



POLICE DEPARTMENT

STATEMENT OF FINDINGS

PUBLIC SAFETY ANSWERING CENTER II (PSAC II)

Project Identification:

CEQR No. 07NYP004X

ULURP Nos. 080197MMX and 090070PCX

Lead Agency:

New York City

Police Department

SEQR Classification: Type I

Date Issued:

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Location:

Bronx, New York

Block 4266, Lot 75, Part of Lots 30, 35, 40 and 55

The project area is roughly bounded by the Pelham Parkway, Hutchinson River Parkway, Waters Place and the New York, New Haven and Hartford railroad right-of-way for Amtrak.

A. INTRODUCTION

This Statement of Findings has been prepared in accordance with the environmental review requirements of Article 8 of the New York State Environmental Conservation Law, the State Environmental Quality Review Act (SEQRA), the implementing regulations set forth in 6 NYCRR Part 617, and the New York City Rules of Procedure for City Environmental Quality Review (CEQR) and Executive Order 91 of 1977 as amended. This Statement of Findings has been prepared to demonstrate that (1) the procedural requirements have been met; (2) the Proposed Action was considered among reasonable alternatives; and (3) the potential for adverse environmental effects as disclosed in the Public Safety Answering Center II (PSAC II) Environmental Impact Statement (EIS) and during the review process will be avoided or minimized to the maximum extent practicable by the incorporation of mitigation measures.

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Under CEQR, the New York City Police Department (NYPD) is the lead agency responsible for conducting the environmental review that determines whether the Proposed Action would have significant adverse impacts on the environment.

The Notice of Positive Declaration and Intent to Prepare a Draft EIS were issued on July 26, 2007, as well as the Draft Scoping Document for the Preparation of a Draft EIS. The public, governmental agencies, community boards, and elected officials were invited to comment on the Draft Scoping Document either in writing or at the public scoping hearing held on September 6, 2007. The comment period on the Draft Scoping Document remained open until September 17, 2007. The comments received during the comment period were incorporated into the Final Scoping Document, which was issued on June 3, 2008.

The Draft Environmental Impact Statement (DEIS) was certified as complete on August 18, 2008 and was published and distributed for review. The certification of the DEIS was followed by a public hearing that was held in conjunction with the City's land use review process on December 17, 2008 at the New York City Department of City Planning located at 22 Reade Street, New York, NY. Notices of the DEIS's availability as well as the date and location of the public hearing were advertised in the City Record, the Environmental Notice Bulletin, and the New York Post. Copies of the DEIS documents, including information on the public hearing and comment period, were forwarded to elected officials including Bronx Borough President Adolfo Carrion and City Council Member James Vacca, Bronx Community Board 11, and the Westchester Square branch of the New York Public Library. Written comments on the DEIS were requested, received and considered by the Lead Agency through December 31, 2008, the close of the public comment period. The NYPD prepared a Final Environmental Impact Statement (FEIS), which addressed all substantive comments made on the DEIS. The FEIS was certified as complete, and a Notice of Completion was issued on January 23, 2009.

After considering the FEIS for no less than 10 days after the issuance of the Notice of Completion, the NYPD has adopted this Statement of Findings.

B. PROJECT OVERVIEW

The NYPD will construct a second emergency communications 911 center, the Public Safety Answering Center II ("PSAC II"), for the City on an approximately 8.75 acre site in Bronx Community District 11. The proposed public facility will function as a parallel operation to the existing PSAC I in Downtown Brooklyn and will augment and provide redundancy to the current emergency 911 response services in the City. It will serve as a streamlined emergency call intake and dispatch center for all of the City's first responders, including the NYPD, the Fire Department of New York City (FDNY), and the Emergency Medical Services (EMS). The proposed facility will consist of a single office building and accessory parking ("proposed development").

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

signalized intersection located approximately 420 feet east of the intersection of Eastchester Avenue and Waters Place for approximately 0.63 miles to the southern boundary of the proposed development site.

In late October 2008, the Mayor's Office directed that the PSAC II project cost be reduced substantially by reexamining the program and scope for the facility. The design team worked with NYPD, FDNY, New York City Department of Information Technology and Telecommunications (DoITT) and the New York City Department of Design and Construction (DDC) throughout November to make changes that would substantially reduce the project's cost, while maintaining its core functionality and reliability. In addition, a number of comments were received concerning the scale and bulk of the proposed public facility. Specifically, the comments expressed a strong desire for a reduction in the height of the proposed office building to be more comparable to and in context with the low-density surroundings of Pelham Gardens and Pelham Bay.

