PUBLIC SAFETY ANSWERING CENTER II
EXECUTIVE SUMMARY

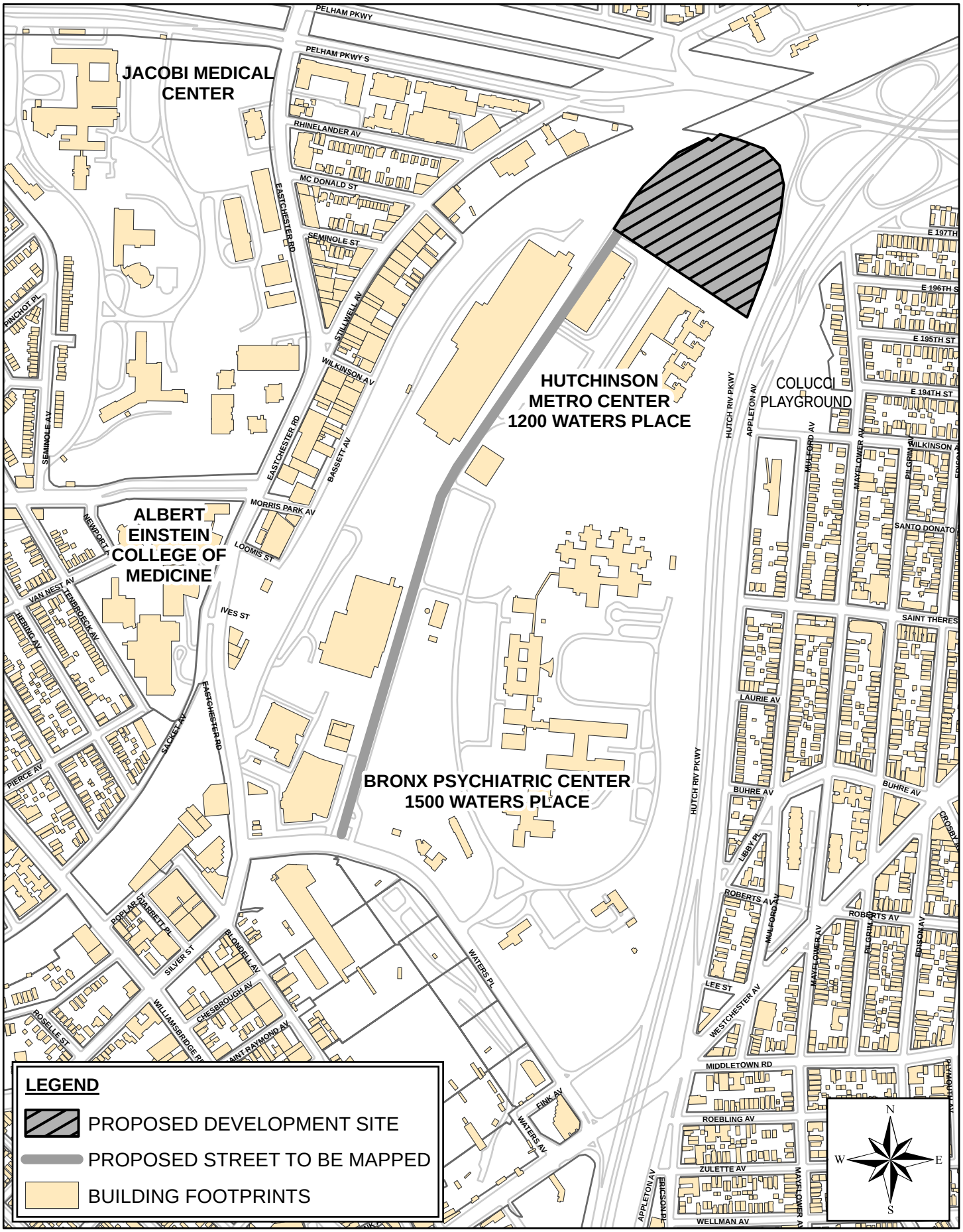
A. INTRODUCTION

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

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

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

Figure S-1
Location Map



Source: NYC DCP, NYC DOiTT

FIGURE NOT TO SCALE

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

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

B. PURPOSE AND NEED

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

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

