

FOREWORD

This document is the Final Environmental Impact Statement (FEIS) for the East 125th Street Development project. The Draft Environmental Impact Statement (DEIS) for the proposed action was accepted as complete by the New York City Office of the Deputy Mayor for Economic Development as lead agency under the City Environmental Quality Review (CEQR) process on March 19, 2008. Public notice of completion of the DEIS and a public hearing on the DEIS was published in the *City Record* from June 21 to June 25, 2008, in the *New York Post* on July 14, 2008, and in *El Diario* on July 16, 2008. A public hearing was held at 22 Reade Street in the Borough of Manhattan on July 23, 2008, at 10 AM. The period for public review remained open until 5 PM on August 4, 2008.

Pursuant to CEQR requirements, the FEIS responds to all substantive comments on the DEIS that were submitted at the public hearing and during the subsequent comment period. The comments are summarized and responded to in Chapter 26 “Response to Comments.” Changes to the text and graphics of the FEIS were also made in response to comments.

Subsequent to the issuance of the DEIS, the MTA Bus Depot Expansion Alternative has emerged as the preferred option for the project. This alternative includes the relocation of the existing bus parking from Parcel A to the MTA Bus Depot located directly across Second Avenue (MTA Second Avenue Bus Depot). Under this alternative, no underground MTA bus garage would be located on Parcel A. The space that was reserved within Parcel A for bus parking would be redistributed for non-residential uses, and the building would have a higher basement depth, with less excavation required compared to the proposed action. Development on the East 125th Street Development project site would otherwise be similar, with a slight increase in retail use of approximately 19,000 square feet. Vehicular parking for the proposed project would continue to be located on both Parcel A (approximately 200 spaces) and Parcel B (approximately 400 spaces).

The MTA Bus Depot Expansion Alternative would be more compatible with the overall mixed-use program of development for the project site. Buses would not be entering or exiting the proposed buildings on East 126th Street or East 127th Street, and the bus parking would be relocated to an adjacent manufacturing district above an existing MTA Bus Depot. In order to relocate the bus parking, a two-story addition to the existing MTA Bus Depot would be required and increases in shadow and urban design effects would be expected. However, these incremental increases in shadows and additional building height would not result in significant adverse impacts. These and other topics were fully analyzed in the DEIS.

To account for project construction and relocation of the bus parking to the existing depot site, the year of completion for the project has been extended from 2012 to 2016. The Build Years of the proposed action and all alternatives have been changed to 2016 in the FEIS. The revised analyses resulting from this change in Build Year do not significantly alter the conclusions or findings of the DEIS with regard to either project impacts or proposed mitigation, which would remain the same in both 2012 and 2016. Utilization of open space, community facilities and

infrastructure resulting from other planned projects and background growth would increase to a minor extent with a 2016 Build Year compared to 2012. The MTA Bus Depot Expansion Alternative would result in generally similar demands on services, and similar amounts of traffic, air quality and noise effects as the proposed action as described fully in the DEIS.

With a 2016 Build Year, several changes have occurred to the future No-Build condition projects described in the DEIS. These changes include the selection of a lower density alternative for the 125th Street Corridor Rezoning and Related Actions project, a reduction in the amount of floor area for a development site located at the intersection of 125th Street and Park Avenue, and a newly proposed 300-unit affordable housing development on a site located at Park Avenue between East 131st Street and East 132nd Street. The assumptions and findings in the DEIS related to the No-Build condition, as updated herein to the year 2016, are considered to be conservative. Neither additional impacts nor changes to proposed mitigation measures would be anticipated as a result of these changes to proposed No-Build condition projects.

This FEIS evaluates actions that are the subject of the New York City Department of Housing Preservation and Development's (HPD's) ULURP applications C080332HUM, C080331HAM, and C080333ZMM. These address a change in designated land uses within the Harlem East Harlem Urban Renewal Plan, designation of an Urban Development Action Area and Urban Development Action Area Project, disposition of property, and zoning map amendments.

The FEIS also includes added Appendices. Appendix M contains all written comments received during the public review period. The Notice of Completion is included as a new Appendix N. Except for this Foreword and Chapter 26 (which are new), all additions made to the text since publication of the DEIS are indicated by double-underlining the text. Deleted text is indicated by strikeout text.