M E M O R A N D U M

To: Circulation

From: Inspector Anthony T. Tria, Commanding Officer
New York City Police Department

Subject: Final Scope of Analyses for an Environmental Impact Statement
For the Public Safety Answering Center II
CEQR # 07NYP004X

Date: June 4, 2008

Enclosed, please find a copy of the Final Scope of Analyses for an Environmental Impact Statement for the proposed Public Safety Answering Center II development in Bronx Community District 11.

Pursuant to Section 5-07(b) of the Rules of Procedure for City Environmental Quality Review (CEQR), a Public Scoping for the project was held on September 6, 2007. The purpose of the scoping meeting was to provide the public with the opportunity to comment on the Scope of Analyses proposed to be included in the Draft Environmental Impact Statement (DEIS) for the above referenced project. Comments were accepted at the Public Scoping, and written comments on the scope were accepted up to 10 days after the hearing. The Final Scope incorporates those comments and is revised in response to the comments as applicable.

A copy of the Scoping Document for the project, may be obtained by any member of the public from:

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Robert Kulikowski, NYC Office of Environmental Coordination
Julie Dreizen, NYC Department of Design and Construction

FINAL
SCOPE OF WORK FOR AN ENVIRONMENTAL IMPACT STATEMENT
PUBLIC SAFETY ANSWERING CENTER II

CEQR NO. 07NYP004X
ULURP NOs. Pending, 080197MMX

June 3, 2008

A. INTRODUCTION

This scope of work outlines the issues to be analyzed in the preparation of an Environmental Impact Statement (EIS) for the proposed Public Safety Answering Center II (PSAC II) development in Bronx Community District 11. The proposed action comprises a site selection and the acquisition of private property by the City of New York ("City"), and an amendment to the City Map to map a public street north of Waters Place (collectively, "the Proposed Action"). The Proposed Action would facilitate the construction of a new emergency communications 911 center, "PSAC II," in the Pelham Parkway area of the northeastern Bronx. This new emergency communications facility would work in tandem with the existing PSAC I facility at 11 MetroTech Center in Downtown Brooklyn ("the proposed development"). The proposed emergency services facility would also house the only command control centers for the Fire Department of New York (FDNY) and the New York City Police Department (NYPD). This document provides a description of the Proposed Action and the subsequent proposed PSAC II development, and includes task categories for all technical areas to be analyzed in the EIS.

The EIS will be prepared in conformance with all applicable laws and regulations, including Executive Order No. 91, New York City Environmental Quality Review (CEQR) regulations, and will follow the guidelines of the *CEQR Technical Manual*. The EIS will contain:

- A description of the Proposed Action and its environmental setting.
- A statement of the environmental impacts of the Proposed Action, including its short- and long-term effects, and typical associated environmental effects.
- An identification of any adverse environmental effects that cannot be avoided if the Proposed Action is implemented.
- A discussion of alternatives to the Proposed Action.
- A discussion of any irreversible and irretrievable commitments of resources that would be involved in the Proposed Action should it be implemented.
- A description of mitigation measures proposed to eliminate or minimize adverse environmental impacts.

The environmental analyses in the EIS will assume a Build year of 2012 for the Proposed Action, and identify the cumulative impacts of other projects in areas affected by the Proposed Action. The New York City Police Department (NYPD), as lead agency, will coordinate the review of the Proposed Action among the involved and interested agencies and the public.

B. REQUIRED APPROVALS AND REVIEW PROCEDURES

The Proposed Action requires City Planning Commission (CPC) and City Council approvals through the Uniform Land Use Review Procedure (ULURP), and consists of the following actions:

- Acquisition of an approximately 8.75-acre (381,338 square foot [sf]) privately owned site by the City of New York ("City"), encompassing the northern portion of the Hutchinson Metro Center office complex, which consists of Bronx Block 4226, Lot 75 and part of Lots 40 and 55 ("proposed development site").

- Site Selection for a new public facility to construct a second emergency communications 911-call intake and dispatch center for the City, as well as the only command control centers for the FDNY and NYPD on an approximately 8.75-acre parcel (Bronx Block 4226, Lot 75 and part of Lots 40 and 55; "proposed development site").

- Amendment to the City Map to map a new public street that would extend north of Waters Place from a point located approximately 470 feet east of the intersection of Eastchester Road and Waters Place for approximately 3,340 feet (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 1,940 feet and 50 feet for approximately 1,400 feet. As part of this mapping action, the City would acquire the roadbed of the new public street segment being mapped (Block 4226, part of Lots 30, 35, and 40) from the respective landowners.

In addition to the above, as the proposed PSAC II development is currently in the preliminary conceptual design stage, 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 maximum building envelope that could be constructed for the proposed PSAC II facility, which includes an approximately 640,000 gross square foot (gsf) building with an approximately 41,160 sf footprint and 14-stories above-grade plus a cellar level and a 500-space accessory parking garage. Based on the illustrative massing study, in addition to the above listed actions, 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. Furthermore, for security purposes, the proposed PSAC II development would require the realignment and widening of the existing pedestrian pathway in the Pelham Parkway right-of-way to the north of the proposed development site, as well as the installation of retractable bollards and the extension of the proposed development's perimeter fence within this area. These modifications to the associated mapped open space of the Pelham Parkway would require coordination and approval by the New York City Department of Parks and Recreation (NYCDPR) and the New York City Department of Transportation (NYCDOT).

The above listed actions are subject to the City Environmental Quality Review (CEQR) procedures. An Environmental Assessment Statement (EAS) was completed on July 25, 2007. The NYPD, acting as lead agency, has determined that the Proposed Action has the potential for significant adverse impacts. Therefore, a detailed assessment of likely effects in those areas of concern must be prepared and disclosed in an EIS.

This scoping document sets forth the analyses and methodologies, which will be utilized to prepare the EIS. The public, interested agencies, Bronx Community Board 11, and elected officials were invited to comment on the draft scope, either in writing or orally, at a public scoping meeting held on Thursday, September 6, 2007 at 6:00 PM at 1200 Van Nest Avenue (located at the intersection of Newport and Van Nest Avenues, one block south of Morris Park Avenue). The public scoping meeting was held on the Albert Einstein College of Medicine campus in the Lubin Dinning Hall on the 1st Floor of the Mazer Building. Comments received during the draft scope's public hearing, and written comments received up to 10 days after the hearing have been considered and incorporated as appropriate into the final scope of work. The final scope of work serves as a framework for preparing the Draft EIS (DEIS) for the Proposed Action.

Once the DEIS is complete, the document will be made available for public review and comment. The DEIS will accompany the Uniform Land Use Review Procedure (ULURP) application through the public hearings at the Community Board, Bronx Borough President, City Planning Commission (CPC), and City Council. A public hearing will be held on the DEIS in conjunction with the CPC hearing on the ULURP applications to afford all interested parties the opportunity to submit oral and written comments. The record will remain open for 10 days after the public hearing to allow additional written comments on the DEIS. At the close of the public review period, a Final EIS (FEIS) will be prepared that will incorporate all substantive comments made on the DEIS, along with any revisions to the technical analyses necessary to respond to those comments. The FEIS will then be used by the decision makers at permitting agencies to prepare CEQR findings, which address project impacts and proposed mitigation measures, before deciding whether to approve the requested discretionary actions.

C. DESCRIPTION OF THE PROPOSED ACTION

Existing Conditions

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 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 on the eastern edge of Bronx Community District 11. It is a bell-shaped property that comprises of northern portion of the approximately 32-acre Hutchinson Metro Center office complex ("Hutchinson Metro Center") in the Pelham Parkway area of the Bronx. The proposed development site encompasses approximately 8.75 acres (Bronx Block

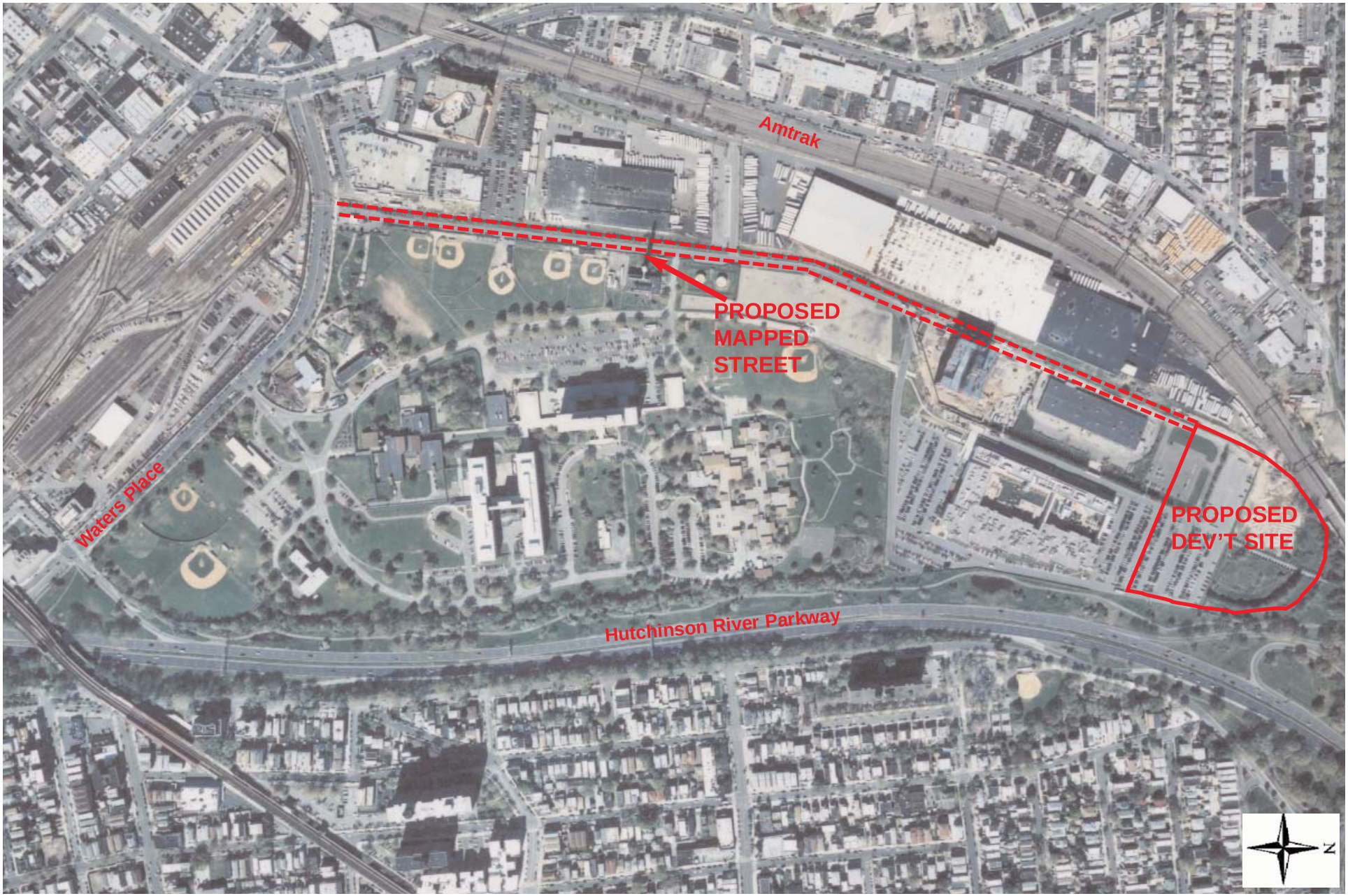
4226, Lot 75 and part of Lots 40 and 55), and is generally bounded by the Pelham Parkway to the north, the Hutchinson River Parkway to the east, the approximately 460,000 gsf Hutchinson Metro Center office building to the south, and the New York, New Haven and Hartford railroad right-of-way of Amtrak to the west (see Figure 1, aerial view of site). It is privately owned and largely unimproved, and is relatively isolated from the surrounding area. The proposed development site does not have any linear frontage adjacent to a public street. Adjoining the site to the north and east are the publicly accessible open spaces mapped as part of the Pelham Parkway and Hutchinson River Parkway right-of-ways.

The proposed development site is only accessible by vehicle from the south. Industrial Street, a private, unmapped, approximately 0.75 mile long roadway, currently provides vehicular access to the Hutchinson Metro Center from a gated security entrance on the north side of Waters Place (a public, mapped street). This gated entrance to the site is located approximately 470-feet east of the intersection of Eastchester Road and Waters Place. 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 road (Bassett Road) that extends north of Eastchester Road from a signalized intersection. Industrial Street is partially owned by the New York State Bronx Psychiatric Center (p/o Lot 30 on Block 4226), which is located directly south of the Hutchinson Metro Center at 1500 Waters Place within a campus-like setting, and partially owned by the Hutchinson Metro Center (p/o Lots 35 and 40 on Block 4226). The entire roadway is maintained by the Hutchinson Metro Center in order to provide access and utility services to the office complex. To ensure permanent access to the proposed development, the Proposed Action would involve an amendment to the City Map to map Industrial Street as a public street (Block 4226, part of Lots 30, 35, and 40).

As shown in Figure 2, the proposed development site is partially occupied by at-grade accessory parking for the adjacent Hutchinson Metro Center to the south (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 tall grasses, shrubs and small trees, and partially overlaid with debris mounds (see Figure 2). A paved asphalt pedestrian walkway also transverses through the northern portion of the site providing pedestrian access between the Pelham Parkway and the Hutchinson Metro Center. The proposed development site is zoned M1-1. The area affected by the proposed mapping action (i.e., proposed public street segment) comprises approximately 4.33 acres, and is partially zoned M1-1 and R5.