In response to these comments, as well as in response to the current budget pressures faced by the City, the 911 Call and Dispatch Center Alternative was developed and considered as part of the FEIS in Chapter 19, "Alternatives." The alternative modifies the scope and program for the proposed PSAC II facility, and assumes that PSAC II will function only as a 911 call and dispatch center and will 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 will function similar to PSAC I in Downtown Brooklyn and will consolidate operators and dispatchers for all of the City's emergency responders, which will handle the call transfer and dispatch operations for these services within the five boroughs. Under this alternative, PSAC II will 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 will remain at their current locations at One Police Plaza in Lower Manhattan and at 9 MetroTech Center in Downtown Brooklyn, respectively.

The "911 Call and Dispatch Center Alternative," (The Alternative) the subject of this Findings Statement, is the preferred plan and the NYPD will implement it. The Alternative reduces the size and scale of proposed development as compared to the Proposed Action (see Table 1), and therefore would not have any significant adverse impacts greater than or qualitatively different from those anticipated for the Proposed Action and disclosed in the FEIS.

Under the 911 Call and Dispatch Center Alternative, the proposed PSAC II development will consist of a new approximately 550,000 gsf public facility office building and an above-grade naturally ventilated accessory parking structure, as compared to the approximately 640,000 gsf public facility and the above grade mechanically ventilated accessory garage that were advanced in the proposed action. The new public facility building will 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 heights in the building are also expected to be similar to the Proposed Action and range between 20 to 45 feet due to extensive mechanical and data infrastructure systems for PSAC II.

Table 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

The 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 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.

In this alternative, as in the Proposed Action, PSAC II will operate continuously 24 hours per day, seven days per week similar to PSAC I. The majority of employees will work in three separate shifts, and shift changes will typically occur at approximately 7:00 AM, 3:00 PM, and 11:00 PM. The largest (or peak) shift will generally be the 3:00 PM to 11:00 PM shift. The next largest shift will 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 will typically have a staff size of approximately 850 employees that will 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 will temporarily increase. During this emergency condition (“Consolidated Operations”), it is expected that PSAC II will 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).

Existing Site Conditions

The proposed development site is located to the southwest of the interchange of the Pelham and the Hutchinson River Parkways. It is a bell-shaped property that comprises the northernmost portion of the HMC. The proposed development site is generally bounded by the Pelham Parkway to the north, the Hutchinson River Parkway to the east, and partially by the Amtrak right-of-way to the west. The proposed development site consists of Bronx Block 4226, Lot 75 and the northern portion of Lots 40 and 55 on Block 4226. It is entirely privately owned and largely unimproved, and encompasses approximately 8.75 acres of land. The development site is partially occupied by approximately 513 at-grade accessory parking spaces for the HMC (Block 4226, part of Lots 40 and 55) and partially occupied by vacant land that formerly accommodated two baseball fields (Block 4226, Lot 75). The two ball fields are no longer functional, enclosed by fencing, and largely overgrown, and partially overlaid with a series of debris mounds (soil, concrete, asphalt). An asphalt pedestrian walkway also cuts through the center of the northern portion of the development site providing a pedestrian connection between the Pelham Parkway and the HMC. The proposed development site is zoned M1-1.

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

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

C. PURPOSE AND NEED

Central to New York City’s emergency communications system is a unified structure that consolidates and streamlines emergency call taking and dispatch operations using two load-balanced facilities (i.e., PSAC I and PSAC II). These two facilities will consolidate operators and dispatchers for all the City’s emergency services within two call centers. The proposed PSAC II development will serve as a redundant hot site working with the existing PSAC I facility at 11 MetroTech Center in Downtown Brooklyn.

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

The proposed emergency facility will be a fully redundant and load-balanced intake and dispatch center for emergency calls that would provide more secure and long range support to the City’s 911 system. The proposed development, like PSAC I, will operate continuously 24 hours per day, seven days per week, and the operators and dispatchers for all of the City’s emergency agencies will work side by side.

