PUBLIC SAFETY ANSWERING CENTER II
CHAPTER 19: ALTERNATIVES

A. INTRODUCTION

This chapter considers a range of alternatives to the proposed site selection for a public facility, acquisition of privately owned land by the City of New York (the "City"), and City Map changes for the Public Safety Answering Center II ("PSAC II") project as described in Chapter 1, "Project Description." According to the *City Environmental Quality Review (CEQR) Technical Manual*, alternatives considered should reduce or eliminate impacts of an action while substantively meeting the goals and objectives of the action. The range of alternatives to be considered, which include a No Action Alternative, is determined by the nature of the specific action, its potential impacts, the objectives and capabilities of the project sponsor, and feasibility. In addition to considering alternatives that would avoid or reduce Action-related significant adverse impacts, this chapter considers other alternatives that would have similar impacts to the proposed development but are intended to advance specific goals and objectives.

The analysis first considers the No Action Alternative, in which the proposed acquisition of property, site selection, mapping and other land use actions are not undertaken. A No Impacts Alternative is also assessed, in which there is a change in density or program design in order to avoid the potential impacts associated with the Proposed Action and the resultant PSAC II development. The third alternative considered is an Alternate Site Location Alternative, which evaluates the possibility of locating the proposed PSAC II development elsewhere in the City. A fourth alternative considers an Alternate Site Access Alternative, in which the proposed PSAC II development is accessed from the northwest via a new private roadway connection from the Pelham Parkway. Lastly, this chapter analyzes a 911 Call and Dispatch Center Alternative, which was developed by the New York City Police Department (NYPD), Fire Department of the City of New York (FDNY), New York City Department of Information Technology and Telecommunications (NYCDOITT), and the New York City Department of Citywide Administrative Services (NYCDCAS) in response to the current budget pressures faced by New York City, and issues raised during the public review process for the DEIS. This alternative assesses the proposed PSAC II development serving as a 911 call and dispatch center only, similar to the existing PSAC I in Downtown Brooklyn. The command center operations for the FDNY and NYPD, which are part of the Proposed Action, would not be located at the proposed development site. In addition, the 911 Call and Dispatch Center Alternative examines a reduced development program for PSAC II that would include a lower building height and less building gross square footage from the Proposed Action.

The chapter discusses the likely environmental effects of each of these five alternatives, and compares them to the anticipated effects of the Proposed Action, where applicable.

B. NO ACTION ALTERNATIVE

The No Action Alternative assumes that the proposed acquisition, site selection, and City Map change would not be implemented. This alternative is discussed and analyzed as the "Future Without the Proposed Action" (i.e., "No-Build Condition") in each of the technical areas addressed in Chapters 2 through 17. It is used as a basis for comparison with the environmental conditions with the Proposed Action and conservatively assumes that the Proposed Action does not move forward.

This analysis compares conditions under the No Action Alternative to conditions with the Proposed Action. The No Action Alternative assumes the City would not acquire the privately owned development site, would not construct the proposed PSAC II development, nor establish a new public street. Under this alternative, it is assumed that the proposed development site (Block 4226, Lot 75 and part of Lots 40 and 55) would not be developed in the absence of the Proposed Action by the analysis year of 2012, and would continue to support largely unimproved, underutilized land. The No Action Alternative would not require any discretionary actions. The effects of this alternative are summarized below and compared to those of the Proposed Action, where applicable.

Land Use, Zoning, and Public Policy

In the future without the Proposed Action, no major land use changes are anticipated for the Project Site. No new public facility uses would be developed at the site, nor would any new employees be introduced to the site. The southern portion of the proposed development site would continue to serve as at-grade accessory parking for the Hutchinson Metro Center (HMC), and the northern portion would continue to accommodate vacant land. The asphalt pedestrian pathway that connects the HMC to the Pelham Parkway would also remain and continue to provide pedestrian access from the Pelham Parkway. Industrial Street will continue to provide vehicular access to the HMC as a private access two-way roadway extending north of Waters Place from an attended gatehouse. Secondary access to Industrial Street would also be provided from an at-grade parking lot located to the west of the roadway, which is accessible from another private access road (Bassett Road) that extends north of Eastchester Road.

Within the surrounding study area, it is expected that the current land use trends and general development patterns would continue under the No Action Alternative, characterized by an increase in the development of as-of-right commercial office space and expansions and improvements to existing community facilities. No major changes to zoning or public policy are anticipated under the No Action Alternative.

The No Action Alternative would not result in some of the benefits expected to result from the Proposed Action—improving and widening the existing pedestrian pathway within the Pelham Parkway right-of-way to the north of the proposed development site, and improvements to the street network through the mapping of Industrial Street as a public street that would be owned and maintained by the City. Furthermore, the proposed development site would not be regarded and landscaped to create a bermed plateau, which would feature abundant landscaping. Nor would this alternative add landscaping to the Pelham Parkway right-of-way to the north of the site.

As discussed in Chapter 2, "Land Use, Zoning, and Public Policy," the Proposed Action would directly displace up to approximately 513 existing accessory parking spaces (16 percent) of the HMC's required parking spaces, thereby resulting in an adverse zoning impact. The Proposed Action

would also cause the HMC site to exceed its permitted maximum floor area. Unlike the Proposed Action, the No Action Alternative would not result in any adverse zoning impacts.

Open Space

Under the No Action Alternative, no new workers would be introduced to the proposed development site, nor would new open space facilities be added. In the surrounding area, anticipated new commercial construction and general background growth would increase the study area's worker and residential populations.

Passive open space ratios under both the No Action Alternative and the Proposed Action would exceed the New York City Department of City Planning's (NYCDCP) guideline ratios for open space adequacy. Under the No Action Alternative, both the passive open space ratio for the ¼-mile study area's worker population and the combined open space ratio for the area's residents and workers would be higher than that with the Proposed Action (under either staffing condition of the proposed PSAC II development). The passive open space ratio for the study area's workers would be 1.22 acres per 1,000 workers in the No Action Alternative, compared to 1.18 acres per 1,000 workers with the Proposed Action under Typical Operations of the proposed PSAC II development (i.e., PSAC II employees only) and 1.15 acres per 1,000 workers with the Proposed Action under temporary Consolidated Operations (i.e., staffs of PSAC I and PSAC II combined). The recommended weighted average ratio under the No Action Alternative would be 0.26 acres per 1,000 residents and workers, and the combined passive open space ratio would be 0.84 acres per 1,000 residents and workers (compared to ratios of 0.82 and 0.80 for the Proposed Action's Typical and temporary Consolidated Operations of PSAC II, respectively).

Shadows

Without any new buildings or structures on the proposed development site, no new shadows would be cast on the open spaces in the study area. While the Proposed Action would result in increased shadows on the Pelham Parkway malls, the Hutchinson River Greenway and Colucci Playground, no significant adverse shadow impacts are anticipated.

Urban Design

With the No Action Alternative, the proposed development site would remain largely unchanged and dramatically different from the Proposed Action, which would add a new substantial public facility development. The area affected by the proposed public street would continue to serve as a private roadway providing access to the HMC. The northern portion of road, which is currently closed, would be reopened to vehicular traffic.

Unlike the Proposed Action, the No Action Alternative would not alter the urban design and general visual character of proposed development site by replacing a largely undeveloped, underutilized approximately 8.75-acre site with a development consisting of an approximately 640,000 gsf office building and a 500-space accessory parking structure. The proposed development would be substantial and on a very visible site in the northeastern Bronx, and is expected to be a considerable change to the surrounding area and a prominent addition to the cityscape, both its immediate environment and from some distance away. The proposed office building would be a tall, modern, and visually distinctive structure in the area, as it would differ from the generally low-to mid-rise existing and anticipated

buildings in the immediately surrounding area. In addition the unlike the No Action Alternative, the Proposed Action would map an existing private road, Industrial Street, as a public street, which would extend north of Waters Place and terminate in a hammerhead cul de sac. Furthermore, like the No Action Alternative, the Proposed Action would not block significant public view corridors, vistas, or natural or built features. Although the changes to the development site would be significant under the Proposed Action, neither the No Action Alternative nor the Proposed Action would result in significant adverse impacts to urban design and visual resources.

Neighborhood Character

Under the No Action Alternative, no major changes would occur to the Project Site. No new buildings or uses would be added to the proposed development site, and the site would continue to be a generally underutilized parcel of land. The proposed development site will also continue to have no public access and Industrial Street would remain a private access roadway for the HMC, and would not be mapped as part of the public street system.

Within the surrounding study area, the various developments that are planned for construction by the year 2012 under the No Action Alternative would not be expected to create substantial changes to the character of the area. Most of these anticipated developments are improvements and expansions to existing institutional and commercial uses that occupy campus-like settings. They would not significantly alter any natural features, street patterns, or block forms. While these developments could result in changes to the character of the areas immediately surrounding the Project Site, under the No Action Alternative, the overall neighborhood character of the area encompassing the Project Site would remain substantially the same as it is today.

Hazardous Materials

Under the No Action Alternative, as the proposed development site would continue in its current condition, there would be no exposure pathways for hazardous materials, nor would there be any cleanup at the proposed development site. A greater amount of ground disturbance in areas where soil is contaminated from hazardous materials would occur under the Proposed Action compared with the No Action Alternative, as more in-ground disturbance is expected to occur with the Proposed Action. However, development under the Proposed Action would be subject to requirements that include subsurface investigations, tank removals, remediation, and construction in accordance with applicable city, state and federal requirements and under site-specific Sampling and Remediation Work Plans and Health and Safety Plans.

Waterfront Revitalization Program

Neither the No Action Alternative nor the Proposed Action would result in any significant adverse impacts to coastal issues.

Unlike the Proposed Action, the No Action Alternative would not result in any new development within the Coastal Zone boundary, nor would it further the goal of encouraging commercial and residential redevelopment in appropriate coastal zone areas.

Infrastructure

Under the No Action Alternative, the southern portion of the proposed development site would continue to serve as at-grade accessory parking for the HMC, and the northern portion would continue to accommodate vacant land. As such, demands on local infrastructure systems, including water supply and sewage treatment, would remain generally the same as existing conditions. As with the Proposed Action, no significant adverse infrastructure impacts would occur under the No Action Alternative.

Solid Waste and Sanitation Services

Demands on solid waste and recycling services would remain generally the same as existing conditions. As with the Proposed Action, no significant adverse solid waste/sanitation impacts would occur under the No Action Alternative.

Energy

Demands on local utility systems, including energy, would remain generally the same as existing conditions. As with the Proposed Action, no significant adverse energy impacts would occur under the No Action Alternative.

Traffic and Parking

In the No Action Alternative, traffic and parking demand levels in the study area would increase as a result of general background growth and future developments in the study area. The No Action Alternative would not include the mapping of an existing private roadway (Industrial Street) as a public street, which is planned as part of the Proposed Action.

Under the No Action Alternative, three intersections would experience congestion on one or more approaches in the weekday AM peak hour, and six intersections would experience congestion on one or more approaches in the midday peak hour. This compares with two and three congested intersections during these respective peak periods under existing conditions. Under the No Action Alternative, it is anticipated that demand for on-street and off-street parking would increase due to new developments and general background growth in the study area. In general, it is anticipated that there would be sufficient on-street and off-street parking spaces in the study area.

Unlike the No Action Alternative, the Proposed Action would result in significant adverse traffic impacts at six signalized intersections in one or more peak periods under Typical Operations of the proposed PSAC II development, and impacts at three additional signalized intersections (or a total of nine impacted intersections) under temporary Consolidated Operations of the facility. The implementation of the proposed mitigation plan would entirely eliminate all of the identified traffic impacts associated with the Proposed Action. No significant adverse impacts to on-street or off-street parking conditions would result from either the Proposed Action or the No Action Alternative. However, unlike the Proposed Action, the No Action Alternative would not directly displace any of the required accessory parking spaces for the HMC.

Transit and Pedestrians

Under the No Action Alternative, there would be no changes to the Project Site and, as a result, no increases in transit or pedestrian activity would occur. Neither the No Action Alternative nor the Proposed Action would result in significant adverse subway or bus impacts, or result in significant adverse impacts to pedestrian facilities.

Air Quality

The No Action Alternative would result in less vehicular traffic than the Proposed Action, and would have lower mobile source emissions. No violations of the National Ambient Air Quality Standards (NAAQS) are predicted to occur either under the No Action Alternative or with the Proposed Action, and both would be consistent with the New York State Implementation Plan (SIP) for the control of ozone and carbon monoxide (CO). Neither the Proposed Action nor the No Action Alternative would result in significant adverse mobile or stationary source air quality impacts.

Noise

As the No Action Alternative would not result in any new uses on the development site, it would not result in any permanent mobile or stationary noise sources. As with the Proposed Action, the No Action Alternative would not create any significant adverse noise impacts on nearby noise sensitive uses.

The noise levels at the monitoring sites in the vicinity of the development site are moderately high and are fairly typical of similar areas in Bronx. With the No Action Alternative, the Leq noise levels at these locations would be higher, with increases of 1.8 dBA or less. Changes of this magnitude would be insignificant and imperceptible. As the No Action Alternative would not be introducing a noise sensitive use in this area, would not result in significant adverse noise impacts as with the Proposed Action.

Construction

Since there would be no development under the No Action Alternative, it would not generate the temporary construction disruptions attributable to the proposed development. However, the economic benefits attributable to construction expenditures and construction jobs under the Proposed Action would not occur under this alternative.

Public Health

Neither the No Action Alternative nor the Proposed Action would result in significant adverse public health impacts. Unlike the No Action Alternative, the Proposed Action would facilitate the construction of a parallel operation to the existing PSAC I in Brooklyn that would augment and provide redundancy to the current emergency 911 response serves in the City. The Proposed Action would improve voice and data communication infrastructures in the City, and therefore, public safety and health by heightening emergency response and disaster recovery capacity in the City using two load-balanced facilities (PSAC I and PSAC II).

Conclusion

While the No Action Alternative would not result in any of the impacts associated with the Proposed Action and resulting proposed PSAC II development, the benefits expected from the Proposed Action relative to land use, urban design, public safety, and WRP consistency, would not be realized under this alternative. The No Action Alternative would not establish a unified emergency communications system that consolidates and streamlines emergency call taking and dispatch operations using two load-balanced facilities (PSAC I and PSAC II). This alternative would fall short of the objectives of the Proposed Action in facilitating a fully redundant and load-balanced call intake and dispatch center for emergency calls that would provide more secure and long range support to the City's 911 system. PSAC I would continue to have limited backup operations and handle all of the call transfer and dispatch functions for all emergency services in the City in the No Action Alternative.

C. NO IMPACTS ALTERNATIVE

It is the City's practice to include, whenever feasible, a "No Impacts" alternative that avoids, without the need for mitigation, all significant environmental impacts of the Proposed Action. As presented in Chapters 2 through 17, the Proposed Action is anticipated to result in significant adverse impacts in the following CEQR technical areas: hazardous materials and traffic, as well as an adverse zoning impact.

To avoid the identified traffic impacts, this alternative would have to reduce traffic generated by the proposed PSAC II development by approximately 91 percent, or no more than five (5) additional vehicle trips at the southbound right-turn of the East Tremont Avenue and Silver Street intersection. Given the staffing levels projected for the proposed PSAC II facility, and the lack of accessible transit facilities in the immediate area, this would make the possibility of constructing the proposed development at this site highly unlikely.

In addition, given the recognized environmental conditions identified on portions of the proposed development site, this alternative would limit development to those areas of the site that do not require additional testing or cleanup.

As discussed in Chapter 2, "Land Use, Zoning, and Public Policy," an adverse zoning impact was identified, however it would not be considered significant. To avoid the identified zoning impact, the proposed PSAC II facility would be limited to a smaller portion of the site, in order to avoid the direct displacement of any of the required accessory parking spaces for the HMC, as well as preserve a large enough zoning lot for the HMC to comply with bulk regulations of the site's M1-1 zoning. This would limit the available site area to approximately 45 percent of the proposed development site under the Proposed Action, which comprises the northern portion of the site. As with the Proposed Action, the No Impacts Alternative would not result in any significant adverse zoning impacts. However, given the programmatic and security needs of the PSAC II facility, this Alternative would render the site infeasible for the proposed functions.

Conclusion

The No Impacts Alternative would avoid the Proposed Action's identified significant adverse impacts. However, this No Impacts Alternative is not an acceptable alternative to the Proposed Action. By

significantly limiting the area on the proposed development site that could be developed and the overall level of development, this alternative would fail to meet the key objectives of the Proposed Action, which include: enhance the City's emergency communications system and infrastructure by providing a second load-balanced 911 center that would work in conjunction with the existing PSAC I; improve voice and data communications infrastructures in the City, and therefore, public safety by heightening emergency response ability and disaster recovery capacity; and strengthen the City's ability to maintain communication in the event of any emergency, such as natural disaster or terrorist attack, etc. As such, this alternative would not meet the goals and objectives of the Proposed Action, and accordingly, it is not considered for purposes of further analysis.