The Proposed Action

The proposed action consists of site selection and acquisition of privately owned property located at the northern portion of the Hutchinson Metro Center, encompassing Bronx Block 4226, Lot 75 and the northern portions of Lots 40 and 55, by the City of New York, and an amendment to the City Map to map a new public street extending north of Waters Place from a point located approximately 470 feet east of the intersection of Eastchester Road and Waters Place (collectively, “the Proposed Action”). The Proposed Action is intended to facilitate the construction of “PSAC II,” a second emergency communications 911 center for City, which would operate in conjunction with the existing PSAC I facility at 11 MetroTech Center in Downtown Brooklyn. The proposed facility would also support the only command control centers for the FDNY and the NYPD, which would allow 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.



PSAC II

Figure 1

Aerial View of Proposed Development Site and Proposed Public Street

PSAC II

Figure 2

Enlarged Aerial View of Proposed Development Site

The proposed site acquisition ("proposed development site") by the City comprises approximately 8.75 acres in Bronx Community District 11. The proposed development site is located to the southwest of the interchange of the Pelham Parkway and the Hutchinson River Parkway, and is generally bounded by the Pelham Parkway to the north, the Hutchinson River Parkway to the east, the Hutchinson Metro Center office building to the south, and the New York, New Haven Hartford railroad right-of-way of Amtrak to the west.

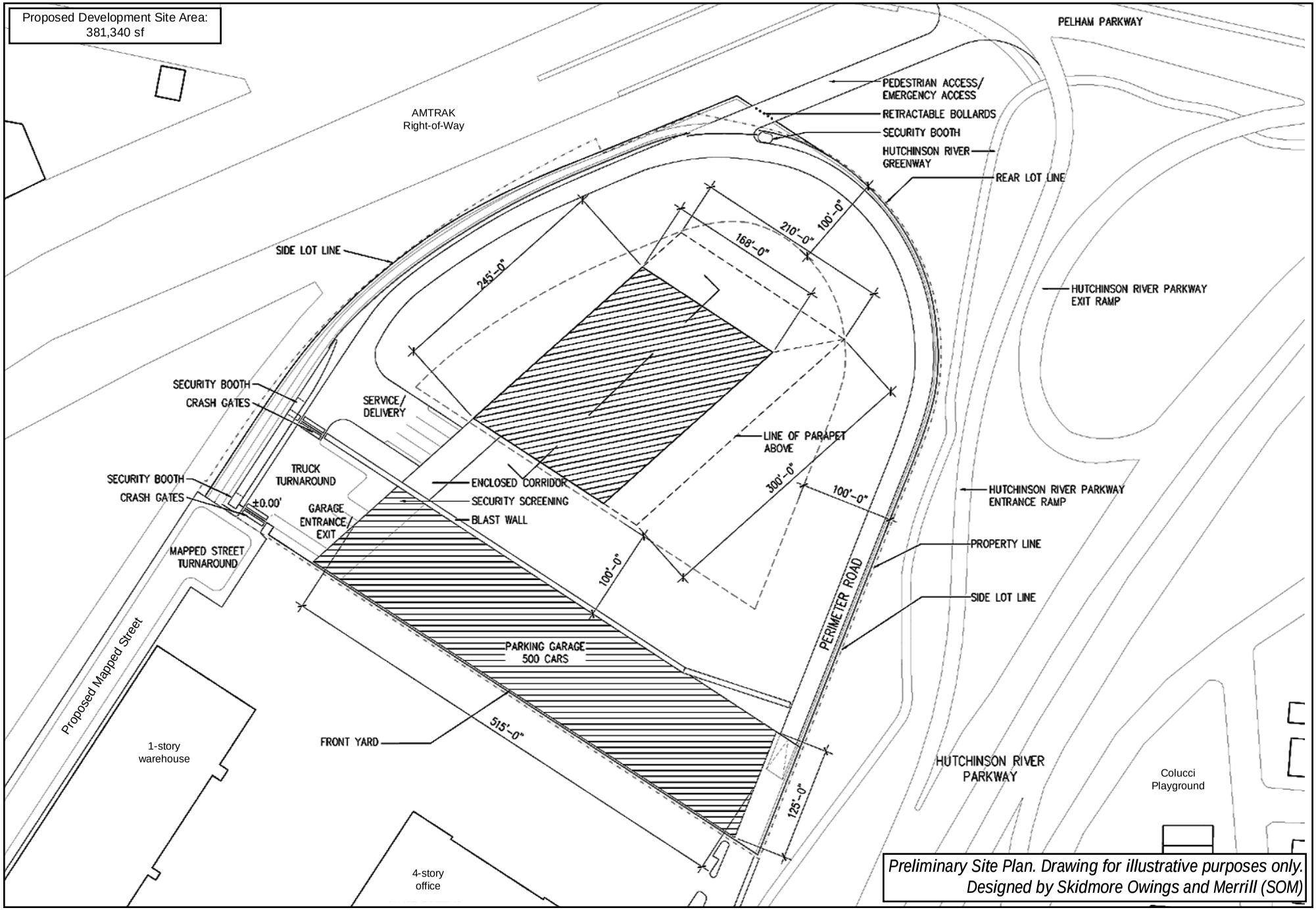
The proposed PSAC II development is needed to improve the City's emergency communications infrastructure by creating a parallel operation to PSAC I, which would backup existing service and alleviate pressures on the City's 911 system by sharing the daily volume of emergency calls within the City. It would also consolidate the command centers 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 positioned throughout the five boroughs from a single location.

The proposed public facility would consist of an approximately 640,000 gross square foot (gsf) building that would accommodate the City's second intake center for emergency calls and command centers for the FDNY and NYPD. It would operate 24 hours a day, seven days per week. The building would be a modern, state-of-the-art facility that would have extensive and redundant mechanical systems (i.e., two services for each utility, multiple chillers, dual split systems, dual or section-able UPS systems, and multiple generators), which would support uninterrupted, continuous operation of the facility with no "downtime." All areas and systems that could potentially fail would be backed up. The facility would also be designed to withstand/mitigate the effects of a major disaster.

The proposed building is expected to have a footprint of approximately 41,160 sf, which would be offset from all other structures on the site, as well as the property line for security purposes (see Figure 3, preliminary site plan). The proposed building is expected to rise approximately 14-stories high with a maximum height of approximately 350 feet tall to the parapet roofline due to the extensive mechanical infrastructure systems (see Figure 4, preliminary site section). Mechanical systems and other communications equipment necessary for PSAC II operations may rise above the roofline. The proposed facility's main pedestrian entrance would be located on the southern façade of the building.

A new accessory parking structure would also be constructed in conjunction with the office building at the southern edge of the property. The proposed garage would accommodate approximately 500 vehicles and would be accessible from the proposed mapped public street through a gated security entrance controlled by the NYPD. The accessory garage would contain approximately 166,000 gsf with three levels of parking and a green roof. A small approximately 2,000 gsf security control office would be located on the ground 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 facility and interconnected walkway to enter the office building.

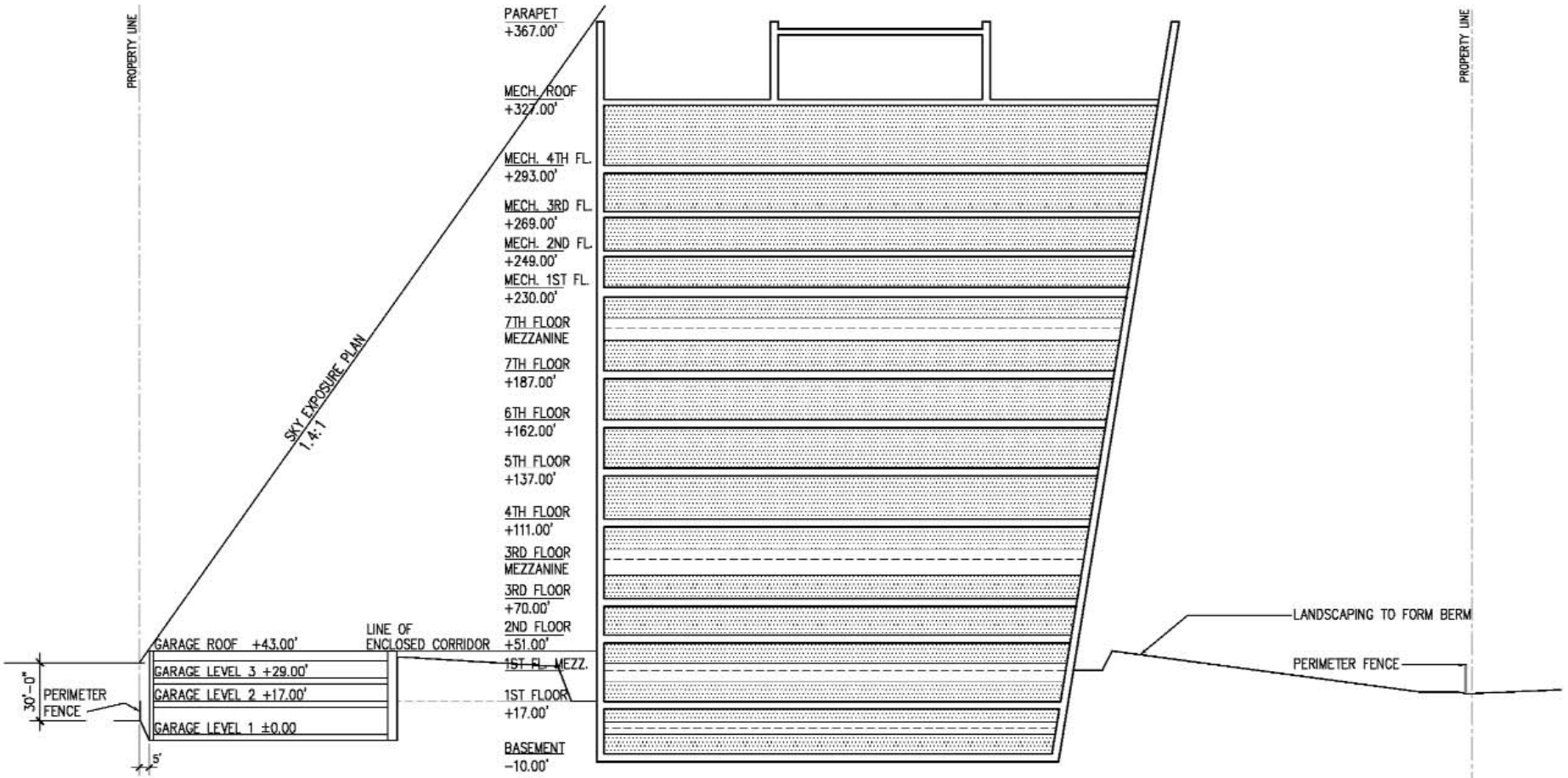
Implementation of the proposed PSAC II development also involves an amendment to the City Map to map Industrial Street (Block 4226, part of Lots 30, 35 and 40), a private, unmapped roadway, as a public street to provide permanent site access. The proposed public street would



PSAC II

Figure 3

Preliminary Conceptual Site Plan



2 / Z-001 SECTION N.T.S

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

PSAC II

Figure 4
Preliminary Section

extend north of Waters Place from a point located approximately 470 feet east of the intersection of Eastchester Road and Waters Place for approximately 0.63 miles and terminate in a hammerhead cul de sac just south of the southern boundary of the proposed development site. The proposed street segment would be mapped at a width of 60 feet for approximately 1,940 feet and 50 feet for approximately 1,400 feet. As part of the mapping action, the portions of Lots 30, 35 and 40 on Block 4226 that would be mapped as a public street segment would be acquired by the City from the respective landowners.

As noted, vehicular access to proposed PSAC II 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 site. Although a fence would encircle the proposed development site 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 to provide a pedestrian connection between the Pelham Parkway to the north and the Hutchinson Metro Center to the south. This path would provide public pedestrian access to the Hutchinson Metro Center's various facilities, as well as to the proposed PSAC II development. In addition, the existing pedestrian pathway within the Pelham Parkway right-of-way to the north of the proposed development site is proposed to be realigned, improved and widened to approximately 25 feet, which would allow the pathway to serve as an emergency access/egress route for the site. Retractable bollards are also expected to be installed within the pathway directly north of the site. Pedestrians would continue to be able to utilize the improved pathway.

The proposed PSAC II development is expected to be complete and operational by end of 2012. The PSAC II facility would operate 24 hours a day and 7 days per week. As described above, the facility is envisioned to backup emergency call and dispatch operations at PSAC I, 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 heighten security days and if PSAC I should become non-operational for any reason. On a typical day, the proposed PSAC II development would have a staff size of approximately 850 employees that would work in several eight-to 12-hour overlapping shifts (approximately 315 employees per shift) throughout a 24-hour period ("Typical Operations"). When operating in backup mode or during heighten security days, the proposed PSAC II development could have a maximum staff size of up to approximately 1,700 employees (including the employees of both PSAC I and PSAC II) that would work over a 24-hour period in overlapping shifts ("Consolidated Operations"). A maximum of approximately 630 employees are expected to work at the site at any given time during Consolidated Operations at the site.

