silver Street intersection. Given the staffing levels projected for the proposed PSAC II facility, and the lack of accessible transit facilities in the immediate area, this would make the possibility of constructing the proposed development at this site highly unlikely.

In addition, given the recognized environmental conditions identified on portions of the proposed development site, this alternative would limit development to those areas of the site that do not require additional testing or cleanup.

As discussed in Chapter 2, "Land Use, Zoning, and Public Policy," an adverse zoning impact was identified, however it would not be considered significant. To avoid the identified zoning impact, the proposed PSAC II facility would be limited to a smaller portion of the site, in order to avoid the direct displacement of any of the required accessory parking spaces for the HMC, as well as preserve a large enough zoning lot for the HMC to comply with bulk regulations of the site's M1-1 zoning. This would limit the available site area to approximately 45 percent of the proposed development site under the Proposed Action, which comprises the northern portion of the site. As with the Proposed Action, the No Impacts Alternative would not result in any significant adverse zoning impacts. However, given the programmatic and security needs of the PSAC II facility, this Alternative would render the site infeasible for the proposed functions.

Conclusion

The No Impacts Alternative would avoid the Proposed Action's identified significant adverse impacts. However, this No Impacts Alternative is not an acceptable alternative to the Proposed Action. By

significantly limiting the area on the proposed development site that could be developed and the overall level of development, this alternative would fail to meet the key objectives of the Proposed Action, which include: enhance the City's emergency communications system and infrastructure by providing a second load-balanced 911 center that would work in conjunction with the existing PSAC I; improve voice and data communications infrastructures in the City, and therefore, public safety by heightening emergency response ability and disaster recovery capacity; and strengthen the City's ability to maintain communication in the event of any emergency, such as natural disaster or terrorist attack, etc. As such, this alternative would not meet the goals and objectives of the Proposed Action, and accordingly, it is not considered for purposes of further analysis.

D. ALTERNATE LOCATION ALTERNATIVE

This alternative assumes that the proposed public facility, PSAC II, would be located at an alternative location within the City.

The programmatic requirements for PSAC II necessitate an approximately 640,000 gsf office building and accessory parking for 500 vehicles. The proposed office building would accommodate the City's second 911 call intake and dispatch center and command control center operations for the Fire Department of New York City (FDNY) and the New York City Police Department (NYPD), as well as related mechanical and data systems. Given the public facility's functions, it would require extensive exterior security measures, including a minimum 100-foot buffer ("stand-off") zone on all sides of the proposed office building. As no other buildings or structures could be located within the 100-foot security buffer distance, this security requirement demands a relatively large site for PSAC II. The proposed site would need to occupy a minimum of approximately 4 acres of land.

Over the past decade, as part of the current planning process, and in response to comments made at the public scoping meeting, several other alternative sites for the proposed PSAC II development have been considered, most of which are located outside of the borough of the Bronx. Several of these alternate locations included one other site in the Bronx, six sites in Queens, one site in Staten Island, and one site in Manhattan. Some of the sites considered included: (1) the Harlem River Yard in the South Bronx; (2) Fort Totten in northeastern Queens; (3) the Ridgewood Reservoir in southwestern Queens; (4) Sixth Road and 151st Street in northern Queens; (5) 30-30 Northern Boulevard in western Queens; (6) the former Elmhurst Gas Tank Location in southwestern Queens; (7) the Phelps Dodge site in southwestern Queens; (8) the former GATX property in northern Staten Island; and (9) West 44th Street and Eleventh Avenue in Midtown Manhattan. These sites consisted of both private and publicly owned property. None of these alternate locations proved viable for the reasons detailed below.

Readers of this description of the alternate site locations for the proposed PSAC II development should understand that there is a limitation on the ability to disclose information on matters, which relate to extraordinary sensitive and highly confidential security concerns and analyses leading to the site selection for this necessary public facility. Disclosure of such matters would imperil the very security needed for the operation of this facility.

Each of these nine alternative locations for the proposed PSAC II development was found to be unsuitable, as each alternate site did not meet one or more of the selection criteria for siting the proposed public facility. These criteria include: access to public transportation; vicinity to main arterial roadways; available utilities (access to separate grids/distributions); location of technologies;

radio propagation; and security requirements. In addition to the criteria above, the following siting criteria, listed in the Citywide Statement of Needs, was also considered for each alternative site including: strategic location to PSAC I at MetroTech Center in Downtown Brooklyn, excellent radio and microwave transmission and reception, and a secure facility.

The following provides a qualitative description of each of the alternative sites listed above:

Alternate Locations Considered

Fort Totten, Queens

Fort Totten is an approximately 147-acre peninsula jutting out into the Long Island Sound on the northeastern shore of Queens to east of the Throgs Neck Bridge and the Clearview Expressway (Route 295). Located at the northeastern tip of Queens Community District 7, the site is relatively secluded. Little Bay Park and the Cross Island Parkway border the southwestern edge of the site and the remainder is surrounded by water.

A significant amount of Fort Totten is public parkland and is under the jurisdiction of the New York City Department of Parks and Recreation (NYCDPR). Approximately 50 acres of the site serves as shoreline open space and as a historic site. The US Army Reserve's 77th Division also occupies a significant portion of the site and the New York Police Department (NYPD) and the Fire Department of New York (FDNY) use parts of Fort Totten for office space and as a training center.

This site is primarily zoned for low-density residential uses, except for its southeastern edge, which is zoned for low-density commercial uses. A special purpose NA-4 zoning overlay district is mapped over the entire peninsula. Most of the peninsula is located within the Fort Totten Historic District, a New York City Landmarks Preservation Commission (NYCLPC) designated historic district. The water surrounding Fort Totten is within the East River-Long Island Sound Special Natural Waterfront Area (SNWA) and is a significant coastal fish and wildlife habitat.

The area further to the south of the site across the Cross Island Parkway is primarily residential and of part of the Bay Terrace neighborhood of Queens. There is limited public transportation access to the site. Bus service includes the Q13 and Q16 bus routes that travel on Bell Boulevard and Willets Point Boulevard, respectively. Both the Q13 and the Q16 bus routes connect Fort Totten to the no. 7 subway line terminus at Roosevelt Avenue and Main Street in Flushing, Queens. The site is accessible by vehicle, and Totten Road, a two-way local street, serves as the sole access/egress route for the site. This roadway connects to an interchange with the Cross Island Parkway just outside of the Fort.

As the majority of this site is comprised of public parkland or zoned for low-density residential uses, and is also within a special natural district zoning overlay, it would not be able to accommodate the scale and density of the proposed PSAC II development, which has programmatic needs of approximately 640,000 gsf of public facility space, including office and mechanical space, as well as a 500-space accessory parking facility. In addition, the siting of the proposed PSAC II development on Fort Totten could potentially result in the displacement of the US Army Reserve's 77th Division and/or the alteration of public parkland. Furthermore, most of the site is located within an NYCLPC designated New York City historic district, which would require a certificate of appropriateness from the NYCLPC.

Ridgewood Reservoir, Queens

Ridgewood Reservoir is a decommissioned 19th century reservoir that is located in southwestern Queens on the Queens-Brooklyn border. Originally built in the late 1850s to provide potable drinking water to the city of Brooklyn, the Ridgewood Reservoir served as part of the City's water supply until it was decommissioned and then drained in the late 1980s.

This site comprises more than 50-acres and is part of Highland Park and under the jurisdiction of the New York City Department of Parks and Recreation (NYCDPR). The reservoir and park comprise more than 141 acres and are roughly bounded on the north by the Jackie Robinson Parkway, on the south by Highland Boulevard and Jamaica Avenue, on the west by Bulwer Place and Warwick Street, and on the east by Cypress Hills National Cemetery. Following its decommissioning, the Ridgewood Reservoir has naturally became forested land and a grassy march, which has attracted a wide variety of fauna. The reservoirs outer basins are filled and completely vegetated, while the middle basin contains a fresh water pond. A bicycle trail along the perimeter of the reservoir has also become part of the 40-mile Brooklyn-Queens Greenway.

The surrounding area consists primarily of cemeteries to the north and east, low-to mid-density residentially zoned areas to the south, and parkland to the west. There is limited local bus and subway service. The B13 bus route travels along Cypress Hill Street to the west, and the Q56 bus route runs on Jamaica Avenue to the south. The B13 bus route provides a connection to the Fresh Pond Road and Forest Avenue station serving the M subway line and the Crescent Street station serving the J and Z subway lines, and the Q56 bus route provides a connection to the Broadway Junction station serving the A, C, L, J and Z subway lines. The site is accessible by vehicle from the Jackie Robinson Parkway and Vermont Place. The city is currently working to revitalize Highland Park and make it a destination park.

This site is mapped parkland and therefore, would require the alienation of publicly accessible open space to permit the construction of the proposed PSAC II development. In addition, the siting of the proposed PSAC II facility at the Ridgewood Reservoir would likely result in significant adverse natural resources impacts.

Sixth Road and 151st Street, Queens

This site at Sixth Road and 151st Street is waterfront site located along the northern shoreline of Queens in Community District 7. It situated to the north of the Cross Island Expressway along the southern side of the East River mid-way between the Whitestone Bridge/Whitestone Expressway and the Throgs Neck Bridge/Clearview Expressway.

Sixth Road is a short roadway that extends for one block between 151st Street and 151st Place. To the north of Sixth Road the area is defined by light industrial and vehicular and open storage uses, whereas the area to the south is primarily residential. Relatively large single-family detached homes characterize most of the area to the south and west of the site, which is known as Beechhurst and part of the larger Whitestone area. Further to the south of the site is a central shopping district, centered on the intersection of Clintonville Street and 14th Avenue.

The site is zoned for light industrial use. A small high performance industrial zoning district is mapped along the waterfront from roughly 151st Street to 154th Place to the north of Seventh Avenue/Powell's Cove Boulevard and Tenth Avenue. Low-density residential zoning districts encompass this small light industrial district. A significant portion of the existing high performance industrial district is

proposed to be rezoned to permit a residential development on an approximately 13-acre waterfront site.

Because the site is in a relatively isolated area, local public transit is limited. The Q14 bus route terminates at Seventh Avenue and Clintonville Street approximately one block to the west of the site. This local bus route provides a connection to the no. 7 subway line terminus at Roosevelt Avenue and Main Street in Flushing, Queens. The site is accessible by vehicle from the Cross Island Expressway, which is located approximately eight blocks south of the site, via Clintonville Street.

This site is in close proximity to residential uses, existing residential uses are located to the east and south of the site and a significant residential development is proposed for a 13-acre site to the west, and therefore this site would not be suitable for the proposed PSAC II development. The necessary security measures for the proposed facility could not be implemented without adversely affecting surrounding residential uses. Furthermore, the site is not readily accessible from a major roadway; the Cross Island Parkway is located more than eight blocks to the south of the site.

GATX, Staten Island

The GATX site is located on the northwestern waterfront of Staten Island near the Goethals Bridge/Route 278 to the south of New York Container Terminal at Howland Hook. The approximately 675-acre site is zoned for low-to moderate-performance industrial use and is largely vacant and partially occupied by marshland. The site is also located within the Northwest Staten Island/Harbor Herons Special Natural Waterfront Area (SNWA) and much of the site contains either tidal or fresh water wetlands habitats.

GATX Terminals formerly had operated an oil storage facility at the site until 1999. The site was decommissioned, cleaned, and sold to 380 Development, LLC, a subsidiary of International Speedway Corporation. 380 Development proposed to construct a NASCAR racetrack but abandoned those plans in 2006 citing too many obstacles including the below sea-level grade of the site.

Because the site is located on the northwest side of the Staten Island, there is no public transportation access to the site. The closest bus route is the S40/S90, which travels on the State Island Expressway (Route 278) and provides a local and limited stop service between the New York Container Port and the St. George Ferry Terminal on weekdays only. The site is near several major highways, including the Staten Island Expressway (Route 278) and the West Shore Expressway, and is accessible from Gulf Avenue and Sixth Avenue.

As this site lacks public transportation service, it would not be suitable for the proposed PSAC II development. Furthermore, the site is located within Northwest Staten Island/Harbor Herons SNWA and contains sensitive natural features that are recognized and protected under a variety of regulatory programs, which would substantially limit the development potential of the site. Public investment within the SNWAs should focus on habitat protection and improvement and should not encourage activities that interfere with the habitat functions of the area.

30-30 Northern Boulevard, Queens

The site at 30-30 Northern Boulevard is located on the south side of Northern Boulevard between 40th Road and 40th Avenue in the Dutch Kills area of western Queens in the southern portion of Community District 1. It is a privately owned site that comprises approximately 2.3 acres of industrial property directly west of Sunnyside Yards, a rail yard for Amtrak and the Long Island Railroad. The

surrounding area is relatively densely developed, supporting a mix of uses, including commercial, industrial, automotive, vehicular storage and parking, as well as some residential uses.

This site contains an existing approximately 238,000 gsf loft building with five floors and at-grade accessory parking. It is accessible by public transit; there is a subway station located approximately one block to the northeast of the site at 39th Avenue and 31st Street, which serves the N and W subway lines. The Queens Plaza subway station, serving the E, G, R, and V subway lines, is located to the southwest of the site at the intersection of Queens Boulevard, Jackson Avenue, and Queens Plaza East. Furthermore, the Q101 bus route travels along Northern Boulevard and the Q102 bus route on 31st Street in the vicinity of the site. Vehicle traffic can access the site from Northern Boulevard and 40th Avenue.

As the site at 30-30 Northern Boulevard occupies less than three acres and is bordered by a rail yard to the east in a relatively densely developed area of Queens, it is not of adequate size to accommodate the proposed PSAC II development and the necessary security measures for the facility.

(Former) Elmhurst Gas Tank Location, Queens

The former Elmhurst Gas Tank site is located directly north of the Long Island Expressway (Interstate 495) in the Elmhurst area of western Queens at the southeast corner of Community District 4. The approximately 6 acre industrial property is generally bounded by Grand Avenue to the north, the prolongation of 79th Street to the east, 57th Avenue to the south, and an Amtrak right-of-way to the west. The site is zoned for heavy, low performance industrial uses.

Formerly, the site contained gas tanks that reached up to 200 feet tall. Keyspan Energy Company dismantled the tanks in the late 1990s and subsequently used the site for vehicle storage. In 2005, the New York City Department of Parks and Recreation (NYCDPR) acquired the site from Keyspan, and is in the process of converting the site into public park space that is envisioned to feature amenities such as a ball fields, landscaping, play equipment, and seating. The park is tentatively referred to as "Gas Tank Park."

The area surrounding the site is primarily residential. With the exception of a few local bus routes, there is limited public transit. The Q58 and Q59 bus routes travel along Grand Avenue and the Q45 bus route runs on 80th Street in the vicinity of the site. The Q58 and Q59 bus routes provide a connection to the Grand Avenue- Newton/Queens Boulevard station serving the G, R, and V subway lines and the Q45 provides connection to the 74th Street/Broadway and Jackson Heights/Roosevelt Avenue stations serving the E, F, 7, G, R and V subway lines. The site is accessible by vehicle from Grand and 57th Avenues.

As the former Elmhurst Gas Tank Location site comprises approximately 6 acres and is bordered by an active Amtrak railroad right-of-way to the west, it would not be able to accommodate the proposed PSAC II development, as well as the facility's necessary security measures. Furthermore, this site has been acquired by the NYCDPR and is planned to serve as public parkland, which would feature recreational amenities such as a ball fields, landscaping, play equipment, and seating.

Phelps Dodge, Queens

The Phelps Dodge site is located downstream of Maspeth Creek and to the east of the Kosciuszko Bridge and the Brooklyn-Queens Expressway (Interstate 278) on the north bank of the Newtown Creek in the West Maspeth neighborhood of Queens. The site is to the south of 56th Road and comprises approximately 37-acres of industrial property that is divided by the Long Island Railroad,

which runs east-west through the site. The site is zoned for heavy, low performing industrial uses and is located within the Newtown Creek Significant Maritime and Industrial Area (SMIA). (SMIA are waterfront areas that are particularly well suited for maritime and industrial development.)

Formerly, the site contained a copper refining and chemical production plant that operated throughout much of the 20th century until the early 1980s. The site is a New York State Superfund Site listed on the State's Registry of Inactive Hazardous Waste Disposal Sites as Site No. 241002. The primary contaminants of concern include heavy metals (cadmium, chromium, copper, lead, and mercury), PAHs and PCBs. Past discharges, spills, leaks and disposal from the facility's operation caused sediment contamination in Newtown Creek, and those sediments serve as continuing sources of contaminant releases.

The area surrounding the site is primarily industrial and is zoned for low-and moderate-performing industrial uses. The site is relatively inaccessible by public transit; there is no subway or bus service. Local bus service in the area consists of the B24 bus route that travels on Brooklyn-Queens Expressway and the Q55 bus route, which runs on 55th Avenue. 56th Road provides vehicular access to the site.

As this site is relatively inaccessible by public transit with the closest local bus route located several blocks to the north of the site, it would not be suitable for the proposed PSAC II development. The site is also located within the Newtown Creek SMIA, which is intended to preserve and support maritime and industrial operations. Public investment within SMIAs should be targeted to improve transportation access and maritime and industrial operations. Additionally, this site contains hazardous material that would need to remediation prior to any construction activities at the site. This remediation effort would be extremely expensive and lengthy process to undertake.

Harlem River Yard, Bronx

The Harlem River Yard is located along the Harlem River waterfront in South Bronx. The approximately 100-acre industrial property comprises the southernmost tip of the Bronx, and is bounded on the north by 132nd Street. The approaches for the Willis Avenue Bridge and the Triborough Bridge extend above the site. The site currently houses a waste management facility that is used for transporting waste out of the city and the Hudson River Intermodal Yard. It is zoned for low- and moderate-performing industrial uses and is located within the South Bronx Significant Maritime and Industrial Area (SMIA). (SMIA are waterfront areas that are particularly well suited for maritime and industrial development.)

Most of the area to the north of this site is zoned for mixed use including light industrial uses and moderate density residential. This area has limited public transit access. The nearest subway line travels along East 138th Street, more than seven blocks to the north of the site. Local bus service consists of the Bx 15 bus route, which travels on Willis Avenue, and the Bx 33 bus route, which runs on Willow and Walnut Avenues and East 132nd Street in the vicinity of the site. Vehicular access is from Second and Lincoln Avenues.

As most of the Harlem River Yard site is currently used for active rail transportation uses and rail dependent industrial uses and is transversed by both the Willis Avenue and Triborough Bridges, it could not readily accommodate the proposed PSAC II development. Furthermore, this area is located within the South Bronx SMIA, which is intended to preserve and support maritime and industrial operations. Public investment within SMIAs should be targeted to improve transportation access and maritime and industrial operations.

West 44th Street and 11th Avenue, Manhattan

This site is located in the Clinton neighborhood of Midtown Manhattan one block east of Twelve Avenue (a.k.a. Route 9A, Joe DiMaggio Highway). This area is relatively densely developed and contains a mix of uses including commercial, industrial, institutional, warehousing, automotive, and transportation and utility uses. There are few vacant sites. Residential uses are generally located to the south of West 43rd Street and further east closer to 10th Avenue. To the east of 11th Avenue the area is zoned for high performance industrial uses, whereas to the west of 11th Avenue the area is zoned for moderate performance industrial uses. There is also a small low performance heavy industrial district mapped to the northeast of the site on the east side of Twelfth Avenue between West 45th and West 46th Streets and a high-density commercial zoning district south of West 43rd Street. The special purpose Clinton zoning district overlays much of the surrounding area.
This site is highly accessible by public transit. The closest subway station to the site is the West 42nd Street-Eighth Avenue/Port Authority station on Eighth Avenue, which is approximately three blocks east and two blocks south. It serves the A, C, and E subway lines, and provides a free underground connection to the 1, 2, 3, 7, N, R, Q, S, and W subway lines at the Time Square-West 42nd Street station. Three local bus routes serve the immediate surrounding area including the M11, M42, and M50. The M11 provides service along Ninth and Tenth Avenues, the M42 on West 42nd Street, and the M50 on West 49th Street. The site is also accessible by vehicle. Twelfth Avenue is located one block west and is a major arterial that lines the west side of Manhattan and connects to the Henry Hudson Parkway.

As this site is located in a densely developed area of Midtown Manhattan, the necessary security measures for the proposed PSAC II development could not be implemented.

Assessment

As mentioned above, none of these alternate sites met all of the necessary selection criteria, which included: access to public transportation; vicinity to main arterial roadways; available utilities (access to separate grids/distributions); location of technologies; radio propagation; and security requirements, and therefore, they were determined to be unsuitable for the proposed PSAC II facility. The programmatic requirements and necessary security provisions for PSAC II require the selection of a relatively large site comprising at a minimum approximately 4 acres of land. Some of the sites, such as West 44th Street and Eleventh Avenue, in Midtown Manhattan, 30-30 Northern Boulevard, in western Queens, and the former Elmhurst Gas Tank Location in western Queens, are located in densely developed areas and/or are too small to accommodate the proposed PSAC II development and necessary security measures. Other sites, like the Harlem River Yard, contain active uses and could not readily accommodate the proposed PSAC II development. Other sites, such as Sixth Road and 151st Street in northern Queens, GATX site in northwestern Staten Island, and the Phelps Dodge site in southwestern Queens, have extremely limited or no public transit access, or are located to far from major roadways. Some sites, including the Ridgewood Reservoir in southwestern Queens and Fort Totten in northeastern Queens, would be extremely difficult to develop and are located within either public parkland, residentially zoned areas, or recognized historic districts.

The proposed PSAC II development would be a unique regional/citywide facility that would serve as one of two streamlined emergency call intake and dispatch centers for all of the City's first responders. The proposed facility would improve emergency response ability and disaster recovery capacity by creating a second emergency communications center that would share the load of emergency calls and provide redundancy to the emergency response services in the City. It also would support command control center operations for the FDNY and NYPD, which would enable the police and fire officials to

coordinate and manage emergency response with the New York City Office of Emergency Management (NYCOEM) across the entire City from a single centralized location.

The proposed facility has a number of structural and spatial requirements. The proposed development site is an ideal location for the PSAC II in terms of its size, configuration, relative isolation, strategic location from PSAC I, availability of utilities and highway access, and compatibility with surrounding land uses. The proposed development site encompasses an approximately 8.75-acre site that is essentially severed from the surrounding area, bordered by the Pelham Parkway to the north, the Hutchinson River Parkway to the east, and partially by an Amtrak right-of-way to the west. This area of the City is also less densely developed, supporting large commercial and institutional uses on campus-like settings. There are no existing or planned structures within at least 150 feet of the proposed development site, and residential uses are located more than 500 feet from the site. The Pelham and the Hutchinson River Parkways provide wide buffers between the predominantly residential areas of Pelham Gardens and Pelham Bay, and the Amtrak right-of-way and a number of light industrial, warehousing, commercial and vehicular storage uses physically separates the proposed development site from the residential neighborhood of Indian Village.

The site selection process for the proposed PSAC II development was based on several factors, including: access to public transportation; vicinity to main arterial roadways; availability of utilities (including access to separate grids/distributions); location of technologies; radio propagation; and security requirements. In order for PSAC II to provide redundancy to emergency communications, the site must be located at a strategic location from the existing PSAC I on separate utility system grids and have excellent radio and microwave transmission/reception. The site must also be large enough to implement the necessary security measures without adversely affecting surrounding land uses. The selected site meets the logistical and functional criteria necessary to ensure the proper operation of the proposed facility, with minimal disruption to the surrounding area.