D. ALTERNATE LOCATION ALTERNATIVE

This alternative assumes that the proposed public facility, PSAC II, would be located at an alternative location within the City.

The programmatic requirements for PSAC II necessitate an approximately 640,000 gsf office building and accessory parking for 500 vehicles. The proposed office building would accommodate the City's second 911 call intake and dispatch center and command control center operations for the Fire Department of New York City (FDNY) and the New York City Police Department (NYPD), as well as related mechanical and data systems. Given the public facility's functions, it would require extensive exterior security measures, including a minimum 100-foot buffer ("stand-off") zone on all sides of the proposed office building. As no other buildings or structures could be located within the 100-foot security buffer distance, this security requirement demands a relatively large site for PSAC II. The proposed site would need to occupy a minimum of approximately 4 acres of land.

Over the past decade, as part of the current planning process, and in response to comments made at the public scoping meeting, several other alternative sites for the proposed PSAC II development have been considered, most of which are located outside of the borough of the Bronx. Several of these alternate locations included one other site in the Bronx, six sites in Queens, one site in Staten Island, and one site in Manhattan. Some of the sites considered included: (1) the Harlem River Yard in the South Bronx; (2) Fort Totten in northeastern Queens; (3) the Ridgewood Reservoir in southwestern Queens; (4) Sixth Road and 151st Street in northern Queens; (5) 30-30 Northern Boulevard in western Queens; (6) the former Elmhurst Gas Tank Location in southwestern Queens; (7) the Phelps Dodge site in southwestern Queens; (8) the former GATX property in northern Staten Island; and (9) West 44th Street and Eleventh Avenue in Midtown Manhattan. These sites consisted of both private and publicly owned property. None of these alternate locations proved viable for the reasons detailed below.

Readers of this description of the alternate site locations for the proposed PSAC II development should understand that there is a limitation on the ability to disclose information on matters, which relate to extraordinary sensitive and highly confidential security concerns and analyses leading to the site selection for this necessary public facility. Disclosure of such matters would imperil the very security needed for the operation of this facility.

Each of these nine alternative locations for the proposed PSAC II development was found to be unsuitable, as each alternate site did not meet one or more of the selection criteria for siting the proposed public facility. These criteria include: access to public transportation; vicinity to main arterial roadways; available utilities (access to separate grids/distributions); location of technologies;

radio propagation; and security requirements. In addition to the criteria above, the following siting criteria, listed in the Citywide Statement of Needs, was also considered for each alternative site including: strategic location to PSAC I at MetroTech Center in Downtown Brooklyn, excellent radio and microwave transmission and reception, and a secure facility.

The following provides a qualitative description of each of the alternative sites listed above:

Alternate Locations Considered

Fort Totten, Queens

Fort Totten is an approximately 147-acre peninsula jutting out into the Long Island Sound on the northeastern shore of Queens to east of the Throgs Neck Bridge and the Clearview Expressway (Route 295). Located at the northeastern tip of Queens Community District 7, the site is relatively secluded. Little Bay Park and the Cross Island Parkway border the southwestern edge of the site and the remainder is surrounded by water.

A significant amount of Fort Totten is public parkland and is under the jurisdiction of the New York City Department of Parks and Recreation (NYCDPR). Approximately 50 acres of the site serves as shoreline open space and as a historic site. The US Army Reserve's 77th Division also occupies a significant portion of the site and the New York Police Department (NYPD) and the Fire Department of New York (FDNY) use parts of Fort Totten for office space and as a training center.

This site is primarily zoned for low-density residential uses, except for its southeastern edge, which is zoned for low-density commercial uses. A special purpose NA-4 zoning overlay district is mapped over the entire peninsula. Most of the peninsula is located within the Fort Totten Historic District, a New York City Landmarks Preservation Commission (NYCLPC) designated historic district. The water surrounding Fort Totten is within the East River-Long Island Sound Special Natural Waterfront Area (SNWA) and is a significant coastal fish and wildlife habitat.

The area further to the south of the site across the Cross Island Parkway is primarily residential and of part of the Bay Terrace neighborhood of Queens. There is limited public transportation access to the site. Bus service includes the Q13 and Q16 bus routes that travel on Bell Boulevard and Willets Point Boulevard, respectively. Both the Q13 and the Q16 bus routes connect Fort Totten to the no. 7 subway line terminus at Roosevelt Avenue and Main Street in Flushing, Queens. The site is accessible by vehicle, and Totten Road, a two-way local street, serves as the sole access/egress route for the site. This roadway connects to an interchange with the Cross Island Parkway just outside of the Fort.

As the majority of this site is comprised of public parkland or zoned for low-density residential uses, and is also within a special natural district zoning overlay, it would not be able to accommodate the scale and density of the proposed PSAC II development, which has programmatic needs of approximately 640,000 gsf of public facility space, including office and mechanical space, as well as a 500-space accessory parking facility. In addition, the siting of the proposed PSAC II development on Fort Totten could potentially result in the displacement of the US Army Reserve's 77th Division and/or the alteration of public parkland. Furthermore, most of the site is located within an NYCLPC designated New York City historic district, which would require a certificate of appropriateness from the NYCLPC.

Ridgewood Reservoir, Queens

Ridgewood Reservoir is a decommissioned 19th century reservoir that is located in southwestern Queens on the Queens-Brooklyn border. Originally built in the late 1850s to provide potable drinking water to the city of Brooklyn, the Ridgewood Reservoir served as part of the City's water supply until it was decommissioned and then drained in the late 1980s.

This site comprises more than 50-acres and is part of Highland Park and under the jurisdiction of the New York City Department of Parks and Recreation (NYCDPR). The reservoir and park comprise more than 141 acres and are roughly bounded on the north by the Jackie Robinson Parkway, on the south by Highland Boulevard and Jamaica Avenue, on the west by Bulwer Place and Warwick Street, and on the east by Cypress Hills National Cemetery. Following its decommissioning, the Ridgewood Reservoir has naturally became forested land and a grassy march, which has attracted a wide variety of fauna. The reservoirs outer basins are filled and completely vegetated, while the middle basin contains a fresh water pond. A bicycle trail along the perimeter of the reservoir has also become part of the 40-mile Brooklyn-Queens Greenway.

The surrounding area consists primarily of cemeteries to the north and east, low-to mid-density residentially zoned areas to the south, and parkland to the west. There is limited local bus and subway service. The B13 bus route travels along Cypress Hill Street to the west, and the Q56 bus route runs on Jamaica Avenue to the south. The B13 bus route provides a connection to the Fresh Pond Road and Forest Avenue station serving the M subway line and the Crescent Street station serving the J and Z subway lines, and the Q56 bus route provides a connection to the Broadway Junction station serving the A, C, L, J and Z subway lines. The site is accessible by vehicle from the Jackie Robinson Parkway and Vermont Place. The city is currently working to revitalize Highland Park and make it a destination park.

This site is mapped parkland and therefore, would require the alienation of publicly accessible open space to permit the construction of the proposed PSAC II development. In addition, the siting of the proposed PSAC II facility at the Ridgewood Reservoir would likely result in significant adverse natural resources impacts.

Sixth Road and 151st Street, Queens

This site at Sixth Road and 151st Street is waterfront site located along the northern shoreline of Queens in Community District 7. It situated to the north of the Cross Island Expressway along the southern side of the East River mid-way between the Whitestone Bridge/Whitestone Expressway and the Throgs Neck Bridge/Clearview Expressway.

Sixth Road is a short roadway that extends for one block between 151st Street and 151st Place. To the north of Sixth Road the area is defined by light industrial and vehicular and open storage uses, whereas the area to the south is primarily residential. Relatively large single-family detached homes characterize most of the area to the south and west of the site, which is known as Beechhurst and part of the larger Whitestone area. Further to the south of the site is a central shopping district, centered on the intersection of Clintonville Street and 14th Avenue.

The site is zoned for light industrial use. A small high performance industrial zoning district is mapped along the waterfront from roughly 151st Street to 154th Place to the north of Seventh Avenue/Powell's Cove Boulevard and Tenth Avenue. Low-density residential zoning districts encompass this small light industrial district. A significant portion of the existing high performance industrial district is

proposed to be rezoned to permit a residential development on an approximately 13-acre waterfront site.

Because the site is in a relatively isolated area, local public transit is limited. The Q14 bus route terminates at Seventh Avenue and Clintonville Street approximately one block to the west of the site. This local bus route provides a connection to the no. 7 subway line terminus at Roosevelt Avenue and Main Street in Flushing, Queens. The site is accessible by vehicle from the Cross Island Expressway, which is located approximately eight blocks south of the site, via Clintonville Street.

This site is in close proximity to residential uses, existing residential uses are located to the east and south of the site and a significant residential development is proposed for a 13-acre site to the west, and therefore this site would not be suitable for the proposed PSAC II development. The necessary security measures for the proposed facility could not be implemented without adversely affecting surrounding residential uses. Furthermore, the site is not readily accessible from a major roadway; the Cross Island Parkway is located more than eight blocks to the south of the site.

GATX, Staten Island

The GATX site is located on the northwestern waterfront of Staten Island near the Goethals Bridge/Route 278 to the south of New York Container Terminal at Howland Hook. The approximately 675-acre site is zoned for low-to moderate-performance industrial use and is largely vacant and partially occupied by marshland. The site is also located within the Northwest Staten Island/Harbor Herons Special Natural Waterfront Area (SNWA) and much of the site contains either tidal or fresh water wetlands habitats.

GATX Terminals formerly had operated an oil storage facility at the site until 1999. The site was decommissioned, cleaned, and sold to 380 Development, LLC, a subsidiary of International Speedway Corporation. 380 Development proposed to construct a NASCAR racetrack but abandoned those plans in 2006 citing too many obstacles including the below sea-level grade of the site.

Because the site is located on the northwest side of the Staten Island, there is no public transportation access to the site. The closest bus route is the S40/S90, which travels on the State Island Expressway (Route 278) and provides a local and limited stop service between the New York Container Port and the St. George Ferry Terminal on weekdays only. The site is near several major highways, including the Staten Island Expressway (Route 278) and the West Shore Expressway, and is accessible from Gulf Avenue and Sixth Avenue.

As this site lacks public transportation service, it would not be suitable for the proposed PSAC II development. Furthermore, the site is located within Northwest Staten Island/Harbor Herons SNWA and contains sensitive natural features that are recognized and protected under a variety of regulatory programs, which would substantially limit the development potential of the site. Public investment within the SNWAs should focus on habitat protection and improvement and should not encourage activities that interfere with the habitat functions of the area.

30-30 Northern Boulevard, Queens

The site at 30-30 Northern Boulevard is located on the south side of Northern Boulevard between 40th Road and 40th Avenue in the Dutch Kills area of western Queens in the southern portion of Community District 1. It is a privately owned site that comprises approximately 2.3 acres of industrial property directly west of Sunnyside Yards, a rail yard for Amtrak and the Long Island Railroad. The

surrounding area is relatively densely developed, supporting a mix of uses, including commercial, industrial, automotive, vehicular storage and parking, as well as some residential uses.

This site contains an existing approximately 238,000 gsf loft building with five floors and at-grade accessory parking. It is accessible by public transit; there is a subway station located approximately one block to the northeast of the site at 39th Avenue and 31st Street, which serves the N and W subway lines. The Queens Plaza subway station, serving the E, G, R, and V subway lines, is located to the southwest of the site at the intersection of Queens Boulevard, Jackson Avenue, and Queens Plaza East. Furthermore, the Q101 bus route travels along Northern Boulevard and the Q102 bus route on 31st Street in the vicinity of the site. Vehicle traffic can access the site from Northern Boulevard and 40th Avenue.

As the site at 30-30 Northern Boulevard occupies less than three acres and is bordered by a rail yard to the east in a relatively densely developed area of Queens, it is not of adequate size to accommodate the proposed PSAC II development and the necessary security measures for the facility.

(Former) Elmhurst Gas Tank Location, Queens

The former Elmhurst Gas Tank site is located directly north of the Long Island Expressway (Interstate 495) in the Elmhurst area of western Queens at the southeast corner of Community District 4. The approximately 6 acre industrial property is generally bounded by Grand Avenue to the north, the prolongation of 79th Street to the east, 57th Avenue to the south, and an Amtrak right-of-way to the west. The site is zoned for heavy, low performance industrial uses.

Formerly, the site contained gas tanks that reached up to 200 feet tall. Keyspan Energy Company dismantled the tanks in the late 1990s and subsequently used the site for vehicle storage. In 2005, the New York City Department of Parks and Recreation (NYCDPR) acquired the site from Keyspan, and is in the process of converting the site into public park space that is envisioned to feature amenities such as a ball fields, landscaping, play equipment, and seating. The park is tentatively referred to as "Gas Tank Park."

The area surrounding the site is primarily residential. With the exception of a few local bus routes, there is limited public transit. The Q58 and Q59 bus routes travel along Grand Avenue and the Q45 bus route runs on 80th Street in the vicinity of the site. The Q58 and Q59 bus routes provide a connection to the Grand Avenue- Newton/Queens Boulevard station serving the G, R, and V subway lines and the Q45 provides connection to the 74th Street/Broadway and Jackson Heights/Roosevelt Avenue stations serving the E, F, 7, G, R and V subway lines. The site is accessible by vehicle from Grand and 57th Avenues.

As the former Elmhurst Gas Tank Location site comprises approximately 6 acres and is bordered by an active Amtrak railroad right-of-way to the west, it would not be able to accommodate the proposed PSAC II development, as well as the facility's necessary security measures. Furthermore, this site has been acquired by the NYCDPR and is planned to serve as public parkland, which would feature recreational amenities such as a ball fields, landscaping, play equipment, and seating.

Phelps Dodge, Queens

The Phelps Dodge site is located downstream of Maspeth Creek and to the east of the Kosciuszko Bridge and the Brooklyn-Queens Expressway (Interstate 278) on the north bank of the Newtown Creek in the West Maspeth neighborhood of Queens. The site is to the south of 56th Road and comprises approximately 37-acres of industrial property that is divided by the Long Island Railroad,

which runs east-west through the site. The site is zoned for heavy, low performing industrial uses and is located within the Newtown Creek Significant Maritime and Industrial Area (SMIA). (SMIA are waterfront areas that are particularly well suited for maritime and industrial development.)

Formerly, the site contained a copper refining and chemical production plant that operated throughout much of the 20th century until the early 1980s. The site is a New York State Superfund Site listed on the State's Registry of Inactive Hazardous Waste Disposal Sites as Site No. 241002. The primary contaminants of concern include heavy metals (cadmium, chromium, copper, lead, and mercury), PAHs and PCBs. Past discharges, spills, leaks and disposal from the facility's operation caused sediment contamination in Newtown Creek, and those sediments serve as continuing sources of contaminant releases.

The area surrounding the site is primarily industrial and is zoned for low-and moderate-performing industrial uses. The site is relatively inaccessible by public transit; there is no subway or bus service. Local bus service in the area consists of the B24 bus route that travels on Brooklyn-Queens Expressway and the Q55 bus route, which runs on 55th Avenue. 56th Road provides vehicular access to the site.

As this site is relatively inaccessible by public transit with the closest local bus route located several blocks to the north of the site, it would not be suitable for the proposed PSAC II development. The site is also located within the Newtown Creek SMIA, which is intended to preserve and support maritime and industrial operations. Public investment within SMIAs should be targeted to improve transportation access and maritime and industrial operations. Additionally, this site contains hazardous material that would need to remediation prior to any construction activities at the site. This remediation effort would be extremely expensive and lengthy process to undertake.

Harlem River Yard, Bronx

The Harlem River Yard is located along the Harlem River waterfront in South Bronx. The approximately 100-acre industrial property comprises the southernmost tip of the Bronx, and is bounded on the north by 132nd Street. The approaches for the Willis Avenue Bridge and the Triborough Bridge extend above the site. The site currently houses a waste management facility that is used for transporting waste out of the city and the Hudson River Intermodal Yard. It is zoned for low- and moderate-performing industrial uses and is located within the South Bronx Significant Maritime and Industrial Area (SMIA). (SMIA are waterfront areas that are particularly well suited for maritime and industrial development.)

Most of the area to the north of this site is zoned for mixed use including light industrial uses and moderate density residential. This area has limited public transit access. The nearest subway line travels along East 138th Street, more than seven blocks to the north of the site. Local bus service consists of the Bx 15 bus route, which travels on Willis Avenue, and the Bx 33 bus route, which runs on Willow and Walnut Avenues and East 132nd Street in the vicinity of the site. Vehicular access is from Second and Lincoln Avenues.