The proposed development requires the following discretionary actions:

- Acquisition of an approximately 8.75-acre site by the City from a private landowner, encompassing the northern portion of the Hutchinson Metro Center, which is generally bounded by the Pelham Parkway right-of-way to the north, the Hutchinson River Parkway right-of-way to the east, the 4-story Hutchinson Metro Center office building to the south, 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 command control centers

for the FDNY and NYPD at the proposed development site in the Pelham Parkway area of the Bronx.

- Amendment to the City Map to map a public street (Block 4226, part of Lots 30, 35 and 40) that would extend north of Waters Place from a point located approximately 470 feet east of the intersection of Eastchester Road and Waters Place for approximately 0.63 miles. The proposed street segment would be mapped at a width of 60 feet for approximately 1,940 feet and 50 feet for approximately 1,400 feet. As part of this mapping action, the City would acquire the roadbed of the street segment being mapped from the respective landowners.

As the proposed PSAC II development is still in preliminary conceptual design, 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 maximum building envelope that could be constructed for the PSAC II facility, which includes an approximately 640,000 gsf building with an approximately 41,160 sf footprint and approximately 14-stories above-grade plus one below-grade cellar level, and a 500-space accessory parking garage structure. Based on the illustrative massing study, in addition to the above listed actions, 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.

In addition, the realignment and widening of the pedestrian pathway in the Pelham Parkway right-of-way to the north of the proposed development site, as well as the installation of retractable bollards and the extension of the proposed development's perimeter fence within this area, would require coordination and approval by the New York City Department of Parks and Recreation (NYCDPR) and the New York City Department of Transportation (NYCDOT).

Project Purpose and Need

The proposed PSAC II development is an essential component to the City's Enhanced 911 (E911) Project (Emergency Communications Transformation Program). This project seeks to implement a fully integrated and complete computer aided dispatch system for emergency communications and response in the City. The proposed facility in the northeastern Bronx would be a key part of the City's emergency communications infrastructure, and would serve about half of the City's emergency calls, as well as be backup site to the existing PSAC I facility at 11 MetroTech Center in Downtown Brooklyn. It would also consolidate the command centers for the FDNY and the NYPD, within one facility, which would enable police and fire officials to coordinate and manage emergency response with OEM for the entire City at a central location.

PSAC I currently serves as the City's primary 911 facility that operates as a centralized intake and dispatch center for emergency calls in the five boroughs for all of the City's emergency first responders, including NYPD, FDNY, and EMS. Each day the City's 911 system fields approximately 33,000 emergency calls or a total of 12 million emergency calls per year. The proposed development would function as a parallel operation to PSAC I, and would backup existing service and alleviate pressure on PSAC I. It would enhance the City's emergency communications systems and public safety by providing a second 911 center that would work in conjunction with the existing PSAC I. The proposed development would support state-of-the-art technology and infrastructure, which provide fast, efficient, emergency 911 services to the citizens and visitors of the five boroughs of New York City. It would be a fully redundant and

load-balanced backup intake 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. It also would be designed with redundant mechanical systems and multiple generators to prevent any "downtime."

Analysis Framework for the Environmental Review

The EIS will provide a description of "Existing Conditions" for the 2007 analysis year and assessments of future conditions without the Proposed Action ("No-Build Conditions") and with the Proposed Action ("Build Conditions"). The proposed PSAC II development would be constructed in a single phase, and is anticipated to complete and fully operational by 2012.

The Build scenario identifies the amount, type, and location of development that is expected to occur by 2012 as a result of the Proposed Action. The No-Build scenario identifies similar development projections for 2012 absent the Proposed Action. The incremental difference between the Build and No-Build scenarios serves as the basis for impact analyses.

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 by the analysis year of 2012, and would continue to support largely unimproved land. This assumption would create the largest incremental difference between the Build and No-Build scenarios for the proposed development site, and therefore, would yield the most conservative results for CEQR technical area impact analyses.

As there is expected to be a number of circumstances when the proposed development would accommodate emergency communications for the entire City, including during heighten security days and if PSAC I should become non-operational for any reason, the EIS will analyze two staffing level conditions at the proposed development, including "Typical" and "Consolidated" Operations. For some technical areas (such as density-based technical areas of Open Space and Traffic), the proposed development may have different potential environmental impacts under the two staffing level operating conditions. The EIS will analyze a typical event condition when both PSAC I and PSAC II are operating concurrently ("Typical Operation"). 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 will also analyze an event when there are temporary increases in staffing levels from combined facilities at the proposed development ("Consolidated Operation"). 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 PSAC 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

will analyze 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.

It should be noted that as the Proposed Action would enable the City to acquire an approximately 8.75-acre portion of the Hutchinson Metro Center, which comprises an approximately 32-acre zoning lot (consisting of Bronx Block 4226, Lots 35, 40, 55, 70 and 75) under the control of a single property owner, it would reduce the total development potential of the office complex in the 2012 future with the Proposed Action. As described above, the Hutchinson Metro Center currently accommodates a 4-story office building that contains approximately 420,977 zoning square foot (zsf) of commercial floor area, as well as an approximately 51,320 zsf, single story warehouse. In the future without or without the Proposed Action, the Hutchinson Metro Center will be improved with the addition of two planned office buildings (the "Towers at Hutchinson Metro Center") that will contain a total of approximately 512,862 zsf of floor area. In order to facilitate the construction of these two office buildings at the southwest corner of the office complex, the existing single story warehouse would likely be demolished. As a result, the Hutchinson Metro Center would contain a total of approximately 933,839 zsf of commercial floor area on the zoning lot in the future with and without the Proposed Action.[1] The entire office complex site is zoned M1-1 with a maximum floor area ratio (FAR) of 1.0.

In absence of the Proposed Action, the 32-acre Hutchinson Metro Center could accommodate an additional approximately 472,211 zsf of commercial/industrial uses for a total (or maximum) of approximately 1.4 million sf of commercial/industrial floor area pursuant to the site's M1-1 zoning. Whereas in the future with the Proposed Action, the zoning lot for the Hutchinson Metro Center would be reduced in size by slightly more than 10 acres to a total of approximately 22.15 acres (Bronx Block 4226, Lot 70, and part of Lots 35, 40 and 55).[2] Therefore, the maximum commercial/industrial development potential of the Hutchinson Metro Center would be reduced by approximately 441,300 sf in the future with the Proposed Action. As a result, the Hutchinson Metro Center would only be able to accommodate an additional approximately 30,911 zsf of commercial/industrial uses for a total (or maximum) of approximately 964,750 zsf of commercial floor area pursuant to the site's M1-1 zoning.

As described above, for conservative CEQR analysis purposes, it is assumed that the proposed development site would continue to support largely unimproved land and would not be developed in the future without the Proposed Action to create the largest incremental difference between the Build and No-Build scenarios for the proposed development site and therefore, yield the most conservative results for CEQR technical area impact analyses.

D. SCOPE OF WORK FOR AN EIS

As the proposed PSAC II development associated with the Proposed Action would affect various areas of environmental concern and was found to have the potential for significant adverse

[1] Master Plan Application to service 1200, 1250, and 1260 Waters Place (Block 4226, Lots 40, 55, and 70), Borough of the Bronx Towers at Hutchinson Metro Center, dated 04.04.06, prepared by the Newman Design Group.

[2] The Proposed Action would facilitate the City's acquisition of an approximately 8.75-acre proposed development site (Block 4226, Lot 75 and part of Lots 40 and 55), and an approximately 60,000 sf area that would be mapped as a public street (Block 4226, part of Lots 35 and 40) from the Hutchinson Metro Center office complex.

impacts, pursuant to the EAS and Positive Declaration, an Environmental Impact Statement (EIS) pursuant to CEQR will be prepared for the Proposed Action. The EIS will be prepared in conformance with all applicable laws and regulations, and will follow the guidelines of the *CEQR Technical Manual*.

TASK 1. PROJECT DESCRIPTION

The first chapter of the EIS introduces the reader to the Proposed Action and sets the context in which to assess impacts. The chapter contains a Proposed Action identification (brief description and location of the Proposed Action); the background and/or history of the Proposed Action; a statement of the public purpose and need for the Proposed Action; key planning considerations that have shaped the current proposal; a detailed description of the Proposed Action; and discussion of the approvals required, procedures to be followed, and the role of the EIS in the process. This chapter is the key to understanding the Proposed Action and its impact, and gives the public and decision-makers a base from which to evaluate the Proposed Action.

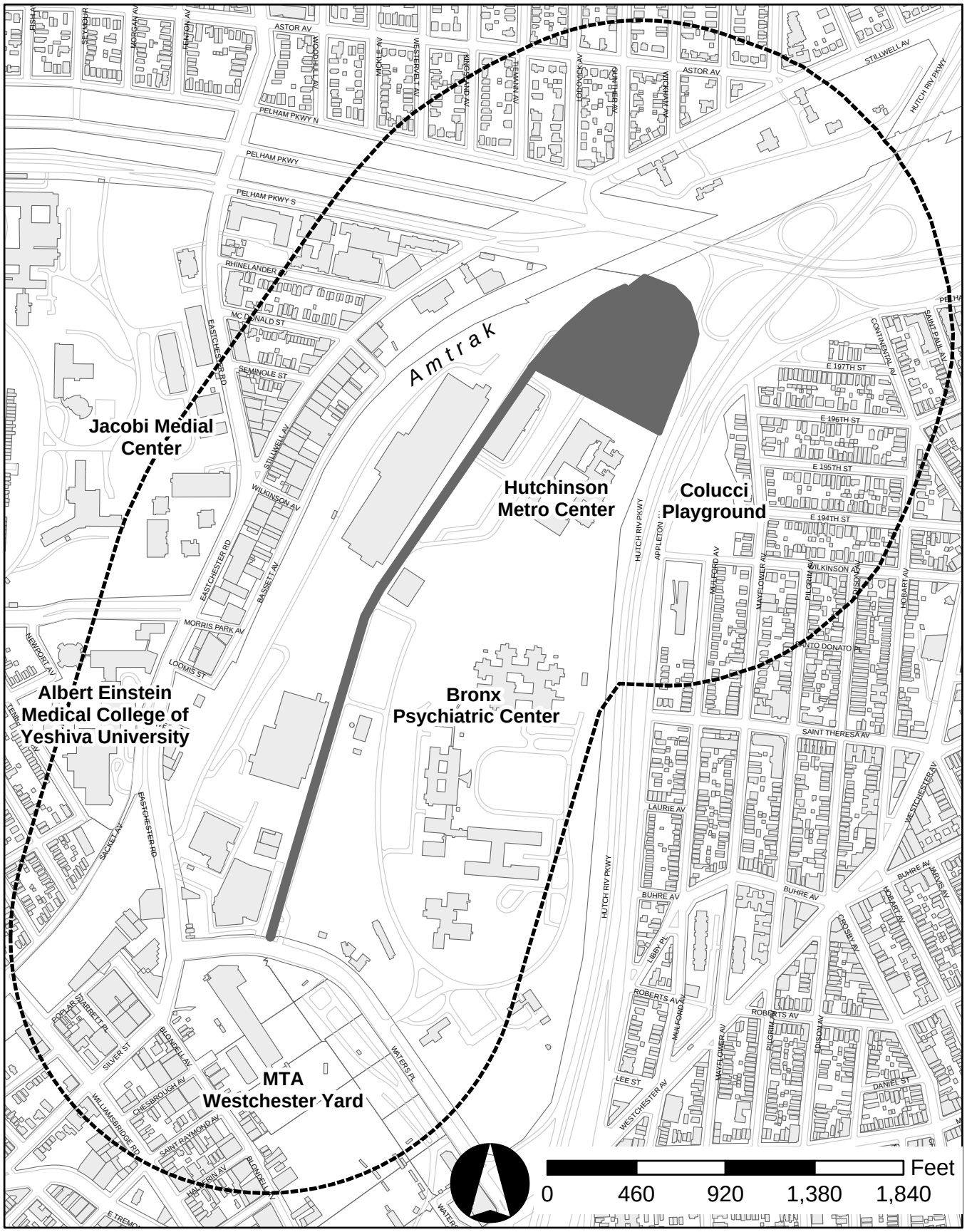
The project description chapter will present the planning background and rationale for the proposed site selection, acquisition, and amendment to the City Map. The section on approval procedures will explain the Uniform Land Use Review Procedure (ULURP) process, its timing, and hearings before the Community Board, the Bronx Borough President's office, the New York City Planning Commission (CPC), and the New York City Council. The role of the EIS as a full-disclosure document to aid in decision-making will be identified and its relationship to ULURP and the public hearings described.