The proposed development site is an ideal location for PSAC II in terms of its size, configuration, relative isolation, strategic location from the existing PSAC I in Brooklyn, availability of utilities and highway access, and compatibility with surrounding land uses. The proposed development site encompasses an approximately 8.75-acre site that is essentially severed from the surrounding area, bordered by the Pelham Parkway to the north, the Hutchinson River Parkway to the east, and partially by an Amtrak right-of-way to the west. This area of the City is also less densely developed, supporting large commercial and

institutional uses on campus-like settings. There are no existing or planned structures within at least 150 feet of the proposed development site, and residential uses are located more than 500 feet from the site. The Pelham and the Hutchinson River Parkways provide wide buffers between the predominantly residential areas of Pelham Gardens and Pelham Bay, and the Amtrak right-of-way and a number of light industrial, warehousing, commercial and vehicular storage uses physically separate the proposed development site from the residential neighborhood of Indian Village.

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

D. PROPOSED PROJECT

The 911 Call and Dispatch Center Alternative would develop a second emergency communications 911 center, PSAC II, for the City on approximate 8.75 acre site located to the southwest of the interchange of the Pelham and Hutchinson River Parkways. The proposed 911 center would be built on land currently under private ownership that is partially used for accessory parking and partially occupied by vacant land. As the development site is relatively isolated from the surrounding area with no linear frontage adjacent to a public street, the City Map would be amended to map an existing privately owned street (“Industrial Street”) that provides access to the HMC as a public street (“Marconi Street”) to ensure permanent vehicular access and utility services to the proposed development along a public right-of-way. Marconi Street would extend north of Waters Place from a signalized intersection located approximately 420 feet east of the intersection of Eastchester Avenue and Waters Place for approximately 0.63 miles to the southern boundary of the proposed development site.

E. REQUIRED APPROVALS

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

- Acquisition of an approximately 8.75 acre site by the City from a private land owner, encompassing the northern portion of the HMC, which is generally bounded by the Pelham Parkway right-of-way to the north, the Hutchinson River Parkway right-of-way to the east, and partially by the New York-New Haven Hartford rail line of Amtrak to the west (proposed development site);
- Site Selection for a public facility to locate a new emergency communications center at the proposed development site in the Pelham Parkway area of the Bronx, which would operate in tandem with the existing PSAC I located at 11 MetroTech Center in Downtown Brooklyn;
- An amendment to the City Map to establish a public street that would extend north of Waters Place; and
- As part of this mapping action, the City would acquire the roadbed of the new public street being mapped from the respective landowners.

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

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

F. POTENTIAL SIGNIFICANT ADVERSE IMPACTS AND MITIGATION

The FEIS was prepared in accordance with the guidelines set forth in the *New York City Environmental Quality Review (CEQR) Technical Manual* (the “*CEQR Technical Manual*”). As the project would involve the construction of a new public facility and the establishment of a public roadway, the FEIS includes descriptions of existing and future environmental conditions for the development site and surrounding study areas, plus assessments of the impacts of the project. The assessment is based on a comparison of conditions with and without the proposed PSAC II development (No-Build and Build conditions). 2012 is the year that the proposed PSAC II development is expected to be completed and fully operational.

The future No-Build condition provided a baseline condition that was evaluated and compared with incremental changes due to future Build condition. The Future No-Build condition assumed that none of the discretionary approvals proposed as part of the project would be adopted and, using existing conditions as a baseline, added to the baseline changes that are known or expected to be in place by the Build year of 2012. For many analysis areas, the future No-Build condition incorporated known development projects that are reasonably likely to be built in the absence of the project by the analysis year. This includes development currently under construction or that can be reasonably anticipated due to the current level of planning and public approvals. For analysis purposes, under the No-Action condition, it is assumed that the proposed development site (Block 4226, Lot 75 and part of Lots 40 and 55) would not be developed in the absence of the Proposed Action by the analysis year of 2012, and would continue to support largely unimproved land. This assumption would create the greatest incremental difference between the Build and No-Build conditions for the proposed development site, and therefore, would yield the most conservative results for CEQR technical area impact analyses. In addition, the area to be mapped as a public street would continue to primarily serve as a private access roadway functioning as the entryway to the HMC in the No-Build condition.

The EIS analyzes the potential effects of the project in the following environmental areas: land use, zoning, public policy; open space; shadows; urban design and visual resources; neighborhood character; hazardous materials; waterfront revitalization program; infrastructure; solid waste and sanitary services; energy; traffic and parking; transit and pedestrians; air quality; noise; construction impacts; and public health. The EIS determined that the 911 Call and Dispatch Center Alternative would have no significant adverse impacts on the following environmental areas of analysis: land use, zoning, public policy; open space; shadows; urban design and visual resources; neighborhood character; waterfront revitalization program; infrastructure; solid waste and sanitary services; energy; parking; transit and pedestrians; air quality; noise; construction impacts; and public health. The EIS discloses that the Proposed Action may have the potential significant adverse impacts on hazardous materials and traffic, which are discussed below. Mitigation measures for each of these environmental areas are also described.