As most of the Harlem River Yard site is currently used for active rail transportation uses and rail dependent industrial uses and is transversed by both the Willis Avenue and Triborough Bridges, it could not readily accommodate the proposed PSAC II development. Furthermore, this area is located within the South Bronx SMIA, which is intended to preserve and support maritime and industrial operations. Public investment within SMIAs should be targeted to improve transportation access and maritime and industrial operations.

West 44th Street and 11th Avenue, Manhattan

This site is located in the Clinton neighborhood of Midtown Manhattan one block east of Twelve Avenue (a.k.a. Route 9A, Joe DiMaggio Highway). This area is relatively densely developed and contains a mix of uses including commercial, industrial, institutional, warehousing, automotive, and transportation and utility uses. There are few vacant sites. Residential uses are generally located to the south of West 43rd Street and further east closer to 10th Avenue. To the east of 11th Avenue the area is zoned for high performance industrial uses, whereas to the west of 11th Avenue the area is zoned for moderate performance industrial uses. There is also a small low performance heavy industrial district mapped to the northeast of the site on the east side of Twelfth Avenue between West 45th and West 46th Streets and a high-density commercial zoning district south of West 43rd Street. The special purpose Clinton zoning district overlays much of the surrounding area.
This site is highly accessible by public transit. The closest subway station to the site is the West 42nd Street-Eighth Avenue/Port Authority station on Eighth Avenue, which is approximately three blocks east and two blocks south. It serves the A, C, and E subway lines, and provides a free underground connection to the 1, 2, 3, 7, N, R, Q, S, and W subway lines at the Time Square-West 42nd Street station. Three local bus routes serve the immediate surrounding area including the M11, M42, and M50. The M11 provides service along Ninth and Tenth Avenues, the M42 on West 42nd Street, and the M50 on West 49th Street. The site is also accessible by vehicle. Twelfth Avenue is located one block west and is a major arterial that lines the west side of Manhattan and connects to the Henry Hudson Parkway.

As this site is located in a densely developed area of Midtown Manhattan, the necessary security measures for the proposed PSAC II development could not be implemented.

Assessment

As mentioned above, none of these alternate sites met all of the necessary selection criteria, which included: access to public transportation; vicinity to main arterial roadways; available utilities (access to separate grids/distributions); location of technologies; radio propagation; and security requirements, and therefore, they were determined to be unsuitable for the proposed PSAC II facility. The programmatic requirements and necessary security provisions for PSAC II require the selection of a relatively large site comprising at a minimum approximately 4 acres of land. Some of the sites, such as West 44th Street and Eleventh Avenue, in Midtown Manhattan, 30-30 Northern Boulevard, in western Queens, and the former Elmhurst Gas Tank Location in western Queens, are located in densely developed areas and/or are too small to accommodate the proposed PSAC II development and necessary security measures. Other sites, like the Harlem River Yard, contain active uses and could not readily accommodate the proposed PSAC II development. Other sites, such as Sixth Road and 151st Street in northern Queens, GATX site in northwestern Staten Island, and the Phelps Dodge site in southwestern Queens, have extremely limited or no public transit access, or are located to far from major roadways. Some sites, including the Ridgewood Reservoir in southwestern Queens and Fort Totten in northeastern Queens, would be extremely difficult to develop and are located within either public parkland, residentially zoned areas, or recognized historic districts.

The proposed PSAC II development would be a unique regional/citywide facility that would serve as one of two streamlined emergency call intake and dispatch centers for all of the City's first responders. The proposed facility would improve emergency response ability and disaster recovery capacity by creating a second emergency communications center that would share the load of emergency calls and provide redundancy to the emergency response services in the City. It also would support command control center operations for the FDNY and NYPD, which would enable the police and fire officials to

coordinate and manage emergency response with the New York City Office of Emergency Management (NYCOEM) across the entire City from a single centralized location.

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

The site selection process for the proposed PSAC II development was based on several factors, including: access to public transportation; vicinity to main arterial roadways; availability of utilities (including access to separate grids/distributions); location of technologies; radio propagation; and security requirements. In order for PSAC II to provide redundancy to emergency communications, the site must be located at a strategic location from the existing PSAC I on separate utility system grids and have excellent radio and microwave transmission/reception. The site must also be large enough to implement the necessary security measures without adversely affecting surrounding land uses. The selected site meets the logistical and functional criteria necessary to ensure the proper operation of the proposed facility, with minimal disruption to the surrounding area.

Conclusion

As discussed above, the proposed development site is an ideal location for the PSAC II in terms of its size, configuration, relative isolation, strategic location from PSAC I, availability of utilities and highway access, and compatibility with surrounding land uses. As none of the alternate sites listed above met all of the necessary selection criteria, the Alternate Location Alternative would fall short of the objectives of the Proposed Action. Moreover, the Alternate Location Alternative may result in the same or additional significant adverse impacts as the Proposed Action.

E. PELHAM PARKWAY SITE ACCESS ALTERNATIVE

This alternative was developed to assess the implications of an alternate site access for the proposed public facility development of PSAC II. Like the Proposed Action, the Pelham Parkway Site Access Alternative would involve site selection for a public facility and the acquisition of privately owned property by the City to construct the proposed PSAC II development on an approximately 8.75-acre site comprising the northernmost portion of the HMC. However, instead of mapping a new public street that would provide access from Waters Place, the Pelham Parkway Site Access Alternative assumes that vehicular access to the proposed public facility would be provided from the Pelham Parkway through the establishment of a private access and utility easement. As discussed in Chapter 1, "Project Description," the Proposed Action involves an amendment to the City Map to establish a new

public street that would provide vehicular access to the proposed development from the south along a public right-of-way. An existing private access roadway (Industrial Street) for the HMC would be mapped as a public street. This public street would extend north of Waters Place from a signalized intersection to the southern boundary of the proposed development terminating in a cul de sac.

The Pelham Parkway Site Access Alternative assumes that no changes would be made to the City Map and vehicular access to the site would instead be provided through the establishment of a private access and utility easement extending from the Pelham Parkway to the proposed PSAC II development (see Figure 19-1). This easement would create a two-way private roadway or driveway connection to the proposed public facility from the northwest that would only be accessible to the workers and visitors of PSAC II. Under this alternative, there would be no connection to the HMC from the Pelham Parkway and vehicles en route to the PSAC II development would not be able to access the site from Waters Place.

As a below-grade Amtrak right-of-way extends along a portion of the northwestern border of the proposed development site, this alternative would involve the construction of a bridge crossing above the railroad right-of-way. In addition, it is anticipated that a new retaining wall would need to be constructed along portions of the bridge connection due to the necessary grade changes for the rail crossing. The bridge would be required to have at least a 22-foot clearance above the Amtrak tracks. Because of the expense involved in designing and constructing a bridge crossing above the Amtrak right-of-way, the cost to the City of implementing this alternative would be substantially higher than the proposed plan.

This alternative would also involve improvements to the Pelham Parkway right-of-way to provide a direct connection to the new private roadway to PSAC II. An existing connection between the Pelham Parkway North service road/Stillwell Avenue and the Pelham Parkway would be realigned and reconstructed to create a perpendicular intersection with the Pelham Parkway directly opposite the proposed private roadway (see Figure 19-1). A new left turn lane from westbound traffic on the Pelham Parkway to the private street would also be established to allow access to PSAC II.

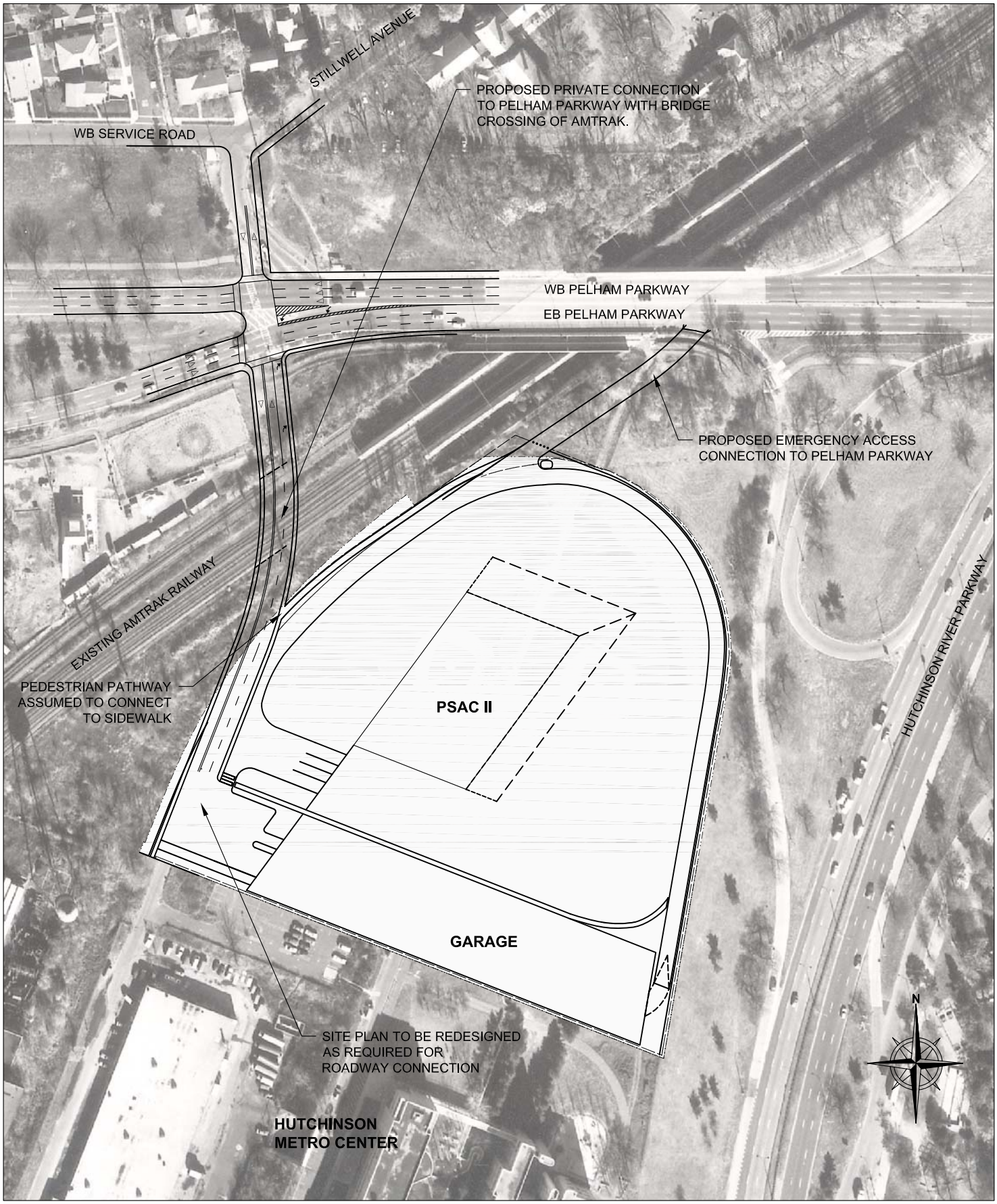
As noted above, like the Proposed Action, implementation of the Pelham Parkway Site Access Alternative would require discretionary actions by the City, including acquisition, site selection, and a mayoral zoning override to modify accessory parking requirements for the proposed development. Unlike the Proposed Action, no new public streets would be established. The Pelham Parkway Site Access Alternative assumes that a private access and utility easement would be established to provide vehicular access to the site. The establishment of this access easement would require the acquisition/condemnation of the private roadbed from the respective landowners affected.

Since the proposed private access and utility easement would require discretionary approvals, its implementation would be subject to CEQR and SEQRA. While this alternative is presented qualitatively in this DEIS, subsequent environmental documentation would be needed if it were to move forward.

This alternative would be identical to the Proposed Action in terms of the size and scale of the proposed PSAC II development. Like the Proposed Action, this alternative would result in the construction of an approximately 640,000 gsf office building and a 500 space accessory parking structure at the approximately 8.75-acre development site. The new structures' arrangement, form, massing, and height would be essentially equivalent to the Proposed Action. All of the necessary security measures for the public facility development, including a required offset distance from the office building would be maintained. Similar to the Proposed Action, this alternative would also include improvements to the existing pedestrian pathway within the Pelham Parkway right-of-way directly north of the proposed development site to create an emergency access/egress route for PSAC

Figure 19-1

Pelham Parkway Site Access Alternative



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II. Under this alternative, some of the security screening areas and truck vetting areas would likely need to be modified and located further to the east on the site.

The environmental effects of this alternative are summarized below and compared with the Proposed Action. As the Pelham Parkway Site Access Alternative would result in the same scale and density of development as the Proposed Action, it is expected that the effects of the Pelham Parkway Site Access Alternative would be similar to, if not the same as those for the Proposed Action in almost all of the CEQR technical areas, including: open space; shadows; infrastructure; solid waste and sanitation; energy; traffic and parking; transit and pedestrians; air quality; noise; and public health. Because this alternative would introduce the same number of employees to the site as the Proposed Action, it is expected that the CEQR technical areas affected by density-related potential impacts (e.g., open space, solid waste, traffic, etc.) would be similar to those for the Proposed Action. However, as the vehicular site access to the proposed development site would be provided from the northwest via a private roadway connection from the Pelham Parkway, instead of from the south via a public street from Waters Place, the trip assignment to the site would be considerably different and is therefore, discussed below. In addition, as the Pelham Parkway Site Access Alternative would result in the construction of a private roadway on land outside of the area affected by the Proposed Action, effects with respect to the technical analyses of land use, zoning, and public policy, open space, urban design and visual resources, neighborhood character, hazardous materials, waterfront revitalization program, and construction may be different from the Proposed Action as described below.

Land Use, Zoning, and Public Policy

The overall effect of this alternative on land use, zoning, and public policy would generally be comparable to that of the Proposed Action. Neither the Proposed Action nor the Pelham Parkway Site Access Alternative would result in significant adverse impacts on land use and public policy. Both the Proposed Action and the Site Access Alternative would result in significant land use changes and increases in density on the proposed development site, replacing primarily undeveloped land with a public facility development consisting of an approximately 640,000 gsf office building and a 500 space accessory parking structure. Both the Proposed Action and this alternative would also result in an adverse, but not significant, zoning impact causing non-conformance on the HMC site with respect to current underlying zoning. Under both the Proposed Action and the Pelham Parkway Site Access Alternative, the City's acquisition of an approximately 8.75 acre development site would directly displace (or eliminate) at-grade accessory parking spaces for the HMC, which are required pursuant to the site's M1-1 zoning. In addition, the City's acquisition of proposed development site would cause the HMC site to exceed its permitted maximum floor area. The elimination of these required accessory parking spaces and the overall reduction of the HMC zoning lot size would render the HMC non-compliant with the site's M1-1 zoning floor area and parking regulations, and therefore, result in an adverse zoning impact under either the Proposed Action or this alternative.

Unlike the Proposed Action, this alternative would not involve the mapping of a new public street. Industrial Street would continue to serve as a two-way private access roadway to the HMC, and would not provide a connection to the proposed PSAC II development.

This alternative assumes that a private roadway, serving only the employees and visitors of PSAC II, would provide access to proposed PSAC II development from the Pelham Parkway through the establishment of a private access and utility easement. This roadway would be two-way and include a bridge crossing above the below-grade Amtrak right-of-way. This alterative would also involve minor changes to the Pelham Parkway right-of-way to provide a direct connection to the new private roadway, including the realignment and reconstruction of an existing connection and intersection

between the Pelham Parkway North service road/Stillwell Avenue and the Pelham Parkway and the creation of a new left turn lane from westbound traffic on the Pelham Parkway to the private street.

Open Space

As with the Proposed Action, the Pelham Parkway Site Access Alternative would not create any new publicly accessible open space resources. The Pelham Parkway Site Access Alternative would involve the realignment and reconstruction of the existing connection between the Pelham Parkway North service road/Stillwell Avenue and the Pelham Parkway, which would result in changes to the associated public open space of the Pelham Parkway between the prolongations of Lodovick and Gunther Avenues. This realignment may also result in the loss of a minor amount of public open space. However, this alternative is not expected to have a significant adverse effect on existing open space users, or reduce the open space ratio and consequently result in overburdening existing facilities. Therefore, neither the Pelham Parkway Site Access Alternative nor the Proposed Action would result in significant adverse impacts on open space.