TASK 2. LAND USE, ZONING, AND PUBLIC POLICY

The land use, zoning and public policy analysis will be consistent with the methodologies presented in the *CEQR Technical Manual*. In completing the following subtasks, the land use study area will consist of the Project Site, where the land use impacts will be straightforward and direct (reflecting the proposed development), and the neighboring areas where indirect impacts may be felt. For the purpose of environmental analysis, the study area will extend approximately a quarter-mile from the boundaries of the Project Site, as shown in Figure 5. Tasks include:

- Provide a brief development history of the project area and surrounding study area.
- Provide a description and map of existing land uses and zoning in the project area and the surrounding study area (including information on the adjacent Hutchinson Metro Center). Other public policies that apply to the study area will also be described, including the Waterfront Revitalization Program. Recent development trends in the land use study area will also be noted.
- Based on field surveys, prior studies, and available databases, identify, describe, and graphically portray predominant land use patterns for the balance of the land use study area. Based on discussions with the New York City Department of City Planning (NYCDCP), the Community Board, and other public agencies describe recent land use trends in the study area and major factors influencing those land use trends.
- Prepare a list of future development projects in the quarter-mile study area that would be expected to influence future land use trends, including the “Towers at Hutchinson Metro

Figure 5
Quarter- Mile Land Use Study Area



Legend

- Project Site
- Quarter-Mile Radius
- Building Footprints

Center," which are currently under construction.[3] Also, identify pending zoning actions or other public policy actions that could affect land use patterns and trends in the study area in coordination with NYCDCP. Based on these changes, assess future conditions in land use and zoning without the Proposed Action.

- Describe the potential land use changes based on the Proposed Action.
- Assess effects of the Proposed Action on land use and land use trends, public policy, and zoning. Discuss the Proposed Action's potential effects related to issues of compatibility with surrounding land use, the consistency with zoning and other public policy, and the effect of the Proposed Action on ongoing development trends and conditions in the area.

TASK 3. OPEN SPACE

The Proposed Action would an add approximately 640,000 gsf building that would house the City's second emergency communications 911 center, and command control centers for the FDNY and NYPD. For conservative CEQR analysis purposes, two staffing level conditions at the proposed PSAC II development will be analyzed, including a typical day where approximately 850 employees would work over 24-hour period in eight-to 12-hour overlapping shifts at the site ("Typical Operations"), and an event when there are temporary occurrences from combined facilities (PSAC I and PSAC II operations) at the proposed development, where up to approximately 1,700 employees could work in overlapping shifts during a 24-hour period ("Consolidated Operations"). Under both staffing level conditions, the proposed PSAC II development would add more than 500 workers to the project area, the CEQR threshold for detailed open space analysis. Those additional workers would increase the demands for existing local parks and recreational facilities. Therefore, the Proposed Action needs to be evaluated for its potential indirect impacts on open space resources within the study area.

The detailed open space analysis will be conducted according to the following tasks:

- As the Proposed Action would only introduce new workers to the area, the analysis will focus exclusively on passive open space resources. Existing publicly accessible passive open space will be inventoried within a non-residential use study area, based on a quarter-mile distance from the proposed development site. The study area would be adjusted for census tract boundaries. The condition and use of existing facilities will be described based on the inventory. The percentage of active and passive open space within the study area will also be calculated.
- Prepare a demographic analysis of the open space study area worker and residential population, including information available from the 2000 Census.
- Based on the inventory of facilities, and resident and worker populations, calculate the passive open space ratio for the study area and compare it to City guidelines to assess adequacy. This is expressed as the amount of open space acreage per 1,000-user population.
- Assess expected changes in future levels of open space supply and demand in the Analysis year based on other planned development projects within the study area (including the Towers at Hutchinson Metro Center). Also take account of any new open space and recreational facilities expected in the study area. Open space ratios will be developed for

[3] The southwest corner of the Hutchinson Metro Center is undergoing construction and will be developed with two approximately 262,500 gross square foot (gsf) office buildings by the Build year of 2012. In order to facilitate the development of these two office buildings, the existing single-story warehouse at the Hutchinson Metro Center is anticipated to be demolished.

future without the Proposed Action (No-Build conditions) and compared with existing ratios to evaluate changes in future levels of adequacy.

- Based on the population of workers added by the proposed development, assess the effects on passive open space supply and demand using CEQR criteria for both the Typical and Temporary Consolidated operating conditions. The assessment of impacts due to the Proposed Action will be based on a comparison of open space ratios with the Proposed Action and open space ratios in the future without the Proposed Action. In addition to the quantitative analysis, qualitative analysis will be performed to determine if the changes resulting from the Proposed Action will result in a substantial change or an adverse effect to open space conditions.

TASK 4. SHADOWS

This chapter will examine the Proposed Action's potential shadow effects pursuant to *CEQR Technical Manual* criteria. Generally, shadow impacts could occur if an action would result in new structures, or additions to buildings resulting in structures over 50 feet in height that could cast shadows on natural features, publicly accessible open space, or on historic features that are dependent on sunlight. Abutting the proposed development site to the north is the Pelham Parkway right-of-way and abutting the site to the east is the Hutchinson River Parkway right-of-way, both of these roadways feature publicly accessible open spaces that adjoin the boundaries of the proposed development site.

As there are open space facilities in the immediate vicinity of the proposed development site, and the Proposed Action would permit the construction of a building greater than 50 feet in height, with an approximate height of 350 feet tall to the parapet roofline, it therefore, has the potential to result in shadow impacts on existing resources in the area. The EIS will assess the proposed development for potential shadowing effects on existing light-sensitive uses, and disclose the range of shadow impacts, if any, which are likely to result from the proposed development. A shadows screening analysis will be performed, using the methodology recommended in the *CEQR Technical Manual*.

- A screening-level analysis will be performed to identify potential shadow impacts. This preliminary analysis will involve the identification of historic resources with sun-sensitive features in the area and, in coordination with the open space task, identification of publicly accessible open spaces, including existing and planned open spaces. The potential for the proposed development to cast incremental shadows on such resources will be assessed based on the height, bulk, and location of the proposed new buildings.
- Based on the results of the shadows screening, identify anticipated Action-generated shadow increments on publicly accessible open spaces or historic resources with sun-sensitive features. Prepare shadow diagrams for the proposed development. The hours that proposed development's shadows will fall on sun-sensitive resources will be calculated for March 21, May 6, June 21, and December 21. The duration of the shadow increment on the open space or the historic resource with sun-sensitive features will be calculated, and the effects of the incremental shadows will be assessed.

TASK 5. URBAN DESIGN & VISUAL RESOURCES

This chapter will assess urban design patterns and visual resources of the study area, and the effects on these of the Proposed Action. As defined in Chapter 3G, Section 310 of the *CEQR Technical Manual*, the urban design and visual resources study area will be the same as that used for the land use analysis (quarter mile radius from the Project Site). An area's urban design components and visual resources together define the look and character of the neighborhood. The urban design components encompass the characteristics of buildings and streets in the area, including building bulk, use and type; building arrangement; block form and street pattern; streetscape elements; street hierarchy; and natural features. The concept of bulk is created by the size of a building and the way it is massed on the site. Height, length, and width define a building's size; volume, shape, setbacks, lot coverage, and density define its mass. An area's visual resources are its unique or important public view corridors, vistas, or natural or built features.

The Proposed Action would facilitate the construction of a new public facility development consisting of an approximately 640,000 gsf building with a height of 350 feet tall and an approximately 500-space accessory parking garage on the proposed development site, which comprises approximately 8.75-acres of largely unimproved land at the northern portion of the Hutchinson Metro Center. As the proposed development site is relatively isolated and does not have any linear frontage along a public thoroughfare, the Proposed Action involves an amendment to the City Map to map a public street extending north of Waters Place to the southern boundary of the proposed development site. As such, the Proposed Action would change the urban design and visual character of the proposed development site and could alter the urban design character of the Pelham Parkway area of the Bronx. Therefore, this chapter of the EIS will assess the urban design patterns and visual resources of the study area and any changes that would occur as a result of the Proposed Action, based on *CEQR Technical Manual* methodologies.

- Based on field visits, describe the proposed development site and the urban design and visual resources of the surrounding area, using text and photographs as appropriate.
- In coordination with the land use task, describe the changes expected in the urban design and visual character of the study area due to planned development projects in the future without the Proposed Action.
- Describe the potential changes that could occur in the urban design character of the study area as a result of the Proposed Action. Photographs and/or other graphic material will be utilized, where applicable, to assess the potential effects on urban design and visual resources, including views of/to resources of visual or historic significance (landmark structures, historic districts, parks etc.).

TASK 6. NEIGHBORHOOD CHARACTER

The character of a neighborhood is established by numerous factors, including land use patterns, the scale of its development, the design of its buildings, the presence of notable landmarks, and a variety of other physical features that include traffic and pedestrian patterns, noise etc. The Proposed Action would permit new development that has the potential to alter certain constituent elements of the affected area's neighborhood character, including land use patterns, traffic and noise levels, and urban design features.

An amalgam of impact categories, a neighborhood character analysis considers the combined impacts of land use, urban design, visual resources, historic resources, socioeconomics, traffic and

noise issues. This chapter of the document will explain those effects in a summary fashion. Since most of these elements will already be covered in other EIS sections, this assessment will essentially represent a summary of the key findings of these other analyses. As suggested by the *CEQR Technical Manual*, the study area for neighborhood character will be coterminous with the quarter mile land use study area.

- Drawing on other EIS sections, describe the predominant factors that contribute to defining the character of the neighborhood.
- Based on planned development projects, public policy initiatives, and planned public improvements, summarize changes that can be expected in the character of the neighborhood in the future without the Proposed Action.
- The analysis of the Proposed Action's impacts on various EIS sections will serve as the basis for assessing and summarizing the Proposed Action's impacts on neighborhood character.

TASK 7. HAZARDOUS MATERIALS

The objective of the hazardous materials assessment is to determine whether the proposed development site may have been adversely affected by current or historical uses at or adjacent to the site. Construction activities may disturb the soil, releasing hazardous dust and fumes. Moreover, the Proposed Action would result in new public facility development in areas currently zoned for manufacturing, and therefore has the potential to result in significant hazardous materials impacts.

In accordance with ASTM Standard Practice E 1527-05 guidelines pursuant to the federal All Appropriate Inquiry (AAI) rule, Biene, Ltd prepared a Phase I Environmental Site Assessment (ESA) for the proposed development site and the area proposed to be mapped as a public street (i.e., Project Site) in September 2007. The report revealed no evidence of *recognized environmental conditions* in connection with the site, except for the following:

- The site was filled-in with material of unknown origin and character between 1897 and 1947;
- The placement of fill over organic-rich sediments on the site, may result in the presence of elevated concentrations of methane gas in soil gas;
- The northwest part of the site contained a series of debris mounds, which are of unknown origin and character;
- As the site formerly accommodated a rail yard and railroad tracks, these uses may have resulted in releases of petroleum, metals, PCBs, and applications of pesticides or herbicides;
- Due to the absence of site controls (i.e., lack of site perimeters and access since 1966), hazardous materials and/or petroleum products may have been disposed of on-site;
- Pesticides and herbicides may have been historically applied to the northern portion of the site;
- The properties along Industrial Street were historically developed with automotive and truck repair shops, coal yards, utility operations, gasoline tanks, a wood finishing company, a power house, and manufacturing operations;
- Approximately 150 feet south of where Industrial Street intersects the proposed development site, a filing station was noted and at least one underground storage tank (UST) was present. The station appeared in disrepair and at least four groundwater monitoring wells were noted in its vicinity. An inspection of one 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 Development 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;
- Adjacent and nearby properties with the potential to impact soil and groundwater conditions at the site and beneath the roadway of Industrial Street were identified on the RCRIS Gen/Trans, SWMF, LTANKS, PBS UST, PBS AST, and CBS AST databases.

Based on the findings of the Phase I, Biene, Ltd, recommends the performance of a Phase II Environmental Site Investigation (Phase II ESI) to determine whether the identified recognized environmental conditions have impacted the environmental integrity of the Project Site. A Phase II ESI will be prepared to adequately identify/characterize the surface/subsurface soils and groundwater at the Project Site. A Phase II Investigative Workplan/Health and Safety Plan (HASP) will be submitted to the New York City Department of Environmental Protection (NYCDEP) for review and approval prior to the start of any fieldwork. The Workplan will include site plans displaying the current surface ground and sub-grade elevations and a site map depicting the proposed soil boring locations. Soil and groundwater samples will be collected and analyzed by a New York State Department of Health (NYSDOH) ELAP-Certified laboratory for the presence of VOCs by Method 8260, SVOCs by Method 8270, Pesticides/PCBs by Method 8081/8082, and TAL Metals. Additionally, an investigative Health and Safety Plan (HASP) will also be submitted to the NYCDEP for review and approval.

The hazardous materials chapter for the EIS will include a detailed discussion of current environmental conditions on the Project Site and will examine how the Proposed Action would affect these conditions. The discussion of current environmental conditions will rely on information provided in the Phase I ESA that has been prepared for the Project Site. The hazardous materials chapter will include a discussion of the Proposed Action's potential to result in significant adverse hazardous materials impacts and will include a description of any mitigation measures that would be necessary to avoid significant impacts. If necessary, the identification of any necessary remedial measures will be completed and disclosed as part of the EIS.

TASK 8. WATERFRONT REVITALIZATION PROGRAM

The New York City Waterfront Revitalization Program (WRP) is the city's principal coastal zone management tool. 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. A review of the City's coastal zone boundary maps indicates that proposed development site and the public street to be mapped are located within the designated NYC coastal zone boundary.

A preliminary evaluation was undertaken for the Proposed Action in the PSAC II EAS dated July 25, 2007, including completion of the WRP Consistency Assessment Form. The Consistency Assessment Form indicated that the Proposed Action requires further assessment of policies, including 1.1 and 6. As such, a detailed assessment of the Proposed Action's consistency with the

applicable policies of the Waterfront Revitalization Program will be provided in this chapter of the EIS.