Conclusion

As discussed above, the proposed development site is an ideal location for the PSAC II in terms of its size, configuration, relative isolation, strategic location from PSAC I, availability of utilities and highway access, and compatibility with surrounding land uses. As none of the alternate sites listed above met all of the necessary selection criteria, the Alternate Location Alternative would fall short of the objectives of the Proposed Action. Moreover, the Alternate Location Alternative may result in the same or additional significant adverse impacts as the Proposed Action.

E. PELHAM PARKWAY SITE ACCESS ALTERNATIVE

This alternative was developed to assess the implications of an alternate site access for the proposed public facility development of PSAC II. Like the Proposed Action, the Pelham Parkway Site Access Alternative would involve site selection for a public facility and the acquisition of privately owned property by the City to construct the proposed PSAC II development on an approximately 8.75-acre site comprising the northernmost portion of the HMC. However, instead of mapping a new public street that would provide access from Waters Place, the Pelham Parkway Site Access Alternative assumes that vehicular access to the proposed public facility would be provided from the Pelham Parkway through the establishment of a private access and utility easement. As discussed in Chapter 1, "Project Description," the Proposed Action involves an amendment to the City Map to establish a new

public street that would provide vehicular access to the proposed development from the south along a public right-of-way. An existing private access roadway (Industrial Street) for the HMC would be mapped as a public street. This public street would extend north of Waters Place from a signalized intersection to the southern boundary of the proposed development terminating in a cul de sac.

The Pelham Parkway Site Access Alternative assumes that no changes would be made to the City Map and vehicular access to the site would instead be provided through the establishment of a private access and utility easement extending from the Pelham Parkway to the proposed PSAC II development (see Figure 19-1). This easement would create a two-way private roadway or driveway connection to the proposed public facility from the northwest that would only be accessible to the workers and visitors of PSAC II. Under this alternative, there would be no connection to the HMC from the Pelham Parkway and vehicles en route to the PSAC II development would not be able to access the site from Waters Place.

As a below-grade Amtrak right-of-way extends along a portion of the northwestern border of the proposed development site, this alternative would involve the construction of a bridge crossing above the railroad right-of-way. In addition, it is anticipated that a new retaining wall would need to be constructed along portions of the bridge connection due to the necessary grade changes for the rail crossing. The bridge would be required to have at least a 22-foot clearance above the Amtrak tracks. Because of the expense involved in designing and constructing a bridge crossing above the Amtrak right-of-way, the cost to the City of implementing this alternative would be substantially higher than the proposed plan.

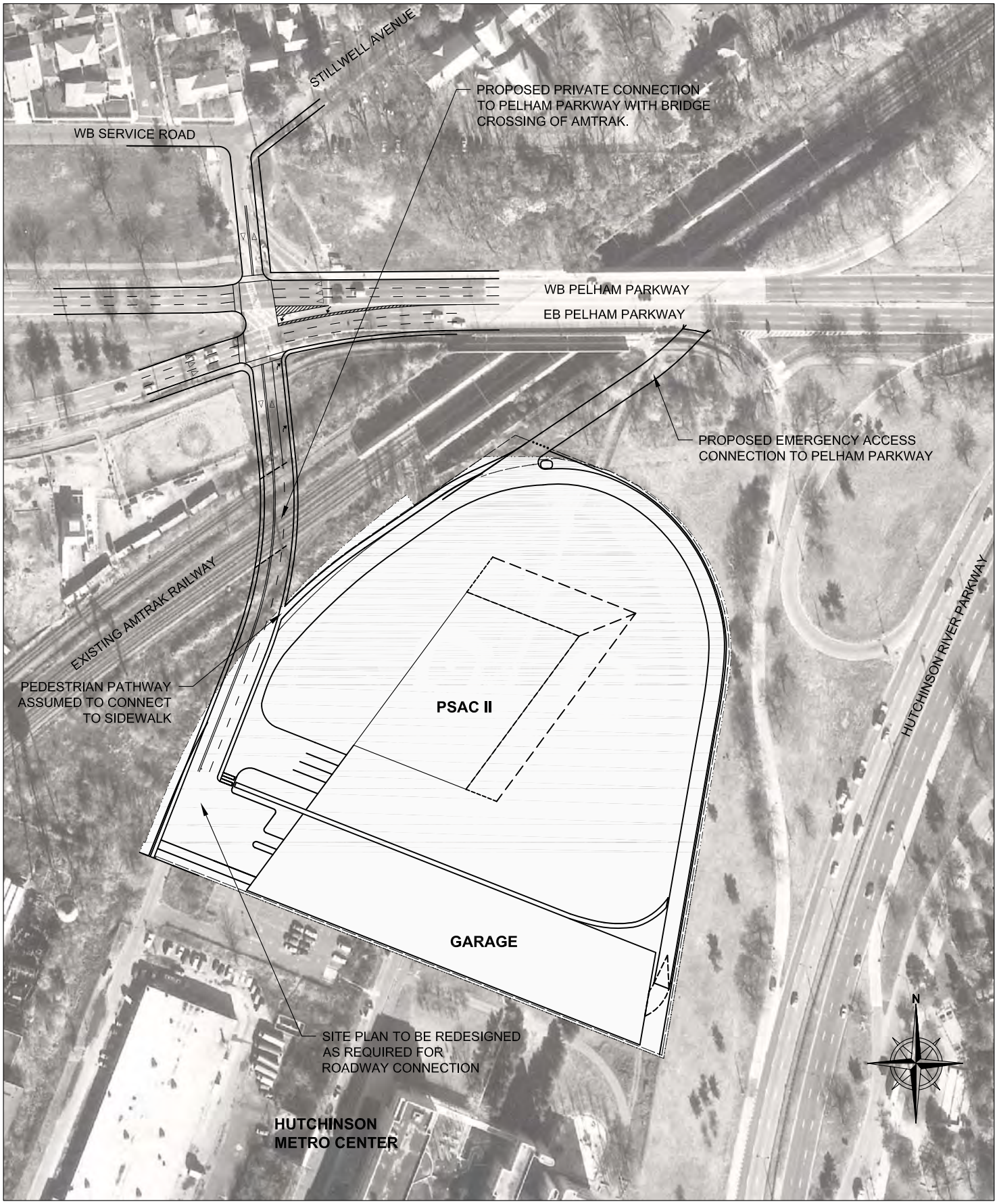
This alternative would also involve improvements to the Pelham Parkway right-of-way to provide a direct connection to the new private roadway to PSAC II. An existing connection between the Pelham Parkway North service road/Stillwell Avenue and the Pelham Parkway would be realigned and reconstructed to create a perpendicular intersection with the Pelham Parkway directly opposite the proposed private roadway (see Figure 19-1). A new left turn lane from westbound traffic on the Pelham Parkway to the private street would also be established to allow access to PSAC II.

As noted above, like the Proposed Action, implementation of the Pelham Parkway Site Access Alternative would require discretionary actions by the City, including acquisition, site selection, and a mayoral zoning override to modify accessory parking requirements for the proposed development. Unlike the Proposed Action, no new public streets would be established. The Pelham Parkway Site Access Alternative assumes that a private access and utility easement would be established to provide vehicular access to the site. The establishment of this access easement would require the acquisition/condemnation of the private roadbed from the respective landowners affected.

Since the proposed private access and utility easement would require discretionary approvals, its implementation would be subject to CEQR and SEQRA. While this alternative is presented qualitatively in this DEIS, subsequent environmental documentation would be needed if it were to move forward.

This alternative would be identical to the Proposed Action in terms of the size and scale of the proposed PSAC II development. Like the Proposed Action, this alternative would result in the construction of an approximately 640,000 gsf office building and a 500 space accessory parking structure at the approximately 8.75-acre development site. The new structures' arrangement, form, massing, and height would be essentially equivalent to the Proposed Action. All of the necessary security measures for the public facility development, including a required offset distance from the office building would be maintained. Similar to the Proposed Action, this alternative would also include improvements to the existing pedestrian pathway within the Pelham Parkway right-of-way directly north of the proposed development site to create an emergency access/egress route for PSAC

Pelham Parkway Site Access Alternative



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II. Under this alternative, some of the security screening areas and truck vetting areas would likely need to be modified and located further to the east on the site.

The environmental effects of this alternative are summarized below and compared with the Proposed Action. As the Pelham Parkway Site Access Alternative would result in the same scale and density of development as the Proposed Action, it is expected that the effects of the Pelham Parkway Site Access Alternative would be similar to, if not the same as those for the Proposed Action in almost all of the CEQR technical areas, including: open space; shadows; infrastructure; solid waste and sanitation; energy; traffic and parking; transit and pedestrians; air quality; noise; and public health. Because this alternative would introduce the same number of employees to the site as the Proposed Action, it is expected that the CEQR technical areas affected by density-related potential impacts (e.g., open space, solid waste, traffic, etc.) would be similar to those for the Proposed Action. However, as the vehicular site access to the proposed development site would be provided from the northwest via a private roadway connection from the Pelham Parkway, instead of from the south via a public street from Waters Place, the trip assignment to the site would be considerably different and is therefore, discussed below. In addition, as the Pelham Parkway Site Access Alternative would result in the construction of a private roadway on land outside of the area affected by the Proposed Action, effects with respect to the technical analyses of land use, zoning, and public policy, open space, urban design and visual resources, neighborhood character, hazardous materials, waterfront revitalization program, and construction may be different from the Proposed Action as described below.

Land Use, Zoning, and Public Policy

The overall effect of this alternative on land use, zoning, and public policy would generally be comparable to that of the Proposed Action. Neither the Proposed Action nor the Pelham Parkway Site Access Alternative would result in significant adverse impacts on land use and public policy. Both the Proposed Action and the Site Access Alternative would result in significant land use changes and increases in density on the proposed development site, replacing primarily undeveloped land with a public facility development consisting of an approximately 640,000 gsf office building and a 500 space accessory parking structure. Both the Proposed Action and this alternative would also result in an adverse, but not significant, zoning impact causing non-conformance on the HMC site with respect to current underlying zoning. Under both the Proposed Action and the Pelham Parkway Site Access Alternative, the City's acquisition of an approximately 8.75 acre development site would directly displace (or eliminate) at-grade accessory parking spaces for the HMC, which are required pursuant to the site's M1-1 zoning. In addition, the City's acquisition of proposed development site would cause the HMC site to exceed its permitted maximum floor area. The elimination of these required accessory parking spaces and the overall reduction of the HMC zoning lot size would render the HMC non-compliant with the site's M1-1 zoning floor area and parking regulations, and therefore, result in an adverse zoning impact under either the Proposed Action or this alternative.

Unlike the Proposed Action, this alternative would not involve the mapping of a new public street. Industrial Street would continue to serve as a two-way private access roadway to the HMC, and would not provide a connection to the proposed PSAC II development.

This alternative assumes that a private roadway, serving only the employees and visitors of PSAC II, would provide access to proposed PSAC II development from the Pelham Parkway through the establishment of a private access and utility easement. This roadway would be two-way and include a bridge crossing above the below-grade Amtrak right-of-way. This alterative would also involve minor changes to the Pelham Parkway right-of-way to provide a direct connection to the new private roadway, including the realignment and reconstruction of an existing connection and intersection

between the Pelham Parkway North service road/Stillwell Avenue and the Pelham Parkway and the creation of a new left turn lane from westbound traffic on the Pelham Parkway to the private street.

Open Space

As with the Proposed Action, the Pelham Parkway Site Access Alternative would not create any new publicly accessible open space resources. The Pelham Parkway Site Access Alternative would involve the realignment and reconstruction of the existing connection between the Pelham Parkway North service road/Stillwell Avenue and the Pelham Parkway, which would result in changes to the associated public open space of the Pelham Parkway between the prolongations of Lodovick and Gunther Avenues. This realignment may also result in the loss of a minor amount of public open space. However, this alternative is not expected to have a significant adverse effect on existing open space users, or reduce the open space ratio and consequently result in overburdening existing facilities. Therefore, neither the Pelham Parkway Site Access Alternative nor the Proposed Action would result in significant adverse impacts on open space.

Urban Design And Visual Resources

Like the Proposed Action, the Pelham Parkway Site Access Alternative would dramatically alter the urban design and general appearance of the proposed development site by replacing largely unimproved land with a new public facility development consisting of an approximately 640,000 gsf office building and a 500-space accessory parking structure. Neither the Proposed Action nor the Pelham Parkway Site Access Alternative would result in significant adverse impacts on the block forms, street pattern, or street hierarchy.

Unlike the Proposed Action, which would map an existing private street as a public roadway, the Pelham Parkway Site Access Alternative would establish a private roadway extending from the Pelham Parkway to the proposed development site, and result in minor changes to the Pelham Parkway. The private roadway would require a bridge crossing of a below-grade Amtrak right-of-way, which would introduce a new structure that would likely be visible from the Pelham Parkway, and surrounding areas. The changes to the Pelham Parkway would involve the realignment and reconstruction of an existing intersection of the Pelham Parkway North service road/Stillwell Avenue and the Pelham Parkway and the creation of a new left turn lane from westbound traffic on the Pelham Parkway to the private street. The Pelham Parkway Site Access Alternative would slightly alter block form and modify the street network to establish more of a grid pattern providing a private roadway connection from the Pelham Parkway to the proposed development site. The changes to the Pelham Parkway and the introduction of a bridge would not significantly change, or block the visual view corridor of the Pelham Parkway.

Like the Proposed Action, it is expected that this alternative would result in positive changes to the visual resources of the study area with landscaping improvements to the open space of the Pelham Parkway directly north of the proposed development site, as well as adding abundant greenery and landscaping to the development site. Therefore, no adverse impacts upon visual resources are anticipated as a result of the Proposed Action or the Pelham Parkway Site Access Alternative. Neither the Pelham Parkway Site Access Alternative nor the Proposed Action would result in significant adverse impacts on urban design and visual resources.

Neighborhood Character

While both the Pelham Parkway Site Access Alternative and the Proposed Action would substantially change the character of the proposed development site and immediately surrounding area, neither would result in significant adverse neighborhood character impacts. Neither the Proposed Action nor the Pelham Parkway Site Access Alternative would have a significant adverse neighborhood character impact on surrounding areas.

Hazardous Materials

The effect of the Pelham Parkway Site Access Alternative with respect to hazardous materials issues is expected to be similar to those of the Proposed Action. As with the Proposed Action, the proposed development site has identified conditions that may pose a significant adverse impact under the Pelham Parkway Site Access Alternative. Similar to the Proposed Action, all of the proposed development site would be required to undergo all required testing and necessary remediation measures following acquisition and prior to any construction. The mitigation measures for the Proposed Action described in Chapter 18 would also be required for this alternative.

Additional environmental studies would be needed to incorporate the areas of ground disturbance affected by the private access and utility easement extending between Pelham Parkway and the proposed development site, including areas adjacent to the Pelham Parkway and Amtrak right-of-way. However, based on the historical uses in the adjacent areas, it is not anticipated that these studies would result in findings that would substantially differ from those for the proposed development site, and, as with the Proposed Action, the area affected by this alternative would be required to undergo all required testing and necessary remediation measures following acquisition and prior to construction.

Waterfront Revitalization Program

Like the Proposed Action, the Pelham Parkway Site Access Alternative would develop land within the New York City Coastal Zone, including the proposed development site and area affected by the private roadway extending from the Pelham Parkway to the development site. As with the Proposed Action, implementation of the Pelham Parkway Site Access Alternative would result in the construction of an approximately 640,000 gsf office building and a 500 space accessory parking garage on the proposed development site. Similar to the Proposed Action, these new buildings would not be located within the 100-year floodplain boundary and would comply with local laws and not have any habitable spaces within the floodplain. Unlike the Proposed Action, which would map a public street that is primarily located within the 100-year floodplain boundary, this alternative would establish a private roadway that is primarily located outside of the 100-year floodplain. Only the southern portion of the private roadway, which is located within the development site boundaries, would be within the 100-year floodplain. It is also expected that the bridge crossing of the Amtrak right-of-way would be constructed well above the floodplain. Therefore, like the Proposed Action, the Pelham Parkway Site Access Alternative would be consistent with New York City's WRP.

Infrastructure

Similar to the Proposed Action, the Pelham Parkway Site Access Alternative would require some utility services of the site to be provided along Industrial Street. It is likely that the City would need to establish private utility easements along Industrial Street for needed infrastructure, including storm

and sanitary sewers, water mains, electricity and telecommunications cables, as carrying utilities over a bridge is difficult. Therefore, the City would likely have to establish a private utility easement extending along Industrial Street from Waters Place to the southern boundary of the proposed development. This would require the acquisition/ condemnation of Industrial Street to create a utility corridor for the proposed development site.

Traffic

The traffic and parking analysis for the Pelham Parkway Site Access Alternative assesses the implications of an alternate site access for the proposed PSAC II development, which would be comprised of a 640,000 gsf office building and a 500-space accessory parking garage, the same as under the Proposed Action. As with the Proposed Action, the traffic analysis for the Pelham Parkway Site Access Alternative assumes implementation of Bus Rapid Transit service (Bx 12 select bus service [SBS]) along the Pelham Parkway and incorporates any right-of-way improvements that would occur by 2012.

The Pelham Parkway Site Access Alternative assumes that all vehicular access to the proposed development site would be via a private two-way driveway that would be constructed between the Pelham Parkway and the proposed PSAC II development site (see Figure 19-1). This alternative would also involve improvements to the Pelham Parkway right-of-way to provide a direct connection to the new private roadway and proposed development site. An existing connection between the Pelham Parkway North service road/Stillwell Avenue and the Pelham Parkway would be realigned and reconstructed to create a perpendicular intersection with the Pelham Parkway directly opposite the proposed private driveway. A new left turn lane from westbound traffic on the Pelham Parkway to the private street would also be established to allow access to PSAC II. This private driveway would extend over the Amtrak right of way and then along the western perimeter of the project site. Under this Alternative, this intersection would facilitate all new project generated trips to and from the proposed PSAC II development site, totaling approximately 366 and 372 vehicles (in and out combined), respectively, in AM (6:30 AM to 7:30 AM) and midday (2:30 PM to 3:30 PM) peak hours under Typical Operations and 712 and 745 vehicles (in and out combined), respectively, in the AM and midday peak hours under temporary Consolidated Operations. Employees and visitors of PSAC II would be the only users of this driveway, as no connection to the HMC is anticipated.

The Pelham Parkway Site Access Alternative is expected to alter traffic flows within the study area. In comparison to the Proposed Action, project generated vehicle trips under the Pelham Parkway Site Access Alternative would access the private driveway for PSAC II directly from the Pelham Parkway, thereby significantly reducing the volume of vehicles that would utilize the local street network. In general, new vehicle trips under this Alternative would be concentrated on the Hutchinson River and the Pelham Parkways, the Eastchester Road corridor, and the eastern portion of the East Tremont Avenue corridor. Project generated trips in the Westchester Avenue and Waters Place corridors, previously expected under the Proposed Action, would not occur under this Alternative as PSAC II employees would not be able to access the site from Waters Place.

Among the analyzed intersections, the greatest volumes of vehicles would occur at the intersection of Eastchester Road and the Pelham Parkway West, which would receive up to 81 and 96 vehicles per hour, respectively, under Typical Operations and temporary Consolidated Operations during any analyzed peak hour. With the exception of the intersection Eastchester Road at the Pelham Parkway East, which would also receive a substantial volume of new vehicular trips under this Alternative, all other analyzed intersections in the traffic study area would receive no more than approximately 31 vehicles in any analyzed peak hour under either the Typical or temporary Consolidated Operations.

Under Typical Operations, the Pelham Parkway Site Access Alternative would result in significant adverse impacts at five intersections (one in the AM and five in the midday peak hour), compared to six intersections under the Proposed Action (three in the AM peak hour and six in the midday peak hour). Intersections impacted under the Pelham Parkway Site Access Alternative include, East Tremont Avenue at Castle Hill Avenue and Silver Street, and Morris Park Avenue at Eastchester Road. All three of these intersections were previously impacted under the Proposed Action. Additionally, as a greater volume of vehicular trips would directly utilize the Pelham Parkway under this Alternative, the intersections of Eastchester Road at the Pelham Parkway West and the Pelham Parkway East would also become significantly impacted. Under temporary Consolidated Operations, the Pelham Parkway Site Access Alternative would also result in impacts at the same five intersections as the Typical Operations (one in the AM peak hour and five in the midday peak hour), compared to nine intersections under the Proposed Action (six in the AM peak hour and nine in the midday peak hour).

Mitigation measures identified for the Proposed Action, such as signal timing adjustments and curbside parking changes, would also be required for this alternative, but would need to be adjusted/expanded to accommodate the travel demand generated by this Alternative. New mitigation measures would need to be developed for the newly impacted intersections.

Construction

The construction of this alternative, which involves the erection of a bridge structure above an Amtrak right-of-way, and the acquisition/condemnation of property, is expected to be a more complicated and lengthier process than compared to the construction process for the Proposed Action. As it would involve several modifications and improvements to the Pelham Parkway, it is expected to also cause more disruption to traffic flows in the area. There would also likely be various lane closures along the Pelham Parkway to facilitate these changes associated with the Pelham Parkway Site Access Alternative.

As with the Proposed Action, construction activities would comply with applicable local, state, and federal regulations. A maintenance and protection of traffic plan would likely be implemented for activities undertaken near the Pelham Parkway, and a CHASP would be implemented to protect workers and the general public from any exposure to contaminated materials. Construction activities within the proposed development site would be the same in scope and duration for the Proposed Action and the Pelham Parkway Site Access Alternative, and the measures to minimize these effects would be the same for both.

Conclusion

The Pelham Parkway Site Access Alternative would result in the same size, scale and density of development on the proposed development site as the Proposed Action. Unlike the Proposed Action, which would establish a new public street to provide vehicular access to the site from Waters Place, this alternative assumes that vehicular access to the site would be provided through the establishment of a private access and utility easement extending from the Pelham Parkway to the site. The Pelham Parkway Site Access Alternative would result in the construction of a private roadway on land outside of the area affected by the Proposed Action.

Overall, the Pelham Parkway Site Access Alternative would have similar effects to the Proposed Action. This alternative would not eliminate the potential for significant adverse impacts on hazardous

materials and would also result in significant adverse traffic impacts, which would require mitigation. Similar to the Proposed Action, the Pelham Parkway Site Access Alternative would also result in an adverse, but not significant, zoning impact causing non-conformance on the HMC site with respect to current underlying zoning regulations on required accessory parking as well as floor area.

The cost of implementing the Pelham Parkway Site Access Alternative is expected to be considerably more substantial than the Proposed Action, as it involves the designing and constructing of a bridge crossing above an Amtrak right-of-way. This alternative would also require extensive coordination with and approval from Amtrak, the NYCDOT, NYSDOT, and NYCDPR.

