

PUBLIC SAFETY ANSWERING CENTER II CHAPTER 2: LAND USE, ZONING, & PUBLIC POLICY

A. INTRODUCTION

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

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

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

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

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

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

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

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

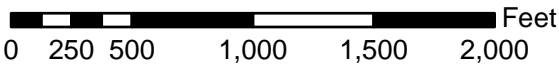
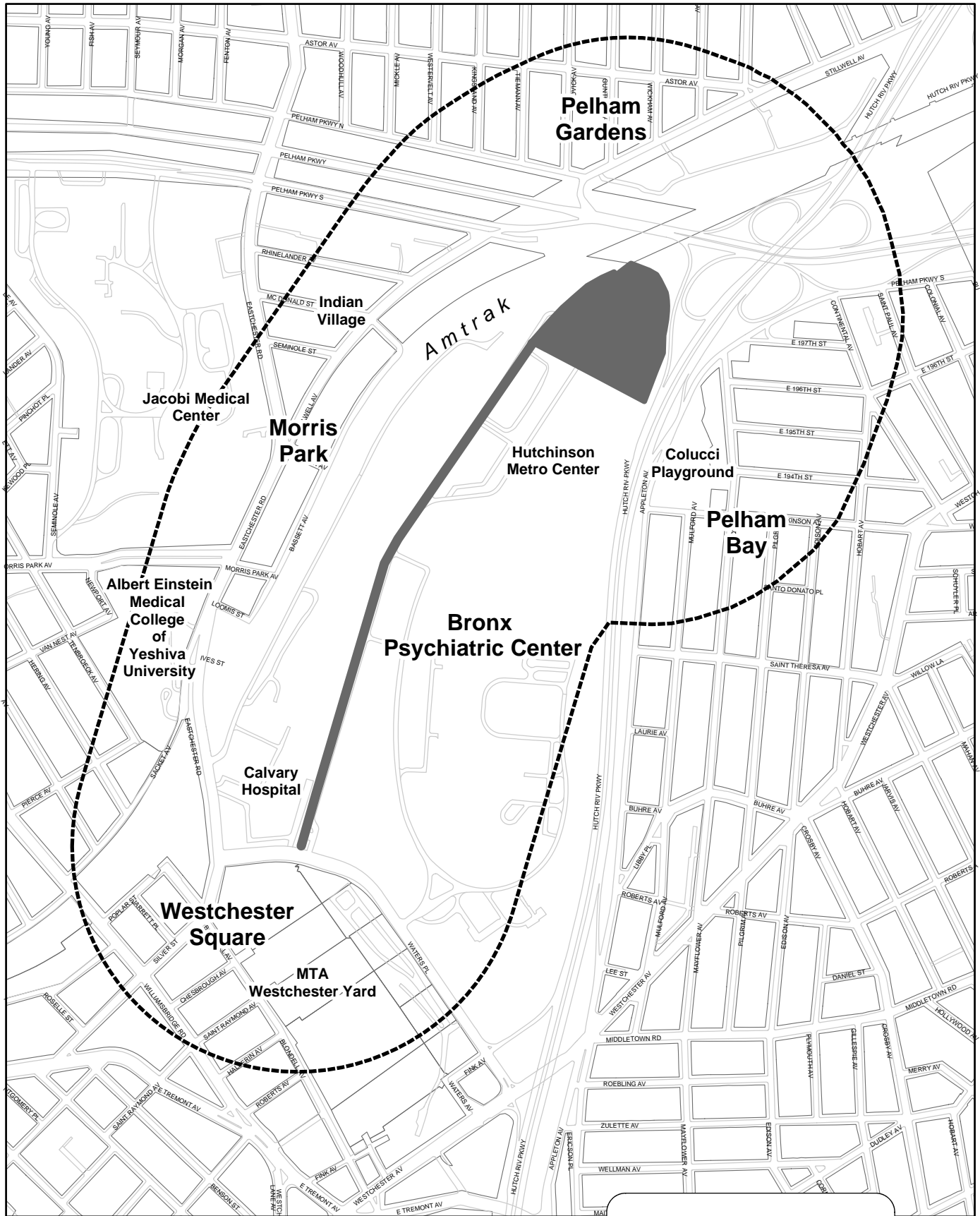
No zoning changes are proposed for the Project Site and the proposed development would be consistent with the site's M1-1 zoning and conform to the New York City Zoning Resolution's bulk requirements regarding floor area, and height and setback regulations. As the proposed development would not comply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