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

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

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

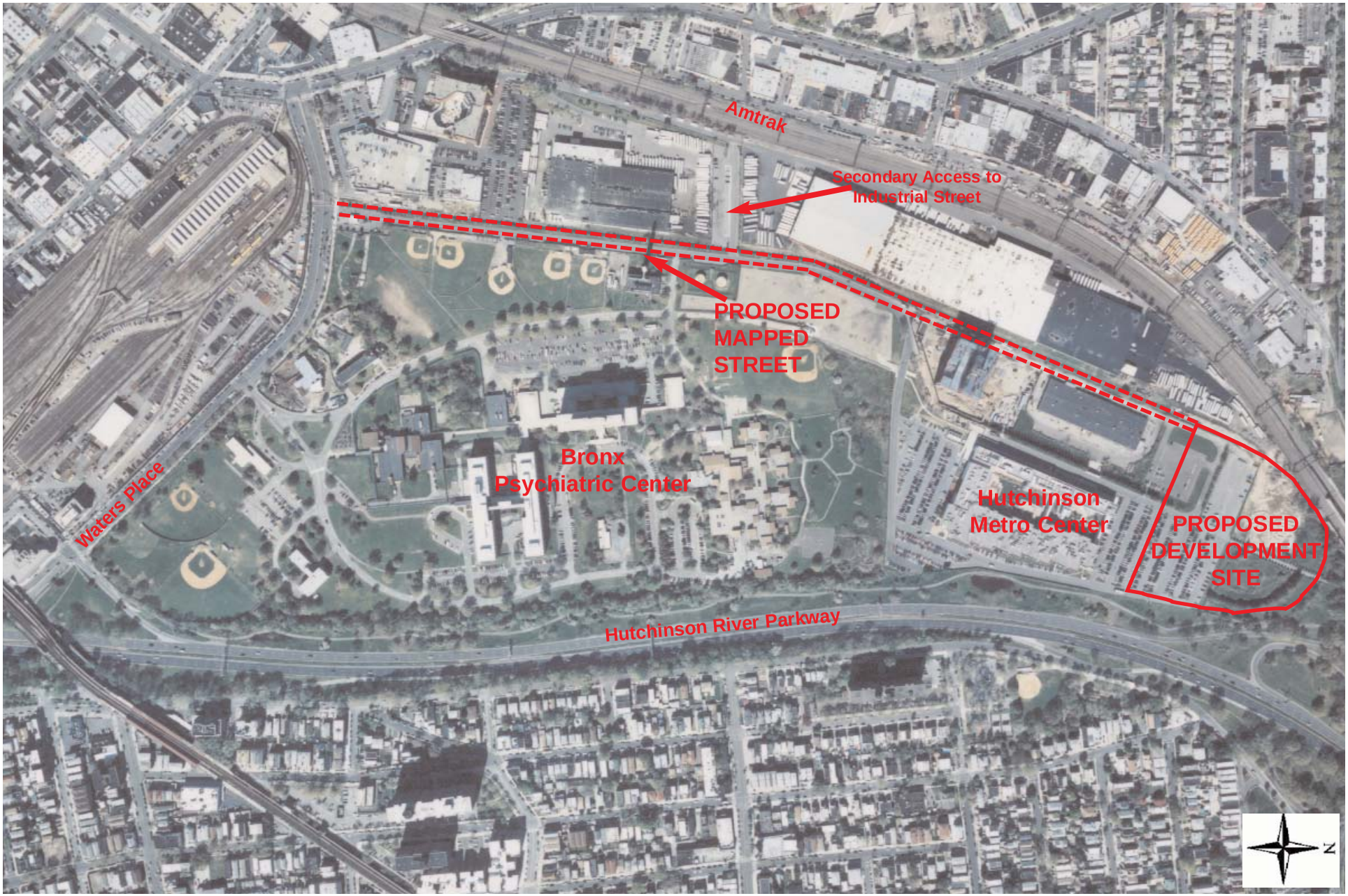
The proposed development site also has vehicular access and is accessible from a number of major highways, including I-95, the Bronx River Parkway, the New York State Thruway, and the Cross Bronx Expressway. In addition, it has excellent radio and microwave transmission/reception. Furthermore, the necessary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