TASK 9. INFRASTRUCTURE, SOLID WASTE, AND ENERGY

As described in the *CEQR Technical Manual*, because of the size of the City's water supply system and because the City is committed to maintaining adequate water supply and pressure for all users, few actions would have the potential to result in a significant adverse impact on the water supply system. Similarly, an evaluation of potential solid waste or energy impacts is not generally necessary unless a project is unusually large. Therefore, although the proposed PSAC II development may increase the demand on water supply and energy, and increase the generation of storm water, sewage, and solid waste, it would not be expected to create an adverse impact on these services. However, as recommended by the *CEQR Technical Manual*, the proposed development's potential demands on water supply and energy and potential generation of storm water, sewage, and solid waste will be disclosed. Two staffing level conditions for the proposed PSAC II development will be analyzed for infrastructure and solid waste, including: the typical operating condition when approximately 850 employees would regularly occupy the proposed facility ("Typical Operation"); and an event where the operations of PSAC I and PSAC II would be temporarily combined at the proposed development when up to approximately 1,700 employees could occupy the site ("Consolidated Operation"). Additionally, utility line improvements necessary to facilitate the proposed PSAC II development will be identified, and the potential impacts from installation of infrastructure will be described.

The analyses will include the following:

Water Supply

- Based on information obtained from NYCDEP, the existing water supply network and capacity will be described, and any planned changes to the system will be discussed.
- Using water usage rates for typical land uses provided in the *CEQR Technical Manual*, the average and peak water demand for the proposed development will be projected.
- The effects of the incremental demand on the water system will be assessed to determine if there is sufficient capacity to maintain adequate supply and pressure to the service area.

Storm Water

- Describe the existing storm water drainage system on the proposed development site and amount of storm water generated by the site.
- Assess the effects of any changes to the storm water runoff due to the proposed development and describe how storm water would be managed in the future with the Proposed Action. The analysis will describe how storm water flows will be treated, attenuated, and managed both during construction and once the proposed PSAC II development is built.

Sewage

- The existing sewer system serving the proposed development site will be described based on information obtained from NYCDEP. The existing flows to the water pollution control plant (WPCP) that serves the site will be obtained for the latest 12-month period. The average monthly flow rate will be presented.

- Using the water demand determined in the task above, sanitary sewage generation for the proposed PSAC II development will be estimated.
- The effects of the incremental demand on the system will be assessed to determine if there will be any impact on operations of the WPCP.

Solid Waste

- Existing and future New York City sold waste disposal practices will be described, including the collection system and status of landfilling, recycling, and other disposal methods.
- Using solid waste generation rates for typical land uses provided in the *CEQR Technical Manual*, provide an estimate of solid waste demand for the proposed PSAC II development.
- The impacts of the proposed PSAC II development's solid waste generation on the City's collection needs and disposal capacity will be assessed to determine whether the City's municipal service can adequately handle the future solid waste demand for the Proposed Action.

Energy

- The energy systems that would supply the proposed PSAC II development with electricity and/or natural gas will be described.
- Describe how the requirements of Local Law 86 would be addressed.[4]
- A qualitative assessment/screening analysis will be provided in the EIS, as appropriate, including an estimate of the proposed PSAC II development's estimated energy usage.

TASK 10. TRAFFIC AND PARKING

The Proposed Action would facilitate construction of a second 911 emergency center and command control centers for the FDNY and NYPD, which would generate additional vehicular travel and increase demand for parking, as well as pedestrian traffic and subway and bus riders. These new trips have the potential to affect the area's transportation systems. Therefore, the traffic and transportation studies will be a focus of the EIS, including four significant issues: (1) the size of the traffic study area and the number of intersections to be addressed both immediately adjacent to the Project Site and along the major routes leading to it; (2) the likelihood that the proposed PSAC II development will generate significant impacts requiring significant levels of mitigation; (3) potential increase in the parking demand; and (4) an increased level of subway and bus use and, possibly, mitigation needed to accommodate transit riders. The fourth issue is addressed in Task 11, "Transit and Pedestrians" below.

Traffic

As described previously under the Analysis Framework for Environmental Review section above, two staffing level conditions will be analyzed for traffic conditions, including: the Typical Operating condition when approximately 850 employees would regularly occupy the proposed facility; and an event where the operations of PSAC I and PSAC II would be temporarily combined at PSAC II (Consolidated Operating condition) when approximately 1,700 employees would occupy the site. Based on preliminary estimates, either operating condition of the proposed PSAC II development is expected to generate an aggregate of more than 50 additional (net) vehicular trips during shift turnover periods, with the highest traffic concentration and potential

[4] Local Law 86 requires that City-funded projects must incorporate environmentally sustainable designs.

impact in the weekday morning 6:30 to 7:30 AM, afternoon 2:30 to 3:30 PM, and evening 10:30 to 11:30 PM peak hours (refer to transportation planning assumptions in Appendix A). This scope of work considers the weekday AM and afternoon peak periods for detailed studies, focusing on those intersections handling the highest concentrations of project-generated demand. The evening peak hour will be assessed for potential impacts. However, due to the low background traffic during this time, it is not expected that this period will exhibit traffic impacts beyond that found during the AM and afternoon peak hours. Based on the preliminary assumptions for the proposed PSAC II development, it is anticipated that approximately 24 intersections would be analyzed in detail for potential traffic impacts (refer to Appendix A, Figures 1A and 1B).

- Define a traffic study area to account for the principal travel corridors to/from the Project Site. This scope assumes that approximately 24 traffic intersections would be analyzed, as illustrated in Appendix A, Figures 1A and 1B and listed below:
    - Waters Place at Eastchester Road
    - Waters Place at Industrial Street (street segment to be mapped as a public street as part of the Proposed Action)
    - Waters Place at entrance to 1500 Waters Place (Bronx Psychiatric Center)
    - Waters Place at Fink Avenue (southbound ramp entrance to the Hutchinson River Parkway)
    - Waters Place at Westchester Avenue
    - Little League Place at Westchester Avenue
    - Little League Place at East Tremont Avenue
    - East Tremont Avenue at Ericson Place
    - East Tremont Avenue at Blondell Avenue (Westchester Square)
    - East Tremont Avenue at Silver Street (Eastchester Road)
    - East Tremont Avenue at Castle Hill Avenue
    - East Tremont Avenue at Frisby Avenue
    - Williamsbridge Road at Frisby Avenue
    - East Tremont Avenue at Williamsbridge Road
    - Pelham Parkway North at Eastchester Avenue
    - Pelham Parkway West at Eastchester Avenue
    - Pelham Parkway East at Eastchester Avenue
    - Westchester Avenue at East Tremont Avenue/Blondell Avenue
    - Westchester Avenue at Ericson Place/Middletown Road and Hutchinson River Parkway
    - Eastchester Road at Ives Street
    - Sacket Avenue at Ives Street
    - Eastchester Road at Morris Park Avenue (3-phase intersection)
    - Eastchester Road at Stillwell Avenue
    - Eastchester Road at Rhinelander Avenue

- Conduct traffic counts at traffic analysis locations via a mix of automatic traffic recorder (ATR) machine counts and manual intersection turning movement counts. ATRs will provide 24-hour traffic volumes for a full week at selected arterial locations. Traffic counts will be conducted during the AM and afternoon peak periods. Where applicable, compile available information from both the recent and current studies of the area.
- Conduct travel speed and delay runs and vehicle classification counts along key routes in the study area as support data for air quality and noise analyses. These speed-and-delay runs and vehicle classification counts will be conducted in conjunction with the traffic volume counts.

- Inventory physical data at each of the analysis intersections needed for capacity analyses, including street widths, number of traffic lanes and lane widths, pavement markings, turn prohibitions, typical parking regulations, and signal phasing and timing data.
- Determine existing traffic operating characteristics at each analysis intersection including capacities, volume-to-capacity (v/c) ratios, average vehicle delays, and levels of service (LOS) per traffic movement, per intersection approach, and per overall intersection. *2000 Highway Capacity Manual* procedures will be used. Allowances for any on-going construction or temporary road closures will be made.
- The future No-Build projects (including the Towers at Hutchinson Metro Center) in the area and associated future No-Build traffic volumes will be determined. Traffic volumes will be determined, v/c ratios and levels of service will be calculated, and problem intersections will be identified. The future traffic volumes from these sites will be estimated using EIS's, U.S. Census data, and other sources. An annual growth rate of 0.5% will be applied in the No-Build condition of the traffic analysis to account for general background growth. Mitigation measures accepted for all No-Build projects and other NYCDOT initiatives will be included in the future No-Build network.
- The trips generated by the proposed PSAC II development, and the modes of transportation used for these trips will be determined for both staffing level conditions of the proposed PSAC II facility. New trips will be assigned to the respective travel modes in each peak hour.
- Determine the volume of vehicle traffic expected to be generated by the Proposed Action during Typical and Consolidated Operating conditions of the proposed development. For each operating condition assign the respective volume of traffic in each analysis period to the approach and departure routes likely to be used, and prepare traffic volume networks for the future Build condition for each analysis period. A detailed sketch of the Hutchinson River Parkway interchange showing how trips get to the ramps will be provided for each operating condition.
- Determine the resulting v/c ratios, delays, and LOS for the future Build condition for the two staffing level conditions, and identify significant traffic impacts in accordance with *CEQR Technical Manual* criteria.
- Identify and evaluate traffic mitigation measures, as appropriate, for all significantly impacted locations in the study area. This includes potential mitigation for the street system, including possible roadway modifications, new signal installations, signage, signal changes, and parking regulation changes.

Parking

The parking studies in the EIS will focus 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 part of this task, two parking accumulation profiles for the proposed development will be developed, including one that provides the 24-hour accumulation when PSAC II is fully staffed with approximately 1,700 employees (Consolidated Operation) and another that provides an accumulation for a typical day when approximately 850 employees are working at the site (Typical Operations). In addition, any changes to parking supply resulting from the Proposed Action will be considered.

TASK 11. TRANSIT AND PEDESTRIANS

Subway

There are no subway stations in the immediate vicinity of the proposed development site. The nearest subway station is the Pelham Bay Park station on the 6 subway line, which is located more than a half mile to the southeast of the proposed development site at the Bruckner Expressway (see Appendix A, Figure 2). To the west of the proposed development site along the Pelham Parkway are the Pelham Parkway station at Williamsbridge Road, located more than a mile west of the site, which serves the 5 subway line, and the Pelham Parkway station at White Plains Road, located approximately 2 miles west of the site, which serves the 2 subway line. All three of these stations have a direct connection to the Bx12 bus route, which travels along the Pelham Parkway directly north of the proposed development site.

As the closest subway station to the proposed development site is located more than a half mile from the site, it is likely that the employees of the proposed PSAC II development that would utilize public transit to access the site would take either the 6, 5, or 2 subway line and then transfer to the Bx12 bus route to access the development site. As the Pelham Bay Park station on the 6 subway line is the closest station to the proposed development site, it is likely that the highest percentage of subway riders would take the 6 subway line to the access the development site. As each of these three subway stations have a direct subway-to-bus connection, it is expected that the incremental rider ship at any single station would not exceed 200 trips in any given peak hour, the CEQR threshold for detailed subway station analysis (refer to Appendix A, Table 2). A detailed subway trip assignment will be prepared for both operating conditions of the proposed PSAC II and presented in the EIS. If the CEQR threshold is triggered at any given subway station during either the weekday AM or weekday afternoon peak hour, then a detailed subway analysis would be provided in the EIS, which would include the following:

- A quantitative analysis of the impact of the Proposed Action on those subway stations that are found to exceed the CEQR threshold of 200 peak hour Action-generated subway trips will be prepared for the weekday AM and weekday afternoon peak hours. The station elements (street stairs and fare control areas) to be analyzed are those most likely to be used by demand from the proposed PSAC II development. The peak hour transit trips from the proposed development will be estimated and assigned to the individual subway lines and station elements in the vicinity of the proposed site. The station impact analysis will include existing and No-Build conditions, as well as Build conditions of both staffing level conditions at proposed PSAC II development. Any potential impacts on the analyzed subway station will be identified using CEQR impact criteria. Transit mitigation, if any, will be determined in conjunction with the lead agency and NYC Transit.

Bus

As described above, the proposed development site is accessible by bus service. The closest bus route to the development site is the Bx12, which travels along the Pelham Parkway directly north of the site. All three of the nearest subway stations have a direct connection to the Bx12 bus route and it is expected that both bus and subway based trips will use the Bx12 bus route to access the proposed development site. As shown in the Travel Demand Forecast for Consolidated Operations at PSAC II in Appendix A, Table 2, the proposed PSAC II development expected to generate a net increase of more than 200 bus trips, the threshold for detailed transit analysis, in the weekday AM, afternoon, and evening peak hours.[5] As such, bus modes will be examined in these peak commuting periods to determine existing, future No-Build, and future Build conditions.

[5] Bus trips include both bus and subway trips.

- A quantitative analysis of the local bus system in the study area will be performed for the EIS. Bus routes serving the study area include the Bx12 bus route, which travels along the Pelham Parkway. The analysis will include documenting existing weekday AM, afternoon, and evening peak hour route services and peak load point ridership, determining conditions in the future without the Proposed Action (No-Build) and assessing the effects of new Action-generated peak hour trips for the Bx12 anticipated to serve the proposed development site. Transit mitigation, if any, will be determined in conjunction with the lead agency and NYC Transit.