Hazardous Materials

As the proposed development site and the area affected by the proposed street mapping action for the 911 Call and Dispatch Center Alternative are the same as for the Proposed Action, the effects of the 911 Call and Dispatch Center Alternative are the same as for the Proposed Action.

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

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

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

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

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

site. The CAMP is intended to provide a measure of protection for the downwind community from potential airborne contaminant releases as a direct result of investigative and remedial work activities.

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

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

Traffic

Like the EIS Proposed Action, the 911 Call and Dispatch Center Alternative would result in significant adverse traffic impacts at local intersections within the traffic study area. A total of 24 intersections were analyzed in the weekday AM (6:30 AM to 7:30 AM) and weekday midday (2:30 PM to 3:30 PM) peak hours for the existing, No-Build, and Build conditions. Significant impacts can be fully mitigated at all of the locations analyzed.

The traffic analysis considered two staffing level conditions of the proposed PSAC II development under the 911 Call and Dispatch Center Alternative, including the Typical Operations, when PSAC I and PSAC II would operate concurrently and the proposed development would accommodate the PSAC II employees only (850 employees throughout a 24-hour period), and the temporary Consolidated Operations, when the proposed development would handle emergency communications for the entire City and the proposed development would accommodate the combined staffs of PSAC I and PSAC II (up to 1,500 employees throughout a 24-hour period).

Under Typical Operations, the proposed PSAC II development would result in a net total increase of approximately 366 vehicle trips in the AM peak hour and a net total increase of approximately 372 vehicle trips in the midday peak hour. When the proposed PSAC II development would temporarily be comprised of both PSAC I and PSAC II employees under Consolidated Operations, a total net increase of approximately 629 and 661 vehicle trips would occur in the AM and midday peak hours, respectively. Under Typical Operations, the proposed PSAC II development would result in significant traffic impacts at six signalized intersections in one or more peak periods by 2012, with the midday peak hour having the most impacts, with six impacted intersections, followed by the AM peak period with 3 impacted intersections (see Table 2). As also shown in Table 2, under Consolidated Operations, the proposed PSAC II development could result in significant traffic impacts at three additional signalized intersections (in total, five in the AM peak hour and nine in the midday peak hour).

**Table 2
Summary of Impacted Intersections**

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

A traffic mitigation plan was developed to address the traffic impacts of the Typical Operation of PSAC II. This traffic mitigation plan would be implemented to the maximum extent practicable. Mitigation measures associated with this plan include signal timing changes and the implementation of exclusive left-turn and right-turn phases, as well as changes to curbside regulations and modifications to lane striping. As shown in Table 3, the proposed traffic mitigation measures would fully mitigate all impacts at the three traffic intersections impacted in the AM peak period and the six traffic intersections impacted in the midday peak hour under Typical Operations of the proposed PSAC II development. All of the traffic intersections impacted by the Proposed Action under the Typical Operations of the proposed PSAC II development would no longer be impacted with the implementation of the proposed mitigation plan.

**Table 3
Summary of Mitigated Traffic Impacts under Typical Operations of the Proposed PSAC II Development (staff of PSAC II only)**

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

With the exception of the eastbound de facto left-turn movement at the intersection of East Tremont Avenue and Silver Street in the AM peak hour and the eastbound defacto left-turn and southbound left and right turns at the intersection of Waters Place and Industrial Street (future Marconi Street), as well as the northbound left-through movement at the intersection of Eastchester Road and Ives Street in the midday peak hour, the mitigation plan proposed for the six traffic intersections significantly impacted by the proposed PSAC II development under Typical Operations would also fully mitigate the traffic impacts at these intersections under the temporary Consolidated Operations of the proposed facility (i.e., when PSAC I employees would temporarily be relocated to PSAC II, and the staff members of PSAC I and PSAC II would temporarily be combined). Three additional signalized intersections (Waters Place at the entrance to the Bronx Psychiatric Center, Little League Place at Westchester Avenue, and East Tremont Avenue at Ericson Place) would also be significantly impacted in both the AM and midday peak hours under Consolidated Operations when the proposed PSAC II development would operate with a staff size of up to approximately 1,500 employees.