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



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

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

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



Legend

-  Quarter Mile Radius
-  Project Site

B. EXISTING CONDITIONS

Land Use

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

Project Site

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

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

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

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

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

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

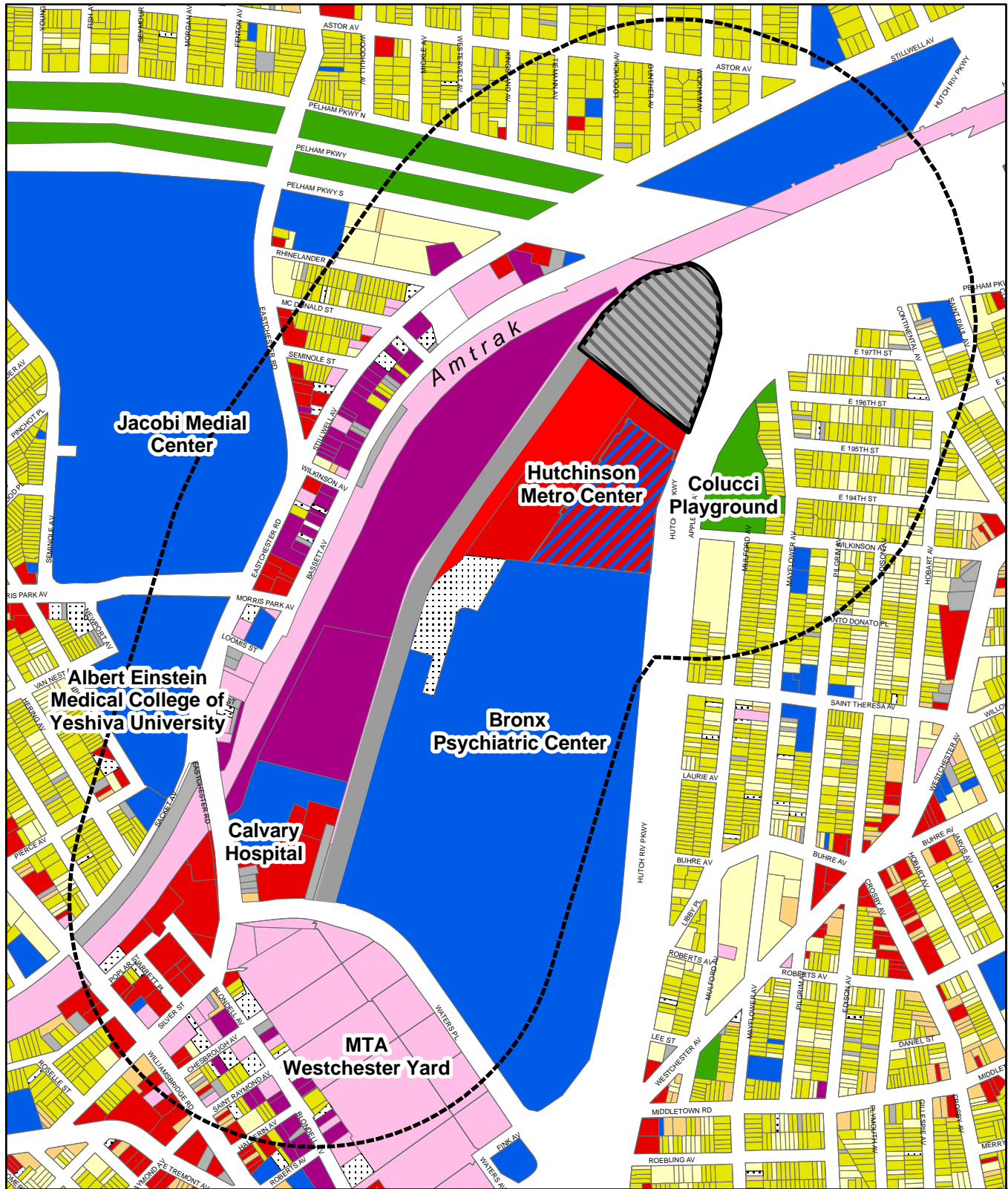
There are no existing structures on the proposed development site. The northern portion of the proposed development site is occupied by vacant land that formerly accommodated two little league baseball fields (Block 4226, Lot 75). The two ball fields are no longer functional, enclosed by fencing, and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