F. 911 CALL AND DISPATCH CENTER ALTERNATIVE

Following the issuance of the DEIS on August 18, 2008, the 911 Call and Dispatch Center Alternative was developed by the NYPD, FDNY, NYCDOITT, and NYCDCAS, on behalf of the City of New York (the "City"), in response to the current budget pressures faced by the City and issues raised during the public review process for the DEIS. This alternative modifies the scope and program for the proposed PSAC II facility, and assumes that PSAC II would function only as a 911 call and dispatch center, and would not consolidate the command center operations for the FDNY or the NYPD at the proposed development site, as assumed in the Proposed Action. Like the Proposed Action, under this alternative, PSAC II would function similar to PSAC I in Downtown Brooklyn and would consolidate operators and dispatchers for all of the City's emergency responders, which would handle the call transfer and dispatch operations for these services within the five boroughs. Under this alternative, PSAC II would provide redundancy and augment existing 911 service, as well as alleviate pressure on PSAC I by sharing the load of emergency calls in the City. Unlike the Proposed Action, the command center operations for the NYPD and the FDNY would not relocate to the proposed development site and would remain at their current locations at One Police Plaza in Lower Manhattan and at 9 MetroTech Center in Downtown Brooklyn, respectively.

As with the Proposed Action, the 911 Call and Dispatch Center Alternative would involve site selection for a public facility and the acquisition of privately owned property to construct the proposed PSAC II development on an approximately 8.75-acre site comprising the northernmost portion of the HMC. In addition, similar to the Proposed Action, this alternative would amend the City Map to establish a new public street that would provide vehicular access and utility services to the proposed development along a public right-of-way. An existing private access roadway (Industrial Street) for the HMC would be mapped as a public street (Marconi Street). The public street would extend north of Waters Place from a signalized intersection to the southern boundary of the proposed development site terminating in a cul de sac.

In this alternative, as in the Proposed Action, PSAC II would operate continuously 24 hours per day, seven days per week similar to PSAC I. The majority of employees would work in three separate shifts, and shift changes would typically occur at approximately 7:00 AM, 3:00 PM, and 11:00 PM. The largest (or peak) shift would generally be the 3:00 PM to 11:00 PM shift. The next largest shift would be the 7:00 AM to 3:00 PM shift, followed by the 11:00 PM to 7:00 AM shift. Similar to the Proposed Action, PSAC II would typically have a staff size of approximately 850 employees that would work in three eight-to 12-hour overlapping shifts (with a maximum of 315 employees per shift) throughout a 24-hour period ("Typical Operations"). When operating in backup mode or during heightened security days, staffing levels at PSAC II would temporarily increase. During this emergency condition ("Consolidated Operations"), it is expected that PSAC II would have a maximum

staff size of approximately 1,500 employees (with a maximum of approximately 550 employees per shift) that would work over a 24-hour period in overlapping shifts under this alternative, as compared to up 1,700 employees assumed in the Proposed Action (with a maximum of 630 employees per shift).

This alternative would also reduce the size and scale of proposed development as compared to the Proposed Action. The modified program for PSAC II would result in a decrease of the proposed development's gross square footage, somewhat different building massing on the site, and lower building height (see Table 19-1). Refer to Figure 19-2, which shows an illustrative site plan for the 911 Call and Dispatch Center Alternative, and Figure 19-3, which provides a section for this alternative. Under the 911 Call and Dispatch Center Alternative, the proposed PSAC II development would consist of a new approximately 550,000 gsf public facility office building and an above-grade naturally ventilated accessory parking structure (see Figure 19-2), as compared to an approximately 640,0000 gsf public facility and an above grade mechanically ventilated accessory garage.

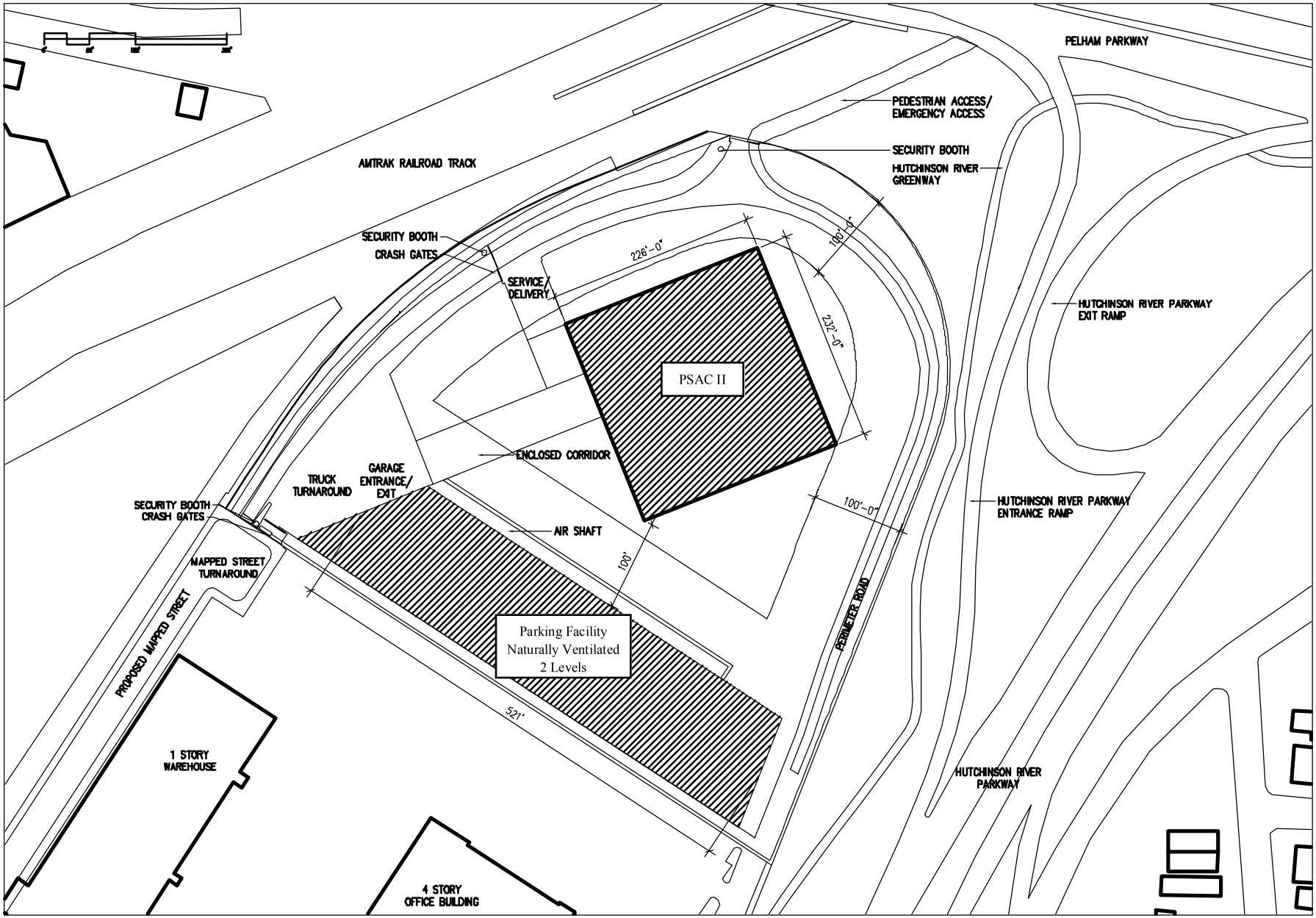
Table 19-1
Comparison of the 911 Call and Dispatch Center Alternative to the Proposed Action

	911 Call & Dispatch Center Alternative	**Proposed Action**
Public Facility Office Building Gross Square Footage (gsf)	550,000 gsf	640,000 gsf
Building Height (Elevation)	260 feet (284 feet)	350 feet (374 feet)
Number of Above Grade Building Levels	11 Levels	14 Levels
Accessory Parking Facility (gsf)	100,000 gsf	163,000 gsf
Height of the Accessory Parking Facility	23 feet	30 feet
Number of Parking Levels	Two Levels	Three Levels
Typical Operations Staffing Level	850 employees per day (max. 315 employees per shift)	850 employees per day (max. 315 employees per shift)
Consolidated Operations Staffing Level	1,500 employees per day (max. 550 employees per shift)	1,700 employees per day (max. 630 employees per shift)

Source: New York City Police Department, Fire Department of the City of New York and New York City Department of Design and Construction.

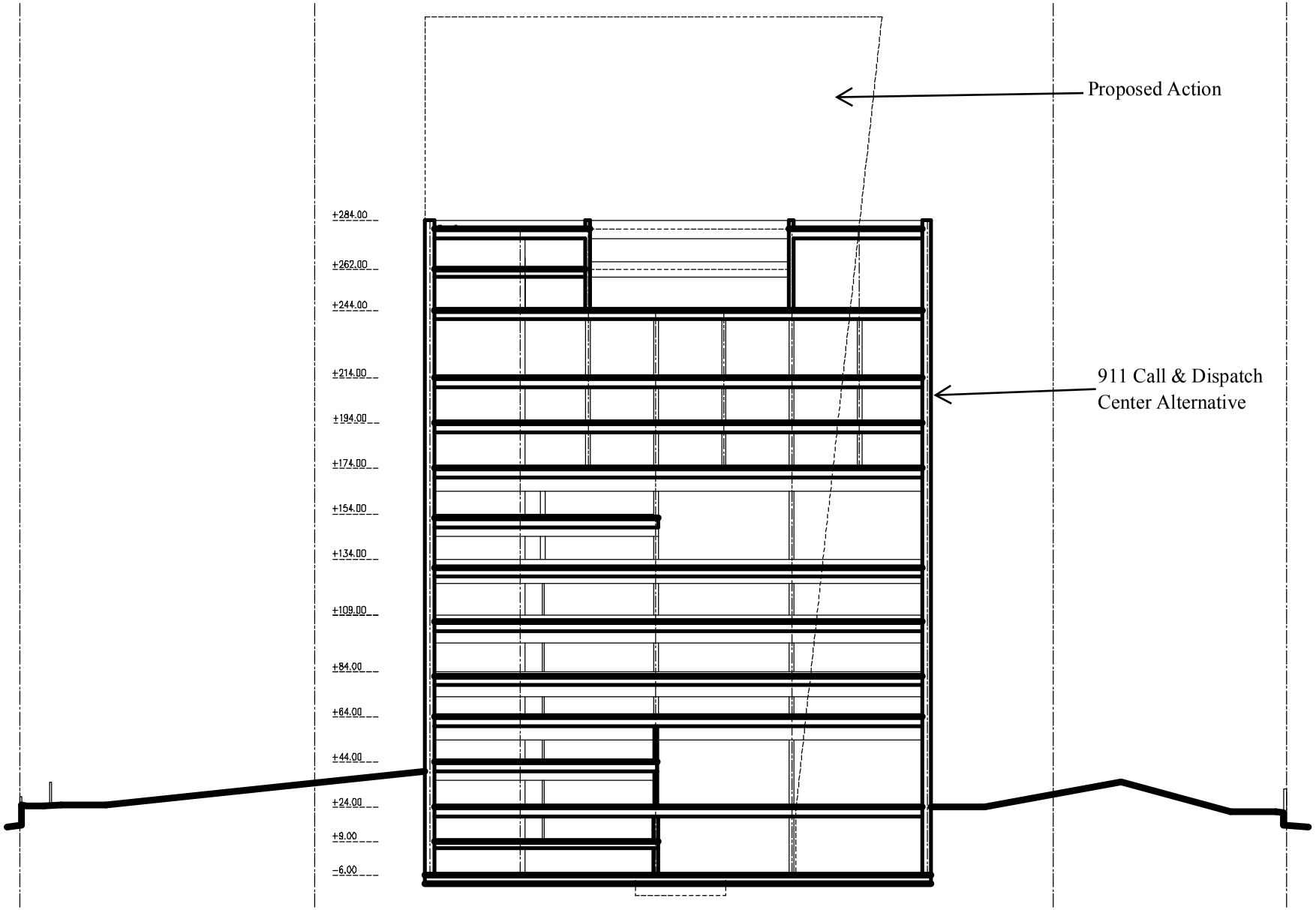
As shown in Figure 19-3, the new public facility building would be a cubic-shaped structure containing 11 levels above grade with a height of approximately 260 feet to the roofline (elevation 284 feet) and one below-grade level, as compared to a extruded parallelogram rectangular-shaped structure with 14 levels above grade and a height of approximately 350 feet (elevation 374 feet), as well as one below-grade level, in the Proposed Action. Mechanical systems and other necessary communications equipment, including a radio tower and support structure, are expected to rise above the roofline of the building under this alternative. Like the Proposed Action, the building would have one main pedestrian entrance that would be located on the southern façade of the building. Floor-to-floor ceiling heights in the building are also expected to be similar to the Proposed Action and range between 20 to 45 feet tall due to extensive mechanical and data infrastructure systems for PSAC II.

The proposed accessory parking facility under this alternative would contain approximately 100,000 gsf and have a height of approximately 23 feet tall, as compared to the Proposed Action in which the garage would include approximately 163,000 gsf and a have a height of about 30 feet tall. It would be a naturally ventilated facility with two levels of parking and rooftop open space as compared to three levels of parking and rooftop open space in the Proposed Action. During the Typical Operations of PSAC II, under this alternative the accessory parking structure would operate as a self-park facility that would accommodate 300 spaces. When PSAC II is operating under its temporary Consolidated condition, the accessory parking structure would operate as an attended facility that would contain up



PSACII EIS

Preliminary Site Plan
Figure 19-2



PSACII EIS

Preliminary Section

Figure 19-3

to 500 spaces. In both this alternative and the Proposed Action, parking would be accessible from the proposed public street through a gated security entrance to the site.

Like the Proposed Action, under the 911 Call and Dispatch Center Alternative, the proposed development would be a secure facility with no unauthorized access that would be enclosed by an approximately 8-foot tall fence/wall (see Figure 19-2). In both this alternative and in the Proposed Action a publicly accessible pedestrian path would be established along the western edge of the property just outside of the perimeter fence/wall, which would continue to provide a public pedestrian connection between the Pelham Parkway on the north and the HMC on the south. In addition, the existing pedestrian path within the Pelham Parkway right-of-way to the north of the proposed development site would also be realigned and widened to approximately 30 feet under this alternative and about 25 feet under the Proposed Action, which would enable the path to serve as an emergency access/egress route for the proposed development.

As with the Proposed Action, in the 911 Call and Dispatch Center Alternative, the proposed office building would be situated near the center of the northern portion of the development site and would be offset from all other structures on the site, as well as the property line, for security reasons (see Figure 19-2). The building is envisioned to have a square-shaped footprint of up to approximately 54,000 sf that would be oriented as a diamond on the site, as compared to the Proposed Action where the building has a parallelogram-shaped building footprint of up to approximately 41,160 sf. Similar to the Proposed Action, the accessory parking facility under this alternative would be located at the southern edge of the property extending parallel to the property line. However, unlike the Proposed Action, in this alternative, the parking structure would be offset from the southern property line of the site by approximately 15 feet. An enclosed walkway corridor would connect the office building to a small single-story approximately 5,000 gsf security screening office adjacent to and north of the accessory parking facility. All visitors and employees of PSAC II would be required to pass through this security screening facility and the interconnected walkway to enter the office building.

The environmental effects of this alternative are evaluated below and compared with the Proposed Action. It should be noted that as the proposed development site and area affected by the proposed street mapping action for the 911 Call and Dispatch Center Alternative are the same as for the Proposed Action, some of the site-specific potential impacts would be the same under both scenarios, as these relate to site conditions and are not dependent on the scale and density of proposed development. For example, the effects of the 911 Call and Dispatch Center Alternative on hazardous materials conditions would be the same as the Proposed Action.

Land Use, Zoning, and Public Policy

As with the Proposed Action, the 911 Call and Dispatch Center Alternative would not result in significant adverse impacts to land use, zoning, and public policy. Under this alternative, the proposed development site would be improved with a smaller public facility development containing less gross square footage and a lower building height than the Proposed Action. The effects of the Proposed Action and the 911 Call and Dispatch Center Alternative on land use, zoning, and public policy would be generally comparable. Under both the Proposed Action and the 911 Call and Dispatch Center Alternative, the City's acquisition of an approximately 8.75 acre development site would directly displace (or eliminate) at-grade accessory parking spaces for the HMC, which are required pursuant to the site's M1-1 zoning. In addition, the City's acquisition of proposed development site as well the area comprising the proposed public street (Marconi Street), would cause the HMC site to exceed its permitted maximum floor area. The elimination of these required accessory parking spaces and the overall reduction of the HMC zoning lot size would render the HMC non-compliant with the site's

M1-1 zoning floor area and parking regulations, and therefore, result in an adverse zoning impact under either the Proposed Action or this alternative.

Open Space

Under the 911 Call and Dispatch Center Alternative, the Typical Operations of PSAC II would continue to accommodate a staff size of approximately 850 employees that would work primarily in three eight-to 12-hour overlapping shifts (with a maximum of 315 employees per shift) throughout a 24-hour period similar to the Proposed Action. When PSAC II would operate in backup mode or during heightened security days on a temporary basis at 100 percent of its capacity under its Consolidated Operation, this alternative would introduce approximately 1,500 employees throughout a 24-hour period (with a maximum of 550 employees per shift), as compared to 1,700 employees (with a maximum of 630 employees per shift) with the Proposed Action.

As with the Proposed Action, with this alternative open space ratios would remain well above the City's guideline of 0.15 passive acres of open space per 1,000 workers and the recommended weighted average of 0.26 acres of passive open space per 1,000 residents and workers. Under the Consolidated operations, the Proposed Action would result in an approximately 5.7 percent decrease in the combined passive open space ratio as compared to No-Build conditions, while this alternative would result in an approximately 4.9 percent decrease. The study area would have a ratio of 1.16 acres of passive open space per 1,000 workers, and a combined passive ratio of 0.81 acres per 1,000 residents and workers under the 911 Call and Dispatch Center Alternative, when PSAC II would operate under its temporary Consolidated condition. Similar to the Proposed Action, the open space ratios would exceed the CEQR guideline for adequacy indicating that the study area would continue to be well served by passive open spaces and is not expected to noticeably diminish the ability of the study area's open spaces to serve its user populations, and therefore, would not result in significant adverse open space impacts. Furthermore, like the Proposed Action, it is expected that the grounds of PSAC II would be landscaped under this alternative and likely feature passive recreational amenities such as seating areas and tables that would be for the exclusive use of the facility's employees, adding to the open space amenities available to the proposed workers.

Shadows

Under 911 Call and Dispatch Center Alternative, as with the Proposed Action, the new incremental shadows would not result in significant adverse shadow impacts on local open spaces or sunlight sensitive historic or natural resources. This alternative would result in the construction of a cubic-shaped public facility office building with a height of approximately 260 feet to the roofline (elevation of 284 feet). An accessory parking facility with two levels of parking and a height of approximately 23 feet tall would also be constructed at the southern edge of the proposed development site. By comparison the Proposed Action would result in a extruded rectangular-shaped public facility office building with a height of approximately 350 feet to the roofline (elevation of 374 feet) and an accessory garage with three levels of parking and a height of approximately 30 feet tall being constructed at the site. Given that the height of a development under this alternative would be similar to or shorter than the Proposed Action, albeit with differences in the general massing of the new structures, the effects of shadows cast on the sunlight sensitive resources would be generally similar to the Proposed Action.

As shown in Table 19-2 below, the PSAC II development in the 911 Call and Dispatch Center Alternative would cast incremental shadows on the five open spaces considered in the analysis, the

Pelham Parkway malls, the mapped public open space directly north of the proposed development site/Hutchinson River Greenway, Colucci Playground, and the mapped open space within the traffic interchange to the northeast of the site, for similar durations and during similar times of the day as the Proposed Action under Build conditions (Table 4-1, Chapter 4, "Shadows"). On most of the analysis dates, this alternative is expected to cast incremental shadows of shorter duration on these five open space resources.

TABLE 19-2
Results of Shadow Analysis

No.	Resource	Shadow Increment June 21	Shadow Increment May 6/August 6	Shadow Increment March 21/September 21	Shadow Increment December 21
1	Pelham Parkway Malls to the north of Pelham Parkway E	None.	None.	None.	Enter: 8:51 AM Exit: 11:05 AM Duration: 2 hrs. 14 mins.
2	Pelham Parkway Mall to the south of Pelham Parkway W	None.	None.	None.	Enter: 8:51 AM Exit: 10:51 AM Duration: 2 hrs.
3*	Mapped Open Space to the north of proposed development site and the Hutchinson River Greenway	Enter: 1:20 PM Exit: 6:01 PM Duration: 4 hrs. 41 mins.	Enter: 12:15 PM Exit: 5:18 PM Duration: 5 hrs. 3 mins	Enter: 11:45 AM Exit: 4:29 PM Duration: 4 hrs. 44 mins	Enter: 9:45 AM Exit: 2:53 PM Duration: 5 hrs. 8 mins
4	Colucci Playground	Enter: 5:30 PM Exit: 6:01 PM Duration: 31 mins.	None.	None.	None.
5	Mapped Open Space within the traffic interchange	Enter: 2:15 PM Exit: 6:01 PM Duration: 3 hrs. 46 mins.	Enter: 2:05 PM Exit: 5:18 PM Duration: 3 hrs. 13 mins.	Enter: 2:12 PM Exit: 4:29 PM Duration: 2 hrs. 17 mins.	Enter: 1:45 PM Exit: 2:53 PM Duration: 1 hr. 8 mins.

Notes:
Times are Eastern Standard times.
* The public open space resource indicated by Site No. 3 encompasses the associated mapped open space of the Pelham Parkway, which abuts the proposed development site to the north, and the portion of the Hutchinson River Greenway, which abuts the proposed development site to the east.

The 911 Call and Dispatch Center Alternative would cast incremental shadows of shorter duration on the Pelham Parkway Malls during the December 21 analysis date and on Colucci Playground during the June 21 analysis date, compared to incremental shadows cast under Build conditions with the Proposed Action. Excluding the December 21 analysis date, the 911 Call and Dispatch Center Alternative would also cast incremental shadows of shorter duration on the mapped open space within the traffic interchange of the Pelham and Hutchinson River Parkways. On the December 21 analysis date, this alternative would cast incremental shadows for an additional 24 minutes on the mapped open space within the traffic interchange for a total of approximately one hour and eight minutes at the end of the analysis period (see Table 19-2). This slight increase in the duration of incremental shadow is not expected to substantially reduce the usability of this open space, and the open space would still obtain adequate sunlight for its vegetation, and therefore there would not be significant adverse impacts.

In addition, this alternative is expected to cast incremental shadows of shorter duration on the mapped open space to the north of the proposed development site and on the Hutchinson River Greenway during the June 21 and March 21/ September 21 analysis dates. The duration of this alternative's incremental shadows on this open space would slightly increase on the May 6/August 6 and December 21 analysis dates by approximately 14 minutes and one hour, respectively. Similar to the Proposed Action, this open space would not receive 4 or more hours of sunlight prior to the incremental shadows of the proposed development entering the resource on either the March 21 or December 21 analysis dates under this alternative. However, like the Proposed Action, the new incremental shadows of this alternative are not expected to affect any particular area of this open space for an extended

amount of time. It is expected that under both the Proposed Action and this alternative this open space would still obtain adequate sunlight for its vegetation and the new incremental shadows would not substantially reduce the usability of this open space, and therefore, there would not be significant adverse impacts.