Pedestrians

The proposed PSAC II development would also generate new pedestrian trips, and pedestrian analyses will be provided in the EIS for the two staffing level conditions at the proposed facility (including Typical and Consolidated Operations) in the weekday AM and afternoon peak periods that will focus on pedestrian connections to the site from the Pelham Parkway.

- Prepare an analysis of pedestrian conditions in the vicinity of the project area, which will evaluate the pedestrian characteristics on public walkways (e.g., pedestrian pathway connecting the proposed development site to the Pelham Parkway), public sidewalks, corners, and crosswalks connecting the site to the surrounding area. Traffic accidents with pedestrians will be researched and documented at key study area intersections.

TASK 12. AIR QUALITY

The air quality studies for the Proposed Action will include both mobile and stationary source analyses. The air quality analyses will address the following issues:

- Will traffic-generated mobile source emissions cause or exacerbate an exceedance of the National Air Quality Standards (NAAQS) or exceed the NYC de minimis criteria?
- Will emissions from the proposed parking facility cause or exacerbate an exceedance of the National Air Quality Standards (NAAQS) or exceed the NYC de minimis criteria?
- Will Action-generated emissions from combustion for HVAC cause or exacerbate an exceedance of the National Air Quality Standards (NAAQS) or exceed the NYC de minimis criteria?
- Will emissions from existing sources of combustion or air toxics cause an air quality impact at the site of the proposed action?
- Will the Proposed Action be consistent with the applicable State Implementation Plan (SIP) for the area?

Mobile Source Analyses

- Gather existing air quality data. Collect and summarize existing ambient air quality data for the study area published by the NYSDEC.
- Prepare screening analysis to determine whether modeling of CO or PM2.5 is required for affected intersections in either or both staffing level conditions for the proposed PSAC II development (Typical and Consolidated Operating conditions). The CO screening threshold is an increment of 100 vehicles through an intersection, and the PM2.5 screening threshold is an increment of 21 diesel-fueled trucks (based on the 2002 emission year) or a volume of mixed vehicles with emissions equivalent to 21 diesel trucks.
- Select intersections for modeling, if necessary. It is anticipated that up to two (2) intersections along Waters Place would be modeled for CO for one peak period, either the AM or afternoon peak hour, for No-Build and Build Conditions. Given the future year of

analysis (Project Build year of 2012) and the number of people employed per shift (up to 315 employees on a typical day and up to approximately 630 employees in an event with combined facilities at PSAC II), PM2.5 also may require modeling for up to two (2) intersections.

- If mobile source modeling is required, run MOBILE6.2 to obtain vehicular emission factors for CO, PM10, and PM2.5. Inputs will include the year of analysis, speeds obtained from the traffic analysis, a temperature of 43^{o}, soak distributions appropriate for engines in hot, cold, and mixed thermal states, vehicular registrations for Bronx County, and inputs specific to the state's inspection/maintenance and anti-tampering programs. For PM10 and PM2.5, the fugitive dust component of the emissions will be calculated from EPA's AP-42 formulas and the average weight for the vehicular mix.
- If mobile source modeling is required, select dispersion model. For CO, EPA's CAL3QHC model will be used. Standard worst-case assumptions include a 1-meter per second wind speed, Class D stability (i.e., neutral atmospheric stability), and a mixing height of 1,000 feet. A surface roughness of 175 (office uses) would be used. A 0.70 persistence factor would be applied to convert 1-hour CO concentrations to 8-hour concentrations. For PM10 and PM2.5, EPA's CAL3QHCR model will be used with five years of meteorological data from LaGuardia Airport and a silt loading factor of 0.16 g/m^3.
- Determine receptor locations for mobile source modeling. At each modeled intersection, multiple receptors will be placed along each leg of the intersection, at 20-foot intervals, for a distance of 100 feet. Receptors will be at mid-sidewalk and outside the mixing zone. Roadway links would extend 1,000 feet in each direction from the intersection. If PM2.5 is to be modeled, receptor points may also include neighborhood receptors 15 meters from the roadway and grid receptors at 25-meter intervals within a 1-km grid.
- Determine CO concentrations from parking facilities. CO from the vent of the proposed 500-vehicle garage would be analyzed using the MOBILE6.2 emission factors and the methods outlined in the *CEQR Technical Manual*. CO concentrations from a surface parking lot may also be analyzed. The peak periods selected for analysis would be based not only on total trips, but also on the hour with the greatest number of exiting vehicles. Exiting vehicles, which are in cold-start mode, have higher emissions of CO than vehicles with hot engines.
- Determine total pollutant concentrations. CO concentrations at worst-case receptor points for the intersections and parking facilities would be added to NYCDEP's projected background concentrations of 2.0 ppm for the Bronx. Cumulative impacts from on-street sources and the parking facilities will be calculated, where appropriate. PM10 and PM2.5, if modeled, would be added to appropriate monitored concentrations.
- Compare future pollutant concentrations for No-Build and Build Conditions with National Ambient Air Quality Standards (NAAQS) and the City's de minimis criteria, as well as with one another, to determine trends and potential impacts.
- Determine the consistency of the Proposed Action with the strategies contained in the SIP for the area.
- Examine mitigation measures, if necessary. If significant adverse impacts are projected, the CAL3QHC or CAL3QHCR model would be run with mitigation measures that may include revisions to the traffic routes, lane configurations, and signalization that would be developed by the traffic study.

Stationary Source Analyses

- Prepare HVAC screening analysis. A stationary source screening analysis will be performed to determine the potential for significant impacts from fossil-fueled heating, ventilating, and air conditioning (HVAC) systems. It will include: (1) potential impacts from the proposed

development on buildings of similar or greater height; (2) potential impacts from existing buildings on the proposed development, and (3) emissions from large-scale existing emission sources (if any) within 1,000 feet of the proposed development. The screening analyses will use the procedures outlined in the *CEQR Technical Manual Appendices*. Given the size and location of the proposed PSAC II development, no detailed modeling of HVAC emissions is anticipated.

- If more detailed analysis is necessary following the initial screening, calculate emissions in g/s for use with the Industrial Source Screen in the *CEQR Technical Manual Appendices*. Fuel consumption rates will be estimated using factors from sources recommended by NYCDEP. Emission factors for pollutants will be obtained from EPA's "Compilation of Air Pollutant Factors" (AP-42) or from available air quality permits. Stack parameters (i.e., temperature, stack diameter, exit velocity, etc.) will be obtained using conservative *CEQR Technical Manual* default values.
- If additional analysis is necessary determine concentrations using EPA's AERMOD air quality dispersion model. Concentrations of nitrogen dioxide, sulfur dioxide, and fine particulates (PM10 and PM2.5), if appropriate, will be modeled using AERMOD and five years of meteorology data. Analyses will be conducted with and without building downwash using five years of meteorological data from La Guardia Airport.
- Compare concentrations with relevant standards and criteria. Background values for the pollutants of concern will be obtained from NYCDEP and added to modeled concentrations. Predicted worst-case pollutant concentrations will be compared to the National Ambient Air Quality Standard (NAAQS) and the NYCDEP de minimis criteria to determine the potential for significant impacts both to the proposed development and from the proposed development. If violations of standards are predicted, measures to reduce pollutant levels to within standards will be addressed.

Air Toxics Survey

- A field survey will be performed to determine if there are any manufacturing or processing facilities within 400 feet of the proposed development site, or whether any large emission sources, such as power plants or cogeneration facilities, are within 1,000 feet of the site. The NYCDEP's Bureau of Environmental Compliance (BEC) files will be examined to determine if there are permits for any industrial facilities that are identified. A review of federal and state permits will also be conducted. Based upon this information a determination will be made of whether further detailed analysis is necessary.
- If necessary, analyze potential pollutant concentrations further using the Industrial Source Screen with emission factors from air quality permit(s). This analysis will be conducted using methods outlined in the *CEQR Technical Manual Appendices* to determine whether the currently operating permitted facilities within the air toxics study area would have the potential to cause significant adverse impacts on the proposed development. Results would be compared to the NAAQS, as well as NYSDEC's Short Term and Annual Guideline Concentrations (SGCs and AGCs) for the pollutants of interest.
- If the methods in the *CEQR Technical Manual Appendices* show potential exceedances of the NAAQS, SGCs, or AGCs, the AERMOD model would be used to carry out a more refined analysis of potential impacts from air toxics. Results would be compared to the NAAQS as well as NYSDEC's short-term guideline concentrations (SGCs) or annual guideline concentrations (AGCs).
- If exceedances of the NAAQS or NYSDEC's AGCs or SGCs are predicted, NYCDEP will be contacted regarding measures to reduce pollutant concentrations from these facilities.

TASK 13. NOISE

For the Proposed Action, there are two major areas of concern regarding noise:

- Will the Proposed Action cause a significant impact on noise levels in the adjacent community; and
- What degree of external noise attenuation should the buildings on-site provide?

The noise analysis will address existing and future noise levels, both with and without the Proposed Action, and will comply with the guidelines in the *CEQR Technical Manual*. This includes the use of the L_{eq} and L_{10} noise descriptors.

A screening analysis would be carried out to determine whether the Proposed Action would generate sufficient vehicle trips to cause a significant noise impact to surrounding land use. The screen is typically a 3 dBA increase in noise levels, although it could be as high as 5 dBA depending on the existing noise levels and time of day. To achieve a 3 dBA increase in traffic noise, the traffic volumes would have to double or the proportion of trucks would have to increase significantly. If such conditions are projected, then a more detailed noise impact analysis would be performed. Given the close proximity of the New York State Bronx Psychiatric Center and open space uses along the eastern side of Industrial Street, which would be mapped as a public street to provide vehicular access to the proposed development, a more detailed noise analysis is anticipated in the vicinity of these sensitive land uses. The 24-hour nature of the proposed development is also a source of concern due to potential increases in the nighttime noise levels.

If the noise analysis indicates the potential for a significant impact, mitigation measures will be considered such as routing project-generated traffic over more roadways (i.e., additional approach/departure paths to the proposed development site) and methods of reducing interior noise levels at the affected sensitive receptor sites.

The noise study will recommend construction materials for the proposed buildings that ensure an appropriate interior daytime and nighttime noise level for the proposed use. Generally, this can be accomplished using masonry building construction with double-glazed windows and air conditioning.

The noise study for the Proposed Action will include the following tasks:

- Select appropriate noise descriptors and evaluation criteria to describe the noise environment and the potential impact of the Proposed Action. This will include the L_{10} noise levels (i.e., noise levels that are exceeded 10 percent of the time) and the maximum 1-hour equivalent ($L_{eq(1)}$) noise levels.
- Select receptor locations for noise monitoring to establish existing conditions. This would include up to three (3) receptor locations. Potential monitoring locations include one site on Waters Place, one site on Industrial Street, and one site on the proposed development site. Monitoring would be carried out for 20-minute periods during the peak AM, afternoon, and evening periods. If feasible and appropriate, noise from passing trains also would be monitored. Depending on traffic projections for the nighttime shift, a late evening period also may be monitored. Noise level descriptors (e.g., minimum, maximum, L_{10}, L_{eq}, L_{01}) will be recorded. Traffic classification counts will be taken concurrently.
- Perform screening analysis for potential noise impacts. Traffic for the No-Build and Build conditions would be converted to passenger car equivalents (PCEs). Based on the evaluation criteria, projected PCEs, and a proportional modeling technique, a screening

analysis will be carried out to identify locations where project-generated traffic could potentially cause a significant noise impact.

- Carry out TNM modeling. For Industrial Street, which would be mapped as a public street, the Federal Highway Administration's (FHWA's) TNM model will be used to determine noise levels at adjacent locations under future No-Build and Build Conditions. Prior to running the No-Build and Build scenarios, the model will be calibrated with traffic obtained during the noise monitoring to ensure that the modeled results are reliable.
- Identify mitigation measures, if necessary. Mitigation of potential noise impacts on the general system of public streets may include revisions to the distribution of project traffic volumes. For Industrial Street, potential mitigation measures may include noise barriers. Noise barriers are not feasible on other roadways due to the need for access to individual driveways and to the lack of jurisdiction over the rights of way.

TASK 14. CONSTRUCTION IMPACTS

The construction schedule for the Proposed Action will be described, on-site activity will be estimated, and a qualitative analysis of the effects of construction activities will be performed. The analysis will be based on the peak construction period of the proposed PSAC II development. Technical areas to be analyzed include the following:

- Proposed Development Site. This section will assess any physical changes to the development site resulting from the proposed construction. A discussion of construction staging, compliance with building codes and other applicable laws, etc. will be provided.
- Economics. This section will estimate the cost of construction of the project including site preparation costs and economic activity, employment and tax benefits realized by the city and state during construction.
- Transportation. This section will consider any losses in lanes, walkways, and other above and below grade transportation services, and increases in vehicles from construction workers. Potential temporary impacts to these transportation systems will be discussed, and construction period impacts to subway services will be assessed qualitatively.
- Air Quality. The construction air quality impact section will contain a qualitative discussion of both mobile source emissions from construction equipment and worker and delivery vehicles, and fugitive dust emissions. It will discuss measures to reduce potential impacts, as applicable.
- Noise Impacts. The construction noise impact section will contain a qualitative discussion of noise from construction activity.
- Hazardous Materials. This section will assess the potential for construction workers to be exposed to any potential contaminants during the construction process.