C. PROJECT SITE AND ITS CONTEXT

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

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

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



PSAC II EIS

Figure S-2

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

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

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

D. DESCRIPTION OF PROPOSED ACTION

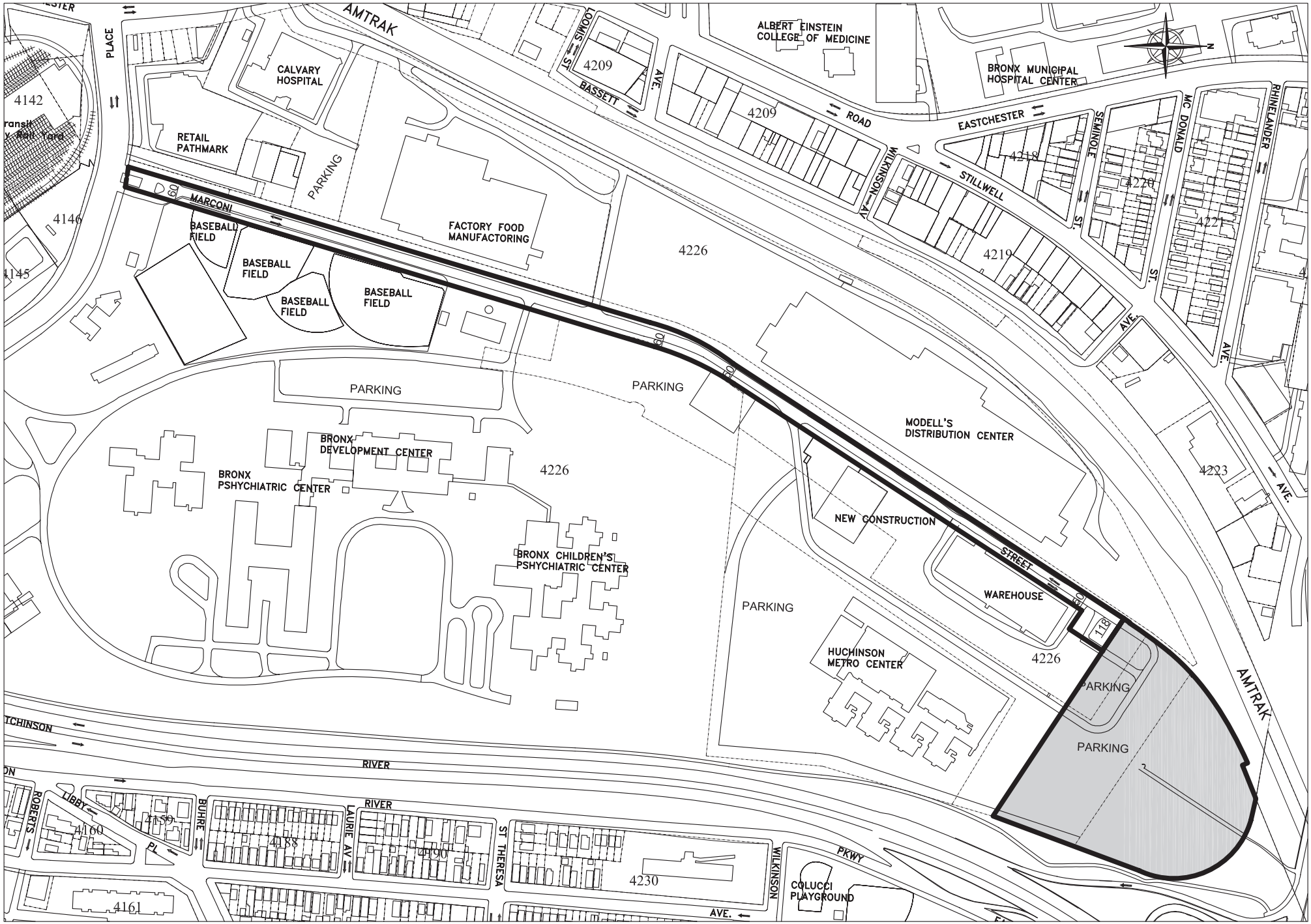
The proposal for PSAC II requires the following discretionary actions that are subject to approval through the Uniform Land Use Review Procedure (ULURP) under City Charter Section 197(c), including:

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

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

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

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



PSAC II EIS

Figure S-3
Proposed Public Street

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

Development Program

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

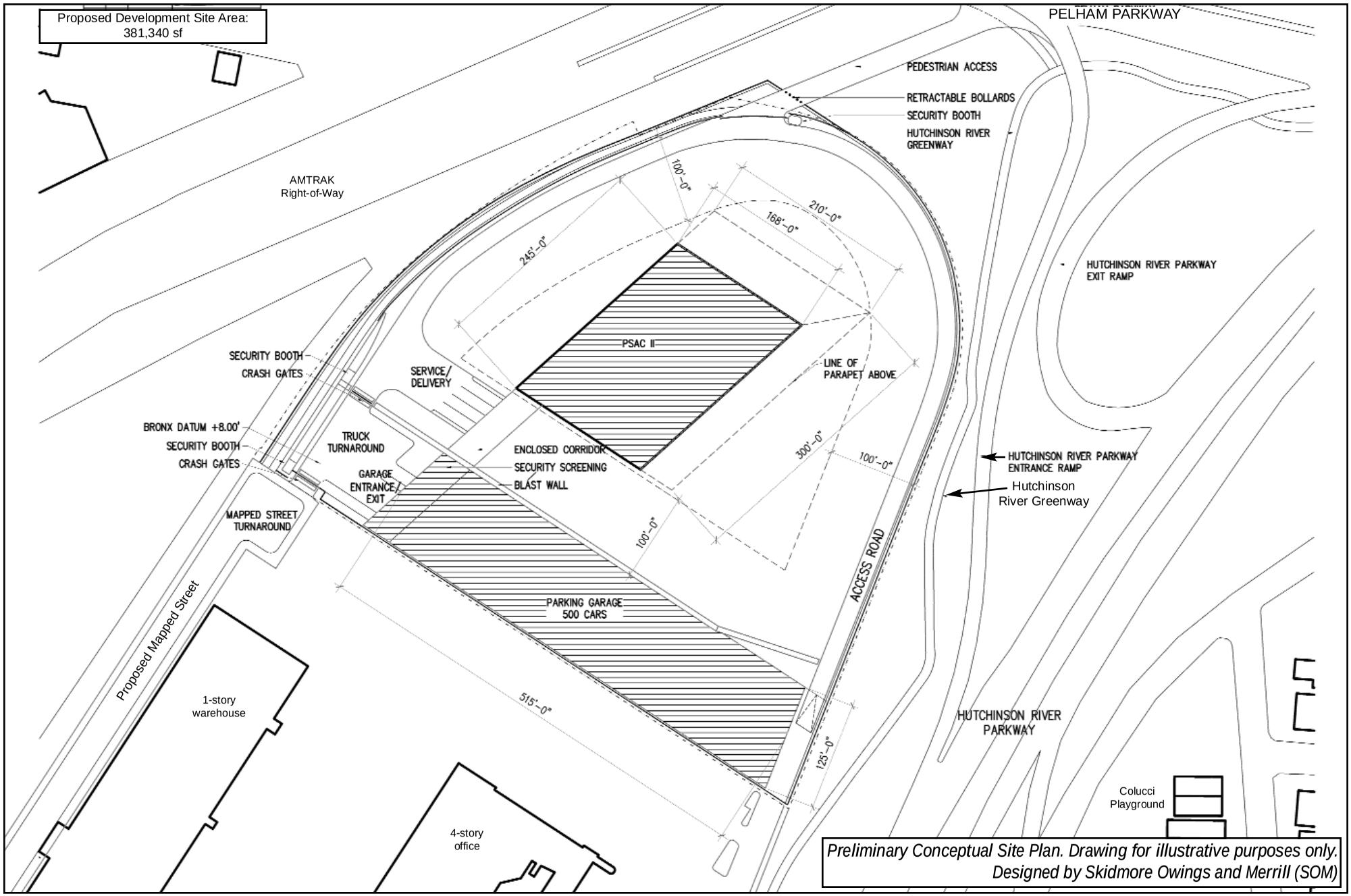
The proposed development would comply with all applicable laws and ordinances, including the recently enacted Green Buildings Law (Local Law 86) governing sustainable design. Green building design, or sustainable design, strives to reduce a building's impact on its occupants and the environment. Sustainable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