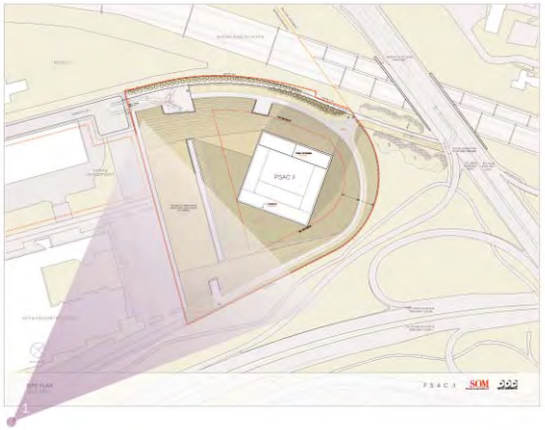
Urban Design and Visual Resources

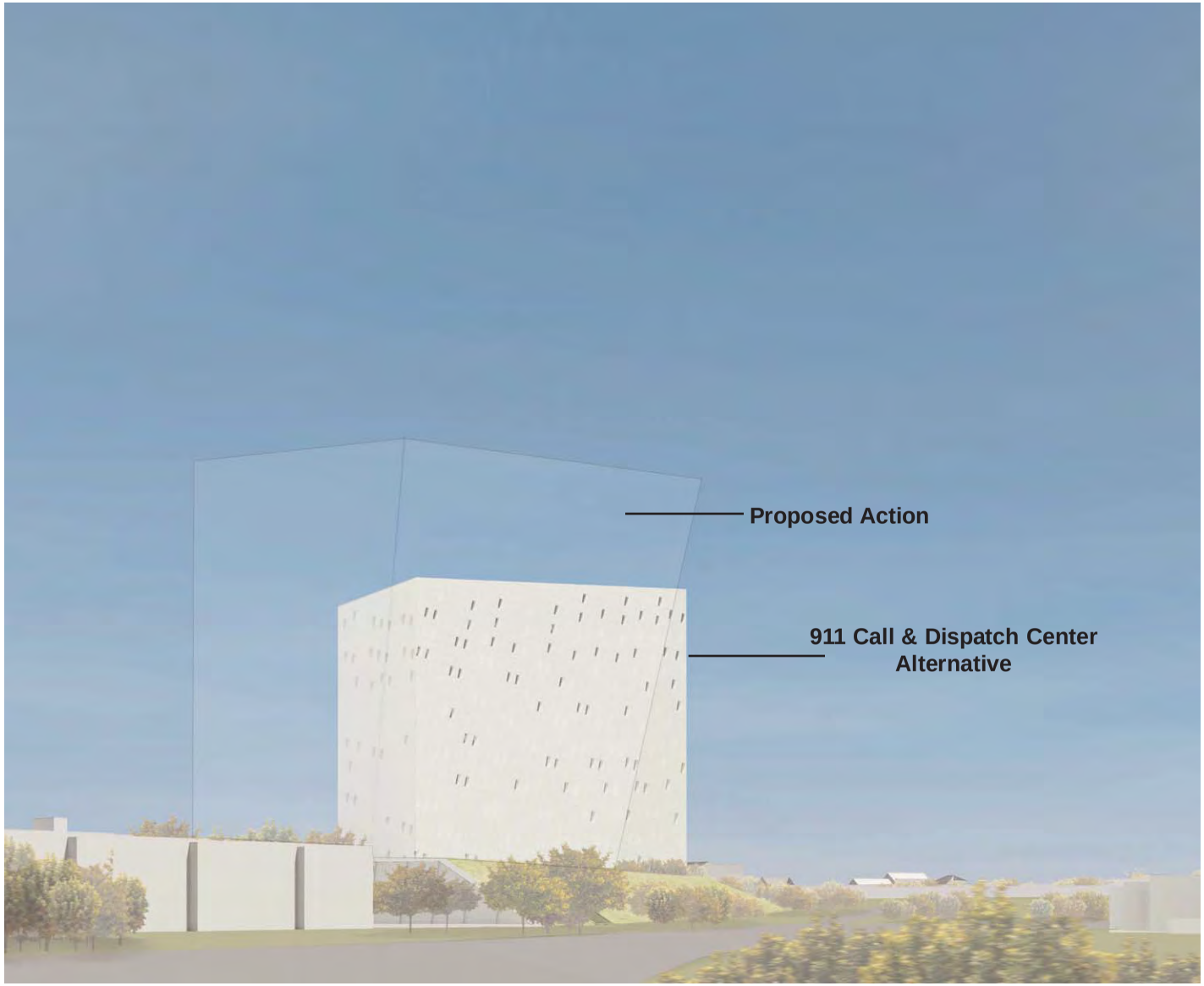
Neither the Proposed Action nor the 911 Call and Dispatch Center Alternative would result in significant adverse urban design and visual resources impacts. Similar to the Proposed Action, this alternative would dramatically alter the urban design and general appearance of the proposed development site by redeveloping a largely unimproved approximately 8.75-acre site with a substantial public facility office building and an accessory parking structure. Although the new buildings' arrangement on site would be essentially equivalent to the Proposed Action, the new buildings' built form and scale under this alternative would be somewhat different than the Proposed Action. The proposed office building under this alternative would be approximately 90 feet shorter and contain about 90,000 gsf less than the Proposed Action (see Figures 19-4 and 19-5). As shown in Figure 19-2, the new shape and massing of the office building would be a perfect cube that is rotated to be oriented as a diamond on the site with an aspect of almost 45 degrees on the site allowing for two of the building's facades to be visible from the Pelham and Hutchinson River Parkways. The office building would contain approximately 550,000 gsf and have 11 levels above grade with a height of approximately 260 feet tall (elevation 274 feet) (see Figure 19-3).

In both the Proposed Action and this alternative, the new office building is expected to result in a considerable visual change to the surrounding area and be a prominent addition to the cityscape, both in its immediate environment and from some distance away. Under this alternative like the Proposed Action, the proposed office building would be a tall, modern structure that would differ from the generally lower-rise buildings in the immediately surrounding area. The office building is expected to be comparable in height to the planned Tower Two of the HMC (anticipated height of approximately 268 feet), which would be located directly south of the site.

Like the Proposed Action, this alternative would map an existing private access roadway, Industrial Street, as a public street (Marconi Street), which would extend north of Waters Place and terminate in a hammerhead cul de sac at the southern boundary of the proposed development site. Neither the Proposed Action nor this alternative would substantially alter the block shapes found in the study area or create new block forms, and therefore either scenario would maintain these existing urban design features. Both the this alternative and the Proposed Action are expected to improve the appearance of the area's streetscape by adding sidewalks, street lighting and landscaping to Industrial Street, which would be mapped as a public street. This is expected to encourage pedestrian activity and activate the streetscape. In addition, both this alternative and the Proposed Action would result in landscaping improvements to the development site to create a bermed green plateau, as well as to the open space of the Pelham Parkway right-of-way directly north of the proposed development site.

As with the Proposed Action, development under this alternative would not block significant views of view corridors. The new office building would be visible from both the Pelham and Hutchinson River Parkways.

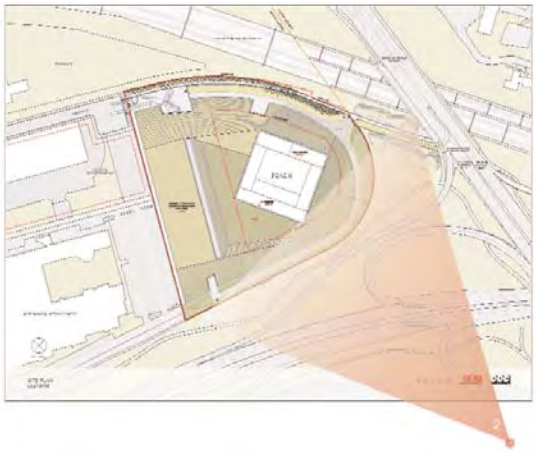


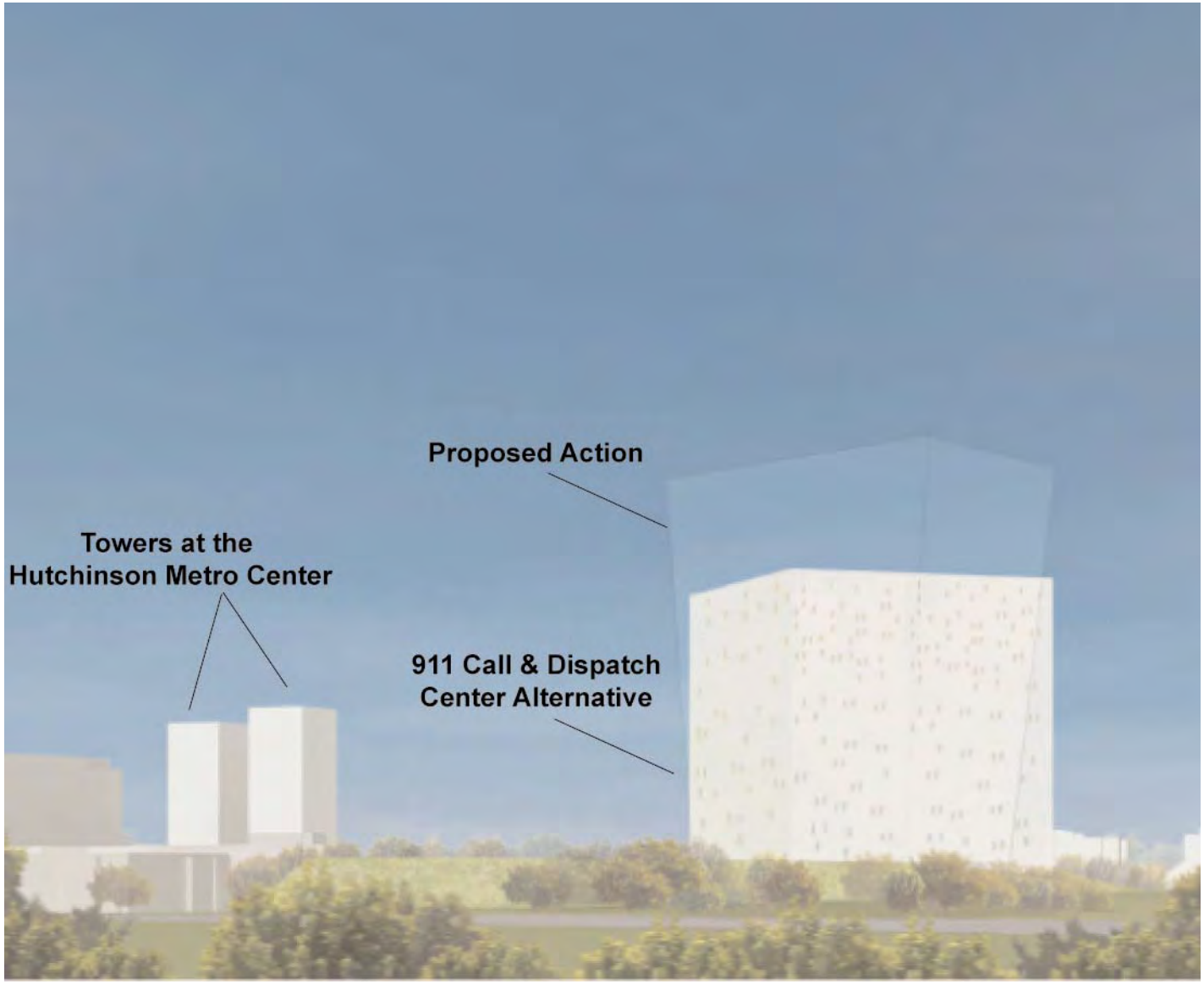


PSAC II EIS

Figure 19-4

View Looking Northwest from the Hutchinson River Parkway




Proposed Action
Towers at the
Hutchinson Metro Center
911 Call & Dispatch
Center Alternative

Neighborhood Character

While both the 911 Call and Dispatch Center Alternative and the Proposed Action would substantially change the character of the proposed development site and immediately surrounding area, neither would result in significant adverse neighborhood character impacts. Both the Proposed Action and the 911 Call and Dispatch Center Alternative would improve public access to the proposed development site and the HMC through the establishment of a new public street.

Under the 911 Call and Dispatch Center Alternative, like the Proposed Action, the proposed development site would be developed with a necessary public facility on a large, relatively remote parcel of underutilized industrial property, which would improve and heighten emergency response capabilities within the City. Similar to the Proposed Action, this alternative would introduce a new use to the study area, which would be compatible with existing land use patterns and commercial development trends in the immediate surroundings. Like the Proposed Action, this alternative is not expected to have a pronounced effect on the character of adjacent neighborhoods, as the site is largely isolated from the surrounding area by broad thoroughfares and an Amtrak right-of-way. Although under this alternative the proposed PSAC II building would be approximately 90 feet shorter and have less square footage than the Proposed Action, it would continue to be highly visible and substantially taller than most other surrounding buildings. However, like the Proposed Action, it would not block or impinge upon view corridors of the Pelham or Hutchinson River Parkways.

As with the Proposed Action, this alternative would bring a substantial new worker population to the area, although when operating under its temporary Consolidated condition, this alternative would introduce approximately 200 fewer employees than the Proposed Action. Like the Proposed Action, the addition of these employees would result in additional traffic, transit, and pedestrian trips in the study area. However, similar to the Proposed Action, any significant adverse impacts to traffic would be mitigated.

Hazardous Materials

The effect of the 911 Call and Dispatch Center Alternative with respect to hazardous materials issues is expected to be similar to those of the Proposed Action. As with the Proposed Action, the proposed development site and area affected by the proposed public street have identified conditions that may pose a significant adverse impact under the 911 Call and Dispatch Center Alternative. Similar to the Proposed Action, all of the proposed development site and the area affected by the proposed public street would be required to undergo all required testing and necessary remediation measures following acquisition and prior to any construction. The mitigation measures for the Proposed Action described in Chapter 18, "Mitigation" would also be required for this alternative.

Waterfront Revitalization Program

Like the Proposed Action, the 911 Call and Dispatch Center Alternative would develop land within the New York City Coastal Zone, including the proposed development site and the area affected by the proposed public street. The implementation of this alternative would result in the construction of an approximately 550,000 gsf office building, a small approximately 5,000 gsf security control office, and an accessory parking facility on the proposed development site. Similar to the Proposed Action, these new buildings would not be located within the 100-year floodplain boundary and would comply with local laws and not have any habitable spaces within the floodplain. In addition, this alternative would also map an existing private roadway as a public street within the 100-year floodplain.

Therefore, like the Proposed Action, the 911 Call and Dispatch Center Alternative would be consistent with New York City's WRP.

Infrastructure and Solid Waste and Sanitation Services

Under the 911 Call and Dispatch Center Alternative, demands on local utility systems, including water supply, sewage treatment, and solid waste and sanitation would be at similar, though somewhat lower levels than under Build conditions with the Proposed Action when PSAC II is operating under its temporary Consolidated condition. When there are temporary increases of staffing levels from combined facilities of PSAC I and PSAC II, this alternative would accommodate up to approximately 1,500 employees throughout a 24-hour period at the proposed development, as compared to 1,700 under the Proposed Action. Therefore, as with the Proposed Action, no significant adverse impacts are anticipated.

Energy

Under this alternative, demands on energy would be similar, though somewhat lower than under Build conditions with the Proposed Action when PSAC II is operating under its temporary Consolidated condition. When there are temporary increases of staffing levels from combined facilities of PSAC I and PSAC II, this alternative would accommodate up to approximately 1,500 employees throughout a 24-hour period at the proposed development, as compared to 1,700 under the Proposed Action. Therefore, as with the Proposed Action, no significant adverse impacts are anticipated.

Traffic and Parking

Traffic

Under the 911 Call and Dispatch Center Alternative, the Typical Operations of PSAC II would generate the same travel demand and vehicular trips as the Proposed Action, as the staffing level of normal day-to-day operations at PSAC II under this alternative would be equivalent to the Proposed Action. Like the Proposed Action, this alternative would result in significant traffic impacts at six signalized intersections (three in the AM peak hour, six in the midday peak hour) under the Typical Operations of PSAC II. It is anticipated that with implementation of the mitigation measures identified for the Proposed Action (see Chapter 18, "Mitigation"), significant impacts at the six intersections would be fully mitigated in all analyzed peak hours.

Under the 911 Call and Dispatch Center Alternative, the temporary Consolidated Operations of PSAC II would generate slightly less travel demand than under the Proposed Action, as no more 550 employees are expected per shift during any shift throughout the 24-hour period, compared to a maximum of 630 workers per shift under the Proposed Action. As shown in the Table 19-3, the 911 Call and Dispatch Center Alternative would generate a total of 629 and 661 vehicle trips, respectively, in the AM and midday peak hours under this alternative when PSAC I and PSAC II are temporarily consolidated at the proposed development site. This would amount to 83 and 85 fewer vehicle trips than the Proposed Action in the AM and midday peak hours, respectively. As shown in Table 19-4, temporary Consolidated Operations under the 911 Call and Dispatch Center Alternative would result in significant traffic impacts at three additional signalized intersections, in total, five in the AM peak hour (six under the Consolidated Operations of the Proposed Action) and nine in the midday peak hour (nine under the Consolidated Operations of the Proposed Action).

TABLE 19-3
Travel Demand Forecast for the Proposed PSAC II Development

TYPICAL OPERATING CONDITION (PSAC II Emplyees Only)				CONSOLIDATED OPERATING CONDITION (PSAC I AND II Emplyees)			
Peak Hour Trips:				**Peak Hour Trips:**			
	In	Out	Total		In	Out	Total
AM (6:30 AM to 7:30 AM)	289	247	536	AM (6:30 AM to 7:30 AM)	510	435	945
MD (2:30 PM to 3:30 PM)	315	289	604	MD (2:30 PM to 3:30 PM)	555	510	1065
PM (10:30 PM to 11:30 PM)	247	315	562	PM (10:30 PM to 11:30 PM)	435	555	990
Person Trips:				**Person Trips:**			
AM	In	Out	Total	**AM**	In	Out	Total
Auto	214	173	387	Auto	331	326	657
Taxi	4	4	8	Taxi	14	12	26
Bus	48	48	96	Bus	60	42	102
Subway/Rail	13	19	32	Subway/Rail	95	52	147
Walk	10	3	13	Walk	11	3	14
Total	289	247	536	Total	510	435	946
MD	In	Out	Total	**MD**	In	Out	Total
Auto	180	214	394	Auto	359	331	690
Taxi	2	4	6	Taxi	9	14	23
Bus	81	48	129	Bus	72	60	132
Subway/Rail	40	13	53	Subway/Rail	105	95	200
Walk	12	10	22	Walk	11	11	22
Total	315	289	604	Total	555	511	1067
PM	In	Out	Total	**PM**	In	Out	Total
Auto	173	180	353	Auto	326	359	684
Taxi	4	2	6	Taxi	12	9	21
Bus	48	81	129	Bus	42	72	114
Subway/Rail	19	40	59	Subway/Rail	52	105	157
Walk	3	12	15	Walk	3	11	14
Total	247	315	562	Total	435	556	990
Vehicle Trips:				**Vehicle Trips:**			
AM	In	Out	Total	**AM**	In	Out	Total
Auto	188	152	340	Auto	291	286	577
Taxi (balanced)	6	6	12	Taxi (balanced)	19	19	38
Truck	7	7	14	Truck	7	7	14
Total	201	165	366	Total	317	312	629
MD	In	Out	Total	**MD**	In	Out	Total
Auto	158	188	346	Auto	316	291	607
Taxi (balanced)	5	5	10	Taxi (balanced)	19	19	38
Truck	8	8	16	Truck	8	8	16
Total	171	201	372	Total	343	318	661
PM	In	Out	Total	**PM**	In	Out	Total
Auto	152	158	310	Auto	286	315	602
Taxi (balanced)	4	4	8	Taxi (balanced)	15	15	30
Truck	0	0	0	Truck	0	0	0
Total	156	162	318	Total	301	330	632

* Table 19-3 is new to the EIS.