Study Area

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

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

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



Legend

- | | | | | | |
|---|------------------------------|---|--|--|----------------------------------|
|  | Proposed Development Site | Land Use |  | Transportation & Utility | |
|  | Proposed Street to be Mapped |  | Residential |  | Public Facilities & Institutions |
|  | Quarter Mile Radius |  | Multi-Family Residential |  | Open Space & Outdoor Recreation |
| | |  | Mixed Use |  | Parking Facilities |
| | |  | Commercial |  | Vacant Land |
| | |  | Industrial & Manufacturing |  | Commercial & Institutional |

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

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

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

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

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

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

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

Indian Village

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

Pelham Gardens

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

Pelham Bay

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

Westchester Square

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

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

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

Other Major Land Uses Extending Beyond the Study Area

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

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

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

Development Trends

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

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

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

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

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

The opening of the approximately 460,000 sf office building of the HMC increased the Bronx's commercial office market by approximately 25 percent in 2001.⁴ Located less than a mile from four major medical centers, the office complex has attracted a number of health-care related groups, including the Visiting Nurse Service of New York. The HMC is also one of a handful of major commercial development projects in the Bronx. As discussed below in the Future Without the Proposed Action Section, the office complex is anticipated to undergo a major expansion more than doubling its current office space with the addition of approximately 502,000 gsf of new office as well as a 150-room hotel by 2012 ("Towers at HMC").

Zoning

Project Site

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

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

ZONING MAP

1111 NY YORK CITY PLANNING COMMISSION

Major Zoning Classifications:
 The number(s) and/or letter(s) that follows an **R**, **C** or **M** district designation indicates use, bulk and other controls as described in the text of the Zoning Resolution.

- R RESIDENTIAL DISTRICT
- C COMMERCIAL DISTRICT
- M MANUFACTURING DISTRICT

- AREA(S) (R) / (M) / (C)
- ||||| CITY DISTRICT (S) OF (R) / (M) / (C)
- / 10 2005 C 060.0.0.0.4.MX

- Project Site
- 1/4-Mile Study Area

SHOWN (IN THIS) DISTRICT
 The letter(s) within the shaded area indicates the special purpose district as described in the text of the Zoning Resolution.