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

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

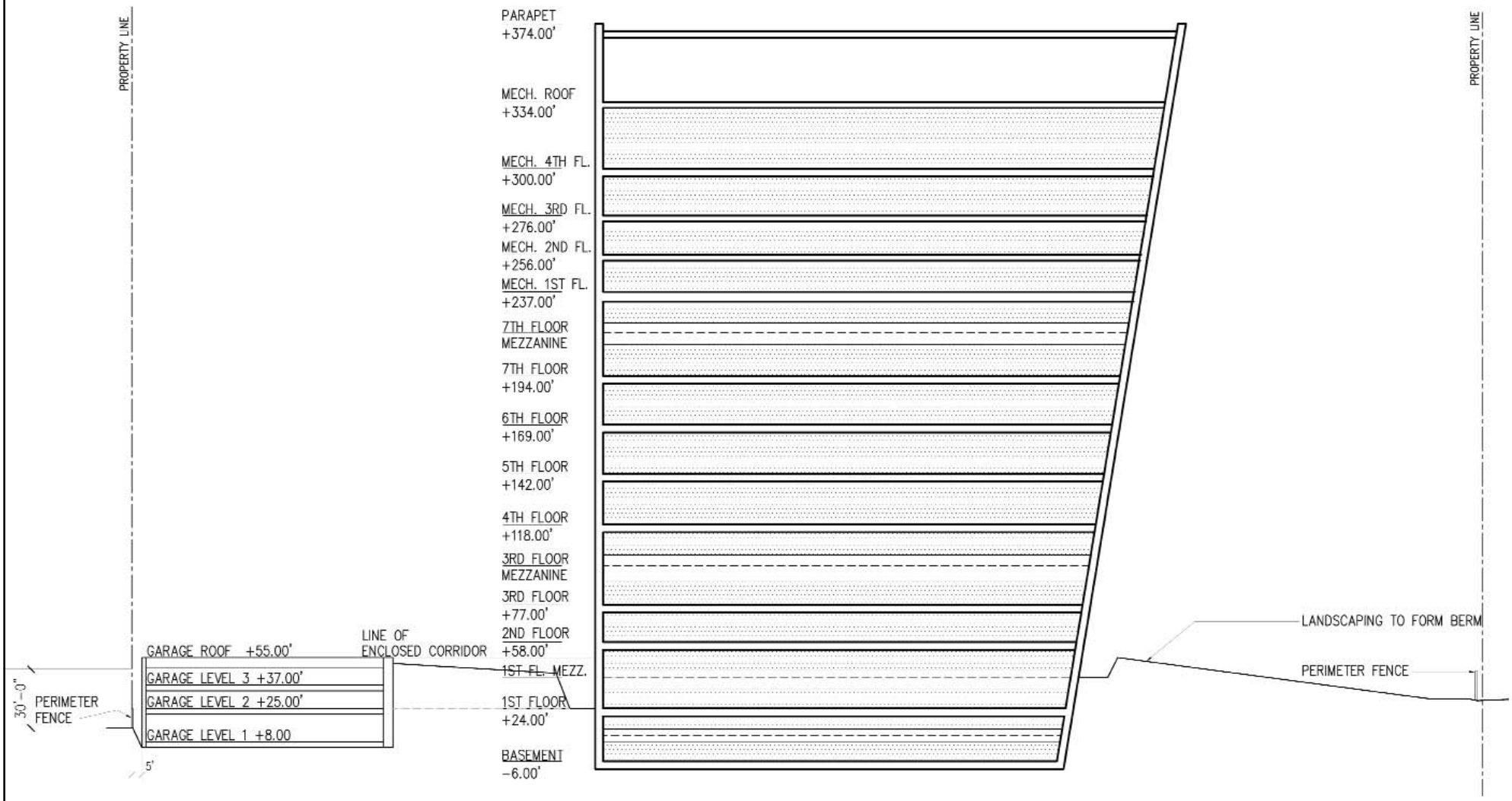
The accessory parking garage would be constructed at the southern edge of the development site. The proposed garage would accommodate approximately 500 vehicles and would be accessible from the proposed public street through a gated security entrance to the site. The accessory parking garage would contain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

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



PSAC II EIS

Figure S-4
Preliminary Site Plan



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

PSAC II EIS

Figure S-5
Preliminary Section

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

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

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

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

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

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

E. FRAMEWORK FOR ANALYSIS

Scope of Environmental Analysis

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

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

Analysis Year

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

Definition of Study Areas

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

Defining Baseline Conditions

Existing Conditions

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

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

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

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

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

2012 Future With the Proposed Action (Build Condition)

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

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

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

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

F. REQUIRED APPROVALS

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

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

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

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

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

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

G. FUTURE WITH THE PROPOSED ACTION (BUILD CONDITION)

Land Use, Zoning, and Public Policy

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

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

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

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

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

Open Space

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

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

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

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

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

Shadows

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

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

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

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

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

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

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

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

Urban Design and Visual Resources

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

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

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

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

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

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

Neighborhood Character

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

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

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

Hazardous Materials

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

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

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

Waterfront Revitalization Program (WRP)

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

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

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

Infrastructure

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

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

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

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

Solid Waste and Sanitation Services

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

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

Energy

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

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

Traffic and Parking

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

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

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

Table S-1
Summary of Impacted Intersections

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

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

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

Transit and Pedestrians

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

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

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

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

Air Quality

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

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

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

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

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

Noise

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

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

Construction Impacts

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

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

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

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

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

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

Public Health

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

H. MITIGATION

Hazardous Materials

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

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

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

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

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

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

Traffic

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

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

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

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

Temporary Consolidated Operations

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

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

I. ALTERNATIVES

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

No Action Alternative

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

No Impacts Alternative

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

Alternative Site Alternative

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

Pelham Parkway Site Access Alternative

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

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

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

911 Call and Dispatch Center Alternative

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

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

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

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

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

J. UNAVOIDABLE ADVERSE IMPACTS

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

K. GROWTH INDUCING ASPECTS OF THE PROPOSED ACTION

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

L. IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

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

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

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

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