Urban Design And Visual Resources

Like the Proposed Action, the Pelham Parkway Site Access Alternative would dramatically alter the urban design and general appearance of the proposed development site by replacing largely unimproved land with a new public facility development consisting of an approximately 640,000 gsf office building and a 500-space accessory parking structure. Neither the Proposed Action nor the Pelham Parkway Site Access Alternative would result in significant adverse impacts on the block forms, street pattern, or street hierarchy.

Unlike the Proposed Action, which would map an existing private street as a public roadway, the Pelham Parkway Site Access Alternative would establish a private roadway extending from the Pelham Parkway to the proposed development site, and result in minor changes to the Pelham Parkway. The private roadway would require a bridge crossing of a below-grade Amtrak right-of-way, which would introduce a new structure that would likely be visible from the Pelham Parkway, and surrounding areas. The changes to the Pelham Parkway would involve the realignment and reconstruction of an existing intersection of the Pelham Parkway North service road/Stillwell Avenue and the Pelham Parkway and the creation of a new left turn lane from westbound traffic on the Pelham Parkway to the private street. The Pelham Parkway Site Access Alternative would slightly alter block form and modify the street network to establish more of a grid pattern providing a private roadway connection from the Pelham Parkway to the proposed development site. The changes to the Pelham Parkway and the introduction of a bridge would not significantly change, or block the visual view corridor of the Pelham Parkway.

Like the Proposed Action, it is expected that this alternative would result in positive changes to the visual resources of the study area with landscaping improvements to the open space of the Pelham Parkway directly north of the proposed development site, as well as adding abundant greenery and landscaping to the development site. Therefore, no adverse impacts upon visual resources are anticipated as a result of the Proposed Action or the Pelham Parkway Site Access Alternative. Neither the Pelham Parkway Site Access Alternative nor the Proposed Action would result in significant adverse impacts on urban design and visual resources.

Neighborhood Character

While both the Pelham Parkway Site Access Alternative and the Proposed Action would substantially change the character of the proposed development site and immediately surrounding area, neither would result in significant adverse neighborhood character impacts. Neither the Proposed Action nor the Pelham Parkway Site Access Alternative would have a significant adverse neighborhood character impact on surrounding areas.

Hazardous Materials

The effect of the Pelham Parkway Site Access Alternative with respect to hazardous materials issues is expected to be similar to those of the Proposed Action. As with the Proposed Action, the proposed development site has identified conditions that may pose a significant adverse impact under the Pelham Parkway Site Access Alternative. Similar to the Proposed Action, all of the proposed development site would be required to undergo all required testing and necessary remediation measures following acquisition and prior to any construction. The mitigation measures for the Proposed Action described in Chapter 18 would also be required for this alternative.

Additional environmental studies would be needed to incorporate the areas of ground disturbance affected by the private access and utility easement extending between Pelham Parkway and the proposed development site, including areas adjacent to the Pelham Parkway and Amtrak right-of-way. However, based on the historical uses in the adjacent areas, it is not anticipated that these studies would result in findings that would substantially differ from those for the proposed development site, and, as with the Proposed Action, the area affected by this alternative would be required to undergo all required testing and necessary remediation measures following acquisition and prior to construction.

Waterfront Revitalization Program

Like the Proposed Action, the Pelham Parkway Site Access Alternative would develop land within the New York City Coastal Zone, including the proposed development site and area affected by the private roadway extending from the Pelham Parkway to the development site. As with the Proposed Action, implementation of the Pelham Parkway Site Access Alternative would result in the construction of an approximately 640,000 gsf office building and a 500 space accessory parking garage on the proposed development site. Similar to the Proposed Action, these new buildings would not be located within the 100-year floodplain boundary and would comply with local laws and not have any habitable spaces within the floodplain. Unlike the Proposed Action, which would map a public street that is primarily located within the 100-year floodplain boundary, this alternative would establish a private roadway that is primarily located outside of the 100-year floodplain. Only the southern portion of the private roadway, which is located within the development site boundaries, would be within the 100-year floodplain. It is also expected that the bridge crossing of the Amtrak right-of-way would be constructed well above the floodplain. Therefore, like the Proposed Action, the Pelham Parkway Site Access Alternative would be consistent with New York City's WRP.

Infrastructure

Similar to the Proposed Action, the Pelham Parkway Site Access Alternative would require some utility services of the site to be provided along Industrial Street. It is likely that the City would need to establish private utility easements along Industrial Street for needed infrastructure, including storm

and sanitary sewers, water mains, electricity and telecommunications cables, as carrying utilities over a bridge is difficult. Therefore, the City would likely have to establish a private utility easement extending along Industrial Street from Waters Place to the southern boundary of the proposed development. This would require the acquisition/ condemnation of Industrial Street to create a utility corridor for the proposed development site.

Traffic

The traffic and parking analysis for the Pelham Parkway Site Access Alternative assesses the implications of an alternate site access for the proposed PSAC II development, which would be comprised of a 640,000 gsf office building and a 500-space accessory parking garage, the same as under the Proposed Action. As with the Proposed Action, the traffic analysis for the Pelham Parkway Site Access Alternative assumes implementation of Bus Rapid Transit service (Bx 12 select bus service [SBS]) along the Pelham Parkway and incorporates any right-of-way improvements that would occur by 2012.

The Pelham Parkway Site Access Alternative assumes that all vehicular access to the proposed development site would be via a private two-way driveway that would be constructed between the Pelham Parkway and the proposed PSAC II development site (see Figure 19-1). This alternative would also involve improvements to the Pelham Parkway right-of-way to provide a direct connection to the new private roadway and proposed development site. An existing connection between the Pelham Parkway North service road/Stillwell Avenue and the Pelham Parkway would be realigned and reconstructed to create a perpendicular intersection with the Pelham Parkway directly opposite the proposed private driveway. A new left turn lane from westbound traffic on the Pelham Parkway to the private street would also be established to allow access to PSAC II. This private driveway would extend over the Amtrak right of way and then along the western perimeter of the project site. Under this Alternative, this intersection would facilitate all new project generated trips to and from the proposed PSAC II development site, totaling approximately 366 and 372 vehicles (in and out combined), respectively, in AM (6:30 AM to 7:30 AM) and midday (2:30 PM to 3:30 PM) peak hours under Typical Operations and 712 and 745 vehicles (in and out combined), respectively, in the AM and midday peak hours under temporary Consolidated Operations. Employees and visitors of PSAC II would be the only users of this driveway, as no connection to the HMC is anticipated.

The Pelham Parkway Site Access Alternative is expected to alter traffic flows within the study area. In comparison to the Proposed Action, project generated vehicle trips under the Pelham Parkway Site Access Alternative would access the private driveway for PSAC II directly from the Pelham Parkway, thereby significantly reducing the volume of vehicles that would utilize the local street network. In general, new vehicle trips under this Alternative would be concentrated on the Hutchinson River and the Pelham Parkways, the Eastchester Road corridor, and the eastern portion of the East Tremont Avenue corridor. Project generated trips in the Westchester Avenue and Waters Place corridors, previously expected under the Proposed Action, would not occur under this Alternative as PSAC II employees would not be able to access the site from Waters Place.

Among the analyzed intersections, the greatest volumes of vehicles would occur at the intersection of Eastchester Road and the Pelham Parkway West, which would receive up to 81 and 96 vehicles per hour, respectively, under Typical Operations and temporary Consolidated Operations during any analyzed peak hour. With the exception of the intersection Eastchester Road at the Pelham Parkway East, which would also receive a substantial volume of new vehicular trips under this Alternative, all other analyzed intersections in the traffic study area would receive no more than approximately 31 vehicles in any analyzed peak hour under either the Typical or temporary Consolidated Operations.

Under Typical Operations, the Pelham Parkway Site Access Alternative would result in significant adverse impacts at five intersections (one in the AM and five in the midday peak hour), compared to six intersections under the Proposed Action (three in the AM peak hour and six in the midday peak hour). Intersections impacted under the Pelham Parkway Site Access Alternative include, East Tremont Avenue at Castle Hill Avenue and Silver Street, and Morris Park Avenue at Eastchester Road. All three of these intersections were previously impacted under the Proposed Action. Additionally, as a greater volume of vehicular trips would directly utilize the Pelham Parkway under this Alternative, the intersections of Eastchester Road at the Pelham Parkway West and the Pelham Parkway East would also become significantly impacted. Under temporary Consolidated Operations, the Pelham Parkway Site Access Alternative would also result in impacts at the same five intersections as the Typical Operations (one in the AM peak hour and five in the midday peak hour), compared to nine intersections under the Proposed Action (six in the AM peak hour and nine in the midday peak hour).

Mitigation measures identified for the Proposed Action, such as signal timing adjustments and curbside parking changes, would also be required for this alternative, but would need to be adjusted/expanded to accommodate the travel demand generated by this Alternative. New mitigation measures would need to be developed for the newly impacted intersections.

Construction

The construction of this alternative, which involves the erection of a bridge structure above an Amtrak right-of-way, and the acquisition/condemnation of property, is expected to be a more complicated and lengthier process than compared to the construction process for the Proposed Action. As it would involve several modifications and improvements to the Pelham Parkway, it is expected to also cause more disruption to traffic flows in the area. There would also likely be various lane closures along the Pelham Parkway to facilitate these changes associated with the Pelham Parkway Site Access Alternative.

As with the Proposed Action, construction activities would comply with applicable local, state, and federal regulations. A maintenance and protection of traffic plan would likely be implemented for activities undertaken near the Pelham Parkway, and a CHASP would be implemented to protect workers and the general public from any exposure to contaminated materials. Construction activities within the proposed development site would be the same in scope and duration for the Proposed Action and the Pelham Parkway Site Access Alternative, and the measures to minimize these effects would be the same for both.

Conclusion

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

Overall, the Pelham Parkway Site Access Alternative would have similar effects to the Proposed Action. This alternative would not eliminate the potential for significant adverse impacts on hazardous

materials and would also result in significant adverse traffic impacts, which would require mitigation. Similar to the Proposed Action, the Pelham Parkway Site Access Alternative would also result in an adverse, but not significant, zoning impact causing non-conformance on the HMC site with respect to current underlying zoning regulations on required accessory parking as well as floor area.

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

F. 911 CALL AND DISPATCH CENTER ALTERNATIVE

Following the issuance of the DEIS on August 18, 2008, the 911 Call and Dispatch Center Alternative was developed by the NYPD, FDNY, NYCDOITT, and NYCDCAS, on behalf of the City of New York (the "City"), in response to the current budget pressures faced by the City and issues raised during the public review process for the DEIS. This alternative modifies the scope and program for the proposed PSAC II facility, and assumes that PSAC II would function only as a 911 call and dispatch center, and would not consolidate the command center operations for the FDNY or the NYPD at the proposed development site, as assumed in the Proposed Action. Like the Proposed Action, under this alternative, PSAC II would function similar to PSAC I in Downtown Brooklyn and would consolidate operators and dispatchers for all of the City's emergency responders, which would handle the call transfer and dispatch operations for these services within the five boroughs. Under this alternative, PSAC II would provide redundancy and augment existing 911 service, as well as alleviate pressure on PSAC I by sharing the load of emergency calls in the City. Unlike the Proposed Action, the command center operations for the NYPD and the FDNY would not relocate to the proposed development site and would remain at their current locations at One Police Plaza in Lower Manhattan and at 9 MetroTech Center in Downtown Brooklyn, respectively.

As with the Proposed Action, the 911 Call and Dispatch Center Alternative would involve site selection for a public facility and the acquisition of privately owned property to construct the proposed PSAC II development on an approximately 8.75-acre site comprising the northernmost portion of the HMC. In addition, similar to the Proposed Action, this alternative would amend the City Map to establish a new public street that would provide vehicular access and utility services to the proposed development along a public right-of-way. An existing private access roadway (Industrial Street) for the HMC would be mapped as a public street (Marconi Street). The public street would extend north of Waters Place from a signalized intersection to the southern boundary of the proposed development site terminating in a cul de sac.

In this alternative, as in the Proposed Action, PSAC II would operate continuously 24 hours per day, seven days per week similar to PSAC I. The majority of employees would work in three separate shifts, and shift changes would typically occur at approximately 7:00 AM, 3:00 PM, and 11:00 PM. The largest (or peak) shift would generally be the 3:00 PM to 11:00 PM shift. The next largest shift would be the 7:00 AM to 3:00 PM shift, followed by the 11:00 PM to 7:00 AM shift. Similar to the Proposed Action, PSAC II would typically have a staff size of approximately 850 employees that would work in three eight-to 12-hour overlapping shifts (with a maximum of 315 employees per shift) throughout a 24-hour period ("Typical Operations"). When operating in backup mode or during heightened security days, staffing levels at PSAC II would temporarily increase. During this emergency condition ("Consolidated Operations"), it is expected that PSAC II would have a maximum

staff size of approximately 1,500 employees (with a maximum of approximately 550 employees per shift) that would work over a 24-hour period in overlapping shifts under this alternative, as compared to up 1,700 employees assumed in the Proposed Action (with a maximum of 630 employees per shift).

This alternative would also reduce the size and scale of proposed development as compared to the Proposed Action. The modified program for PSAC II would result in a decrease of the proposed development's gross square footage, somewhat different building massing on the site, and lower building height (see Table 19-1). Refer to Figure 19-2, which shows an illustrative site plan for the 911 Call and Dispatch Center Alternative, and Figure 19-3, which provides a section for this alternative. Under the 911 Call and Dispatch Center Alternative, the proposed PSAC II development would consist of a new approximately 550,000 gsf public facility office building and an above-grade naturally ventilated accessory parking structure (see Figure 19-2), as compared to an approximately 640,0000 gsf public facility and an above grade mechanically ventilated accessory garage.

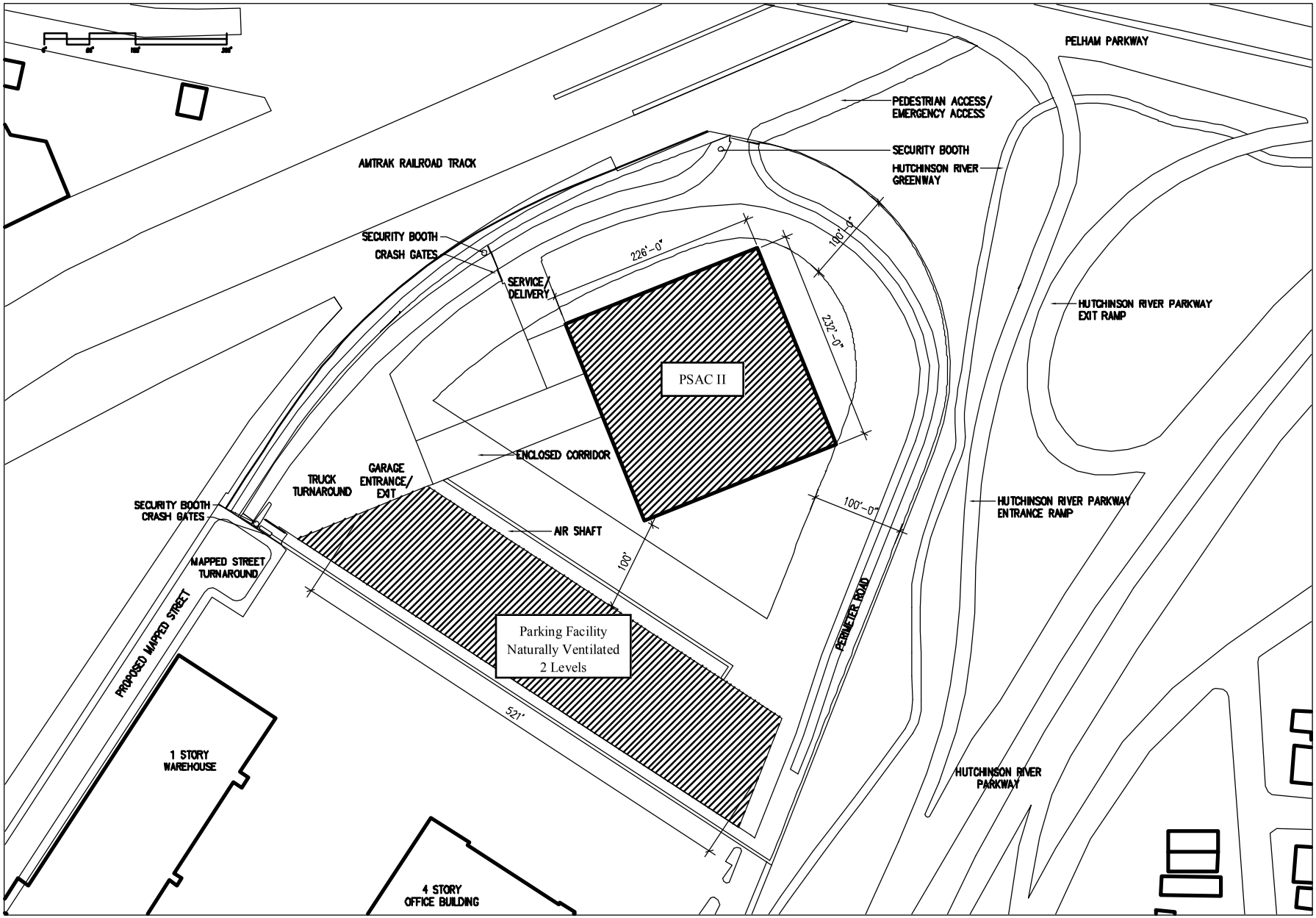
Table 19-1
Comparison of the 911 Call and Dispatch Center Alternative to the Proposed Action