TASK 15. PUBLIC HEALTH

Following the guidelines presented in the *CEQR Technical Manual*, this task will examine the Proposed Action's potential to significantly impact public health concerns related to air quality, noise, hazardous materials, and construction. Drawing on other EIS sections, this task will assess and summarize the potential for significant adverse impacts on public health from the Proposed Action.

TASK 16. MITIGATION

EIS requirements include the development of mitigation measures to address any significant impacts. Mitigation measures will be developed in close coordination with the responsible city and state agencies, including NYCDOT, NYCDEP, and other City and State agencies as necessary.

TASK 17. ALTERNATIVES

Environmental impact regulations require the consideration of alternatives, which are often formulated in response to impacts as a result of the action. The alternatives are usually defined when the full extent of the Proposed Action's impacts are identified. At this time, this scope assumes a No-Build alternative, vehicular access alternatives to the proposed development site, alternative development site locations for the proposed PSAC II development and a no-impact alternative (in which there is a change in density or program design in order to avoid the potential impacts associated with the Proposed Action). For technical areas where impacts have been identified, the alternatives analysis will determine whether these impacts would still occur under each alternative.

TASK 18. SUMMARY EIS CHAPTERS

In accordance with CEQR guidelines, the EIS will include the following three summary chapters, where appropriate to the Proposed Action:

- Unavoidable Adverse Impacts - which summarizes any significant impacts that are unavoidable if the Proposed Action is implemented regardless of the mitigation employed (or if mitigation is impossible).
- Growth-Inducing Aspects of the Proposed Action - which generally refer to "secondary" impacts of a Proposed Action that trigger further development.
- Irreversible and Irretrievable Commitments of Resources - which summarizes the Proposed Action and its impacts in terms of the loss of environmental resources (loss of vegetation, use of fossil fuels and materials for construction, etc.), both in the immediate future and in the long term.

TASK 19. EXECUTIVE SUMMARY

The executive summary will utilize relevant material from the body of the EIS to describe the Proposed Action, its environmental impacts, measures to mitigate those impacts, and alternatives to the Proposed Action. The executive summary will be written in enough detail to facilitate drafting of a notice of completion by the lead agency.

APPENDIX A
TRANSPORTATION PLANNING ASSUMPTIONS

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APPENDIX A:

PSAC II
PRELIMINARY
TRANSPORTATION PLANNING ASSUMPTIONS

The Proposed Action described in this Final Scope of Work concerns the development of the Public Safety Answering Center II (PSAC II) ("proposed development") in the northeastern Bronx. The proposed PSAC II development would complement the existing PSAC I currently located in MetroTech, Brooklyn, and would further enhance and provide redundancy to emergency communications services for New York City. The proposed development site is located southwest of the interchange of the Pelham and the Hutchinson River Parkways, to the east of the Amtrak rail corridor, and north of Waters Place. The proposed PSAC II facility would normally house 850 employees, however, it is being designed for a total citywide PSAC workforce of up to 1,700 employees, who may all be at the site under emergency or special conditions, when the operations of PSAC I and PSAC II are temporarily consolidated at the proposed development.

Access to the proposed development site will be available from Waters Place via a proposed public street, which will extend north of Waters Place from a point located approximately 470 feet east of the intersection of Eastchester Road and Waters Place. Parking is to be provided at the proposed development site for approximately 500 vehicles.

Project Generated Demand

Planning Assumptions

In order to estimate the trips generated by the proposed PSAC II development, and the modes of transportation used for these trips, various sources of data were used. These include 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) for the existing PSAC I facility in Brooklyn. Environmental studies for similar projects were used as secondary data sources for determining Action-generated trips.

For conservative City Environmental Quality Review (CEQR) analysis purposes, the EIS will analyze two staffing level conditions at the proposed PSAC II development, including the "Typical Operation" and a temporary "Consolidated Operation," for density-based technical areas, including transportation analyses.

Appendix A, Table 1 shows the preliminary transportation planning assumptions used in the forecast of the trips generated by the proposed PSAC II development for a typical day when PSAC II is operating under normal conditions. Under future Typical Operating conditions, it is expected that

Appendix A- Table 1
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 Emplyees 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 1000 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 Emplyees)

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 1000 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 Operting 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 vacinity of the project site.

(5) Federal Highway Administration, "Curbside Pickup and Delivery and Arterial Traffic Impacts", 1981.

approximately half of the current PSAC I employees will be permanently shifted to the PSAC II facility. Approximately 850 employees would work in 8-to 12-hour overlapping shifts with a maximum of approximately 315 employees per shift throughout a 24-hour period.

Appendix A, Table 1 also shows the preliminary transportation planning assumptions used in the forecast of the trips generated by the proposed PSAC II development for an event when there are temporary increases in staffing levels from combined facilities (PSAC I and PSAC II operations) at the proposed development. During this Consolidated Operating condition, up to approximately 1,700 employees would work over a 24-hour period in 8-to 12-hour overlapping shifts. A maximum of approximately 630 employees are expected to work at the proposed development when the two facilities are consolidated at the site. This represents emergency conditions and/or conditions when PSAC I undergoes substantial future rehabilitation efforts.

In either staffing level condition at the proposed development, the proposed workers are expected to work primarily in three separate shifts. Based on PSAC I operational patterns, changes in shift were assumed to occur at approximately 7:00 AM, 3:00 PM and 11:00 PM. It is assumed that the proposed PSAC II development will include a cafeteria facility. This is expected to eliminate the need for employee lunch related analyses for the proposed development.

Demand Forecast

The proposed PSAC II development's peak hour trips were assumed to occur during the half hour before and after each shift change (i.e., 6:30 AM to 7:30 AM, 2:30 PM to 3:30 PM and 10:30 PM to 11:30 PM). The total number of peak hour trips was based on the combined incoming and outgoing shift workers during each shift change, and is bi-directionally balanced. For example, during the 2:30 PM to 3:30 PM peak hour, the total number of Action-generated trips was assumed to be the incoming Shift 3 personnel combined with the outgoing Shift 2 personnel. As shown in Table 1, modal splits were provided for each peak hour in order to better reflect expected changes in travel mode during each work shift.

Appendix A, Table 2 provides the trip generation for the proposed PSAC II development on a typical day under normal operations conditions (i.e., PSAC II operations only) during the above peak hours. This table shows both the expected peak hour person trips and vehicle trips generated by the proposed development. For example, during the AM peak period, the proposed development is expected to generate 387 auto trips, 8 taxi trips, 96 bus trips, 32 subway trips, and 13 walk-based trips on a typical day.

Appendix A, Table 2 also provides the trip generation for the proposed development during an event when the operations of PSAC I and PSAC II would be temporarily consolidated at the site during the three peak hours. As shown in Table 2, during the AM peak period, the proposed development is expected to generate 744 auto trips, 30 taxi trips, 116 bus trips, 166 subway trips, and 15 walk based trips when PSAC I and PSAC II are consolidated at the site.

Trip Distribution

The demand generated by the proposed PSAC II development in either staffing level condition would be assigned to the area roadway and transit facilities in order to assess any transportation impacts created by the proposed development.

As noted above, under Typical future operating conditions, it is expected that approximately 850 employees (approximately 315 employees per shift) would be permanently shifted to the PSAC II

Appendix A- Table 2
Travel Demand Forecast for the Proposed PSAC II Development

TYPICAL OPERATING CONDITION (PSAC II Emplyees Only)

Peak Hour Trips:

	In	Out	Total
AM (6:30 AM to 7:30 AM)	289	247	536
MD (2:30 PM to 3:30 PM)	315	289	604
PM (10:30 PM to 11:30 PM)	247	315	562

Person Trips:

AM	In	Out	Total
Auto	214	173	387
Taxi	4	4	8
Bus	48	48	96
Subway/Rail	13	19	32
Walk	10	3	13
Total	289	247	536

MD	In	Out	Total
Auto	180	214	394
Taxi	2	4	6
Bus	81	48	129
Subway/Rail	40	13	53
Walk	12	10	22
Total	315	289	604

PM	In	Out	Total
Auto	173	180	353
Taxi	4	2	6
Bus	48	81	129
Subway/Rail	19	40	59
Walk	3	12	15
Total	247	315	562

Vehicle Trips:

AM	In	Out	Total
Auto	188	152	340
Taxi (balanced)	6	6	12
Truck	7	7	14
Total	201	165	366

MD	In	Out	Total
Auto	158	188	346
Taxi (balanced)	5	5	10
Truck	8	8	16
Total	171	201	372

PM	In	Out	Total
Auto	152	158	310
Taxi (balanced)	4	4	8
Truck	0	0	0
Total	156	162	318

CONSOLIDATED OPERATING CONDITION (PSAC I AND II Emplyees)

Peak Hour Trips:

	In	Out	Total
AM (6:30 AM to 7:30 AM)	578	493	1071
MD (2:30 PM to 3:30 PM)	629	578	1207
PM (10:30 PM to 11:30 PM)	493	629	1122

Person Trips:

AM	In	Out	Total
Auto	375	369	744
Taxi	16	14	30
Bus	68	48	116
Subway/Rail	107	59	166
Walk	12	3	15
Total	578	493	1071

MD	In	Out	Total
Auto	407	375	782
Taxi	10	16	26
Bus	81	68	149
Subway/Rail	119	107	226
Walk	12	12	24
Total	629	578	1207

PM	In	Out	Total
Auto	369	407	776
Taxi	14	10	24
Bus	48	81	129
Subway/Rail	59	119	178
Walk	3	12	15
Total	493	629	1122

Vehicle Trips:

AM	In	Out	Total
Auto	330	324	654
Taxi (balanced)	22	22	44
Truck	7	7	14
Total	359	353	712

MD	In	Out	Total
Auto	357	330	687
Taxi (balanced)	21	21	42
Truck	8	8	16
Total	386	359	745

PM	In	Out	Total
Auto	324	358	682
Taxi (balanced)	17	17	34
Truck	0	0	0
Total	341	375	716

facility. In order to project the future distribution of traffic to the proposed PSAC II development under Typical operations, it was assumed that Action-generated trips would originate from typical reverse journey to work origins for the project area. Appendix A, Figure 1A shows the study area network and the estimated percentage distribution of inbound Action-generated vehicular trips for the proposed development during normal operating conditions. As shown in Appendix A, Figure 1A, under Typical operating conditions, it is expected that approximately 37% of Action-generated traffic would utilize the Hutchinson River Parkway south of the proposed development site. The remaining traffic would be split among other area roadways. On Waters Place, it is expected that 43% would arrive (and depart) to the west of the access driveway, while 57% would arrive (and depart) to the east of the access driveway.

During an event when the operations of PSAC I are temporary relocated to the PSAC II facility, up to approximately 1,700 employees (a maximum of approximately 630 employees per shift) would work at the proposed development site. In order to reasonably project the future distribution of Action-generated traffic to the proposed PSAC II facility when the operations of PSAC I and PSAC II are temporarily consolidated at the PSAC II, it was assumed that approximately half of the Action-generated trips would originate from current PSAC I origins (those temporarily working out of PSAC II), while the other half of Action-generated trips would originate from typical reverse journey to work origins for the project area (the permanent PSAC II employees). The aggregate of these origins determined the overall expected trip distribution for this facility. Appendix A, Figure 1B illustrates the study area network and the estimated percentage distribution of inbound Action-generated vehicular trips for proposed PSAC II development during Consolidated operating conditions.

As shown in Appendix A, Figure 1B, under Consolidated operating conditions at the proposed site, is it expected that a heavy concentration (59%) of Action-generated traffic would utilize the Hutchinson River Parkway south of the proposed development site. The remaining traffic will be split among other area roadways. On Waters Place, it is expected that 28% would arrive (and depart) to the west of the access driveway, while 72% would arrive (and depart) to the east of the access driveway.