TABLE 19-4

Consolidated Operations Level of Service for the 911 Call and Dispatch Center Alternative

	ANALYZED INTERSECTIONS	Lane Group	AM Peak Hour									Midday Peak Hour								
			2012 No Build			Consolidated Operations			Consolidated Operations w/ Reduce Workforce			2012 No Build			Consolidated Operations			Consolidated Operations w/ Reduce Workforce		
			V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS
1	1. Waters Place (E-W) at Eastchester Road (N-S)	WB-L	0.42	24.1	C	0.46	24.6	C	0.46	24.5	C	0.61	37.9	D	0.00	0.67	39.6	D	0.67	39.6	D
		WB-R	0.59	22.4	C	0.76	28.5	C	0.75	28.0	C	0.72	27.1	C	0.00	0.89	38.6	D	0.88	37.7	D
		NB-TR	0.47	19.0	B	0.50	19.5	B	0.50	19.5	B	0.71	23.8	C	0.00	0.74	24.9	C	0.74	24.8	C
		SB-DefL	0.76	36.0	D	1.08	99.2	F *	1.06	95.3	F *	0.94	47.1	D	0.00	1.15	112.4	F *	1.14	107.5	F *
		SB-T	0.25	11.7	B	0.25	11.7	B	0.25	11.8	B	0.33	6.4	A	0.00	0.33	6.4	A	0.33	6.4	A
2	2. Waters Place (E-W) at Industrial Street (N-S) (Future Marconi Street)	EB-DefL	0.00	0.0	0	1.89	443.9	F	1.71	363.8	F	0.78	33.4	C	EB-DefL	2.05	510.5	F	1.87	432.4	F
		EB-T	0.00	0.0	0	0.56	13.5	B	0.56	13.5	B	0.78	20.6	C	EB-T	0.78	20.6	C	0.78	20.6	C
		EB-LT	0.56	13.1	B		163.6	F *		134.7	F *	0.00	23.6	C	EB-LT	0.00	185.2	F *		156.7	F *
		WB-TR	0.57	12.2	B	0.77	16.9	B	0.74	15.9	B	0.52	11.5	B		0.72	15.2	B	0.69	14.6	B
		SB-L	0.06	23.4	C	0.63	33.9	C	0.55	31.4	C										A
		SB-LR										0.44	29.0	C		0.89	52.0	D *	0.81	43.4	D
		SB-R	0.09	23.8	C	0.48	30.1	C	0.45	29.5	C	0.48	30.2	C		0.88	52.5	D *	0.87	50.8	D *
4	4. Waters Place (E-W) at entrance to Bronx Psychiatric Center (N-S)	EB-LT	0.66	18.1	B	1.12	88.8	F *	1.04	63.0	E *	0.81	21.5	C		1.18	108.0	F *	1.11	82.9	F *
		WB-TR	0.83	21.6	C	1.08	65.2	E *	1.04	52.8	D *	0.70	17.2	B		0.94	30.6	C	0.91	26.9	C
		SB-LR	0.10	10.2	B	0.10	10.2	B	0.10	10.2	B	0.21	10.8	B		0.21	10.8	B	0.21	10.8	B
6	6. Little League Place at (E-W) Westchester Avenue (N-S)	WB-LR	0.27	23.1	C	0.89	50.6	D *	0.79	39.9	D	0.59	30.3	C		1.19	137.1	F *	1.11	105.7	F *
		NB-T	0.20	10.9	B	0.20	11.0	B	0.20	11.0	B	0.32	12.0	B		0.32	12.0	B	0.32	12.0	B
		SB-T	0.37	12.5	B	0.37	12.5	B	0.37	12.5	B	0.33	12.1	B		0.34	12.2	B	0.34	12.2	B
8	8. East Tremont Avenue (E-W) at Ericson Place (N-S)	EB-LT	0.23	14.7	B	0.23	14.7	B	0.23	14.7	B	0.51	18.1	B		0.51	18.1	B	0.51	18.1	B
		WB-T	0.33	15.6	B	0.34	15.7	B	0.34	15.7	B	0.48	17.5	B		0.49	17.6	B	0.49	17.6	B
		NB-LTR	0.73	32.1	C	1.01	62.0	E *	0.96	51.3	D *	0.72	31.9	C		0.99	57.9	E *	0.95	49.6	D *
10	10. East Tremont Avenue (E-W) at Silver Street (N-S) (Eastchester Road)	EB-DefL	0.88	55.6	E	0.99	78.7	E *	0.99	78.7	E *	0.82	42.3	D		0.95	62.0	E *	0.94	60.6	E *
		EB-T	0.36	23.2	C	0.36	23.2	C	0.36	23.2	C	0.46	19.2	B		0.46	19.2	B	0.46	19.2	B
		WB-T	0.29	21.4	C	0.29	21.4	C	0.29	21.4	C	0.38	16.9	B		0.38	16.9	B	0.38	16.9	B
		NB-L	0.33	43.4	D	0.33	43.4	D	0.33	43.4	D	0.07	35.1	D		0.07	35.1	D	0.07	35.1	D
		NB-TR	0.24	42.3	D	0.24	42.3	D	0.24	42.3	D	0.18	35.9	D		0.18	35.9	D	0.18	35.9	D
		SB-LR	1.05	108.7	F	1.17	148.7	F *	1.16	145.4	F *	0.87	50.6	D		0.96	69.5	E *	0.96	69.5	E *
11	11. East Tremont Avenue (E-W) at Castle Hill Avenue (N-S)	EB-T	0.60	37.7	D	0.64	38.7	D				0.55	30.7	C		0.59	31.5	C	0.59	31.4	C
		EB-R	0.19	12.7	B	0.19	12.7	B				0.51	20.5	C		0.51	20.5	C	0.51	20.5	C
		WB-LT	0.82	35.5	D	0.87	39.5	D				1.06	72.5	E		1.11	92.4	F *	1.11	92.0	F *
		NB-L	0.84	55.2	E	0.84	55.2	E				0.78	43.9	D		0.78	43.9	D	0.78	43.9	D
		NB-R	0.16	38.5	D	0.16	38.5	D				0.20	32.4	C		0.20	32.4	C	0.20	32.4	C
20	20. Eastchester Road (N-S) at Ives Street (E-W)	EB-LR	0.19	15.2	B	0.19	15.2	B				0.18	14.5	B		0.18	14.5	B	0.18	14.5	B
		NB-LT	0.68	13.5	B	0.80	17.0	B				0.99	37.0	D		1.11	77.0	E *	1.11	74.6	E *
		SB-TR	0.25	8.0	A	0.31	8.4	A				0.49	10.0	A		0.54	10.7	B	0.54	10.6	B
22	22. Eastchester Road (N-S) at Morris Park Avenue (E-W)	EB-L	0.45	26.9	C	0.45	26.9	C				0.61	32.2	C		0.61	32.2	C	0.61	32.2	C
		EB-LT	0.22	22.5	C	0.22	22.5	C				0.33	24.4	C		0.33	24.4	C	0.33	24.4	C
		EB-R	0.46	26.5	C	0.46	26.5	C				0.75	37.1	D		0.75	37.1	D	0.75	37.1	D
		WB-LTR	0.06	20.2	C	0.06	20.2	C				0.19	22.1	C		0.19	22.1	C	0.19	22.1	C
		NB-L	0.76	26.1	C	0.83	32.6	C				1.04	88.8	F		1.14	126.1	F *	1.13	123.1	F *
		NB-TR	0.28	11.6	B	0.36	12.4	B				0.46	13.6	B		0.53	14.6	B	0.53	14.5	B
		SB-LT	0.49	22.1	C	0.57	23.4	C				0.60	24.3	C		0.68	26.3	C	0.68	26.1	C
		SB-R	0.56	25.7	C	0.56	25.7	C				0.52	24.7	C		0.52	24.7	C	0.52	24.7	C

NOTES:

EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound

L-Left, T-Through, R-Right, DefL-Analysis considers a De facto Left Lane on this approach

V/C Ratio-Volume to Capacity Ratio, SEC/VEH-Seconds per Vehicle

LOS- Level of Service

* - Denotes Impacted Intersection

Analysis is based on the 2000 Highway Capacity Manual Methodology (HCS 2000)

While the proposed mitigation measures for the Typical Operations of PSAC II (see Table 18-1 in Chapter 18, "Mitigation") would be adequate for most of the impacted intersections under the temporary Consolidated Operations, traffic impacts at one intersection in the AM peak hour and at one intersection in the midday peak hour would not be fully mitigated during the Consolidated Operations of PSAC II under this alternative, compared to one in the AM and two in the midday peak hours, respectively, under the Proposed Action (see Table 19-5). With the exception of the eastbound de facto left-turn movement at the intersection of East Tremont Avenue and Silver Street in the AM peak hour and the southbound right turn at the intersection of Waters Place and Industrial Street (future Marconi Street) in the midday peak hour, the mitigation plan proposed for the six signalized intersections significantly impacted by the proposed PSAC II development under Typical Operations would also fully mitigate the traffic impacts at these intersections under the temporary Consolidated Operations of PSAC II under this alternative.

As discussed above, three additional signalized intersections would also be significantly impacted under temporary Consolidated Operations of PSAC II under the 911 Call and Dispatch Center Alternative: Waters Place at the entrance to the Bronx Psychiatric Center and East Tremont Avenue at Ericson Place in the AM and midday peak hours, as well as Little League Place at Westchester Avenue in the AM peak hour. As with the Proposed Action, because the proposed PSAC II development is expected to accommodate the consolidated staffs of both PSAC I and PSAC II only on a temporary emergency basis, the New York City Police Department (NYPD) is committed to mitigating additional significant adverse traffic impacts at these three signalized intersections, as well as at the signalized intersection of East Tremont Avenue and Silver Street, Waters Place and Industrial Street (future Marconi Street) and Eastchester Road and Ives Street through the use of traffic enforcement agents. The traffic enforcement agents would be under the purview of the NYPD. This approach has been recommended by the New York City Department of Transportation (NYCDOT) as the appropriate method of addressing temporary/emergency conditions when all of the City's PSAC workers are at the proposed development site. If the NYPD does not place the traffic enforcement agents at these locations, the impacts would remain unmitigated.

Parking

As with the Proposed Action, the 911 Call and Dispatch Center Alternative would accommodate all of the proposed PSAC II parking demand in an above-grade accessory parking facility located on the development site. Under Typical Operations, the proposed accessory parking structure under this alternative would operate as a self-park facility containing 300 parking spaces, compared to 500 parking spaces under the Proposed Action. In this alternative, under temporary Consolidated Operations of PSAC II, the proposed accessory parking structure would operate as an attended parking facility and would contain 500 parking spaces.

Similar to the Proposed Action, the accessory parking structure would provide enough capacity to accommodate all of the demand generated by PSAC II under Typical and temporary Consolidated Operations in this alternative. As shown in Table 19-6, under Typical and temporary Consolidated Operations, PSAC II would have a maximum parking demand of approximately 264 and 478 spaces (88 percent and 96 percent utilization), respectively, under the 911 Call and Dispatch Center Alternative. In the event that additional vehicles would need to park at PSAC II, the NYPD would direct vehicles to park elsewhere on the site.

TABLE 19-5

Mitigated Consolidated Operations Level of Service for the 911 Call and Dispatch Center Alternative

(PSAC I and II Employees)

		AM Peak Hour									Midday Peak Hour								
		2012 No Build			Mitigated Consolidated Operations			Mitigated Reduced Workforce Consolidated Operations			2012 No Build			Mitigated Consolidated Operations			Mitigated Reduced Workforce Consolidated Operations		
ANALYZED INTERSECTIONS	Lane Group	V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS
1. Waters Place (E-W) at Eastchester Road (N-S)	WB-L	0.4	24.1	C	0.46	24.6	C	0.46	24.5	C	0.61	37.90	D	0.67	39.6	D	0.67	39.6	D
	WB-R	0.59	22.4	C	0.76	28.5	C	0.75	28	C	0.72	27.10	C	0.89	38.6	D	0.88	37.7	D
	NB-TR	0.47	19.0	B	NB-TR	17.1	B	NB-TR	17.1	B	0.71	23.80	C	NB-TR 0	19.0	B	NB-TR	19.0	B
					NB-T 0.29	16.7	B	NB-T 0.29	16.7	B	---	---	---	NB-T 0.46	18.8	B	NB-T 0.46	18.8	B
					NB-R 0.34	18.1	B	NB-R 0.34	18.1	B	---	---	---	NB-R 0.44	19.7	B	NB-R 0.44	19.7	B
	SB-DefL	0.76	36.0	D	0.83	38.6	D	0.82	37.6	D	0.94	47.1	D	0.96	42.2	D	0.95	39.8	D
	SB-T	0.25	11.7	B	0.25	11.7	B	0.25	11.7	B	0.33	6.4	A	0.33	6.4	A	0.33	6.4	A
2. Waters Place (E-W) at Industrial Street (N-S) (future Marconi Street)	EB-DefL				0.89	47.7	D	0.88	45.9	D	0.78	33.4	C	0.92	45.8	D	0.89	42.1	D
	EB-T				0.56	13.5	B	0.56	13.5	B	0.78	20.6	C	0.78	20.6	C	0.78	20.6	C
	EB-LT	0.56	13.1	B		25.4	C		24.7	C		23.6	C		29.0	C		27.7	C
	WB-TR	0.57	12.2	B	WB-TR	11.5	B	WB-TR	11.1	B	0.52	11.5	B	WB-TR	12.3	B	WB-TR	11.6	B
					WB-T 0.42	10.3	B	WB-T 0.42	10.3	B	---	---	---	WB-T 0.33	9.4	A	WB-T 0.33	9.4	A
					WB-R 0.57	13.6	B	WB-R 0.51	12.6	B	---	---	---	WB-R 0.65	15.7	B	WB-R 0.61	14.4	B
	SB-L	0.06	23.4	C	0.55	31.1	C	0.48	29.4	C	0.44	29.0	C	0.89	52.0	D	0.81	43.4	D
	SB-R	0.09	23.8	C	0.42	28.5	C	0.4	28.1	C	0.48	30.2	C	0.88	52.5	D	0.87	50.8	D
(+)4. Waters Place (E-W) at entrance to Bronx Psychiatric Center (N-S)	EB-LT	0.66	18.1	B	1.12	88.80	F	1.04	63.00	E	0.81	21.5	C	1.18	108.00	F	1.11	82.90	F
	WB-TR	0.83	21.6	C	1.08	65.20	E	1.04	52.80	D	0.70	17.2	B	0.94	30.60	C	0.91	26.90	C
	SB-LR	0.10	10.2	B	0.10	10.20	B	0.10	10.20	B	0.21	10.8	B	0.21	10.80	B	0.21	10.80	B
(+)6. Little League Place at (E-W) Westchester Avenue (N-S)	WB-LR	0.27	23.1	C	0.89	50.60	D	0.79	39.90	D	0.59	30.3	C	1.19	137.10	F	1.11	105.70	F
	NB-T	0.20	10.9	B	0.20	11.00	B	0.20	11.00	B	0.32	12.0	B	0.32	12.00	B	0.32	12.00	B
	SB-T	0.37	12.5	B	0.37	12.50	B	0.37	12.50	B	0.33	12.1	B	0.34	12.20	B	0.34	12.20	B
(+)8. East Tremont Avenue (E-W) at Ericson Place (N-S)	EB-LT	0.23	14.7	B	0.23	14.70	B	0.23	14.70	B	0.51	18.1	B	0.51	18.10	B	0.51	18.10	B
	WB-T	0.33	15.6	B	0.34	15.70	B	0.34	15.70	B	0.49	17.6	B	0.49	17.60	B	0.49	17.60	B
	NB-LTR	0.73	32.1	C	1.01	62.00	E	0.96	51.30	D	0.99	57.9	E	0.99	57.90	E	0.95	49.60	D
10. East Tremont Avenue (E-W) at Silver Street (N-S) (Eastchester Road)	EB-DefL	0.88	55.6	E	0.91	56.3	E	0.91	56.3	E	0.82	42.3	D	0.86	43.4	D	0.85	42.6	D
	EB-T	0.36	23.2	C	0.34	20.4	C	0.34	20.4	C	0.46	19.2	B	0.43	16.7	B	0.43	16.7	B
	WB-T	0.29	21.4	C	0.27	18.9	B	0.27	18.9	B	0.38	16.9	B	0.35	14.9	B	0.35	14.9	B
	NB-L	0.33	43.4	D	0.33	43.4	D	0.33	43.4	D	0.07	35.1	D	0.07	35.1	D	0.07	35.1	D
	NB-TR	0.24	42.3	D	0.24	42.3	D	0.24	42.3	D	0.18	35.9	D	0.18	35.9	D	0.18	35.9	D
	SB-LR	1.05	108.7	F	SB-LR 0.00	52.8	D	SB-LR	52.6	D	0.87	50.6	D	SB-LR	33.7	C	SB-LR	33.7	C
					SB-LR-shared 0.59	46.1	D	SB-LR-shar 0.59	45.9	D				SB-LR-shared 0.50	31.8	C	SB-LR-shared 0.50	31.8	C
					SB-R 0.78	58.0	E	SB-R 0.78	57.6	E				SB-R 0.62	35.3	D	SB-R 0.62	35.3	D
11. East Tremont Avenue (E-W) at Castle Hill Avenue (N-S)	EB-T	0.60	37.7	D							0.55	30.7	C	0.59	31.5	C	0.59	31.4	C
	EB-R	0.19	12.7	B							0.51	20.5	C	0.51	20.5	C	0.51	20.5	C
	WB-LT	0.82	35.5	D							1.06	72.5	E	WB-LT	29.0	C	WB-LT	29.0	C
														WB-L 0.48	32.6	C	WB-L 0.47	32.5	C
														WB-T 0.77	28.5	C	WB-T 0.77	28.5	C
	NB-L	0.84	55.2	E							0.78	43.9	D	0.78	43.9	D	0.78	43.9	D
	NB-R	0.16	38.5	D							0.20	32.4	C	0.20	32.4	C	0.20	32.4	C
20. Eastchester Road (N-S) at Ives Street (E-W)	EB-LR	0.19	15.2	B							0.18	14.5	B	0.20	16.0	B	0.20	16.0	B
	NB-LT	0.68	13.5	B							0.99	37.0	D	1.03	45.8	D	1.02	44.2	D
	SB-TR	0.25	8.0	A							0.49	10.0	A	0.51	9.2	A	0.51	9.1	A
22. Eastchester Road (N-S) at Morris Park Avenue (E-W)	EB-L	0.45	26.9	C							0.61	32.2	C	0.61	32.2	C	0.61	32.2	C
	EB-LT	0.22	22.5	C							0.33	24.4	C	0.33	24.4	C	0.33	24.4	C
	EB-R	0.46	26.5	C							0.75	37.1	D	0.75	37.1	D	0.75	37.1	D
	WB-LTR	0.06	20.2	C							0.19	22.1	C	0.19	22.1	C	0.19	22.1	C
	NB-L	0.76	26.1	C							1.04	88.8	F	0.99	71.7	E	1.02	70.7	E
	NB-TR	0.28	11.6	B							0.46	13.6	B	0.53	14.5	B	0.53	14.5	B
	SB-LT	0.49	22.1	C							0.60	24.3	C	0.77	32.1	C	0.77	32.0	C
	SB-R	0.56	25.7	C							0.52	24.7	C	0.59	29.8	C	0.59	29.8	C

NOTES:

EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound

L-Left, T-Through, R-Right, DefL-Analysis considers a De facto Left Lane on this approach

V/C Ratio-Volume to Capacity Ratio, SEC/VEH-Seconds per Vehicle

LOS- Level of Service

* - Denotes Impacted Intersection

(+) - Denotes intersections newly impacted under the temporary Consolidated Operations that were not impacted under Typical Operations

Analysis is based on the 2000 Highway Capacity Manual Methodology (HCS 2000)

This table is new to the EIS.

TABLE 19-6
Parking Demand for the 911 Call and Dispatch Center Alternative

			Typical Operations (PSAC II Employees Only)					Reduced Workforce Consolidated Operations (PSAC I and II Employees)		
	IN	OUT	Accumulation	Accessory Supply	Excess Supply	IN	OUT	Accumulation	Accessory Supply	Excess Supply
12-1 AM	0	0	152	300	148	0	0	324	500	176
1-2	0	0	152	300	148	0	0	324	500	176
2-3	0	0	152	300	148	0	0	324	500	176
3-4	0	0	152	300	148	0	0	324	500	176
4-5	0	0	152	300	148	0	0	324	500	176
5-6	0	0	152	300	148	0	0	324	500	176
6-7*	137	31	258	300	42	217	67	474	500	26
7-8*	51	121	188	300	112	73	217	330	500	170
8-9	0	0	188	300	112	0	0	330	500	170
9-10	0	0	188	300	112	0	0	330	500	170
10-11	0	0	188	300	112	0	0	330	500	170
11-12	0	0	188	300	112	0	0	330	500	170
12-1 PM	0	0	188	300	112	0	0	330	500	170
1-2	0	0	188	300	112	0	0	330	500	170
2-3*	121	45	264	300	36	228	80	478	500	22
3-4*	37	143	158	300	142	90	210	358	500	142
4-5	0	0	158	300	142	0	0	358	500	142
5-6	0	0	158	300	142	0	0	358	500	142
6-7	0	0	158	300	142	0	0	358	500	142
7-8	0	0	158	300	142	0	0	358	500	142
8-9	0	0	158	300	142	0	0	358	500	142
9-10	0	0	158	300	142	0	0	358	500	142
10-11*	121	37	242	300	58	207	91	474	500	26
11-12*	31	121	152	300	148	77	227	324	500	176

Notes

-This Table is new to the EIS.

-Primary shift changes are expected to occur at 7 AM, 3 PM and 11 PM.

* -Temporal distribution based on data provided by NYPD, FDNY and EMS, and assumes employees arrive and leave the proposed PSAC II development the half hour before and after the shift changes. Inbound and outbound employee travel during the 7 AM, 3 PM and 11 PM shift changes occur between 6:30 and 7:30 AM, 2:30 to 3:30 PM, and 10:30 to 11:30 PM, respectively.

-Under Typical Operations accessory garage would operate as a self park facility and under Consolidated Operations the accessory garage would operate as an attended garage.

As the 911 Call and Dispatch Center Alternative, similar to the Proposed Action, would also directly displace some required accessory parking for the HMC office complex, the parking analysis for this alternative also considers the effect of this loss of required accessory parking on the current and projected parking demand at HMC. As boundaries of the proposed development site under this alternative would be equivalent to the Proposed Action, this alternative would also eliminate 513 required accessory parking spaces located within the HMC (see Table 12-12 in Chapter 12, "Traffic and Parking). Though this would likely cause the HMC to become non-compliant with its M1-1 zoning parking requirement,[1] the HMC would retain a sufficient number of parking spaces to accommodate all of its projected parking demand. As the PSAC II parking demand under both Typical and temporary Consolidated Operations would be accommodated on-site, and as the HMC office, hotel and student demand would not affect on-street or off-street parking demand and capacity, no significant adverse parking impacts would occur under the 911 Call and Dispatch Center Alterative.

Transit and Pedestrians

The analysis of transit and pedestrian facilities under the 911 Call and Dispatch Center Alternative considers the net new bus, subway and walk trips that trips that would occur under this alternative. As shown in Table 19-3, under Typical Operations, this alternative would result in no more than 129, 59, and 22 bus, subway and walk trips, respectively in any peak hour, the same as under the Proposed Action. As discussed in detail in Chapter 13, "Transit and Pedestrians" this additional travel demand is not expected to significantly adversely impact any transit or pedestrian facilities that would be utilized by those en route to and from the proposed PSAC II development. As the 911 Call and Dispatch Center Alternative would generate the same travel demand as under the Proposed Action, no significant adverse impacts would occur under this alternative under the Typical Operations of PSAC II.

As shown in Table 19-3, the 911 Call and Dispatch Center Alternative would result in no more than 132, 200 and 22 bus, subway and walk trips, respectively, in any peak hour under the temporary Consolidated Operations of PSAC II. This is less than the 149, 226, and 24 bus, subway and walk trips, respectively, that would occur in any peak hour under the Proposed Action. As discussed in detail in Chapter 13, "Transit and Pedestrians" the additional travel demand for the temporary Consolidated Operation under the Proposed Action is not expected to significantly adversely impact any transit and pedestrian facilities that would be utilized by those en route to and from the proposed PSAC II development. As the 911 Call and Dispatch Center Alternative would generate the less travel demand than under the Proposed Action, no significant adverse impacts would occur under this alternative.

Air Quality

Under both the Proposed Action and this 911 Call and Dispatch Center Alternative there would not be any significant carbon monoxide (CO) concentrations resulting from traffic, or any violations of NAAQS. In addition, although this alternative would have shorter HVAC stack heights, there are no other buildings within 400 feet of the proposed PSAC II development that are equal to or taller than 260 feet tall. Therefore, like the Proposed Action, based on *CEQR Technical Manual* screening procedures, no air quality impacts of the proposed development's HVAC emissions on existing land uses are anticipated for this alternative.

[1] The result is an adverse (but not significant) zoning impact. This is discussed in more detail in Chapter 2, "Land Use, Zoning and Public Policy."

In contrast to the mechanically ventilated garage associated with the Proposed Action, the parking facility for the 911 Call and Dispatch Center Alternative would be a two-level, naturally ventilated parking facility. The maximum number of vehicles entering the facility would be 318 during 2:30 to 3:30 PM, and the maximum number of exiting vehicles, also 318, would occur between 10:30 and 11:30 PM. These volumes were used in conjunction with the formulas for parking decks (naturally ventilated facilities) provided in the *NYC CEQR Technical Manual Appendices*. Other inputs, such as MOBILE6.2 emission factors, CO persistence factors, and background values, are the same as used for the garage in the Proposed Action. Worst-case receptors were placed at mid-sidewalk approximately 12 feet from the eastern and southern sides of the parking facility. Since no impacts were projected for the Proposed Action, none would be anticipated for the lower volumes for this Alternative. In addition, the greater dispersion of CO afforded by the naturally ventilated facility, in contrast to the concentration of CO dispersed from a single garage vent, would substantially reduce the maximum CO concentrations at nearby receptors.

The results of the parking analysis for the naturally vented facility showed that the maximum CO concentrations at both worst-case receptor locations would be quite low and would have a negligible effect when added to the background values of 2.0 ppm. Thus, the resulting total CO concentrations would be equivalent to background CO values. Based on this analysis, no exceedances of the National Ambient Air Quality Standards or the NYC de minimis criteria are projected for this Alternative. Therefore, like the Proposed Action, the proposed accessory parking facility in this alternative would not cause an air quality impact.