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

G. ALTERNATIVES TO THE 911 CALL AND DISPATCH CENTER ALTERNATIVE

The FEIS analysis examined reasonable and practical options to avoid or reduce project-related, significant adverse impacts and still meet the project's stated goals and objectives. These included: the No-Action Alternative, in which PSAC II is not constructed as proposed; a No Impacts Alternative, in which there is a change in density or program design in order to avoid potential impacts associated with development of PSAC II; Alternate Site Location Alternative, which evaluates the possibility of locating PSAC II elsewhere in the City, and 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. In response to the current budget pressures faced by New York City, and issues raised during the public review process for the DEIS, the 911 Call and Dispatch Center Alternative was developed and analyzed in the FEIS, and is the preferred plan being approved by the NYPD and forms the basis of this Findings Statement. As described above, the 911 Call and Dispatch Center 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.

Alternatives Considered and Discarded

No-Action Alternative

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

No Impacts Alternative

The No Impacts Alternative would avoid the Proposed Action's identified significant adverse impacts. However, this No Impacts Alternative is not an acceptable alternative to the Proposed Action. By significantly limiting the area on the proposed development site that could be developed and the overall level of development, this alternative would fail to meet the key objectives of the Proposed Action, which include: enhance the City's emergency communications system and infrastructure by providing a second

load-balanced 911 center that would work in conjunction with the existing PSAC I; improve voice and data communications infrastructures in the City, and therefore, public safety by heightening emergency response ability and disaster recovery capacity; and strengthen the City's ability to maintain communication in the event of any emergency, such as natural disaster or terrorist attack, etc. As such, this alternative would not meet the goals and objectives of the Proposed Action, and accordingly, it is not considered for purposes of further analysis.

Alternative Site Alternative

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

Pelham Parkway Site Access Alternative

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

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

The cost of implementing the Pelham Parkway Site Access Alternative is expected to be considerably more substantial than the Proposed Action, as it involves the designing and constructing of a bridge crossing above an Amtrak right-of-way. This alternative would also require extensive coordination with and approval from Amtrak, the NYCDOT, NYSDOT, and New York City Department of Parks and Recreation (NYCDPR). Therefore, this alternative is not considered feasible.

H. UNAVOIDABLE ADVERSE IMPACTS

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

I. IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES


The resources that would be expended in the construction and operation of the 911 Call and Dispatch Center Alternative include the materials used in construction; energy in the form of gas and electricity consumed during construction and operation; and the human effort (time and labor) required to develop, construct and operate various components of the 911 Call and Dispatch Center Alternative. They are considered irretrievably committed because their reuse for some purpose other than the 911 Call and Dispatch Center Alternative would be highly unlikely. The land use changes associated with the development of the 911 Call and Dispatch Center Alternative would also be considered a resources loss. The 911 Call and Dispatch Center Alternative constitutes an irreversible and irretrievable commitment of the project area as a land resource, thereby rendering land use for other purposes infeasible.

J. CERTIFICATION OF FINDINGS

Having considered the relevant environmental impacts, facts, and conclusions disclosed in the FEIS and having weighed and balanced relevant environmental impacts with social, environmental, public health, economic, and other essential considerations as required in 6 NYCRR 617.11, the New York City Police Department certifies that;

- The requirements of SEQRA, and its implementing regulations, 6 NYCRR Part 617.1 et seq., have been met and fully satisfied;
- Consistent with social, environmental, economic, and other essential considerations from among the reasonable alternatives thereto, the proposed action, the 911 Call and Dispatch Center Alternative, is one which minimizes or avoids adverse environmental impacts to the maximum extent practicable, including the impacts disclosed in the FEIS and set forth in this Findings Statement; and
- Consistent with social, environmental, economic, and other essential considerations, the significant adverse environmental impacts of the 911 Call and Dispatch Center Alternative reveal in the environmental impact statement process and set forth in this Findings Statement, have been minimized or avoided to the maximum extent practicable by incorporating the identified mitigative measures as conditions to this decision.

The FEIS and these Findings constitute the written statement of facts and the environmental, social, economic and other factors and standards that form the basis of this decision, pursuant to Section 617.11(d)(5) of the SEQRA regulations.



Inspector Anthony Tria
Capital Construction
New York City Police Department

4/1/09
Date

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