- (D) RESTRICTIVE DECLARATION
- (E) CITY ENVIRONMENTAL QUALITY REVIEW WITH CHALLENGE

ZONING MAP 4a & b

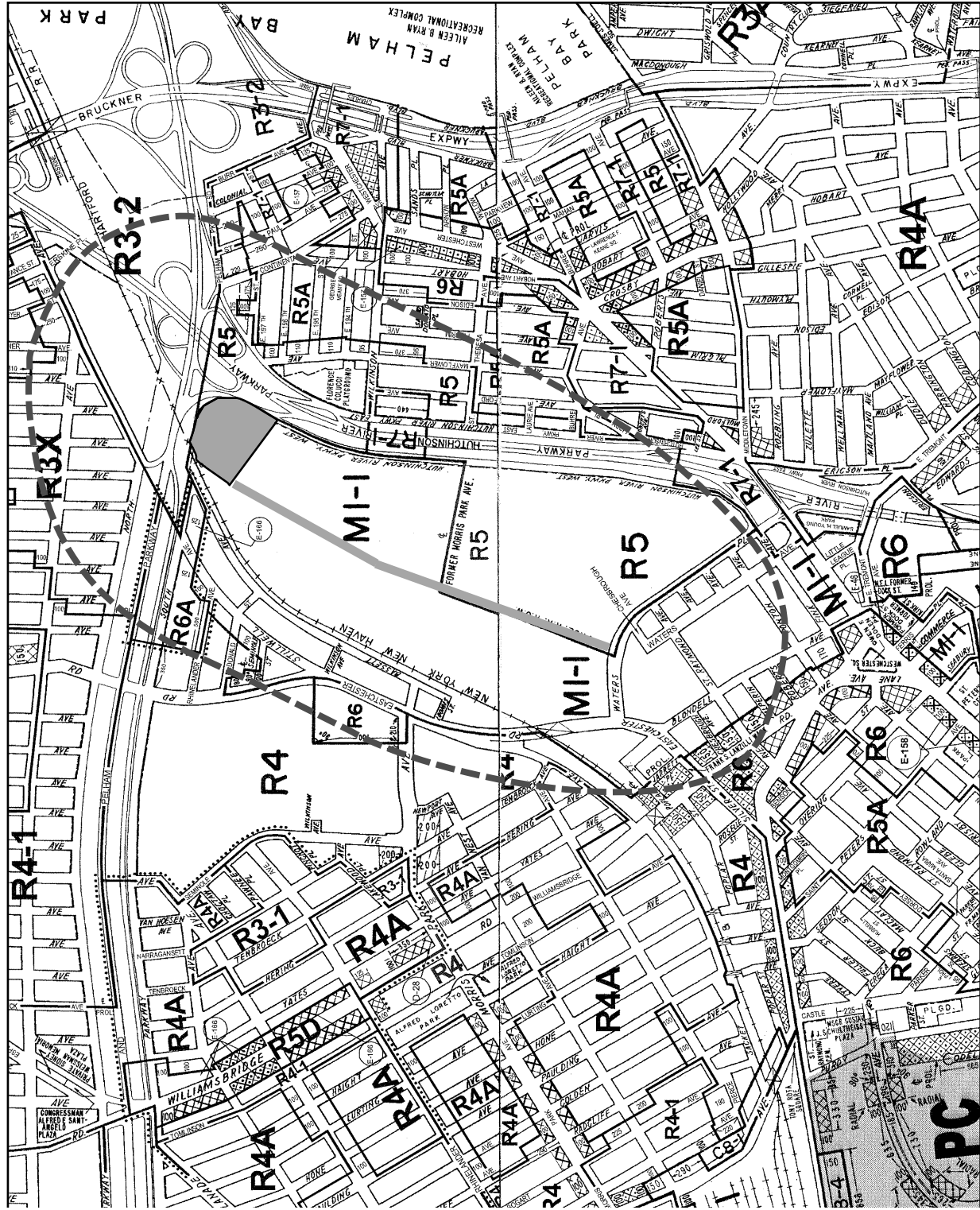
MAP KEY

1d	2b	2d
3c	4a	4c
3d	4b	4d

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NOTE: Zoning information as shown on this map is subject to change. For the most up-to-date zoning information for this map, check the Department of City Planning website: <http://www.nyc.gov/html/dcp/html/ubas/zoning.html> or contact the Zoning Information Desk at (718) 770-3291.

PSAC II EIS



C1-1 C1-2 C1-3 C1-4 C1-5 C2-1 C2-2 C2-3 C2-4 C2-5 C2-6 C2-7 C2-8

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

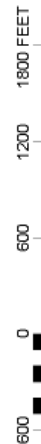


Figure 2-3
Existing Zoning

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

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

Study Area

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

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

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

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

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

Definition of Terms / Abbreviations:

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

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

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

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

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

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

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

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

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

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

Recent Rezoning Actions

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

Pelham Parkway/Indian Village Rezoning

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

Pelham Bay Rezoning

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

Westchester Square Rezoning

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

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

Pelham Gardens Rezoning

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

Public Policy

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

Waterfront Revitalization Program (WRP) / Coastal Zone Management

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

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

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

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

Commercial Expansion Program (CEP)

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

“Fair Share” Criteria

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

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

Land Use

Project Site

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

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

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

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

Study Area

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

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

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

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

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

TABLE 2-2
No-Build Developments

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

Notes:

¹ Approximately 1,432 required accessory parking spaces would be provided within two attended garages located beneath Tower 1 and Tower 2 and the remaining 253 required accessory spaces would be provided by operating the lot located at the southern boundary of the HMC site as an attended lot that would contain 687 spaces.

² This project involves the construction of a new approximately 125,000 sf ambulatory care pavilion as well as the renovation of approximately 36,590 sf of adjacent space within the north and west wings of the existing main hospital building.

³ This project involves the construction of five new buildings that will contain a total of approximately 402,100 sf as well as the renovation of approximately 61,000 sf in an existing building.