Noise

Under both the Proposed Action and this 911 Call and Dispatch Center Alternative there would not be any significant adverse Noise impacts. As this alternative would introduce approximately 200 fewer employees to the proposed development site under its Consolidated Operation, which would generate fewer vehicular trips, noise from increased traffic due to this alternative would be comparable to the Proposed Action and would not cause noise level impacts at any affected intersections.

Construction Impacts

Under the 911 Call and Dispatch Center Alternative, the proposed development site would be redeveloped with a reduced building program, as compared to the Proposed Action. This alternative would involve the construction of an approximately 550,000 gsf building and a naturally ventilated accessory parking facility, as compared to a 640,000 gsf building and a mechanically ventilated accessory garage.

The 911 Call and Dispatch Center Alternative would generate similar temporary construction disruptions to those attributable to the Proposed Action. As with the Proposed Action, construction-related activities resulting from this alternative are not expected to have any significant adverse impacts on traffic, air quality, noise, or hazardous materials conditions. The proposed traffic improvement measures for the construction of the proposed PSAC II development are expected to fully mitigate most traffic impacts likely to result from vehicle trips at the Project Site during construction of this alternative. However, like the Proposed Action, traffic impacts would persist at four intersections during one peak period. These impacts would not be significant and adverse as they would be temporary and occur during the peak construction period of PSAC II. Traffic mitigation measures for the proposed PSAC II development would be implemented by 2011, thereby addressing

most of the temporary construction impacts. The remaining temporary traffic impacts would be non-mitigable during the short peak construction period.

As with the Proposed Action, all construction would be governed by applicable city, state, and federal regulations regarding construction activities, avoiding significant adverse impacts in other areas. Construction activities associated with the establishment of the proposed public street (Marconi Street) would be the same in scope and duration for the Proposed Action and the 911 Call and Dispatch Center Alternative, and the measures to minimize these effects would be the same for both.

Public Health

The 911 Call and Dispatch Center Alternative would result in similar effects on public health compared to the Proposed Action. Like the Proposed Action, no activities are proposed under the 911 Call and Dispatch Center Alternative that would exceed accepted City, state, or federal standards with respect to public health. Neither the Proposed Action nor the 911 Call and Dispatch Center Alternative would result in significant adverse public health impacts.

Conclusion

The 911 Call and Dispatch Center Alternative modifies the scope and program for the proposed PSAC II facility, and assumes that PSAC II would function only as a 911 call and dispatch center, and would not consolidate the command center operations for the FDNY or the NYPD at the proposed development site, as assumed in the Proposed Action. Like the Proposed Action, the 911 Call and Dispatch Center Alternative would involve site selection for a public facility and the acquisition of privately owned property to construct the proposed PSAC II development on an approximately 8.75-acre site comprising the northernmost portion of the HMC. In addition, similar to the Proposed Action, this alternative would amend the City Map to establish a new public street that would provide vehicular access and utility services to the proposed development along a public right-of-way. An existing private access roadway (Industrial Street) for the HMC would be mapped as a public street (Marconi Street).

This alternative would also reduce the size and scale of proposed PSAC II development as compared to the Proposed Action. The modified program for PSAC II would result in a decrease of the proposed development's gross square footage by approximately 90,000 gsf, somewhat different building massing on the site, and lower building height by about 90 feet. The staff size of the Typical Operations of PSAC II under this alternative would be equivalent to the Proposed Action. When operating in backup mode or during heightened security days, under its temporary Consolidated Operations, it is expected that PSAC II would have a maximum staff size of approximately 1,500 employees (with a maximum of approximately 550 employees per shift) that would work over a 24-hour period in overlapping shifts under this alternative, as compared to up 1,700 employees assumed in the Proposed Action (with a maximum of 630 employees per shift).

Overall, the 911 Call and Dispatch Center Alternative would have similar effects to the Proposed Action. This alternative would not eliminate the potential for significant adverse impacts on hazardous materials and would also result in significant adverse traffic impacts, which would require mitigation. All of the hazardous materials and traffic mitigation measures required for the Proposed Action would also be required for this alternative. Similar to the Proposed Action, the 911 Call and Dispatch Center Alternative would also result in an adverse, but not significant, zoning impact causing non-

conformance on the HMC site with respect to current underlying zoning regulations on required accessory parking as well as floor area regulations.

The 911 Call and Dispatch Center Alternative would meet the objectives of the Proposed Action in augmenting and providing redundancy to the current emergency 911 response services in New York City. Similar to the Proposed Action, the proposed PSAC II facility under this alternative would be a fully redundant and load-balanced intake and dispatch center for emergency calls that would provide more secure and long range support to the City's 911 system. Unlike the Proposed Action, it would not consolidate the command center operations for the NYPD and FDNY within one facility at the proposed development site. The command center operations would remain at their current locations at One Police Plaza in Lower Manhattan and at 9 MetroTech Center in Downtown Brooklyn, respectively, under this alternative.

A. INTRODUCTION

Unavoidable adverse impacts occur when a proposed action would result in significant adverse impacts for which there are no reasonably practicable mitigation measures, and for which there are no reasonable alternatives.

As described in previous chapters of this FEIS, all of the potential significant adverse impacts of the Proposed Action could be avoided or mitigated by implementing a broad range of measures.

PUBLIC SAFETY ANSWERING CENTER II
CHAPTER 21: GROWTH-INDUCING ASPECTS OF THE PROPOSED ACTION

As set forth in the *CEQR Technical Manual*, growth-inducing aspects of a proposed action generally refer to "secondary" effects of a proposed action that trigger further development. Proposals that add substantial new land use, new residents, or new employment could induce additional development of a similar kind or of support uses (e.g., stores to serve new residential uses). Actions that introduce or greatly expand infrastructure capacity (e.g., sewers, central water supply) might also induce growth, although this could be an issue only in limited areas of Staten Island and perhaps Queens, since in most areas of New York City infrastructure is already in place and its improvement or expansion is usually proposed only to serve existing or expected users.

The Proposed Action would facilitate the construction of a unique public facility, the Public Safety Answering Center II (PSAC II), which would be a parallel operation to the existing PSAC I facility in Downtown Brooklyn. The proposed PSAC II development would improve emergency response ability and disaster recovery capacity within the City, as well as provide needed redundancy. It would consist of an approximately 640,000 gsf building that would serve as a streamlined emergency call intake and dispatch center for first responders, including the New York City Police Department (NYPD), the Fire Department of New York City (FDNY), and the Emergency Medical Services (EMS) in the City, and would also house central command control center operations for the FDNY and the NYPD to coordinate emergency response and disaster recovery throughout the entire city at a centralized location. The building would also include extensive mechanical and data systems. A 500-space accessory parking garage would also be constructed at the site. To ensure permanent access and to provide utility services to the proposed development site, the Propose Action would also establish a new public street (“Marconi Street”) that would extend from Waters Place to the southern boundary of the development site.

The Proposed Action would introduce a new land use and an increase in density on the proposed development site, replacing primarily undeveloped land with a substantial public facility development. It would not involve a change in the site’s zoning or affect public policy. The proposed development site comprises approximately 8.75-acres, and is relatively isolated from the surrounding area by the Pelham Parkway to the north, the Hutchinson River Parkway to the east, and the railroad right-of-way of Amtrak to the west. The Proposed Action is not likely to foster any additional development in the surrounding area, as the neighborhoods of Pelham Gardens, Pelham Bay, and Morris Park are well established neighborhoods, distant from the Project Area. Therefore, no significant development is expected to occur in the surrounding area as a result of the Proposed Action

The proposed development would introduce a sizeable worker population to the area. The expected secondary impacts of this include additional utilization of open spaces and mass transit in the surrounding area. As the proposed development would include a cafeteria, this is expected to accommodate the needs brought by the additional population. It is expected that some retail stores and services in the area would benefit from the additional population but the needs would not be so large as to require additional retail development.

Therefore, the Proposed Action is not expected to induce additional notable growth outside of the proposed development site. While the Proposed Action would improve existing infrastructure on and immediately adjacent to the Project Site, including roadways and water and sewer lines, the infrastructure in the study area is already well-developed, such that improvements associated with the Proposed Action would not induce additional growth.

PUBLIC SAFETY ANSWERING CENTER II
CHAPTER 22: IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

There are a number of resources, both natural and man-made, that would be expended in the construction and operation of the proposed public facility (Public Safety Answering Center II [PSAC II]), as well as the establishment of a new public street ("Marconi Street"). These resources include the materials (including concrete, wood, metal, glass and asphalt) used in construction of the proposed PSAC II development and new street; energy in the form of gas and electricity consumed during construction and operation of the proposed development by various mechanical and processing systems; and the human effort (time and labor) required to develop, construct, and operate various components of the proposed development. They are considered irretrievably committed because their reuse for some other purpose would be highly unlikely.

The land use changes associated with the development of the proposed development site may also be considered a resource loss. The proposed development constitutes an irreversible and irretrievable commitment of the development site for a public facility use, thereby rendering land use for other purposes infeasible. Further, funds committed to the design, construction, and operation of the proposed development are not available for other projects.

The public services provided in connection with the proposed development under the Proposed Action (e.g., police and fire protection) also constitute resource commitments that might otherwise be used for other programs or projects.

Despite the commitments identified above, the proposed PSAC II development would result in a public benefit, due to the expansion of voice and data communication infrastructures in the City, which would enhance emergency response ability and disaster recovery capacity in the City using two load-balanced facilities (PSAC I and II).

PUBLIC SAFETY ANSWERING CENTER II
CHAPTER 23: RESPONSE TO COMMENTS [1]

I. INTRODUCTION

This chapter of the Final Environmental Impact Statement (FEIS) summarizes and responds to all substantive oral and written comments received during the public comment period for the Draft Environmental Impact Statement (DEIS) for the proposed Public Safety Answering Center II (PSAC II). Public review began on August 18, 2008, with the issuance of the Notice of Completion for the DEIS. The public hearing on the DEIS was held concurrently with the hearing on the project's Uniform Land Use Review Procedure (ULURP) applications by the New York City Planning Commission (CPC) on December 17, 2008. The period for public review remained open until December 31, 2008.

Section II below lists the individuals who commented on the DEIS, and summarizes and responds to comments made at the public hearing and received in writing. The comments are organized by subject area. Where multiple similar comments were made on the same subject matter, a single comment combines and summarizes the individual comments. After each comment is a list of the people who made the comment. Where no further elaboration is required to address a comment, or where comments do not relate to the analysis of the Proposed Action in the DEIS, the response provided is "comment noted." Written comments received on the DEIS are included in Appendix B.

II. DEIS COMMENTS AND RESPONSES

Comments on the Draft Environmental Impact Statement (DEIS) for the PSAC II project during a period commencing with the City Planning Commission public hearing held at the New York City Department of City Planning (NYCDCP) in Spector Hall on December 17, 2008, and extending through December 31, 2008. Written comments received on the DEIS are included in Appendix B.

This section lists and addresses comments made on the DEIS. The comments are organized by subject area, following the organization of the DEIS document. The organization and/or individual who made the comment is identified next to each comment, using a numerical reference keyed to the list of commenters below. Comments on the DEIS were received from the following individuals and organizations:

1. Honorable Adolfo Carrion, Bronx Borough (Borough President Recommendation on ULURP applications, dated December 2, 2008)
2. Amanda M. Burden, FAICP, Chair of the New York City Planning Commission (oral statement at public hearing)

[1] This chapter is new to the EIS

3. Kenneth J. Knuckles, Esq., Vice Chair of the New York City Planning Commission (oral statement at public hearing)
4. Betty Y. Chen, Commissioner (oral statement at public hearing)
5. Karen A. Phillips, Commissioner (oral statement at public hearing)
6. John Merolo, Commissioner (oral statement at public hearing)
7. Irwin G. Cantor, P.E., Commissioner (oral statement at public hearing)
8. Richard W. Eaddy, Commissioner (oral statement at public hearing)
9. Nathan Leventhal, Commissioner (oral statement at public hearing)
10. Marvin Mitzner, Blank, Rome, LLP; Representative of the Hutch Metro Center (oral statement at public hearing)
11. Joseph Kelleher, Executive Director of the Hutch Metro Center (oral statement at public hearing)
12. Terrell Estesen, Director, Office of City Project Review, New York City Department of Environmental Protection (written statement submitted December 23, 2008)
13. Steven Finkelstein (written statement submitted December 26, 2008)

A. PROJECT DESCRIPTION

Comment A1: PSAC II, one of the Bronx's tallest buildings at [an elevation of] 374 feet, would stand in dramatic contrast to its low-density surroundings. (1)

Response: As described in Chapter 5, "Urban Design and Visual Resources," the proposed PSAC II building would be substantially taller than most buildings in the surrounding area. At an elevation of 374 feet, the PSAC II building would be highly visible and prominent within the Bronx skyline. It would have a strong presence on the Pelham and the Hutchinson River Parkways, which abut the proposed development site to the north and east, respectively. To minimize the structure's bulk and height from the abutting parkways, the building would be setback from the site's northern and eastern lot lines towards the Amtrak right-of-way with abundant greenery and landscaping proposed between the building and the Pelham and the Hutchinson River Parkways.

Chapter 19, "Alternatives" has been updated to include a new alternative, the 911 Call and Dispatch Center Alternative, in which the proposed PSAC II development would be reduced in scale and program. Under this alternative, the proposed PSAC II building would have 11 levels above grade and a height of 260 feet tall (elevation of 284 feet) and include approximately 550,000 gsf.

Comment A2: The installation of an entrance-exit ramp between the Hutchinson River Parkway and the Hutchinson Metro Center (HMC) facility must accompany construction of PSAC II. (1)

Response: Any infrastructure improvements to the Hutchinson River Parkway are made at the discretion of the New York State Department of Transportation (NYSDOT). The City has reached out to NYSDOT to express support for any infrastructure enhancements in the vicinity of the HMC campus, including the addition of entrance/exit ramps from the Hutchinson River Parkway.

Comment A3: What is the design concept [for the proposed PSAC II development]? (2)

Response: The proposed PSAC II building would be a very robust, fully redundant, load balanced facility with extensive data and mechanical systems. The design of the building puts the critical floors – call center dispatch, data and mechanical/electrical- as far above grade as practical for reasons of protection.

The PSAC II building would sited at the rear of the site, with ample landscape frontage in front of both the Hutchinson River Parkway and Pelham Parkway. The landscape includes a berm, which would conceal the accessory parking garage and other sensitive areas of the site. This berm would planted with native grasses and is intended to extend the appearance of parkland from the adjacent New York City Department of Parks and Recreation (NYCDPR) lands abutting the parcel to the north. The proposed project would also improve an existing pedestrian path extending from the Pelham Parkway to the Hutchinson Metro Center (HMC). This pathway would be lit and adjacent to patrolled areas of the project and would connect the bus stops on the Pelham Parkway with the proposed facility and HMC.

Comment A4: I'm wondering about the need for the [PSAC II] building's height of 400 feet. (3)

Response: The necessary mechanical and data systems, stand-off distances, and the floor plate, which is sized by the call center dispatch operations, for PSAC II define the height of the proposed development (elevation of 374 feet tall). The high floor-to floor heights are required to accommodate the essential mechanical and data systems and the large display screens in the call center dispatch floor are also a factor.

As discussed in the response to Comment A1, Chapter 19, "Alternatives" has been updated to include a new alternative, the 911 Call and Dispatch Center Alternative, in which the proposed PSAC II development would be reduced in scale and program. Under this alternative, the proposed PSAC II building would have 11 levels above grade and a height of approximately 260 feet tall (elevation of 284 feet) and include approximately 550,000 gsf.

Regardless of whether the Proposed Action or the Alternative Proposal alternative is built, there are additional communications requirements for an array of antennas that would require of a height of approximately 300 feet, which would need to be placed on the roof of the PSAC II development. The program for these antennas is currently being developed by the City, and will be integrated into the design of PSAC II as soon as it becomes available.

Comment A5: Isn't this virtually a stand-alone site where you have the opportunity to keep the public away from the site completely? (7)

Response: The proposed development site is an ideal location for PSAC II in terms of its size, configuration, and relative isolation. The site comprises approximately 8.75 acres and is bounded by the Pelham Parkway to the north, the Hutchinson River Parkway to the east, and an Amtrak right-way to the west. It is relatively remote and severed from the surrounding area bordered by wide thoroughfares and their associated mapped open space to the north and east. The nearest buildings to the development site are a 4-story office building and a single-story warehouse within the HMC, which are located more

than 150 feet to the south. Vehicular access is provided from the south via Industrial Street (future Marconi Street), which is private access roadway that extends north from Waters Place to the southern boundary of the site. This private access roadway would be mapped as a public street as part of the Proposed Action.

Although a fence/wall would encircle the proposed development and provide a security perimeter, a publicly accessible pedestrian path would be established along the western edge of the property just outside of the perimeter fence, which would continue to provide a public pedestrian connection between the Pelham Parkway on the north and the HMC on the south.

Comment A6: Generally we [the HMC] support the project. We support the need for the call center and the application for site selection acquisition. (10)

Response: Comment noted

B. HAZARDOUS MATERIALS

Comment B1: The March 2008 Phase II Environmental Site Investigation Report chooses to evaluate results via NYSDEC's Part 375 for Unrestricted Use along with some comparisons to TAGM 4046. It is unclear why Unrestricted Use was chosen, as this project is evidently more commercial in nature, but the results indicate that the site clearly does not meet requirements for Unrestricted Use. The New York City Department of Environmental Protection (NYCDEP) recommends that the results be reevaluated utilizing a more appropriate end use scenario. (12)

Response: Chapter 7, "Hazards Materials" has been updated to reflect that results of the Phase II Environmental Site Investigation Report will be reevaluated utilizing a more appropriate end use scenario than Unrestricted Use, as the project is generally commercial in nature.

Comment B2: As described in the Draft Environmental Impact Statement, a Remedial Action Plan and Construction Health and Safety Plan should be prepared and submitted to the NYCDEP for approval prior to the commencement of any construction activities. (12)

Response: A Remedial Action Plan and Construction Health and Safety Plan will be prepared and submitted to the NYCDEP for approval prior to the commencement of any construction activities .

C. TRAFFIC & PARKING

Comment C1: The additional traffic this project would generate may overburden Water Street, the only current access to the HMC office complex. Resolution of this problem requires diligence and consideration of mass transit access, which must include Metro North

rail service via a reactivated Morris Park station stop and on site bus service provided by the MTA. I support construction of a ramp access directly from the Hutchinson River Parkway to the HMC, which will dramatically reduce the impact of traffic on local streets. (1)

Response: While it is unclear whether any bus routes can be added in the current fiscal environment, as part of the mapping of a new public street, the City is including a turnaround at the end of Marconi Street (former Industrial Street) that meets the Metropolitan Transportation Authority's (MTA) standards to accommodate a bus route that may become more economically feasible in the future. In addition, the City will discuss the possibility of adding a route with the MTA closer to the opening date of PSAC II.

As discussed in the response to Comment A2, any infrastructure improvements to the Hutchinson River Parkway are made at the discretion of the NYSDOT. The City has reached out to NYSDOT to express support for any infrastructure enhancements in the vicinity of the HMC campus, including the addition of entrance/exit ramps from the Hutchinson River Parkway.

Comment C2: We [the HMC] have some concerns regarding traffic and transportation. The Draft Environmental Impact Statement indicates that the increase in traffic will have an impact upon the new road that's going to be Marconi Street at its terminus, and I think that location and its intersection with Water Place becomes a point of concern, particularly since it's a dead end street. (10)

Response: Chapter 12, "Traffic and Parking" examines the traffic and parking impacts associated with the Proposed Action. As described in Chapter 12, the Proposed Action would result in significant adverse traffic impacts at the intersection of Waters Place and Industrial Street (future Marconi Street) under both the Typical and Consolidated Operations of PSAC II. The mitigation plan described in Chapter 18, "Mitigation," which would result in a dedicated right-turn lane at the westbound approach of Waters Place, would eliminate the significant adverse impact at Waters Place and Industrial Street (future Marconi Street) under the Typical Operations of PSAC II. As the proposed PSAC II development is expected to accommodate the consolidated staffs of both PSAC I and PSAC II only on a temporary emergency basis when PSAC I in Downtown Brooklyn is non-operational, the NYPD is committed to mitigating traffic impacts at the intersection of Waters Place and Industrial Street through the use of traffic enforcement agents. The traffic enforcement agents would be under the purview of the NYPD. This approach has been recommended by the NYCDOT as the appropriate method of addressing temporary/emergency conditions when all of the City's PSAC workers are at the proposed development site.

Comment C3: We [the HMC] support the Borough President's recommendations, particularly that there be another safety valve way of getting into the facility through the entrance, another entrance on the Hutchinson Parkway. That would alleviate some of the pressure at the intersection of Marconi and Waters. (10)

Response: Comment noted. As discussed in the response to Comment A2, any infrastructure improvements to the Hutchinson River Parkway are made at the discretion of the NYSDOT. The City has reached out to NYSDOT to express support for any

infrastructure enhancements in the vicinity of the HMC campus, including the addition of entrance/exit ramps from the Hutchinson River Parkway.

D. TRANSIT & PEDESTRIANS

Comment D1: We [the HMC] are concerned about the lack of public transportation to the site, which would further exacerbate the traffic and the traffic conditions. We believe that in terms of public transportation, there's an existing unused station at this location, which should be reactivated to provide access to the site, as well as to direct bus access. Other than Pelham Parkway there is no direct bus access to the site. The bus travels along Water Street; there is no way of getting into the site, a drop off near the site, by public transportation. (10)

Response: Comment noted. As discussed in the response to Comment B1, the City is proposing to map a turnaround at the end of proposed public street (future Marconi Street) that meets the MTA standards for accommodating a bus route.

As described in the response to Comment G3, the reopening of an existing unused Morris Park railroad station is not part of the PSAC II project and would require approval of the MTA and/or Amtrak.

E. CONSTRUCTION IMPACTS

Comment E1: The City of New York and its construction contractors must commit to employ Bronx residents in construction and long-term jobs and support Bronx based suppliers and contractors through the Buy Bronx/Buy New York and Bronx-at-Work programs. (1)

Response: The PSAC II team will do everything allowable under City procurement rules to ensure that the local community benefits from this important project, and will work with the Borough President's office on this issue. The NYPD and the Fire Department of New York City (FDNY) strongly believe that as permanent jobs are posted for PSAC II, they will attract Bronx residents, and maintenance contracts will also be bid-out to operate the facility.

Comment E2: Construction practices for the project must utilize the most advanced technology for emission controls. These include low sulfur emissions for on-road vehicles and electric vehicles for on-site use, compliance with Local Law 77, which requires City construction projects to use ultra-low sulfur diesel fuels and the best available emissions controls. (1)

Response: As per standard City contracts, ultra-low sulfur diesel vehicles will be used and all contractors will comply with Local Law 77 regarding Best Available Technology (BAT) emission controls.