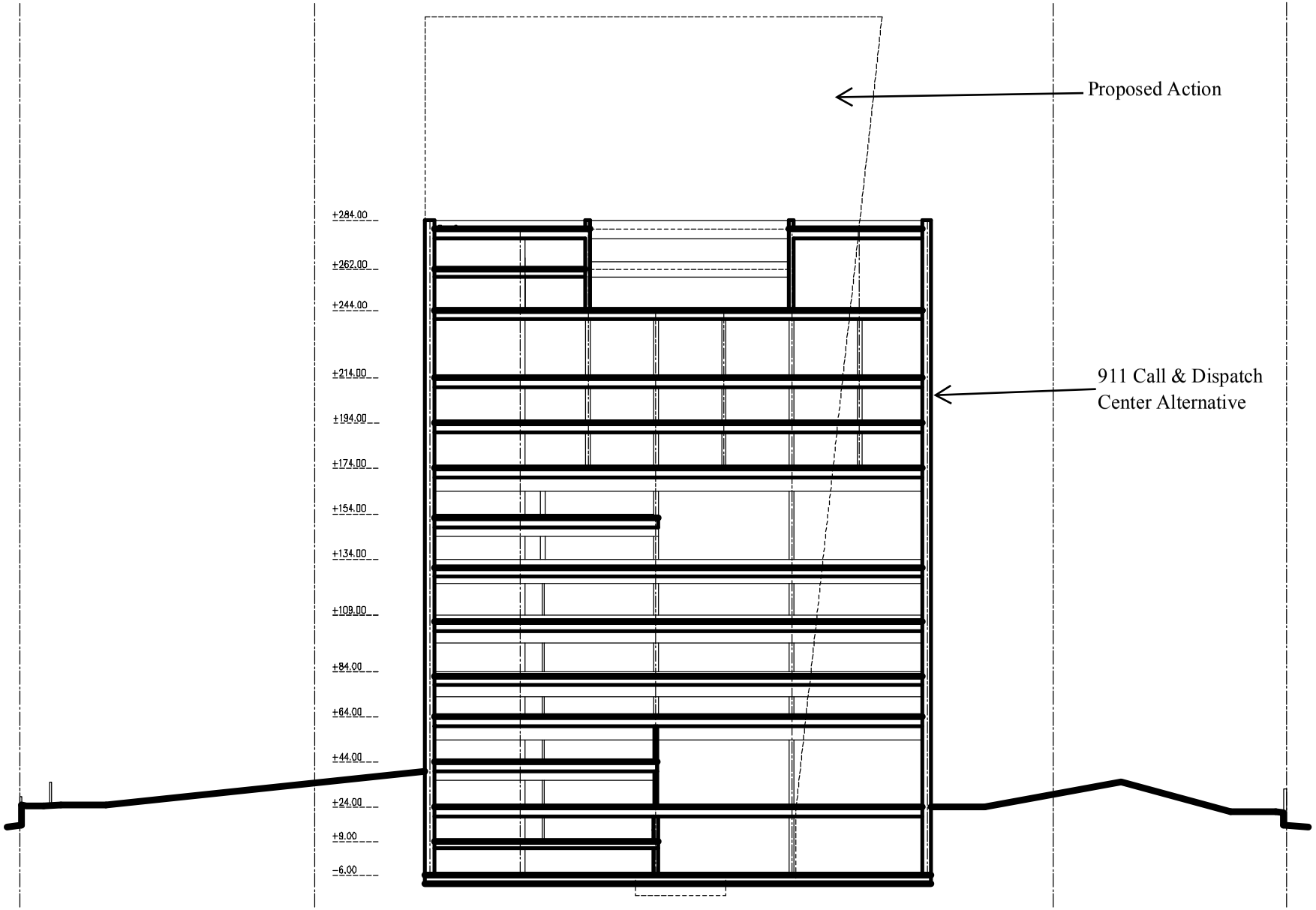
	911 Call & Dispatch Center Alternative	**Proposed Action**
Public Facility Office Building Gross Square Footage (gsf)	550,000 gsf	640,000 gsf
Building Height (Elevation)	260 feet (284 feet)	350 feet (374 feet)
Number of Above Grade Building Levels	11 Levels	14 Levels
Accessory Parking Facility (gsf)	100,000 gsf	163,000 gsf
Height of the Accessory Parking Facility	23 feet	30 feet
Number of Parking Levels	Two Levels	Three Levels
Typical Operations Staffing Level	850 employees per day (max. 315 employees per shift)	850 employees per day (max. 315 employees per shift)
Consolidated Operations Staffing Level	1,500 employees per day (max. 550 employees per shift)	1,700 employees per day (max. 630 employees per shift)

Source: New York City Police Department, Fire Department of the City of New York and New York City Department of Design and Construction.

As shown in Figure 19-3, the new public facility building would be a cubic-shaped structure containing 11 levels above grade with a height of approximately 260 feet to the roofline (elevation 284 feet) and one below-grade level, as compared to a extruded parallelogram rectangular-shaped structure with 14 levels above grade and a height of approximately 350 feet (elevation 374 feet), as well as one below-grade level, in the Proposed Action. Mechanical systems and other necessary communications equipment, including a radio tower and support structure, are expected to rise above the roofline of the building under this alternative. Like the Proposed Action, the building would have one main pedestrian entrance that would be located on the southern façade of the building. Floor-to-floor ceiling heights in the building are also expected to be similar to the Proposed Action and range between 20 to 45 feet tall due to extensive mechanical and data infrastructure systems for PSAC II.

The proposed accessory parking facility under this alternative would contain approximately 100,000 gsf and have a height of approximately 23 feet tall, as compared to the Proposed Action in which the garage would include approximately 163,000 gsf and a have a height of about 30 feet tall. It would be a naturally ventilated facility with two levels of parking and rooftop open space as compared to three levels of parking and rooftop open space in the Proposed Action. During the Typical Operations of PSAC II, under this alternative the accessory parking structure would operate as a self-park facility that would accommodate 300 spaces. When PSAC II is operating under its temporary Consolidated condition, the accessory parking structure would operate as an attended facility that would contain up


PELHAM PARKWAY
PEDESTRIAN ACCESS/
EMERGENCY ACCESS
SECURITY BOOTH
HUTCHINSON RIVER
GREENWAY
AMTRAK RAILROAD TRACK
SECURITY BOOTH
CRASH GATES
SERVICE/
DELIVERY
226'-0"
180'-0"
232'-0"
PSAC II
HUTCHINSON RIVER PARKWAY
EXIT RAMP
ENCLOSED CORRIDOR
TRUCK
TURNAROUND
GARAGE
ENTRANCE/
EXIT
SECURITY BOOTH
CRASH GATES
AIR SHAFT
100'-0"
HUTCHINSON RIVER PARKWAY
ENTRANCE RAMP
MAPPED STREET
TURNAROUND
100'
PROPOSED MAPPED STREET
Parking Facility
Naturally Ventilated
2 Levels
PERIMETER ROAD
521'
1 STORY
WAREHOUSE
HUTCHINSON RIVER
PARKWAY
4 STORY
OFFICE BUILDING


Proposed Action
911 Call & Dispatch Center Alternative
+284.00
+262.00
+244.00
+214.00
+194.00
+174.00
+154.00
+134.00
+109.00
+84.00
+64.00
+44.00
+24.00
+9.00
-6.00

to 500 spaces. In both this alternative and the Proposed Action, parking would be accessible from the proposed public street through a gated security entrance to the site.

Like the Proposed Action, under the 911 Call and Dispatch Center Alternative, the proposed development would be a secure facility with no unauthorized access that would be enclosed by an approximately 8-foot tall fence/wall (see Figure 19-2). In both this alternative and in the Proposed Action a publicly accessible pedestrian path would be established along the western edge of the property just outside of the perimeter fence/wall, which would continue to provide a public pedestrian connection between the Pelham Parkway on the north and the HMC on the south. In addition, the existing pedestrian path within the Pelham Parkway right-of-way to the north of the proposed development site would also be realigned and widened to approximately 30 feet under this alternative and about 25 feet under the Proposed Action, which would enable the path to serve as an emergency access/egress route for the proposed development.

As with the Proposed Action, in the 911 Call and Dispatch Center Alternative, the proposed office building would be situated near the center of the northern portion of the development site and would be offset from all other structures on the site, as well as the property line, for security reasons (see Figure 19-2). The building is envisioned to have a square-shaped footprint of up to approximately 54,000 sf that would be oriented as a diamond on the site, as compared to the Proposed Action where the building has a parallelogram-shaped building footprint of up to approximately 41,160 sf. Similar to the Proposed Action, the accessory parking facility under this alternative would be located at the southern edge of the property extending parallel to the property line. However, unlike the Proposed Action, in this alternative, the parking structure would be offset from the southern property line of the site by approximately 15 feet. An enclosed walkway corridor would connect the office building to a small single-story approximately 5,000 gsf security screening office adjacent to and north of the accessory parking facility. All visitors and employees of PSAC II would be required to pass through this security screening facility and the interconnected walkway to enter the office building.

The environmental effects of this alternative are evaluated below and compared with the Proposed Action. It should be noted that as the proposed development site and area affected by the proposed street mapping action for the 911 Call and Dispatch Center Alternative are the same as for the Proposed Action, some of the site-specific potential impacts would be the same under both scenarios, as these relate to site conditions and are not dependent on the scale and density of proposed development. For example, the effects of the 911 Call and Dispatch Center Alternative on hazardous materials conditions would be the same as the Proposed Action.

Land Use, Zoning, and Public Policy

As with the Proposed Action, the 911 Call and Dispatch Center Alternative would not result in significant adverse impacts to land use, zoning, and public policy. Under this alternative, the proposed development site would be improved with a smaller public facility development containing less gross square footage and a lower building height than the Proposed Action. The effects of the Proposed Action and the 911 Call and Dispatch Center Alternative on land use, zoning, and public policy would be generally comparable. Under both the Proposed Action and the 911 Call and Dispatch Center Alternative, the City's acquisition of an approximately 8.75 acre development site would directly displace (or eliminate) at-grade accessory parking spaces for the HMC, which are required pursuant to the site's M1-1 zoning. In addition, the City's acquisition of proposed development site as well the area comprising the proposed public street (Marconi Street), would cause the HMC site to exceed its permitted maximum floor area. The elimination of these required accessory parking spaces and the overall reduction of the HMC zoning lot size would render the HMC non-compliant with the site's

M1-1 zoning floor area and parking regulations, and therefore, result in an adverse zoning impact under either the Proposed Action or this alternative.

Open Space

Under the 911 Call and Dispatch Center Alternative, the Typical Operations of PSAC II would continue to accommodate a staff size of approximately 850 employees that would work primarily in three eight-to 12-hour overlapping shifts (with a maximum of 315 employees per shift) throughout a 24-hour period similar to the Proposed Action. When PSAC II would operate in backup mode or during heightened security days on a temporary basis at 100 percent of its capacity under its Consolidated Operation, this alternative would introduce approximately 1,500 employees throughout a 24-hour period (with a maximum of 550 employees per shift), as compared to 1,700 employees (with a maximum of 630 employees per shift) with the Proposed Action.

As with the Proposed Action, with this alternative open space ratios would remain well above the City's guideline of 0.15 passive acres of open space per 1,000 workers and the recommended weighted average of 0.26 acres of passive open space per 1,000 residents and workers. Under the Consolidated operations, the Proposed Action would result in an approximately 5.7 percent decrease in the combined passive open space ratio as compared to No-Build conditions, while this alternative would result in an approximately 4.9 percent decrease. The study area would have a ratio of 1.16 acres of passive open space per 1,000 workers, and a combined passive ratio of 0.81 acres per 1,000 residents and workers under the 911 Call and Dispatch Center Alternative, when PSAC II would operate under its temporary Consolidated condition. Similar to the Proposed Action, the open space ratios would exceed the CEQR guideline for adequacy indicating that the study area would continue to be well served by passive open spaces and is not expected to noticeably diminish the ability of the study area's open spaces to serve its user populations, and therefore, would not result in significant adverse open space impacts. Furthermore, like the Proposed Action, it is expected that the grounds of PSAC II would be landscaped under this alternative and likely feature passive recreational amenities such as seating areas and tables that would be for the exclusive use of the facility's employees, adding to the open space amenities available to the proposed workers.

Shadows

Under 911 Call and Dispatch Center Alternative, as with the Proposed Action, the new incremental shadows would not result in significant adverse shadow impacts on local open spaces or sunlight sensitive historic or natural resources. This alternative would result in the construction of a cubic-shaped public facility office building with a height of approximately 260 feet to the roofline (elevation of 284 feet). An accessory parking facility with two levels of parking and a height of approximately 23 feet tall would also be constructed at the southern edge of the proposed development site. By comparison the Proposed Action would result in a extruded rectangular-shaped public facility office building with a height of approximately 350 feet to the roofline (elevation of 374 feet) and an accessory garage with three levels of parking and a height of approximately 30 feet tall being constructed at the site. Given that the height of a development under this alternative would be similar to or shorter than the Proposed Action, albeit with differences in the general massing of the new structures, the effects of shadows cast on the sunlight sensitive resources would be generally similar to the Proposed Action.

As shown in Table 19-2 below, the PSAC II development in the 911 Call and Dispatch Center Alternative would cast incremental shadows on the five open spaces considered in the analysis, the

Pelham Parkway malls, the mapped public open space directly north of the proposed development site/Hutchinson River Greenway, Colucci Playground, and the mapped open space within the traffic interchange to the northeast of the site, for similar durations and during similar times of the day as the Proposed Action under Build conditions (Table 4-1, Chapter 4, "Shadows"). On most of the analysis dates, this alternative is expected to cast incremental shadows of shorter duration on these five open space resources.

TABLE 19-2
Results of Shadow Analysis

No.	Resource	Shadow Increment June 21	Shadow Increment May 6/August 6	Shadow Increment March 21/September 21	Shadow Increment December 21
1	Pelham Parkway Malls to the north of Pelham Parkway E	None.	None.	None.	Enter: 8:51 AM Exit: 11:05 AM Duration: 2 hrs. 14 mins.
2	Pelham Parkway Mall to the south of Pelham Parkway W	None.	None.	None.	Enter: 8:51 AM Exit: 10:51 AM Duration: 2 hrs.
3*	Mapped Open Space to the north of proposed development site and the Hutchinson River Greenway	Enter: 1:20 PM Exit: 6:01 PM Duration: 4 hrs. 41 mins.	Enter: 12:15 PM Exit: 5:18 PM Duration: 5 hrs. 3 mins	Enter: 11:45 AM Exit: 4:29 PM Duration: 4 hrs. 44 mins	Enter: 9:45 AM Exit: 2:53 PM Duration: 5 hrs. 8 mins
4	Colucci Playground	Enter: 5:30 PM Exit: 6:01 PM Duration: 31 mins.	None.	None.	None.
5	Mapped Open Space within the traffic interchange	Enter: 2:15 PM Exit: 6:01 PM Duration: 3 hrs. 46 mins.	Enter: 2:05 PM Exit: 5:18 PM Duration: 3 hrs. 13 mins.	Enter: 2:12 PM Exit: 4:29 PM Duration: 2 hrs. 17 mins.	Enter: 1:45 PM Exit: 2:53 PM Duration: 1 hr. 8 mins.

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

The 911 Call and Dispatch Center Alternative would cast incremental shadows of shorter duration on the Pelham Parkway Malls during the December 21 analysis date and on Colucci Playground during the June 21 analysis date, compared to incremental shadows cast under Build conditions with the Proposed Action. Excluding the December 21 analysis date, the 911 Call and Dispatch Center Alternative would also cast incremental shadows of shorter duration on the mapped open space within the traffic interchange of the Pelham and Hutchinson River Parkways. On the December 21 analysis date, this alternative would cast incremental shadows for an additional 24 minutes on the mapped open space within the traffic interchange for a total of approximately one hour and eight minutes at the end of the analysis period (see Table 19-2). This slight increase in the duration of incremental shadow is not expected to substantially reduce the usability of this open space, and the open space would still obtain adequate sunlight for its vegetation, and therefore there would not be significant adverse impacts.