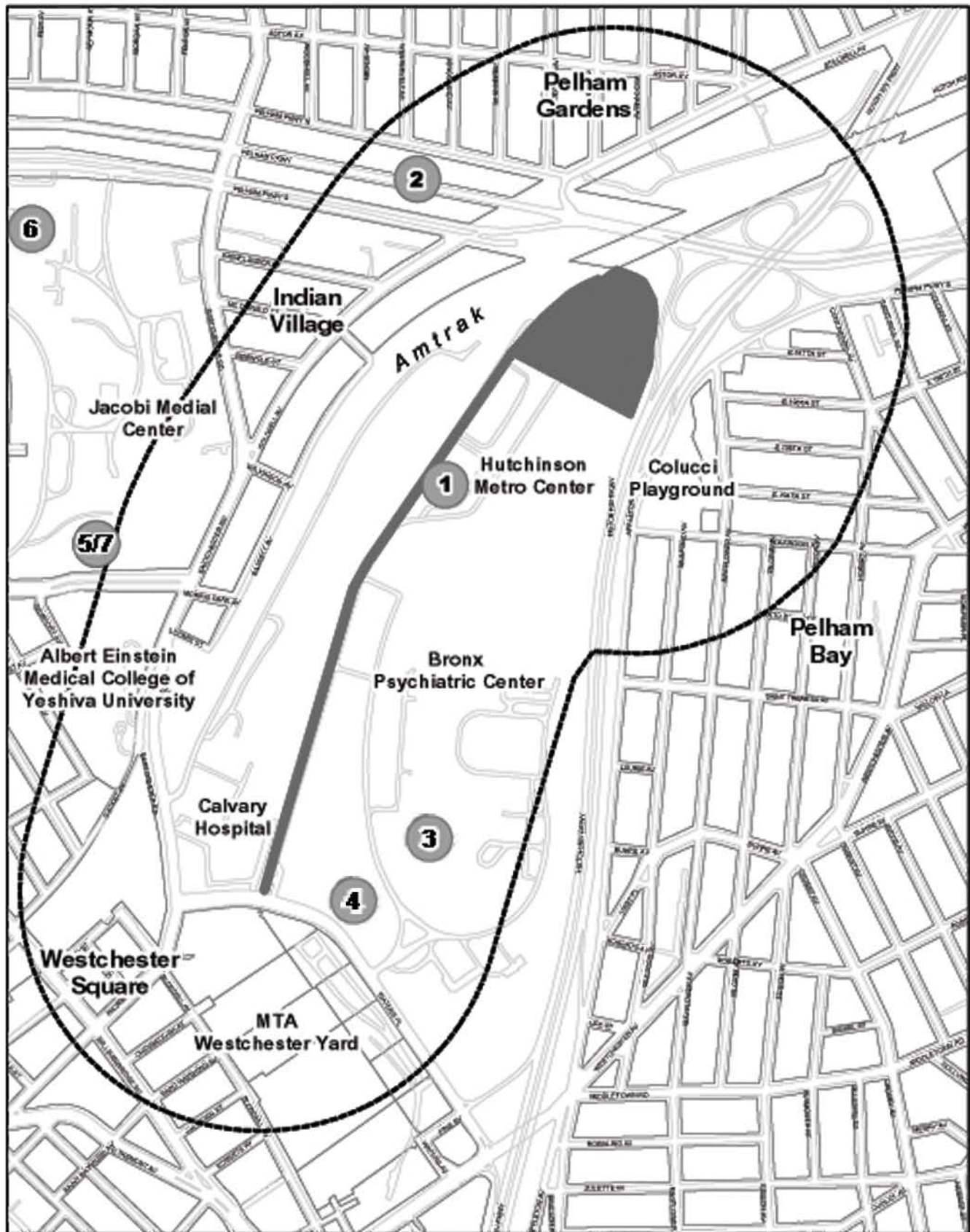
⁴ This project involves the construction of an approximately 42,000 sf building.

Sources: Bronx Office of New York City Planning, Department of Buildings permit searches 01/07 to 11/07, Zoning Analysis and Calculations for Tower 2 @ the HMC, dated 06.23.08, SEORA Environmental Impact Analysis Report for the Bronx Mental Health Redevelopment Project, August 2008.




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

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

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



Legend

-  Quarter-Mile Radius
-  1 No-Build Developments
-  Project Site



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

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

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

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

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

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

Zoning

Project Site

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

Study Area

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

Public Policy

Project Site

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

Study Area

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

D. FUTURE WITH THE PROPOSED ACTION (BUILD CONDITIONS)

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

Land Use

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

Project Site

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

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

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

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

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

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

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

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

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

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

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

Study Area

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

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

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

Zoning

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

Project Site

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

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

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

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

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

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

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

Study Area

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

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

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

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

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

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

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

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

Public Policy

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

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

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

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

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

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

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

E. CONCLUSION

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

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

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

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

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