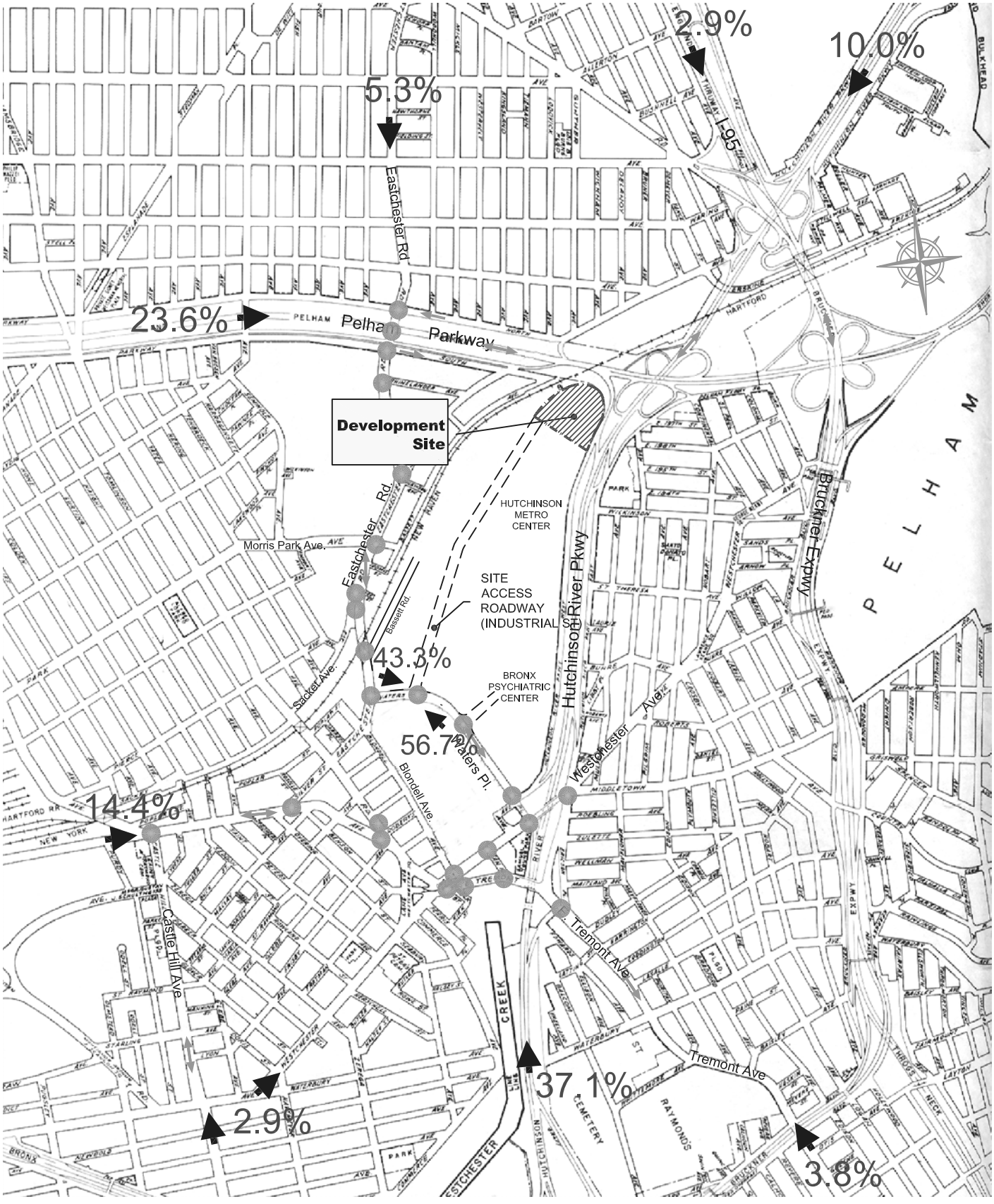
Traffic Analyses

Appendix A, Figures 1A and 1B show the 24 intersections expected to be analyzed in the EIS. Traffic analyses would be conducted for the weekday AM and weekday afternoon peak periods of shift overlap. The evening overlap period (10:30 to 11:30 PM) would be assessed qualitatively, as new impacts are not expected to occur during this period that were not already identified in the other peak periods. This is due to the very low study area background traffic during the evening peak hour.

Mitigation

For impact and mitigation purposes, the EIS will assess conditions at proposed PSAC II development for two staffing level conditions including a typical day when approximately 850 employees would work at the site (Typical Operations of PSAC II only) and during an event when the combined 1,700 workers from PSAC I and PSAC II would work at the site (Consolidated Operation of the staffs of PSAC I and PSAC II). If warranted, mitigation measures will be developed at those locations with impacts for either or both staffing level conditions at the site.

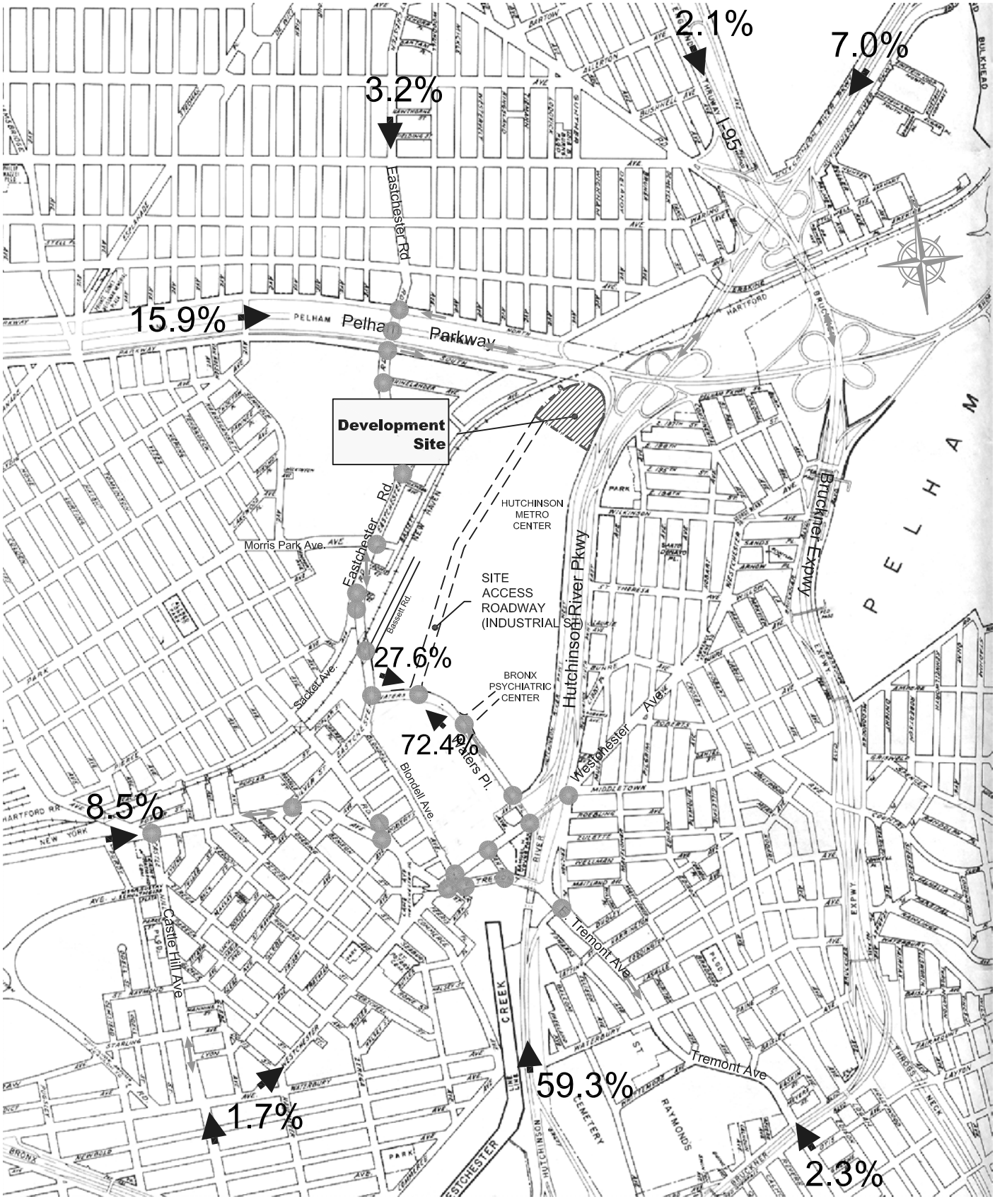
PRELIMINARY TRAFFIC DISTRIBUTION FOR TYPICAL OPERATIONS (PSAC II ONLY) AT PSAC II



LEGEND:

- INTERSECTIONS TO BE ANALYZED
- DEVELOPMENT SITE
- STREET DIRECTIONS

PRELIMINARY TRAFFIC DISTRIBUTION FOR CONSOLIDATED OPERATIONS (PSAC I AND II) AT PSAC II



LEGEND:

- INTERSECTIONS TO BE ANALYZED
- DEVELOPMENT SITE
- STREET DIRECTIONS

Parking Analyses

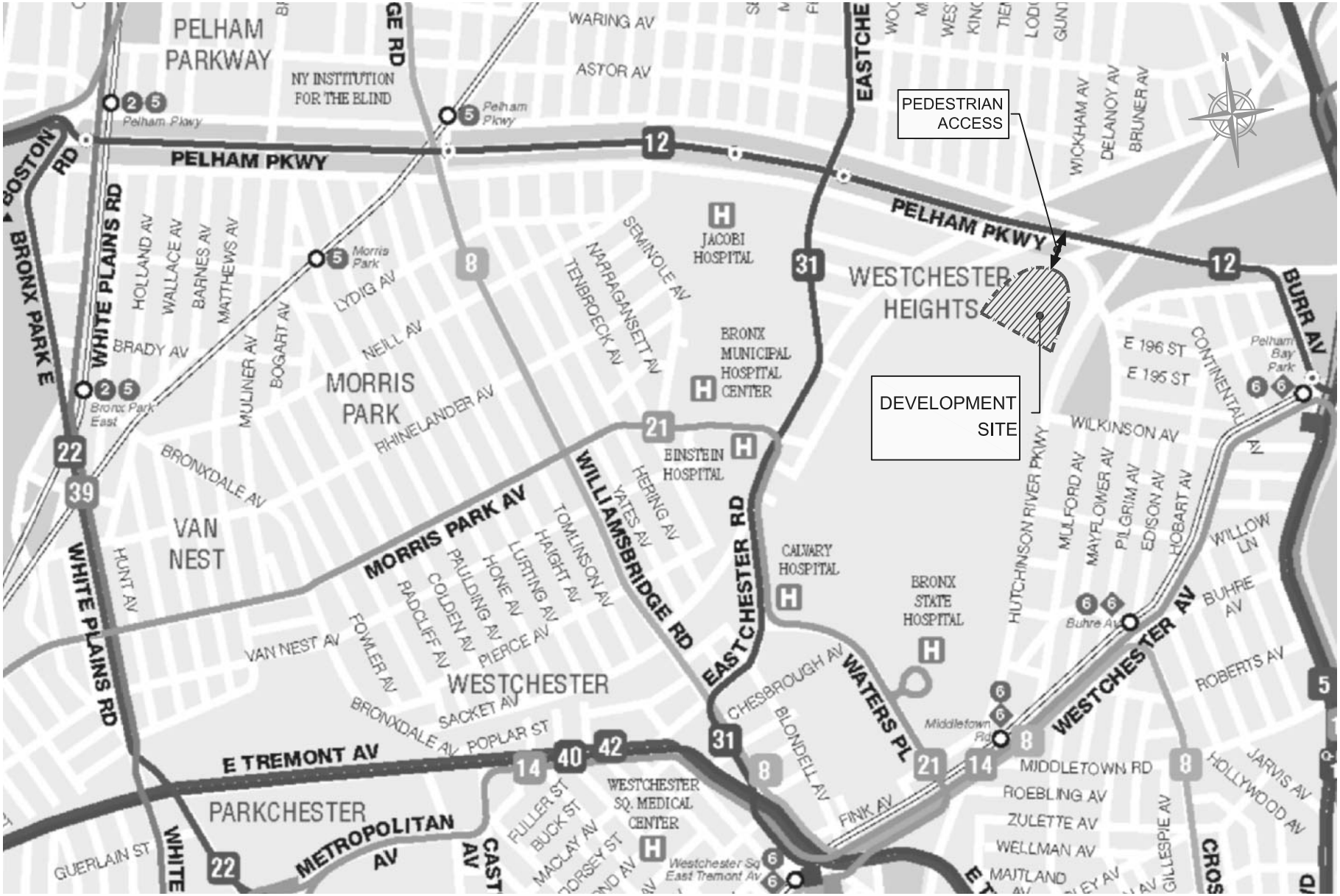
The parking studies in the EIS will focus on the 500-space parking garage to be provided as part of the proposed PSAC II development, and its ability to accommodate the projected PSAC II parking demand for both staffing level conditions at the site. As part of this task, net parking accumulation profiles will be developed for the Typical and Consolidated Operating conditions. Due to the remote nature of the proposed development site and the intent to accommodate all projected traffic onsite, it is not proposed to conduct area-wide on-street parking inventories.
As the Proposed Action would result in the direct displacement (or elimination of) surface parking areas for the adjacent Hutchinson Metro Center, the EIS will also separately quantify and assess the loss of this accessory parking from the Hutchinson Metro Center.

Transit and Pedestrian Analyses

Pedestrian access to the proposed development site is available from the Waters Place driveway, which would be mapped as a public street, as well as from the Pelham Parkway. The Pelham Parkway pedestrian access to the proposed development site is shown in Appendix A, Figure 2. Due to the distance between the proposed development site and Waters Place, it is expected that the majority of pedestrians will utilize the Pelham Parkway corridor to access the proposed development site. Pedestrian analyses will focus on pedestrian connections to the proposed development site from the Pelham Parkway.

Appendix A, Figure 2 shows the proposed development site in relation to the area bus and subway transit facilities. As shown, there are no subway stations in the immediate vicinity of the proposed development site. The nearest subway station is the Pelham Bay Park station on the 6 subway line, which is located more than a half a mile to the southeast of the proposed development site at the Bruckner Expressway; the Williamsbridge Road station is located more than a mile west of the site, which serves the 5 subway line; while the Pelham Parkway station at White Plains Road, is located approximately 2 miles west of the site, which serves the 2 subway line. All three of these stations have a direct connection to the Bx12 bus route, which travels along the Pelham Parkway, directly north of the proposed development site. It is expected that both bus and subway based trips will use the Bx12 bus route to access the proposed development site.

Transit analyses will focus on the above referenced transit facilities to assess potential Action-related impacts during peak hour conditions.



SOURCE: MTA BRONX BUS MAP.

Figure not to scale.