In addition, this alternative is expected to cast incremental shadows of shorter duration on the mapped open space to the north of the proposed development site and on the Hutchinson River Greenway during the June 21 and March 21/ September 21 analysis dates. The duration of this alternative's incremental shadows on this open space would slightly increase on the May 6/August 6 and December 21 analysis dates by approximately 14 minutes and one hour, respectively. Similar to the Proposed Action, this open space would not receive 4 or more hours of sunlight prior to the incremental shadows of the proposed development entering the resource on either the March 21 or December 21 analysis dates under this alternative. However, like the Proposed Action, the new incremental shadows of this alternative are not expected to affect any particular area of this open space for an extended

amount of time. It is expected that under both the Proposed Action and this alternative this open space would still obtain adequate sunlight for its vegetation and the new incremental shadows would not substantially reduce the usability of this open space, and therefore, there would not be significant adverse impacts.

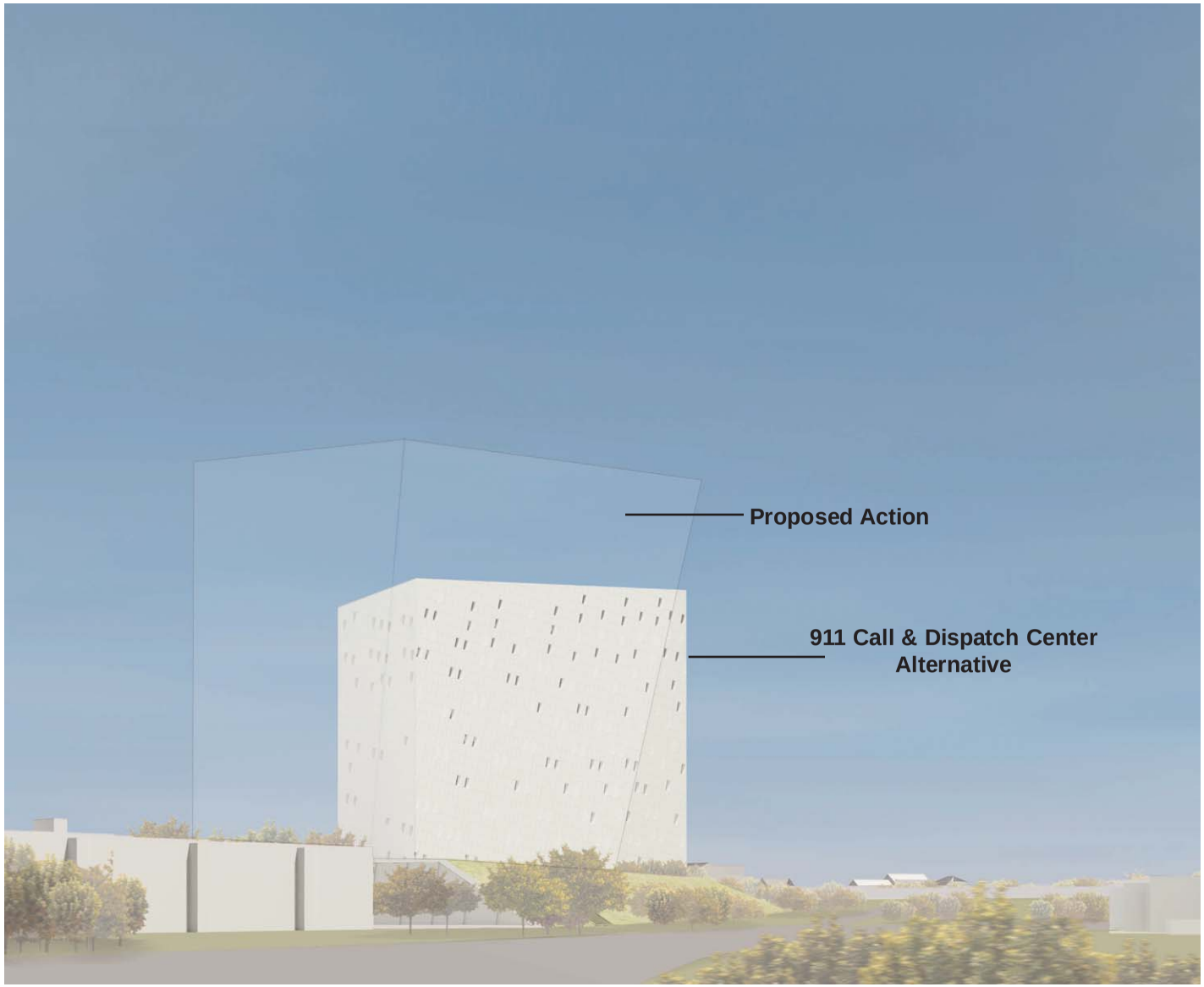
Urban Design and Visual Resources

Neither the Proposed Action nor the 911 Call and Dispatch Center Alternative would result in significant adverse urban design and visual resources impacts. Similar to the Proposed Action, this alternative would dramatically alter the urban design and general appearance of the proposed development site by redeveloping a largely unimproved approximately 8.75-acre site with a substantial public facility office building and an accessory parking structure. Although the new buildings' arrangement on site would be essentially equivalent to the Proposed Action, the new buildings' built form and scale under this alternative would be somewhat different than the Proposed Action. The proposed office building under this alternative would be approximately 90 feet shorter and contain about 90,000 gsf less than the Proposed Action (see Figures 19-4 and 19-5). As shown in Figure 19-2, the new shape and massing of the office building would be a perfect cube that is rotated to be oriented as a diamond on the site with an aspect of almost 45 degrees on the site allowing for two of the building's facades to be visible from the Pelham and Hutchinson River Parkways. The office building would contain approximately 550,000 gsf and have 11 levels above grade with a height of approximately 260 feet tall (elevation 274 feet) (see Figure 19-3).

In both the Proposed Action and this alternative, the new office building is expected to result in a considerable visual change to the surrounding area and be a prominent addition to the cityscape, both in its immediate environment and from some distance away. Under this alternative like the Proposed Action, the proposed office building would be a tall, modern structure that would differ from the generally lower-rise buildings in the immediately surrounding area. The office building is expected to be comparable in height to the planned Tower Two of the HMC (anticipated height of approximately 268 feet), which would be located directly south of the site.

Like the Proposed Action, this alternative would map an existing private access roadway, Industrial Street, as a public street (Marconi Street), which would extend north of Waters Place and terminate in a hammerhead cul de sac at the southern boundary of the proposed development site. Neither the Proposed Action nor this alternative would substantially alter the block shapes found in the study area or create new block forms, and therefore either scenario would maintain these existing urban design features. Both the this alternative and the Proposed Action are expected to improve the appearance of the area's streetscape by adding sidewalks, street lighting and landscaping to Industrial Street, which would be mapped as a public street. This is expected to encourage pedestrian activity and activate the streetscape. In addition, both this alternative and the Proposed Action would result in landscaping improvements to the development site to create a bermed green plateau, as well as to the open space of the Pelham Parkway right-of-way directly north of the proposed development site.

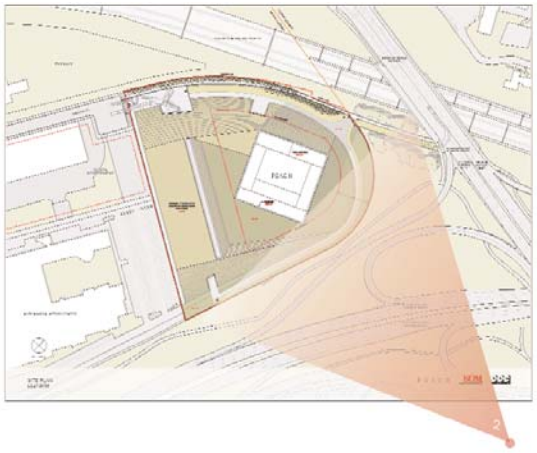
As with the Proposed Action, development under this alternative would not block significant views of view corridors. The new office building would be visible from both the Pelham and Hutchinson River Parkways.



PSAC II EIS

Figure 19-4

View Looking Northwest from the Hutchinson River Parkway



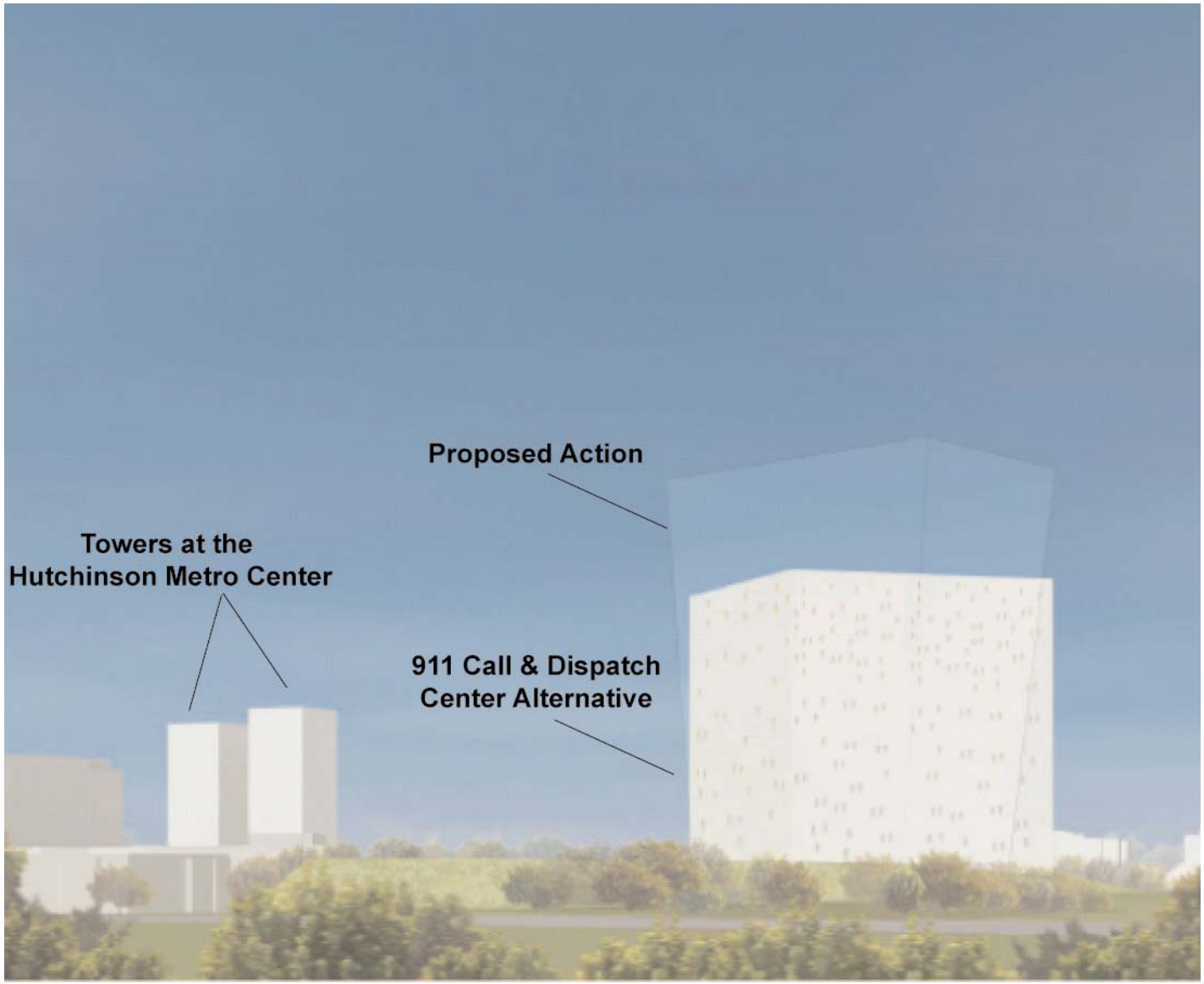


Figure 19-5
View Look West From the East Side of the Hutchinson River Parkway

Neighborhood Character

While both the 911 Call and Dispatch Center Alternative and the Proposed Action would substantially change the character of the proposed development site and immediately surrounding area, neither would result in significant adverse neighborhood character impacts. Both the Proposed Action and the 911 Call and Dispatch Center Alternative would improve public access to the proposed development site and the HMC through the establishment of a new public street.

Under the 911 Call and Dispatch Center Alternative, like the Proposed Action, the proposed development site would be developed with a necessary public facility on a large, relatively remote parcel of underutilized industrial property, which would improve and heighten emergency response capabilities within the City. Similar to the Proposed Action, this alternative would introduce a new use to the study area, which would be compatible with existing land use patterns and commercial development trends in the immediate surroundings. Like the Proposed Action, this alternative is not expected to have a pronounced effect on the character of adjacent neighborhoods, as the site is largely isolated from the surrounding area by broad thoroughfares and an Amtrak right-of-way. Although under this alternative the proposed PSAC II building would be approximately 90 feet shorter and have less square footage than the Proposed Action, it would continue to be highly visible and substantially taller than most other surrounding buildings. However, like the Proposed Action, it would not block or impinge upon view corridors of the Pelham or Hutchinson River Parkways.

As with the Proposed Action, this alternative would bring a substantial new worker population to the area, although when operating under its temporary Consolidated condition, this alternative would introduce approximately 200 fewer employees than the Proposed Action. Like the Proposed Action, the addition of these employees would result in additional traffic, transit, and pedestrian trips in the study area. However, similar to the Proposed Action, any significant adverse impacts to traffic would be mitigated.

Hazardous Materials

The effect of the 911 Call and Dispatch Center Alternative with respect to hazardous materials issues is expected to be similar to those of the Proposed Action. As with the Proposed Action, the proposed development site and area affected by the proposed public street have identified conditions that may pose a significant adverse impact under the 911 Call and Dispatch Center Alternative. Similar to the Proposed Action, all of the proposed development site and the area affected by the proposed public street would be required to undergo all required testing and necessary remediation measures following acquisition and prior to any construction. The mitigation measures for the Proposed Action described in Chapter 18, "Mitigation" would also be required for this alternative.

Waterfront Revitalization Program

Like the Proposed Action, the 911 Call and Dispatch Center Alternative would develop land within the New York City Coastal Zone, including the proposed development site and the area affected by the proposed public street. The implementation of this alternative would result in the construction of an approximately 550,000 gsf office building, a small approximately 5,000 gsf security control office, and an accessory parking facility on the proposed development site. Similar to the Proposed Action, these new buildings would not be located within the 100-year floodplain boundary and would comply with local laws and not have any habitable spaces within the floodplain. In addition, this alternative would also map an existing private roadway as a public street within the 100-year floodplain.

Therefore, like the Proposed Action, the 911 Call and Dispatch Center Alternative would be consistent with New York City's WRP.

Infrastructure and Solid Waste and Sanitation Services

Under the 911 Call and Dispatch Center Alternative, demands on local utility systems, including water supply, sewage treatment, and solid waste and sanitation would be at similar, though somewhat lower levels than under Build conditions with the Proposed Action when PSAC II is operating under its temporary Consolidated condition. When there are temporary increases of staffing levels from combined facilities of PSAC I and PSAC II, this alternative would accommodate up to approximately 1,500 employees throughout a 24-hour period at the proposed development, as compared to 1,700 under the Proposed Action. Therefore, as with the Proposed Action, no significant adverse impacts are anticipated.

Energy

Under this alternative, demands on energy would be similar, though somewhat lower than under Build conditions with the Proposed Action when PSAC II is operating under its temporary Consolidated condition. When there are temporary increases of staffing levels from combined facilities of PSAC I and PSAC II, this alternative would accommodate up to approximately 1,500 employees throughout a 24-hour period at the proposed development, as compared to 1,700 under the Proposed Action. Therefore, as with the Proposed Action, no significant adverse impacts are anticipated.

Traffic and Parking

Traffic

Under the 911 Call and Dispatch Center Alternative, the Typical Operations of PSAC II would generate the same travel demand and vehicular trips as the Proposed Action, as the staffing level of normal day-to-day operations at PSAC II under this alternative would be equivalent to the Proposed Action. Like the Proposed Action, this alternative would result in significant traffic impacts at six signalized intersections (three in the AM peak hour, six in the midday peak hour) under the Typical Operations of PSAC II. It is anticipated that with implementation of the mitigation measures identified for the Proposed Action (see Chapter 18, "Mitigation"), significant impacts at the six intersections would be fully mitigated in all analyzed peak hours.