Comment E3: All concrete mixing must occur on-site to minimize truck traffic during construction and concomitant air and noise pollution. (1)

Response: It is anticipated that all concrete mixing would occur on the proposed development site. The construction coordinator for the project, Tishman Technologies Corporation (TTC), has outlined a site logistics plan that includes an on-site concrete plant.

Comment E4: A comprehensive traffic management plan including a routing plan for construction related vehicles and long-term circulation must be designed and implemented. (1)

Response: Tishman Technologies Corporation, the project construction coordinator, has drafted a routing plan for construction-related vehicles and is currently in negotiation with the owner of the HMC to minimize impacts on the neighboring buildings and land uses. All construction-related trips, including construction worker vehicles and trucks, would access the development site from Waters Place via Industrial Street. Trucks en route to and from the proposed development during construction would use NYCDOT-designated truck routes to access the site. A long-term circulation plan is a part of the site design and takes into account emergency access to the site

Comment E5: Traffic control during construction is a major project. The access is limited, so knowing how people and trucks come and go is going to be very important to us [the HMC]. (11)

Response: As described in Chapter 16, "Construction Impacts," during the construction of PSAC II, vehicular access to the HMC would be maintained at all times. A maintenance and protection plan of traffic (MPT plan) would be prepared in coordination with NYCDOT to maintain safe and convenient vehicular access to the HMC and the proposed development during construction of PSAC II and the construction of Industrial Street (proposed public street [Marconi Street]). Traffic impacts can be minimized using construction sequencing and land closure management measures within an overall MPT plan. The MPT plan would require that a 24-foot wide, two-way roadway be maintained at all times during construction to provide access between Waters Place and the HMC and the proposed development site This would allow for one moving lane in each direction as is currently provided along the existing Industrial Street.

F. ALTERNATIVES

Comment F1: One of my issues more than the design of the original [building] was the site and accessibility to the site. It's so far off of a main direct access point; it is really hard for someone who would have to use public transportation. Is there a possibility of getting a different site that might fit the needs of just the call center itself without the operations, now that the building has been scaled down? Sites that are not so isolated in terms of access to transportation? (5)

Response: As described in Chapter 19, "Alternatives," over the past decade, several other alternative sites for PSAC II have been considered, most of which are located outside

of the borough of the Bronx across the City. Several of these alternate locations included one other site in the Bronx, six sites in Queens, one site in Staten Island, and one site in Manhattan. Some of the sites considered included: the Harlem River Yard in the South Bronx; Fort Totten in northeastern Queens; the Ridgewood Reservoir in southwestern Queens; Sixth Road and 151st Street in northern Queens, 30-30 Northern Boulevard in western Queens; the former Elmhust Gas Tank location in southwestern Queens, the Phelps Dodge site in southwestern Queens, the former GATX property in northern Staten Island, and West 44th Street and 11th Avenue in Midtown Manhattan. These sites consisted of both private and publicly owned property. None of these alternate locations proved viable options.

As discussed in further detail in Chapter 19, each of these alternative locations for PSAC II was found to be unsuitable, as each alternative site did not meet one or more to of the selection criteria for siting the proposed public facility. These include: access to public transportation; vicinity to main arterial roadways; available utilities (access to separate grids/distributions); location of technologies; radio propagation; and security requirements.

Comment F2: Do you have a change to your programmatic [scope for the PSAC II project]? (2)

Response: As described in the response to Comment A1, the EIS has been updated to include a new alternative, the 911 Call and Dispatch Center Alternative, in Chapter 19, which modifies the program and scope of PSAC II. Under the Proposed Action, PSAC II would have three main functions including 911 call and dispatch operations and operation centers for the NYPD and the FDNY. In the 911 Call and Dispatch Center Alternative, PSAC II would only accommodate the 911 call and dispatch center operations.

Comment F3: The site is one of the most visible locations in the entire borough of the Bronx. The [proposed development] premise of the façade was on a building that had a significantly aggressive and interesting form. And to simply turn it into a box is something quite different. (2)

If you stick with your cube [design for PSAC II], you're putting a lot of pressure on your façade design in order to make this the captivating design that some would want it to be. (3)

Response: Under the 911 Call and Dispatch Center Alternative, the facades of the cubic form of proposed PSAC II development will need to achieve the same goals as under the Proposed Action. While the original proposal under the Proposed Action benefited from a dramatic silhouette, it did show a longer face to the Hutchinson River Parkway, so there were demands on that façade as well. The siting and the façade treatment of the cube scheme under the 911 Call and Dispatch Center Alternative will work together to create a dynamic whole. By turning the building to face corners to both the Pelham and Hutchinson River Parkways, there is a tension and an increased play of light and dark. The façade will respond to the moving traffic along the parkways, offer change and variety of some sort, and continue to camouflage to some degree the limited windows and louver spaces of the building.

Comment F4: Did the form of the [PSAC II] building change purely because of the height reduction? Because if not, I'm wondering if you tried to replicate the kind of design that you had in the taller building, what would you sacrifice in terms of space? (3)

Response: As described in the response to Comment A4, the program, both in terms of floor sizes and stacking, defined the form of the proposed PSAC II development under the Proposed Action. Changes in the program stemming from the financial constraints of the project, led to the conclusion that the original massing and form of the PSAC II building under the Proposed Action is no longer feasible. The design of the PSAC II development under the 911 Call and Dispatch Center Alternative seeks to make a similar statement.

The changes mandated by the fiscal climate affected all aspects of the project. The original massing only fit on the site because of the smaller footprint possible at the bottom. Once the tapering structure was rejected for cost reasons, the building had to be re-sited to stay within the security parameters. The design team did study keeping the parallelogram shape, extruded vertically, but moved to the center of the site; however there were programmatic challenges that could not be resolved.

Comment F5: The design is a cube. I don't know that it's perfect. It will be a matter of continuing scrutiny I'm sure. (3)

Response: The cubic building form of the 911 Call and Dispatch Center Alternative was selected because it is a primal shape and efficiently houses the required program. The building was intentionally rotated on site by almost 45 degrees in order for two of the building's facades to be visible from the Pelham and Hutchinson River Parkways.

The design of the proposed PSAC II development under the Proposed Action got its strength from the unorthodox massing. This option under the 911 Call and Dispatch Center Alternative is no longer available. As mentioned in the response to Comment F3, the façade of the PSAC II development under the 911 Call and Dispatch Center Alternative will be developed to continue the minimal themes of the pure geometry while addressing the dynamism of the site- the confluence of the movement of the parkways, and visibility of the site.

Comment F6: I know there are issues of standoff distance and the blast resistance. I'm troubled by how brutal and severe [the building] appears to be, and the apparent lack of fenestration, for both the workers inside the building and for the people in the neighborhood. And at 260 feet or so, this is a very imposing building in the community. So I'm wondering what flexibility there is on the client's side to work with the design. (4)

Response: There is flexibility. The fenestration design of the proposed PSAC II development is not complete, but will need to respond to security concerns (i.e., blast and ballistic protection) and to control light levels and glare in the call center dispatch floor.

The original proposal under the Proposed Action included ideas that should still hold true for the design under the 911 Call and Dispatch Center Alternative. Design Team has continued to attempt to maximize windows within the security concerns, and will continue to do so. In addition, mechanical louvers were 'camouflaged' in identical

expression to the windows so as not to give the building an institutional/mechanical appearance. The same attempt will be made to find modules and variety to break down the scale. Brutal and severe are to be avoided, but minimal, strong and pure are ideas, which the Design Team and the Design Commission have discussed as being appropriate for the building. The windows and openings will continue to be designed in ways which alude to, and strengthen themes of the massing concepts.

Comment F7: You've changed the facility use to be primarily a Public Safety Answering Center? I would suspect that that would also change criteria requirements in terms of terrorism. Therefore issues with regard to fenestration also are mitigated. Is that a fair assumption? So right there you have opportunities to create an architecture that would be more fitting within the neighborhood. (7)

I suspect that with the lower building and with the modification of use, is it fair to assume that the criteria that you are going to be working to have been adjusted? (7)

Response: To a point, that is a fair assumption. Please refer to the response to Comment F6.

As of this writing, the NYPD and the City have made subtle changes, but it is unclear whether they will have any effect on the glazing opportunities of the building. If they do, the Design Team will attempt to take advantage of them.

G. MISCELLANEOUS

Comment G1: This project will require a conservative estimate of approximately one billion dollars for construction and communications equipment, and includes a total of 1.9 million square feet of Class A, tax revenue producing office space. It therefore behooves the City to invest relatively modest monies to reduce traffic congestion, noise and air pollution and to improve accessibility. (1)

Response: The Proposed Action involves the mapping of a new public street (Marconi Street) that would follow an existing private access roadway (Industrial Street) extending north from Waters Place to the southern boundary of the proposed development site. At its terminus, the proposed public street would have a mapped cul de sac that would meet the MTA's standards for a potential future bus route. Pedestrian accessibility from the bus stops on Pelham Parkway would also be retained, with an improved pedestrian pathway circling the perimeter of the PSAC II site to provide access to both PSAC II and the adjacent HMC.

As described in Chapter 12, "Traffic and Parking," the Proposed Action would result in significant adverse traffic impacts at a total of six signalized intersections (three in the AM, six in the midday) under Typical Operations of the proposed PSAC II development when the facility would normally operate with a staff size of approximately 850 employees (PSAC II staff only) that would work primarily in three main shifts throughout a 24-hour period. As proposed PSAC II development is expected to typically operate at this staffing level, a traffic mitigation plan was therefore developed to address these impacts. This mitigation plan, which is described in Chapter 18, "Mitigation," consists of changes to signal timing and phasing, changes

to curbside parking regulations on impacted approaches, and striping changes at some impacted intersection approaches. The proposed traffic mitigation measures would fully mitigate the traffic impacts that would occur as a result of the Proposed Action in both the AM and midday peak hours, under Typical Operations.

As also described in Chapter 12, the Proposed Action would result in significant traffic impacts at a total of nine intersections under Consolidated Operations of PSAC II. The mitigation plan proposed for the six signalized intersections significantly impacted by the proposed PSAC II development under Typical Operations would also fully mitigate the traffic impacts at most of these intersections under the temporary Consolidated Operations of the facility (i.e., PSAC I employees would temporarily be relocated to PSAC II and staff members of PSAC I and PSAC II would be combined). As the proposed PSAC II development is expected to accommodate the staffs of both PSAC I and PSAC II on a temporary/emergency basis, measures to mitigate traffic impacts have been coordinated with the NYCDOT and would include NYPD traffic enforcement agents. The NYPD has agreed to place traffic enforcement agents at all unmitigated intersections including four intersections in the AM peak hour and five intersections in the midday peak hour when PSAC II is operating under it temporary Consolidated condition and accommodating the staffs of PSAC I and PSAC II.

Comment G2: The Department of Transportation and Department of Parks and Recreation must commit to reconstruct and improve all of Pelham Parkway. (1)

Response: The NYCDOT and NYCDEP are planning a major reconstruction of Pelham Parkway, including its service roads, between the Bronx River Parkway and the Hutchinson River Parkway beginning in 2010. This work involves improvements to the sewer and water lines, street lighting and traffic work. The NYCDPR is also planning to reconstruct and enhance the Pelham Parkway malls between Boston Road and the Hutchinson River Parkway.

Comment G3: The City must commit to seeking reactivation of the Morris Park railroad station along with Metro North service to Co-Op City, Parkchester and Hunts Point. Within a ¼ mile radius of the PSAC II site, this additional station stop would serve major Bronx institutions, three of which include the Albert Einstein Medical Center, Mercy College, and Jacobi Hospital. (1)

Response: The Morris Park railroad station is not a part of the PSAC II scope or budget. The ultimate decision to re-open the station will be a business decision made by Metro North or Amtrak. The City supports as many feasible transportation options in the area as possible, though it is unlikely that this station will reopen in the near future.

Comment G4: The City must commit to brief Bronx Community Board 11 and interested citizens on a routine basis during the construction period, concerning progress and issues associated with the project as raised by residents and neighboring institutions. (1)

Response: The City is committed to communicating on progress of the PSAC II project during design as well as during construction. The New York City Department of Design and Construction (NYCDDC) has an active community outreach program and the project construction coordinator, Tishman Technologies Corporation has experience in

community briefings as evidenced by their recent work at Einstein Medical Center. The NYCDDC will work with the project architects, Tishman, client agencies and Community Board 11 to create a briefing schedule.

Comment G5: [The NYPD] seems to indicate that it would be very difficult to get staff in and out of Staten Island if a site like this was brought to Staten Island. I'm glad that was brought up at a public hearing. It might be a great thing for our state officials and our City officials to maybe work on that in the future so that we could get sites like this to Staten Island. (6)

Response: As described in Chapter, "Alternatives," one site, the GATX property in northwestern Staten Island was considered as a possible location for PSAC II. However, as this site lacks public transportation service, it would not be suitable for the proposed PSAC II development. Furthermore, the site is located within the Northern Staten Island/ Harbor Herons Special Natural Waterfront Area (SNWA) and contains sensitive natural features that are recognized and protected under a variety of regulatory programs, which would substantially limit the development potential of the site. Public investment within SNWAs should focus on habitat protection and improvement and should not encourage activities that interfere with the habitat functions of the area.

Comment G6: How large is the PSAC I facility in Brooklyn in terms of square footage? Is the staffing level at PSAC I (at 350,000 sf) similar to what is contemplated for PSAC II (at 500,000 sf)? PSAC II is therefore a substantially larger facility for the same numbers of people as PSAC I? (8)

Response: The PSAC I facility is approximately 350,000 sf, and the staffing level is comparable to what is being contemplated for the PSAC II facility. Both PSAC I and PSAC II would have a typical staff size of approximately 850 employees that work throughout a 24-hour day with a maximum shift size of about 315 workers. However, PSAC II facility is larger due to the addition of a multi-use auditorium, as well as increased data center space and the related mechanical and electrical equipment.

Comment G7: When we [the HMC] first arrived, we opened the site in 2000 – 2003; the Visiting Nurse Services of New York was our first tenant. The first building was a half million square feet; we are now fully occupied. Mercy College has their main Bronx campus there. Other tenants include the Internal Revenue Service, the New York City Housing Authority, the Administration of Children's Services and the medical pavilion, with about a hundred thousand square feet of different physicians who are affiliated with Montefiore, Jacobi, Einstein, or Calvary hospitals, which are roughly within walking distance from the complex. We have about 3,500 employees between [Mercy] College and the HMC itself at this time. (11)

Response: Comment noted.

Comment G8: The access to the [HMC] site is very important. We absolutely support and would hope that with the PSAC building coming, we could get a road off the Hutchinson

River Parkway. It's something we have talked about for a long time. As the complex starts to develop and more buildings are built, you will need additional access. (11)

Response: As discussed in the response to Comment G1, as part of the Proposed Action, a new public street would be established that would map an existing private access roadway to provide permanent vehicular access and utility services to the site. Furthermore, as noted in the response to Comment A2, the City has reached out to NYSDOT to express support for any infrastructure enhancements in the vicinity of the HMC campus, including the addition of entrance/exit ramps from the Hutchinson River Parkway.

Comment G9: Public transportation is critical. We [the HMC] have our own bus shuttle service that takes people from our complex to Westchester Square Station so our employees and tenants can get to and from the site. The B21 bus, which is the one that comes up Waters Place, at one time did come all the way back to where our building is now, the existing building when it was part of the Bronx [Psychiatric Center] site. Once we acquired the property, they stopped bringing that bus in. We have written letters to the MTA, and the response has been that there's not enough ridership. (11)

Response: Comment noted

Comment G10: Could you describe the sizes and heights of the [HMC] buildings that are currently on site right now? (9)

Response: The HMC's main building is a four story office building containing approximately a half million square feet. There is also a single-story warehouse building that is leased to the state. Recently, the HMC completed a second office building, Tower One, which is approximately 150 feet tall. It is a ten-story building containing approximately 250,000 gsf with enclosed parking on its lower levels. The HMC has plans to build a second commercial building, which will likely contain approximately 250,000 gsf and it could be around 200 feet in height (Tower Two). In addition, if there continues to be a market for commercial space, the HMC intends to build a third building, which will be approximately the same height as Tower One.

Comment G11:What is the Westchester station to which the [HMC's] shuttle bus goes? Does the shuttle service also go to a Metro North Station? (5)

Response: The HMC's private shuttle service runs every 20 minutes during the weekdays and takes people from the HMC site to Westchester Square, which is a main transportation hub, where a number of local buses have a stop and is the final subway station on the No. 6 subway line train.

Comment G12: You have people walking through this project site [i.e. the PSAC site] coming to your [HMC] center from Pelham Parkway? (5)

Response: Yes.

Comment G13: Do you know what percentage of the 3,500 [employees and students of the HMC] uses the pathway [from the Pelham Parkway]? (5)

Response: According to Joseph Kelleher, the Executive Director of the HMC, the majority of people come from the south via Waters Place and either drive to the site or utilize the HMC's private shuttle bus service that provides a direct connection between the Westchester Square subway station serving the No. 6 subway line and the HMC. However, a number of Mercy College students, as well as the staff of Visiting Nurses of New York, which are tenants of the HMC, utilize the pathway. The pathway provides a connection to the Bx 12, which travels on the Pelham Parkway.

As described in Chapter 13, "Transit and Pedestrians," very few pedestrians were observed using the pathway in the peak AM (6:30 to 7:30 AM) and midday (2:30 to 3:30 PM) periods. The pedestrian pathway currently operates at a platoon-adjusted LOS A.

Comment G14: Please provide me with a copy (paper only, no electronic media) of the Draft Environmental Impact State for the Public Safety Answering Center II project. (13)

Response: A hardcopy of the Draft Environmental Impact State for the Public Safety Answering Center II project has been forward as per the request.

APPENDIX A

NEW YORK CITY
WATERFRONT REVITALIZATION PROGRAM

CONSISTENCY ASSESSMENT FORM

For Internal Use Only:
Date Received: _____

WRP no._____
DOS no._____

NEW YORK CITY WATERFRONT REVITALIZATION PROGRAM
Consistency Assessment Form

Proposed actions that are subject to CEQR, ULURP or other local, state or federal discretionary review procedures, and that are within New York City's designated coastal zone, must be reviewed and assessed for their consistency with the *New York City Waterfront Revitalization Program (WRP)*. The WRP was adopted as a 197-a Plan by the Council of the City of New York on October 13, 1999, and subsequently approved by the New York State Department of State with the concurrence of the United States Department of Commerce pursuant to applicable state and federal law, including the Waterfront Revitalization of Coastal Areas and Inland Waterways Act. As a result of these approvals, state and federal discretionary actions within the city's coastal zone must be consistent to the maximum extent practicable with the WRP policies and the city must be given the opportunity to comment on all state and federal projects within its coastal zone.

This form is intended to assist an applicant in certifying that the proposed activity is consistent with the WRP. It should be completed when the local, state, or federal application is prepared. The completed form and accompanying information will be used by the New York State Department of State, other state agencies or the New York City Department of City Planning in their review of the applicant's certification of consistency.

A. APPLICANT

1. Name: New York City Police Department (NYPD)
2. Address: 620 Circle Drive, Suite B, Fort Totten, NY, 11359
3. Telephone: 718.281.1254 Fax: 718.281.1593 E-mail: anthony.tria@nypd.org
4. Project site owner: varies (private landowner and land owned by the the State of New York)

B. PROPOSED ACTIVITY

1. Brief description of activity:

The Proposed Action involves the site selection for a public facility and the acquisition of property by the City, as well as an amendment to the City Map to establish a new public street to facilitate the construction of the Public Safety Answering Center II (PSAC II; "proposed development") in the Pelham Parkway area of the northeastern Bronx. The Proposed Action requires City Planning Commission and City Council approvals through the ULURP. In addition, the proposed development, consisting of approximately 640,000 gsf of office building and approximately 500-space accessory parking garage, may also potentially require a mayoral zoning override to comply with all of the site's the applicable M1-1 zoning regulations.

2. Purpose of activity:

The Proposed Action would enhance and provide redundancy within the City's emergency communications systems and infrastructure by facilitating the construction of a second 911 center (PSAC II) that would work in tandem with the existing PSAC I located at 11 MetroTech Center in Downtown Brooklyn. PSAC II is envisioned to cover emergency 911 service for about half of the City, however, as a backup facility, it would be designed to accommodate 911 service for the entire City, when needed. The proposed development would also house command control center operations for the Fire Department of New York City (FDNY) and the New York City Police Department (NYPD). It would operate continuously 24 hours a day, 7 days a week.

3. Location of activity: (street address/borough or site description):

The area affected by the Proposed Action encompasses approximately 13.08-acres in Bronx Community District 11 (Block 4226, Lot 75, p/o Lots 30, 35, 40, and 55). The proposed development site encompasses approximately 8.75-acres, and is generally bounded by the Pelham Parkway to the north, the Hutchinson River Parkway to the east, and the right-of-way for Amtrak to the west (Block 4226, Lot 75, p/o Lots 40 and 55). The area affected by the proposed public street encompasses approximately 4.33-acres, and follows an existing private street (Industrial Street), which extends north of Waters Place from a point located approximately 420' east of the intersection of Eastchester Road and Waters Place for approximately 0.63 miles to the southern proposed development site (Block 4226, p/o Lots 30, 35 and 40).

Proposed Activity Cont'd

4. If a federal or state permit or license was issued or is required for the proposed activity, identify the permit type(s), the authorizing agency and provide the application or permit number(s), if known:
   N.A.

5. Is federal or state funding being used to finance the project? If so, please identify the funding source(s).
   N.A.

6. Will the proposed project require the preparation of an environmental impact statement?
   Yes ✔ No ____ If yes, identify Lead Agency:
   New York City Police Department (NYPD)

7. Identify **city** discretionary actions, such as a zoning amendment or adoption of an urban renewal plan, required for the proposed project.
   (1) Acquisition of approximately 8.75-acres by the City of New York from a private landowner.
   (2) Site Selection for a public facility to construct PSAC II, an emergency communications system 911 center, and command control center operations for the FDNY and NYPD.
   (3) Amendment to the City Map to map a public street extending north of Waters Place approximately 420' east of the intersection of Eastchester Road and Waters Place.
   In addition, the proposed development may require additional public approvals such as a mayoral zoning override to waive some of the site's M1-1 zoning regulations.

C. COASTAL ASSESSMENT

Location Questions:	**Yes**	**No**
1. Is the project site on the waterfront or at the water's edge?		✔
2. Does the proposed project require a waterfront site?		✔
3. Would the action result in a physical alteration to a waterfront site, including land along the shoreline, land underwater, or coastal waters?		✔

Policy Questions	**Yes**	**No**

The following questions represent, in a broad sense, the policies of the WRP. Numbers in parentheses after each question indicate the policy or policies addressed by the question. The new Waterfront Revitalization Program offers detailed explanations of the policies, including criteria for consistency determinations.

Check either "Yes" or "No" for each of the following questions. For all "yes" responses, provide an attachment assessing the effects of the proposed activity on the relevant policies or standards. Explain how the action would be consistent with the goals of those policies and standards.