Under the 911 Call and Dispatch Center Alternative, the temporary Consolidated Operations of PSAC II would generate slightly less travel demand than under the Proposed Action, as no more 550 employees are expected per shift during any shift throughout the 24-hour period, compared to a maximum of 630 workers per shift under the Proposed Action. As shown in the Table 19-3, the 911 Call and Dispatch Center Alternative would generate a total of 629 and 661 vehicle trips, respectively, in the AM and midday peak hours under this alternative when PSAC I and PSAC II are temporarily consolidated at the proposed development site. This would amount to 83 and 85 fewer vehicle trips than the Proposed Action in the AM and midday peak hours, respectively. As shown in Table 19-4, temporary Consolidated Operations under the 911 Call and Dispatch Center Alternative would result in significant traffic impacts at three additional signalized intersections, in total, five in the AM peak hour (six under the Consolidated Operations of the Proposed Action) and nine in the midday peak hour (nine under the Consolidated Operations of the Proposed Action).

TABLE 19-3
Travel Demand Forecast for the Proposed PSAC II Development

TYPICAL OPERATING CONDITION (PSAC II Emplyees Only)				CONSOLIDATED OPERATING CONDITION (PSAC I AND II Emplyees)			
Peak Hour Trips:				**Peak Hour Trips:**			
	In	Out	Total		In	Out	Total
AM (6:30 AM to 7:30 AM)	289	247	536	AM (6:30 AM to 7:30 AM)	510	435	945
MD (2:30 PM to 3:30 PM)	315	289	604	MD (2:30 PM to 3:30 PM)	555	510	1065
PM (10:30 PM to 11:30 PM)	247	315	562	PM (10:30 PM to 11:30 PM)	435	555	990
Person Trips:				**Person Trips:**			
AM	In	Out	Total	**AM**	In	Out	Total
Auto	214	173	387	Auto	331	326	657
Taxi	4	4	8	Taxi	14	12	26
Bus	48	48	96	Bus	60	42	102
Subway/Rail	13	19	32	Subway/Rail	95	52	147
Walk	10	3	13	Walk	11	3	14
Total	289	247	536	Total	510	435	946
MD	In	Out	Total	**MD**	In	Out	Total
Auto	180	214	394	Auto	359	331	690
Taxi	2	4	6	Taxi	9	14	23
Bus	81	48	129	Bus	72	60	132
Subway/Rail	40	13	53	Subway/Rail	105	95	200
Walk	12	10	22	Walk	11	11	22
Total	315	289	604	Total	555	511	1067
PM	In	Out	Total	**PM**	In	Out	Total
Auto	173	180	353	Auto	326	359	684
Taxi	4	2	6	Taxi	12	9	21
Bus	48	81	129	Bus	42	72	114
Subway/Rail	19	40	59	Subway/Rail	52	105	157
Walk	3	12	15	Walk	3	11	14
Total	247	315	562	Total	435	556	990
Vehicle Trips:				**Vehicle Trips:**			
AM	In	Out	Total	**AM**	In	Out	Total
Auto	188	152	340	Auto	291	286	577
Taxi (balanced)	6	6	12	Taxi (balanced)	19	19	38
Truck	7	7	14	Truck	7	7	14
Total	201	165	366	Total	317	312	629
MD	In	Out	Total	**MD**	In	Out	Total
Auto	158	188	346	Auto	316	291	607
Taxi (balanced)	5	5	10	Taxi (balanced)	19	19	38
Truck	8	8	16	Truck	8	8	16
Total	171	201	372	Total	343	318	661
PM	In	Out	Total	**PM**	In	Out	Total
Auto	152	158	310	Auto	286	315	602
Taxi (balanced)	4	4	8	Taxi (balanced)	15	15	30
Truck	0	0	0	Truck	0	0	0
Total	156	162	318	Total	301	330	632

* Table 19-3 is new to the EIS.

TABLE 19-4
Consolidated Operations Level of Service for the 911 Call and Dispatch Center Alternative

	ANALYZED INTERSECTIONS	Lane Group	AM Peak Hour									Midday Peak Hour								
			2012 No Build			Consolidated Operations			Consolidated Operations w/ Reduce Workforce			2012 No Build			Consolidated Operations			Consolidated Operations w/ Reduce Workforce		
			V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS
1	1. Waters Place (E-W) at Eastchester Road (N-S)	WB-L	0.42	24.1	C	0.46	24.6	C	0.46	24.5	C	0.61	37.9	D	0.00	0.67	39.6	D	0.67	39.6	D
		WB-R	0.59	22.4	C	0.76	28.5	C	0.75	28.0	C	0.72	27.1	C	0.00	0.89	38.6	D	0.88	37.7	D
		NB-TR	0.47	19.0	B	0.50	19.5	B	0.50	19.5	B	0.71	23.8	C	0.00	0.74	24.9	C	0.74	24.8	C
		SB-DefL	0.76	36.0	D	1.08	99.2	F *	1.06	95.3	F *	0.94	47.1	D	0.00	1.15	112.4	F *	1.14	107.5	F *
		SB-T	0.25	11.7	B	0.25	11.7	B	0.25	11.8	B	0.33	6.4	A	0.00	0.33	6.4	A	0.33	6.4	A
2	2. Waters Place (E-W) at Industrial Street (N-S) (Future Marconi Street)	EB-DefL	0.00	0.0	0	1.89	443.9	F	1.71	363.8	F	0.78	33.4	C	EB-DefL	2.05	510.5	F	1.87	432.4	F
		EB-T	0.00	0.0	0	0.56	13.5	B	0.56	13.5	B	0.78	20.6	C	EB-T	0.78	20.6	C	0.78	20.6	C
		EB-LT	0.56	13.1	B		163.6	F *		134.7	F *	0.00	23.6	C	EB-LT	0.00	185.2	F *		156.7	F *
		WB-TR	0.57	12.2	B	0.77	16.9	B	0.74	15.9	B	0.52	11.5	B		0.72	15.2	B	0.69	14.6	B
		SB-L	0.06	23.4	C	0.63	33.9	C	0.55	31.4	C										A
		SB-LR										0.44	29.0	C		0.89	52.0	D *	0.81	43.4	D
		SB-R	0.09	23.8	C	0.48	30.1	C	0.45	29.5	C	0.48	30.2	C		0.88	52.5	D *	0.87	50.8	D *
4	4. Waters Place (E-W) at entrance to Bronx Psychiatric Center (N-S)	EB-LT	0.66	18.1	B	1.12	88.8	F *	1.04	63.0	E *	0.81	21.5	C		1.18	108.0	F *	1.11	82.9	F *
		WB-TR	0.83	21.6	C	1.08	65.2	E *	1.04	52.8	D *	0.70	17.2	B		0.94	30.6	C	0.91	26.9	C
		SB-LR	0.10	10.2	B	0.10	10.2	B	0.10	10.2	B	0.21	10.8	B		0.21	10.8	B	0.21	10.8	B
6	6. Little League Place at (E-W) Westchester Avenue (N-S)	WB-LR	0.27	23.1	C	0.89	50.6	D *	0.79	39.9	D	0.59	30.3	C		1.19	137.1	F *	1.11	105.7	F *
		NB-T	0.20	10.9	B	0.20	11.0	B	0.20	11.0	B	0.32	12.0	B		0.32	12.0	B	0.32	12.0	B
		SB-T	0.37	12.5	B	0.37	12.5	B	0.37	12.5	B	0.33	12.1	B		0.34	12.2	B	0.34	12.2	B
8	8. East Tremont Avenue (E-W) at Ericson Place (N-S)	EB-LT	0.23	14.7	B	0.23	14.7	B	0.23	14.7	B	0.51	18.1	B		0.51	18.1	B	0.51	18.1	B
		WB-T	0.33	15.6	B	0.34	15.7	B	0.34	15.7	B	0.48	17.5	B		0.49	17.6	B	0.49	17.6	B
		NB-LTR	0.73	32.1	C	1.01	62.0	E *	0.96	51.3	D *	0.72	31.9	C		0.99	57.9	E *	0.95	49.6	D *
10	10. East Tremont Avenue (E-W) at Silver Street (N-S) (Eastchester Road)	EB-DefL	0.88	55.6	E	0.99	78.7	E *	0.99	78.7	E *	0.82	42.3	D		0.95	62.0	E *	0.94	60.6	E *
		EB-T	0.36	23.2	C	0.36	23.2	C	0.36	23.2	C	0.46	19.2	B		0.46	19.2	B	0.46	19.2	B
		WB-T	0.29	21.4	C	0.29	21.4	C	0.29	21.4	C	0.38	16.9	B		0.38	16.9	B	0.38	16.9	B
		NB-L	0.33	43.4	D	0.33	43.4	D	0.33	43.4	D	0.07	35.1	D		0.07	35.1	D	0.07	35.1	D
		NB-TR	0.24	42.3	D	0.24	42.3	D	0.24	42.3	D	0.18	35.9	D		0.18	35.9	D	0.18	35.9	D
		SB-LR	1.05	108.7	F	1.17	148.7	F *	1.16	145.4	F *	0.87	50.6	D		0.96	69.5	E *	0.96	69.5	E *
11	11. East Tremont Avenue (E-W) at Castle Hill Avenue (N-S)	EB-T	0.60	37.7	D	0.64	38.7	D				0.55	30.7	C		0.59	31.5	C	0.59	31.4	C
		EB-R	0.19	12.7	B	0.19	12.7	B				0.51	20.5	C		0.51	20.5	C	0.51	20.5	C
		WB-LT	0.82	35.5	D	0.87	39.5	D				1.06	72.5	E		1.11	92.4	F *	1.11	92.0	F *
		NB-L	0.84	55.2	E	0.84	55.2	E				0.78	43.9	D		0.78	43.9	D	0.78	43.9	D
		NB-R	0.16	38.5	D	0.16	38.5	D				0.20	32.4	C		0.20	32.4	C	0.20	32.4	C
20	20. Eastchester Road (N-S) at Ives Street (E-W)	EB-LR	0.19	15.2	B	0.19	15.2	B				0.18	14.5	B		0.18	14.5	B	0.18	14.5	B
		NB-LT	0.68	13.5	B	0.80	17.0	B				0.99	37.0	D		1.11	77.0	E *	1.11	74.6	E *
		SB-TR	0.25	8.0	A	0.31	8.4	A				0.49	10.0	A		0.54	10.7	B	0.54	10.6	B
22	22. Eastchester Road (N-S) at Morris Park Avenue (E-W)	EB-L	0.45	26.9	C	0.45	26.9	C				0.61	32.2	C		0.61	32.2	C	0.61	32.2	C
		EB-LT	0.22	22.5	C	0.22	22.5	C				0.33	24.4	C		0.33	24.4	C	0.33	24.4	C
		EB-R	0.46	26.5	C	0.46	26.5	C				0.75	37.1	D		0.75	37.1	D	0.75	37.1	D
		WB-LTR	0.06	20.2	C	0.06	20.2	C				0.19	22.1	C		0.19	22.1	C	0.19	22.1	C
		NB-L	0.76	26.1	C	0.83	32.6	C				1.04	88.8	F		1.14	126.1	F *	1.13	123.1	F *
		NB-TR	0.28	11.6	B	0.36	12.4	B				0.46	13.6	B		0.53	14.6	B	0.53	14.5	B
		SB-LT	0.49	22.1	C	0.57	23.4	C				0.60	24.3	C		0.68	26.3	C	0.68	26.1	C
		SB-R	0.56	25.7	C	0.56	25.7	C				0.52	24.7	C		0.52	24.7	C	0.52	24.7	C

NOTES:

EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound

L-Left, T-Through, R-Right, DefL-Analysis considers a De facto Left Lane on this approach

V/C Ratio-Volume to Capacity Ratio, SEC/VEH-Seconds per Vehicle

LOS- Level of Service

* - Denotes Impacted Intersection

Analysis is based on the 2000 Highway Capacity Manual Methodology (HCS 2000)

While the proposed mitigation measures for the Typical Operations of PSAC II (see Table 18-1 in Chapter 18, "Mitigation") would be adequate for most of the impacted intersections under the temporary Consolidated Operations, traffic impacts at one intersection in the AM peak hour and at one intersection in the midday peak hour would not be fully mitigated during the Consolidated Operations of PSAC II under this alternative, compared to one in the AM and two in the midday peak hours, respectively, under the Proposed Action (see Table 19-5). With the exception of the eastbound de facto left-turn movement at the intersection of East Tremont Avenue and Silver Street in the AM peak hour and the southbound right turn at the intersection of Waters Place and Industrial Street (future Marconi Street) in the midday peak hour, the mitigation plan proposed for the six signalized intersections significantly impacted by the proposed PSAC II development under Typical Operations would also fully mitigate the traffic impacts at these intersections under the temporary Consolidated Operations of PSAC II under this alternative.

As discussed above, three additional signalized intersections would also be significantly impacted under temporary Consolidated Operations of PSAC II under the 911 Call and Dispatch Center Alternative: Waters Place at the entrance to the Bronx Psychiatric Center and East Tremont Avenue at Ericson Place in the AM and midday peak hours, as well as Little League Place at Westchester Avenue in the AM peak hour. As with the Proposed Action, because the proposed PSAC II development is expected to accommodate the consolidated staffs of both PSAC I and PSAC II only on a temporary emergency basis, the New York City Police Department (NYPD) is committed to mitigating additional significant adverse traffic impacts at these three signalized intersections, as well as at the signalized intersection of East Tremont Avenue and Silver Street, Waters Place and Industrial Street (future Marconi Street) and Eastchester Road and Ives Street through the use of traffic enforcement agents. The traffic enforcement agents would be under the purview of the NYPD. This approach has been recommended by the New York City Department of Transportation (NYCDOT) as the appropriate method of addressing temporary/emergency conditions when all of the City's PSAC workers are at the proposed development site. If the NYPD does not place the traffic enforcement agents at these locations, the impacts would remain unmitigated.

Parking

As with the Proposed Action, the 911 Call and Dispatch Center Alternative would accommodate all of the proposed PSAC II parking demand in an above-grade accessory parking facility located on the development site. Under Typical Operations, the proposed accessory parking structure under this alternative would operate as a self-park facility containing 300 parking spaces, compared to 500 parking spaces under the Proposed Action. In this alternative, under temporary Consolidated Operations of PSAC II, the proposed accessory parking structure would operate as an attended parking facility and would contain 500 parking spaces.

Similar to the Proposed Action, the accessory parking structure would provide enough capacity to accommodate all of the demand generated by PSAC II under Typical and temporary Consolidated Operations in this alternative. As shown in Table 19-6, under Typical and temporary Consolidated Operations, PSAC II would have a maximum parking demand of approximately 264 and 478 spaces (88 percent and 96 percent utilization), respectively, under the 911 Call and Dispatch Center Alternative. In the event that additional vehicles would need to park at PSAC II, the NYPD would direct vehicles to park elsewhere on the site.