4. Will the proposed project result in revitalization or redevelopment of a deteriorated or under-used waterfront site? (1)		✔
5. Is the project site appropriate for residential or commercial redevelopment? (1.1)	✔	
6. Will the action result in a change in scale or character of a neighborhood? (1.2)		✔

Policy Questions cont'd	Yes	No
7. Will the proposed activity require provision of new public services or infrastructure in undeveloped or sparsely populated sections of the coastal area? (1.3)		✔
8. Is the action located in one of the designated Significant Maritime and Industrial Areas (SMIA): South Bronx, Newtown Creek, Brooklyn Navy Yard, Red Hook, Sunset Park, or Staten Island? (2)		✔
9. Are there any waterfront structures, such as piers, docks, bulkheads or wharves, located on the project sites? (2)		✔
10. Would the action involve the siting or construction of a facility essential to the generation or transmission of energy, or a natural gas facility, or would it develop new energy resources? (2.1)		✔
11. Does the action involve the siting of a working waterfront use outside of a SMIA? (2.2)		✔
12. Does the proposed project involve infrastructure improvement, such as construction or repair of piers, docks, or bulkheads? (2.3, 3.2)		✔
13. Would the action involve mining, dredging, or dredge disposal, or placement of dredged or fill materials in coastal waters? (2.3, 3.1, 4, 5.3, 6.3)		✔
14. Would the action be located in a commercial or recreational boating center, such as City Island, Sheepshead Bay or Great Kills or an area devoted to water-dependent transportation? (3)		✔
15. Would the proposed project have an adverse effect upon the land or water uses within a commercial or recreation boating center or water-dependent transportation center? (3.1)		✔
16. Would the proposed project create any conflicts between commercial and recreational boating? (3.2)		✔
17. Does the proposed project involve any boating activity that would have an impact on the aquatic environment or surrounding land and water uses? (3.3)		✔
18. Is the action located in one of the designated Special Natural Waterfront Areas (SNWA): Long Island Sound- East River, Jamaica Bay, or Northwest Staten Island? (4 and 9.2)		✔
19. Is the project site in or adjacent to a Significant Coastal Fish and Wildlife Habitat? (4.1)		✔
20. Is the site located within or adjacent to a Recognized Ecological Complex: South Shore of Staten Island or Riverdale Natural Area District? (4.1and 9.2)		✔
21. Would the action involve any activity in or near a tidal or freshwater wetland? (4.2)		✔
22. Does the project site contain a rare ecological community or would the proposed project affect a vulnerable plant, fish, or wildlife species? (4.3)		✔
23. Would the action have any effects on commercial or recreational use of fish resources? (4.4)		✔
24. Would the proposed project in any way affect the water quality classification of nearby waters or be unable to be consistent with that classification? (5)		✔
25. Would the action result in any direct or indirect discharges, including toxins, hazardous substances, or other pollutants, effluent, or waste, into any waterbody? (5.1)		✔
26. Would the action result in the draining of stormwater runoff or sewer overflows into coastal waters? (5.1)		✔
27. Will any activity associated with the project generate nonpoint source pollution? (5.2)		✔
28. Would the action cause violations of the National or State air quality standards? (5.2)		✔

Policy Questions cont'd	Yes	No
29. Would the action result in significant amounts of acid rain precursors (nitrates and sulfates)? (5.2C)		✔
30. Will the project involve the excavation or placing of fill in or near navigable waters, marshes, estuaries, tidal marshes or other wetlands? (5.3)		✔
31. Would the proposed action have any effects on surface or ground water supplies? (5.4)		✔
32. Would the action result in any activities within a federally designated flood hazard area or state-designated erosion hazards area? (6)	✔	
33. Would the action result in any construction activities that would lead to erosion? (6)		✔
34. Would the action involve construction or reconstruction of a flood or erosion control structure? (6.1)		✔
35. Would the action involve any new or increased activity on or near any beach, dune, barrier island, or bluff? (6.1)		✔
36. Does the proposed project involve use of public funds for flood prevention or erosion control? (6.2)		✔
37. Would the proposed project affect a non-renewable source of sand ? (6.3)		✔
38. Would the action result in shipping, handling, or storing of solid wastes, hazardous materials, or other pollutants? (7)		✔
39. Would the action affect any sites that have been used as landfills? (7.1)		✔
40. Would the action result in development of a site that may contain contamination or that has a history of underground fuel tanks, oil spills, or other form or petroleum product use or storage? (7.2)		✔ *
41. Will the proposed activity result in any transport, storage, treatment, or disposal of solid wastes or hazardous materials, or the siting of a solid or hazardous waste facility? (7.3)		✔
42. Would the action result in a reduction of existing or required access to or along coastal waters, public access areas, or public parks or open spaces? (8)		✔
43. Will the proposed project affect or be located in, on, or adjacent to any federal, state, or city park or other land in public ownership protected for open space preservation? (8)		✔ **
44. Would the action result in the provision of open space without provision for its maintenance? (8.1)		✔
45. Would the action result in any development along the shoreline but NOT include new water-enhanced or water-dependent recreational space? (8.2)		✔
46. Will the proposed project impede visual access to coastal lands, waters and open space? (8.3)		✔
47. Does the proposed project involve publicly owned or acquired land that could accommodate waterfront open space or recreation? (8.4)		✔
48. Does the project site involve lands or waters held in public trust by the state or city? (8.5)		✔
49. Would the action affect natural or built resources that contribute to the scenic quality of a coastal area? (9)		✔
50. Does the site currently include elements that degrade the area's scenic quality or block views to the water? (9.1)		✔

*The Proposed Action would not result in development of a site that has a history of underground fuel tanks, oil spills, or other form or petroleum product use or storage. According to the Phase I, adjacent or nearby properties containing fuel oil or diesel storage have the potential to impact soil/groundwater at the Project Site.
**Although the proposed development site is located adjacent to city parkland mapped as part of the Pelham Parkway and the Hutchinson River Parkway, the site is not located on or near the waterfront.

Policy Questions cont'd	Yes	No
51. Would the proposed action have a significant adverse impact on historic, archeological, or cultural resources? (10)		✓
52. Will the proposed activity affect or be located in, on, or adjacent to an historic resource listed on the National or State Register of Historic Places, or designated as a landmark by the City of New York? (10)		✓

D. CERTIFICATION

The applicant or agent must certify that the proposed activity is consistent with New York City's Waterfront Revitalization Program, pursuant to the New York State Coastal Management Program. If this certification cannot be made, the proposed activity shall not be undertaken. If the certification can be made, complete this section.

"The proposed activity complies with New York State's Coastal Management Program as expressed in New York City's approved Local Waterfront Revitalization Program, pursuant to New York State's Coastal Management Program, and will be conducted in a manner consistent with such program."

Applicant/Agent Name: Anthony Tria, NYPD

Address: 620 Circle Drive, Suite B, Fort Totten, NY, 11359

Telephone 718.281.1254

Applicant/Agent Signature: _____ Date: _____

APPENDIX B

WRITTEN COMMENTS RECEIVED ON THE DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)

BRONX BOROUGH PRESIDENT'S RECOMMENDATION
Uniform Land Use Review Procedure
PSACII-Marconi Street Mapping
December 2, 2008
Application Numbers: C 080197 MMX, C 090070 PCX

DOCKET DESCRIPTION

CD 11

C 080197 MMX

IN THE MATTER OF an application submitted by the New York City Police Department, Fire Department, Department of Information, Technology and Telecommunications, Department of Design and Construction, and Department of Citywide Administrative Services, pursuant to Sections 197-c and 199 of the New York City Charter, for an amendment of the City Map involving:

- The establishment of Marconi Street north of Waters Place;
- The adjustment of grades necessitated thereby; and
- Any acquisition or disposition of real property related thereto;

Community District 11, Borough of The Bronx, in accordance with Map No. 13122 dated August 11, 2008, and signed by the Borough President.

C 090070 PCX

IN THE MATTER OF an application submitted by the NYPD, NYFD, DOITT, and DCAS, pursuant to Section 197-c of the New York City Charter, for the site selection and acquisition of property located at 1200 Waters Place (Block 4226, Lot 72 and p/o Lots 40 and 55) for use as a public safety answering center.

BRONX BOROUGH PRESIDENT'S RECOMMENDATION
Uniform Land Use Review Procedure
PSACII-Marconi Street Mapping
November 19, 2008
Application Numbers: C 080197 MMX, C 090070 PCX

BACKGROUND

PSACII Project Description

The September 11, 2001 terrorist attacks highlighted the need for a comprehensive network of telecommunications which must function under every conceivable circumstance. In this context the City agencies primarily responsible for securing public safety, the Police Department (NYPD) and Fire Department (NYFD) have identified a need for a new Public Safety Answering Center II (PSACII) to serve as backup to the current facility in downtown Brooklyn. The proposed location lies within the Hutchinson Metro Center in Community Board 11, in an M1-1 district.

The primary function of this proposed facility is to parallel the emergency 911 functions located in Brooklyn and if necessary serve as the city's primary emergency call facility. The building would contain 640,000 square feet and rise approximately 374 feet with14 stories plus one below grade cellar level, on a 41,160 square foot footprint. Construction is anticipated to commence in 2009 and conclude in 2012.

Under normal circumstance PSACII would function twenty four hours, seven days per week employing approximately 850 people in several shifts of up to 315 employees each. In the event of an emergency PSACII is designed to accommodate a total of approximately 1,700 employees, an increase to 630 persons per shift.

A 630,000 square foot garage dedicated exclusively to PSACII would accommodate 500 vehicles on three levels rising approximately35 feet. It would replace an existing asphalt lot containing 513 spaces that now serve the Hutchinson Metro Center. The new structure would be accessible from the proposed Marconi Street through a gated security entrance. A staffed security office within the garage would screen all visitors and staff before allowing access to the building's main entrance located on its southern façade.

The site consists of 13.08 acres, 8.75 acres for the proposed building and surrounding land (Block 4226, Lots 75, p/o Lots 40 & 55) plus 4.33 acres for the proposed public right-of-way to be known as Marconi Street, (Block 4226, part of Lots 30, 35 and 40). This vacant, bell-shaped parcel comprises the northernmost portion of the Hutchinson Metro Center. Marconi Street would replace the privately owned unmapped Industrial Street and run parallel to the sites western property line, originating at Waters Place and terminating at the southwest corner of the site.

One notable topographical characteristic of the site includes a gully located towards the property's southern boundary. This gully reduces the perceptible height from 374 feet to 340 feet, allowing for the garage structure to be landscaped, thereby appearing to be below grade.

The property contains a substantial number of mature trees. As the site lacks frontage on a public street, it is accessible only via a tree lined asphalt pedestrian path between Pelham Parkway and the off-street parking lot serving the Hutchinson Metro Center. The proposed Marconi Street would provide pedestrian and vehicular access.
Vehicular access to Hutchinson Metro Center complex is limited to Industrial Street, a two-way private roadway approximately thirty feet wide, extending north of Waters Place from a signalized intersection on Eastchester Road.

The NYPD intends to staff a security entrance designed to monitor vehicular and pedestrian access. A security fence approximately six feet high would encircle the site. The existing pedestrian path on the site's western boundary would remain outside the security fence, widened from its current twelve foot width to approximately twenty five feet enabling to enable emergency access/egress. A staffed security both at the northern terminus of the pedestrian path would monitor activity.

Surrounding development includes a range of residential, institutional, office and industrial buildings. Hutchinson Metro Center tenants include such professional and non-profit entities as Mercy College, Visiting Nurse Service, the Internal Revenue Service, medical facilities and business offices. Low-rise warehouses that include food manufacturing facilities are situated south and west of the proposed development as are retail stores fronting on Waters Place. High-rise buildings accommodating the Albert Einstein and Jacobi Medical complex are located southwest of the proposed site. Residential development within a one mile radius of the PSACII site is situated north, east and west. The scale of this development includes one and two family homes east of the site as well as mid rise and high rise buildings to the north and west.

SITE HISTORY

In 1999, the State of New York determined to dispose of certain psychiatric facilities deemed surplus properties. In this context the Empire State Development Corporation on behalf of the Dormitory Authority of State of New York (DASNY) sold 20.9 acres of the 32 acre Bronx Psychiatric Center campus including the Bronx Developmental Center building. Disposition to a private developer was accomplished pursuant to bidding. This site has since been transformed into the Hutchinson Metro Center, an office complex consisting of 985,000 square feet including one 12 story tower now open, a second 12story tower under construction, and plans for two additional towers. Ultimately, Hutchinson Metro Center plans 1.9 million square feet of Class A office space.

PROPOSED ULURP ACTIONS

Amendment to the City Map (C 080197 MMX)

The City proposes to map Marconi Street an official street at a width of 60 feet for approximately 1,670 feet distance and 50 feet for approximately 1,300 feet. This new mapped street would replace the privately owned unmapped Industrial Street and function as a two-way north south road between Waters Place and a cul de sac directly south of the proposed development site. The mapping of Marconi Street requires the purchase of approximately 167,000 square feet (3.8 acres) of privately owned property, including Block 4226, portions of Lots 30, 35 and 40. The area is bounded by the Bronx and Pelham Parkway, Waters Place, Hutchinson River Parkway, and Amtrak Right of Way. Part of the newly mapped street lies in an R5 district between Waters Place and the former Morris Park Avenue, and part in M1-1 district between the former Morris Park Avenue and the construction site.

Site Selection and Property Acquisition (C 090070 PCX)

This application concerns the site selection and authorization to purchase privately owned land for the PSACII facility.

DEVELOPMENT IMPACTS

Building Mass

PSACII would rise approximately 374 feet high, comparable to a 37 story residential building. In the Bronx, only the 41 story Tracey Towers exceeds proposed PSACII height. Within the Hutchinson Metro Center complex the tallest structure is Tower I, with13 stories.

Shadows

The Draft Environmental Impact Statement (DEIS) notes that the longest shadow cast, 1,608 feet, on December 21st would be 4.3 times the height of the subject structure. This shadow would impact an area bounded by Astor Avenue on the north, Continental Avenue on the east, East 194th Street on the south and Stillwell Avenue on the west. June 21st would experience the shortest shadow cast. The proposed development would periodically shadow the Hutchinson River Greenway, Colucci Playground, and the mapped open space area that include the loop ramps of the traffic interchange for Pelham and Hutchinson River Parkways.

TRANSIT ACCESS

No subway access exists within ¼ mile of the site. A shuttle bus operated by the Hutchinson Metro Center connects the office park with the Westchester Square station of the Number 6 line on East Tremont Avenue. Westchester Square is also the junction for numerous bus lines. Access to the Hutchinson River Parkway, Bronx River Parkway and the New England Thruway, (I-95) are within a ½ mile of the site. Amtrak maintains Boston-Washington service on tracks located on the site's northwest boundary.

ENVIRONMENTAL REVIEW AND ULURP CERTIFICATION

This application was reviewed pursuant to CEQR and SEQR and received a Positive Declaration, meaning that the proposed project will have an adverse impact on the environment. The City Planning Commission certified these applications as complete on August 28, 2008.

COMMUNITY BOARD PUBLIC HEARING

Bronx Community Board 11 held a public hearing on these applications on September 25, 2008. A unanimous vote recommending disapproval of this application was 36 in favor of disapproval, 0 against and 2 abstaining with cause. The abstainers are New York City personnel, one member employed by the York City Police Department, the other by the Department of City Planning.

BRONX BOROUGH PRESIDENT'S PUBLIC HEARING

The Bronx Borough President convened a public hearing on these applications on October 16, 2008. Speakers representing the applicants spoke in favor of these applications. One member of the public spoke in opposition. There being no other speakers present, the hearing was closed.

BOROUGH PRESIDENT'S RECOMMENDATION

I agree that the City needs backup infrastructure to ensure uninterrupted communications during emergencies. Accordingly, I generally support the PSACII proposal. Nevertheless, I have several concerns with the form of PSAC II as currently proposed which must be addressed.

PSACII, one of the Bronx's tallest buildings at 374 feet, would stand in dramatic contrast to its low density surroundings. The additional traffic this project would generate may overburden Water Street, the only current access to the Hutchinson Metro Center office complex. Resolution of this problem requires due diligence on the part of the applicants, architects and traffic engineers as they consider installation of mass transit access and parkway ramps to the site. Such access must include Metro North rail service via a reactivated Morris Park station stop and on site bus service provided by the MTA. I support construction of ramp access directly from the Hutchinson River Parkway to the Hutchinson Metro Center. This ramp will dramatically reduce the impact of traffic on local streets.

This project will require a projected $700,000,000 for construction plus $300,000,000 for communications equipment, a total of approximately one billion dollars, most likely a conservative estimate. In the context of this large capital allocation, it behooves the City to invest relatively modest monies to reduce traffic congestion, noise and air pollution and to improve accessibility. Such investment appears even more justified when considering that the long term vision for the center includes a total of 1.9 million square feet of Class A, tax revenue producing office space.

My approval of this project is subject to the following conditions:

1. The Department of Transportation and Department of Parks and Recreation must commit reconstruct and improve all of Pelham Parkway.

2. Direct MTA bus service into the Hutchinson Metro Center via Marconi Street must be implemented as soon as possible, but no later than the PSACII opening.

3. The installation of an entrance-exit ramp between the Hutchinson River Parkway and the Hutchinson Metro Center facility must accompany construction of PSACII.

4. The City of New York and its construction contractors must commit to employ Bronx residents in construction and long-term jobs and support Bronx based suppliers and contractors the the Buy Bronx/Buy New York and Bronx-at-Work programs.

5. Construction practices for the project must utilize the most advanced technology for emission controls. These include low sulfur-emissions for on-road vehicles and electric vehicles for on-site use, compliance with Local Law 77 which requires City construction projects to use ultra-low sulfur diesel fuels and the best available emissions controls.

6. All concrete mixing must occur on-site to minimize truck traffic during construction and concomitant air and noise pollution.

7. A comprehensive traffic management plan, including a routing plan for construction related vehicles and long term circulation must be designed and implemented.

8. The City must commit to seeking reactivation of the Morris Park railroad station along with Metro North service to Co-Op City, Parkchester and Hunts Point. Within a ¼ mile radius of the PSACII site, this additional station stop would serve major Bronx institutions three of which include the Albert Einstein Medical Center, Mercy College, Jacobi Hospital.[i]

9. A landscape plan designed to minimize tree loss, especially the pine trees now lining the existing pedestrian path must be incorporated.

10. The City must commit to brief Bronx Community Board 11 and interested citizens on a routine basis during the construction period, concerning progress and issues associated with the project as raised by residents and neighboring institutions.

Subject to the above conditions I recommend approval of these applications.

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[i] Major institutions and businesses within a ¼ mile radius of the PSACII site currently employ an approximate total of 5,000 people, including: Albert Einstein College of Medicine, Jacobi Hospital, Calvary Hospital, Montefiore Hospital, Westchester Square Hospital, Our Saviour Lutheran School, plus twenty eight business and professional offices at the Hutchinson Metro Center (Mercy College, Internal Revenue Service, Visiting Nurse Service of New York, New Bronx Chamber of Commerce, Automatic Data Processing and others)..

The City of New York

DEPARTMENT OF ENVIRONMENTAL PROTECTION
59-17 Junction Boulevard
Flushing, New York 11373

Steven W. Lawitts
Acting Commissioner

Tel. (718) 595-6576
Fax (718) 595-3557

Angela Licata
Deputy Commissioner

Bureau of Environmental Planning & Analysis

Tel. (718) 595-4398
Fax: (718) 595-4479
alicata@dep.nyc.gov

www.nyc.gov/dep

DIAL 311 Government Information and Services for NYC

December 23, 2008

Inspector Anthony T. Tria
New York City Police Department
620 Circle Drive
Fort Totten, New York 11359

Re: Public Safety Answer Center II
Block 4226, Lot 30
07NYP004X/ 07DEPTECH347K

Dear Inspector Tria,

The New York City Department of Environmental Protection Bureau of Environmental Planning and Analysis (DEP) has reviewed the March 2008 Phase II Environmental Site Assessment prepared by Louis Berger & Associates on behalf of New York Police Department for the above referenced project. It is our understanding that the New York City Police Department is proposing to acquire private property to construct a 493,500 gross square feet 7-story building, a new accessory parking structure for 500 vehicles and a 2,000 gross square feet security control office in Pelham Parkway section of the Bronx, NY. The complex, Public Safety Answer Center II (PSAC II), would serve as the City's second emergency 911 service center. The proposed project would require approval for site selection for a public facility, acquisition of privately owned land by the City and an amendment to the City Map to map a public street.

The site is zoned M1-1, which is a manufacturing zoning district. The Phase I report revealed the southern portion of the site is occupied by at-grade accessory parking for the adjacent Hutchinson Metro Center office building to the south and the northern portion is occupied by vacant land that formerly accommodated two baseball fields (no longer functional, enclosed by fencing, largely overgrown with shrubs and partially overlaid with fill). An asphalt pedestrian walkway cuts through the center of the northern portion of the site providing a pedestrian connection between the Bronx and Pelham Parkway and the Hutchinson Metro Center Office Park. The site does not have any linear frontage adjacent to a public thoroughfare. Vehicle access to the site is provided from the south via Industrial Street, which is a private, unmapped roadway extending north from Waters Place for approximately 0.75 miles to the southern boundary of the site. The site was formerly marshland and that Westchester Creek ran through from north to south. Between 1897 and 1947, the site was filled in with material of an unknown origin. The northwest part of the Site contained a series of debris mounds (e.g. soil, concrete, asphalt). No buildings are present at the site. The immediate area surrounding the site supports a variety of low-density land uses on campus-like settings, including a mix of commercial and government offices and large institutional uses. Other prevalent land uses in the area consist of open space,

warehousing, light industrial and transportation related uses. Residential areas are typically located further to the north across the Bronx and Pelham Parkway and to the east across the Hutchinson River Parkway.

The New York State Department of Environmental Conservation (NYSDEC) database revealed forty-eight leaking tanks (LTANKS) within half a mile, twenty seven underground storage tanks (USTs) within one-quarter mile, and twenty five aboveground storage tanks (ASTs) within a quarter mile from the subject property.

- The March 2008 Phase II Environmental Site Investigation Report chooses to evaluate results via NYSDEC's Part 375 for Unrestricted Use along with some comparisons to TAGM 4046. It is unclear why Unrestricted Use was chosen, as this project is evidently more commercial in nature, but the results indicate that the site clearly does not meet requirements for Unrestricted Use. DEP recommends that the results be reevaluated utilizing a more appropriate end use scenario.

- As described in the Draft Environmental Impact Statement, a Remedial Action Plan and Construction Health and Safety Plan should be prepared and submitted to DEP for approval prior to the commencement of any construction activities.

Please include project number 07DEPTECH347K on all future correspondence and submissions for this project. If you have any questions or comments please feel free to contact Mitchell Wimbish at (718) 595-4451.

Sincerely,

Terrell Estesen
Director, Office of City Project Review

cc: J. Wuthenow
M. Moinuddin
M. Wimbish
R. Burns – DDC
A. Sabet – DDC

PO Box 1000
Woodbourne, NY 12788-1000 0/0/09

December 26, 2008

0/0/09

Inspector Anthony Tria
NYC Police Department
620 Circle Drive
Fort Totten, NY 11359

Dear Inspector Tria:

Please provide me with a copy (paper only, no electronic media) of the Draft Environmental Impact Statement for the Public Safety Answering Center II project. As I do not have access to a computer, I am unable to visit your web site to obtain a copy.

Thank you in advance for your attention to my request.

Very truly yours,

Steven Finkelstein