TABLE 19-5

Mitigated Consolidated Operations Level of Service for the 911 Call and Dispatch Center Alternative

(PSAC I and II Employees)

		AM Peak Hour									Midday Peak Hour								
		2012 No Build			Mitigated Consolidated Operations			Mitigated Reduced Workforce Consolidated Operations			2012 No Build			Mitigated Consolidated Operations			Mitigated Reduced Workforce Consolidated Operations		
ANALYZED INTERSECTIONS	Lane Group	V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS
1. Waters Place (E-W) at Eastchester Road (N-S)	WB-L	0.4	24.1	C	0.46	24.6	C	0.46	24.5	C	0.61	37.90	D	0.67	39.6	D	0.67	39.6	D
	WB-R	0.59	22.4	C	0.76	28.5	C	0.75	28	C	0.72	27.10	C	0.89	38.6	D	0.88	37.7	D
	NB-TR	0.47	19.0	B	NB-TR	17.1	B	NB-TR	17.1	B	0.71	23.80	C	NB-TR 0	19.0	B	NB-TR	19.0	B
					NB-T 0.29	16.7	B	NB-T 0.29	16.7	B	—	—	—	NB-T 0.46	18.8	B	NB-T 0.46	18.8	B
					NB-R 0.34	18.1	B	NB-R 0.34	18.1	B	—	—	—	NB-R 0.44	19.7	B	NB-R 0.44	19.7	B
	SB-DefL	0.76	36.0	D	0.83	38.6	D	0.82	37.6	D	0.94	47.1	D	0.96	42.2	D	0.95	39.8	D
	SB-T	0.25	11.7	B	0.25	11.7	B	0.25	11.7	B	0.33	6.4	A	0.33	6.4	A	0.33	6.4	A
2. Waters Place (E-W) at Industrial Street (N-S) (future Marconi Street)	EB-DefL				0.89	47.7	D	0.88	45.9	D	0.78	33.4	C	0.92	45.8	D	0.89	42.1	D
	EB-T				0.56	13.5	B	0.56	13.5	B	0.78	20.6	C	0.78	20.6	C	0.78	20.6	C
	EB-LT	0.56	13.1	B		25.4	C		24.7	C		23.6	C		29.0	C		27.7	C
	WB-TR	0.57	12.2	B	WB-TR	11.5	B	WB-TR	11.1	B	0.52	11.5	B	WB-TR	12.3	B	WB-TR	11.6	B
					WB-T 0.42	10.3	B	WB-T 0.42	10.3	B	---	—	---	WB-T 0.33	9.4	A	WB-T 0.33	9.4	A
					WB-R 0.57	13.6	B	WB-R 0.51	12.6	B	---	—	---	WB-R 0.65	15.7	B	WB-R 0.61	14.4	B
	SB-L	0.06	23.4	C	0.55	31.1	C	0.48	29.4	C	0.44	29.0	C	0.89	52.0	D	0.81	43.4	D
	SB-R	0.09	23.8	C	0.42	28.5	C	0.4	28.1	C	0.48	30.2	C	0.88	52.5	D	0.87	50.8	D
(+)4. Waters Place (E-W) at entrance to Bronx Psychiatric Center (N-S)	EB-LT	0.66	18.1	B	1.12	88.80	F	1.04	63.00	E	0.81	21.5	C	1.18	108.00	F	1.11	82.90	F
	WB-TR	0.83	21.6	C	1.08	65.20	E	1.04	52.80	D	0.70	17.2	B	0.94	30.60	C	0.91	26.90	C
	SB-LR	0.10	10.2	B	0.10	10.20	B	0.10	10.20	B	0.21	10.8	B	0.21	10.80	B	0.21	10.80	B
(+)6. Little League Place at (E-W) Westchester Avenue (N-S)	WB-LR	0.27	23.1	C	0.89	50.60	D	0.79	39.90	D	0.59	30.3	C	1.19	137.10	F	1.11	105.70	F
	NB-T	0.20	10.9	B	0.20	11.00	B	0.20	11.00	B	0.32	12.0	B	0.32	12.00	B	0.32	12.00	B
	SB-T	0.37	12.5	B	0.37	12.50	B	0.37	12.50	B	0.33	12.1	B	0.34	12.20	B	0.34	12.20	B
(+)8. East Tremont Avenue (E-W) at Ericson Place (N-S)	EB-LT	0.23	14.7	B	0.23	14.70	B	0.23	14.70	B	0.51	18.1	B	0.51	18.10	B	0.51	18.10	B
	WB-T	0.33	15.6	B	0.34	15.70	B	0.34	15.70	B	0.49	17.6	B	0.49	17.60	B	0.49	17.60	B
	NB-LTR	0.73	32.1	C	1.01	62.00	E	0.96	51.30	D	0.99	57.9	E	0.99	57.90	E	0.95	49.60	D
10. East Tremont Avenue (E-W) at Silver Street (N-S) (Eastchester Road)	EB-DefL	0.88	55.6	E	0.91	56.3	E	0.91	56.3	E	0.82	42.3	D	0.86	43.4	D	0.85	42.6	D
	EB-T	0.36	23.2	C	0.34	20.4	C	0.34	20.4	C	0.46	19.2	B	0.43	16.7	B	0.43	16.7	B
	WB-T	0.29	21.4	C	0.27	18.9	B	0.27	18.9	B	0.38	16.9	B	0.35	14.9	B	0.35	14.9	B
	NB-L	0.33	43.4	D	0.33	43.4	D	0.33	43.4	D	0.07	35.1	D	0.07	35.1	D	0.07	35.1	D
	NB-TR	0.24	42.3	D	0.24	42.3	D	0.24	42.3	D	0.18	35.9	D	0.18	35.9	D	0.18	35.9	D
	SB-LR	1.05	108.7	F	SB-LR 0.00	52.8	D	SB-LR	52.6	D	0.87	50.6	D	SB-LR	33.7	C	SB-LR	33.7	C
					SB-LR-shared 0.59	46.1	D	SB-LR-shar 0.59	45.9	D				SB-LR-shared 0.50	31.8	C	SB-LR-shared 0.50	31.8	C
					SB-R 0.78	58.0	E	SB-R 0.78	57.6	E				SB-R 0.62	35.3	D	SB-R 0.62	35.3	D
11. East Tremont Avenue (E-W) at Castle Hill Avenue (N-S)	EB-T	0.60	37.7	D							0.55	30.7	C	0.59	31.5	C	0.59	31.4	C
	EB-R	0.19	12.7	B							0.51	20.5	C	0.51	20.5	C	0.51	20.5	C
	WB-LT	0.82	35.5	D							1.06	72.5	E	WB-LT	29.0	C	WB-LT	29.0	C
														WB-L 0.48	32.6	C	WB-L 0.47	32.5	C
														WB-T 0.77	28.5	C	WB-T 0.77	28.5	C
	NB-L	0.84	55.2	E							0.78	43.9	D	0.78	43.9	D	0.78	43.9	D
	NB-R	0.16	38.5	D							0.20	32.4	C	0.20	32.4	C	0.20	32.4	C
20. Eastchester Road (N-S) at Ives Street (E-W)	EB-LR	0.19	15.2	B							0.18	14.5	B	0.20	16.0	B	0.20	16.0	B
	NB-LT	0.68	13.5	B							0.99	37.0	D	1.03	45.8	D	1.02	44.2	D
	SB-TR	0.25	8.0	A							0.49	10.0	A	0.51	9.2	A	0.51	9.1	A
22. Eastchester Road (N-S) at Morris Park Avenue (E-W)	EB-L	0.45	26.9	C							0.61	32.2	C	0.61	32.2	C	0.61	32.2	C
	EB-LT	0.22	22.5	C							0.33	24.4	C	0.33	24.4	C	0.33	24.4	C
	EB-R	0.46	26.5	C							0.75	37.1	D	0.75	37.1	D	0.75	37.1	D
	WB-LTR	0.06	20.2	C							0.19	22.1	C	0.19	22.1	C	0.19	22.1	C
	NB-L	0.76	26.1	C							1.04	88.8	F	0.99	71.7	E	1.02	70.7	E
	NB-TR	0.28	11.6	B							0.46	13.6	B	0.53	14.5	B	0.53	14.5	B
	SB-LT	0.49	22.1	C							0.60	24.3	C	0.77	32.1	C	0.77	32.0	C
	SB-R	0.56	25.7	C							0.52	24.7	C	0.59	29.8	C	0.59	29.8	C

NOTES:

EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound

L-Left, T-Through, R-Right, DefL-Analysis considers a De facto Left Lane on this approach

V/C Ratio-Volume to Capacity Ratio, SEC/VEH-Seconds per Vehicle

LOS- Level of Service

* - Denotes Impacted Intersection

(+) - Denotes intersections newly impacted under the temporary Consolidated Operations that were not impacted under Typical Operations

Analysis is based on the 2000 Highway Capacity Manual Methodology (HCS 2000)

This table is new to the EIS.

TABLE 19-6
Parking Demand for the 911 Call and Dispatch Center Alternative

			Typical Operations (PSAC II Employees Only)					Reduced Workforce Consolidated Operations (PSAC I and II Employees)		
	IN	OUT	Accumulation	Accessory Supply	Excess Supply	IN	OUT	Accumulation	Accessory Supply	Excess Supply
12-1 AM	0	0	152	300	148	0	0	324	500	176
1-2	0	0	152	300	148	0	0	324	500	176
2-3	0	0	152	300	148	0	0	324	500	176
3-4	0	0	152	300	148	0	0	324	500	176
4-5	0	0	152	300	148	0	0	324	500	176
5-6	0	0	152	300	148	0	0	324	500	176
6-7*	137	31	258	300	42	217	67	474	500	26
7-8*	51	121	188	300	112	73	217	330	500	170
8-9	0	0	188	300	112	0	0	330	500	170
9-10	0	0	188	300	112	0	0	330	500	170
10-11	0	0	188	300	112	0	0	330	500	170
11-12	0	0	188	300	112	0	0	330	500	170
12-1 PM	0	0	188	300	112	0	0	330	500	170
1-2	0	0	188	300	112	0	0	330	500	170
2-3*	121	45	264	300	36	228	80	478	500	22
3-4*	37	143	158	300	142	90	210	358	500	142
4-5	0	0	158	300	142	0	0	358	500	142
5-6	0	0	158	300	142	0	0	358	500	142
6-7	0	0	158	300	142	0	0	358	500	142
7-8	0	0	158	300	142	0	0	358	500	142
8-9	0	0	158	300	142	0	0	358	500	142
9-10	0	0	158	300	142	0	0	358	500	142
10-11*	121	37	242	300	58	207	91	474	500	26
11-12*	31	121	152	300	148	77	227	324	500	176

Notes

-This Table is new to the EIS.

-Primary shift changes are expected to occur at 7 AM, 3 PM and 11 PM.

* -Temporal distribution based on data provided by NYPD, FDNY and EMS, and assumes employees arrive and leave the proposed PSAC II development the half hour before and after the shift changes. Inbound and outbound employee travel during the 7 AM, 3 PM and 11 PM shift changes occur between 6:30 and 7:30 AM, 2:30 to 3:30 PM, and 10:30 to 11:30 PM, respectively.

-Under Typical Operations accessory garage would operate as a self park facility and under Consolidated Operations the accessory garage would operate as an attended garage.

As the 911 Call and Dispatch Center Alternative, similar to the Proposed Action, would also directly displace some required accessory parking for the HMC office complex, the parking analysis for this alternative also considers the effect of this loss of required accessory parking on the current and projected parking demand at HMC. As boundaries of the proposed development site under this alternative would be equivalent to the Proposed Action, this alternative would also eliminate 513 required accessory parking spaces located within the HMC (see Table 12-12 in Chapter 12, "Traffic and Parking). Though this would likely cause the HMC to become non-compliant with its M1-1 zoning parking requirement,[1] the HMC would retain a sufficient number of parking spaces to accommodate all of its projected parking demand. As the PSAC II parking demand under both Typical and temporary Consolidated Operations would be accommodated on-site, and as the HMC office, hotel and student demand would not affect on-street or off-street parking demand and capacity, no significant adverse parking impacts would occur under the 911 Call and Dispatch Center Alterative.

Transit and Pedestrians

The analysis of transit and pedestrian facilities under the 911 Call and Dispatch Center Alternative considers the net new bus, subway and walk trips that trips that would occur under this alternative. As shown in Table 19-3, under Typical Operations, this alternative would result in no more than 129, 59, and 22 bus, subway and walk trips, respectively in any peak hour, the same as under the Proposed Action. As discussed in detail in Chapter 13, "Transit and Pedestrians" this additional travel demand is not expected to significantly adversely impact any transit or pedestrian facilities that would be utilized by those en route to and from the proposed PSAC II development. As the 911 Call and Dispatch Center Alternative would generate the same travel demand as under the Proposed Action, no significant adverse impacts would occur under this alternative under the Typical Operations of PSAC II.

As shown in Table 19-3, the 911 Call and Dispatch Center Alternative would result in no more than 132, 200 and 22 bus, subway and walk trips, respectively, in any peak hour under the temporary Consolidated Operations of PSAC II. This is less than the 149, 226, and 24 bus, subway and walk trips, respectively, that would occur in any peak hour under the Proposed Action. As discussed in detail in Chapter 13, "Transit and Pedestrians" the additional travel demand for the temporary Consolidated Operation under the Proposed Action is not expected to significantly adversely impact any transit and pedestrian facilities that would be utilized by those en route to and from the proposed PSAC II development. As the 911 Call and Dispatch Center Alternative would generate the less travel demand than under the Proposed Action, no significant adverse impacts would occur under this alternative.

Air Quality

Under both the Proposed Action and this 911 Call and Dispatch Center Alternative there would not be any significant carbon monoxide (CO) concentrations resulting from traffic, or any violations of NAAQS. In addition, although this alternative would have shorter HVAC stack heights, there are no other buildings within 400 feet of the proposed PSAC II development that are equal to or taller than 260 feet tall. Therefore, like the Proposed Action, based on *CEQR Technical Manual* screening procedures, no air quality impacts of the proposed development's HVAC emissions on existing land uses are anticipated for this alternative.

[1] The result is an adverse (but not significant) zoning impact. This is discussed in more detail in Chapter 2, "Land Use, Zoning and Public Policy."

In contrast to the mechanically ventilated garage associated with the Proposed Action, the parking facility for the 911 Call and Dispatch Center Alternative would be a two-level, naturally ventilated parking facility. The maximum number of vehicles entering the facility would be 318 during 2:30 to 3:30 PM, and the maximum number of exiting vehicles, also 318, would occur between 10:30 and 11:30 PM. These volumes were used in conjunction with the formulas for parking decks (naturally ventilated facilities) provided in the *NYC CEQR Technical Manual Appendices*. Other inputs, such as MOBILE6.2 emission factors, CO persistence factors, and background values, are the same as used for the garage in the Proposed Action. Worst-case receptors were placed at mid-sidewalk approximately 12 feet from the eastern and southern sides of the parking facility. Since no impacts were projected for the Proposed Action, none would be anticipated for the lower volumes for this Alternative. In addition, the greater dispersion of CO afforded by the naturally ventilated facility, in contrast to the concentration of CO dispersed from a single garage vent, would substantially reduce the maximum CO concentrations at nearby receptors.

The results of the parking analysis for the naturally vented facility showed that the maximum CO concentrations at both worst-case receptor locations would be quite low and would have a negligible effect when added to the background values of 2.0 ppm. Thus, the resulting total CO concentrations would be equivalent to background CO values. Based on this analysis, no exceedances of the National Ambient Air Quality Standards or the NYC de minimis criteria are projected for this Alternative. Therefore, like the Proposed Action, the proposed accessory parking facility in this alternative would not cause an air quality impact.

Noise

Under both the Proposed Action and this 911 Call and Dispatch Center Alternative there would not be any significant adverse Noise impacts. As this alternative would introduce approximately 200 fewer employees to the proposed development site under its Consolidated Operation, which would generate fewer vehicular trips, noise from increased traffic due to this alternative would be comparable to the Proposed Action and would not cause noise level impacts at any affected intersections.

Construction Impacts

Under the 911 Call and Dispatch Center Alternative, the proposed development site would be redeveloped with a reduced building program, as compared to the Proposed Action. This alternative would involve the construction of an approximately 550,000 gsf building and a naturally ventilated accessory parking facility, as compared to a 640,000 gsf building and a mechanically ventilated accessory garage.

The 911 Call and Dispatch Center Alternative would generate similar temporary construction disruptions to those attributable to the Proposed Action. As with the Proposed Action, construction-related activities resulting from this alternative are not expected to have any significant adverse impacts on traffic, air quality, noise, or hazardous materials conditions. The proposed traffic improvement measures for the construction of the proposed PSAC II development are expected to fully mitigate most traffic impacts likely to result from vehicle trips at the Project Site during construction of this alternative. However, like the Proposed Action, traffic impacts would persist at four intersections during one peak period. These impacts would not be significant and adverse as they would be temporary and occur during the peak construction period of PSAC II. Traffic mitigation measures for the proposed PSAC II development would be implemented by 2011, thereby addressing

most of the temporary construction impacts. The remaining temporary traffic impacts would be non-mitigable during the short peak construction period.

As with the Proposed Action, all construction would be governed by applicable city, state, and federal regulations regarding construction activities, avoiding significant adverse impacts in other areas. Construction activities associated with the establishment of the proposed public street (Marconi Street) would be the same in scope and duration for the Proposed Action and the 911 Call and Dispatch Center Alternative, and the measures to minimize these effects would be the same for both.

Public Health

The 911 Call and Dispatch Center Alternative would result in similar effects on public health compared to the Proposed Action. Like the Proposed Action, no activities are proposed under the 911 Call and Dispatch Center Alternative that would exceed accepted City, state, or federal standards with respect to public health. Neither the Proposed Action nor the 911 Call and Dispatch Center Alternative would result in significant adverse public health impacts.

Conclusion

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

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

Overall, the 911 Call and Dispatch Center Alternative would have similar effects to the Proposed Action. This alternative would not eliminate the potential for significant adverse impacts on hazardous materials and would also result in significant adverse traffic impacts, which would require mitigation. All of the hazardous materials and traffic mitigation measures required for the Proposed Action would also be required for this alternative. Similar to the Proposed Action, the 911 Call and Dispatch Center Alternative would also result in an adverse, but not significant, zoning impact causing non-

conformance on the HMC site with respect to current underlying zoning regulations on required accessory parking as well as floor area regulations.

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