

April 8, 2016

NOTICE OF COMPLETION OF THE TARGETED DRAFT ENVIRONMENTAL IMPACT STATEMENT

La Central

Project Identification:

CEQR No. 15HPD041X
ULURP Nos. 160268HAX
160267ZMX
N160269ZRX
160270ZSX
160271ZSX

Lead Agency:

City of New York - Department of Housing
Preservation & Development (HPD)
100 Gold Street
New York, NY 10038

Contact Person:

Aaron Werner, AICP
Director of Environmental Planning, HPD

SEQRA Classification: Unlisted

Pursuant to City Environmental Quality Review (CEQR), Mayoral Executive Order No. 91 of 1977, and the regulations of Article 8 of the State Environmental Conservation Law, State Environmental Quality Review Act, as found in 6 NYCRR Part 617, a targeted Draft Environmental Impact Statement (DEIS) has been prepared for the action described below. Copies of the DEIS are available for public inspection at the office of the undersigned.

An Environmental Assessment Statement (EAS) was completed on October 5, 2015. A Positive Declaration, issued on October 5, 2015, established that the Proposed Actions may have a significant adverse impact on the environment, thus warranting the preparation of a targeted Environmental Impact Statement (EIS). A Draft Scope of Work for a targeted DEIS was issued on October 5, 2015. A public scoping meeting was held on Wednesday, November 4, 2015 at the offices of SoBRO, located at 555 Bergen Avenue, Bronx NY to accept oral and written comments. Written comments on the proposed scope of work were accepted through November 16, 2015. The Final Scope of Work was issued on April 6, 2016.

The proposal involves actions by the City Planning Commission and Council of the City of New York pursuant to Uniform Land Use Review Procedure (ULURP). A public hearing on the targeted Draft Environmental Impact Statement (DEIS) will be held at a later date to be announced, in conjunction with the City Planning Commission's (CPC) public hearing pursuant to ULURP. Subsequent notice will be given as to the time and place of the public hearing. Written comments on the DEIS are requested and would be received and considered by the Lead Agency until the 10th calendar day following the close of the public hearing.

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A. PROJECT DESCRIPTION

The City of New York - Department of Housing Preservation & Development (HPD), on behalf of the project sponsor, La Central Manager, LLC, is seeking approval for several discretionary actions (collectively, the “Proposed Actions”) to facilitate the development of an underutilized 4.3-acre (187,645-square-foot) site in the portion of the Melrose neighborhood of Bronx Community District 1 known as “The Hub.” The Proposed Actions include:

- Disposition of City-owned property as well as designation and approval of the project as an Urban Development Action Area Project (UDAAP)
- Zoning map amendment to change M1-1 and C4-4 districts to C6-2
- Zoning text amendment to Zoning Resolution (ZR) Appendix F to map a Mandatory Inclusionary Housing (MIH) Area throughout the Project Area
- Special permits to allow bulk and use modifications for a Large-Scale General Development (LSGD)
- Approval for construction financing

The Project Area is herein defined as the approximately 187,645 square-foot (sf) assemblage of six City-owned properties collectively referred to as Parcels A, B, and C. The Proposed Actions would further the trend of residential redevelopment in the South Bronx and enliven currently underutilized City-owned sites. Parcel A consists of four lots (Block 2361, Lots 1, 25, and 26, and 50) with frontage on East 152nd Street (demapped in 1975 but currently open to traffic through the Project Area), East 153rd Street, Bergen Avenue, Brook Avenue, and Westchester Avenue. Parcel A has a total area of approximately 128,808 square feet (sf) and is currently vacant with the exception of the demapped portion of East 152nd Street which extends between Bergen and Brook avenues. Parcel B (Block 2294, Lot 32) is at the southernmost extent of the Project Area, located to the south of Parcel A and is generally bounded by Westchester Avenue to the north, Bergen Avenue to the west, and the elevated IRT #2 and #5 subway tracks to the south. Parcel B has a total area of approximately 50,551 sf and is currently occupied with a parking lot and a vacant two-story building (483 Westchester Avenue). Parcel C (Block 2363, Lot 1) is at the northernmost extent of the Project Area and has frontage on East 153rd Street, Bergen Avenue, and Brook Avenue. Parcel C has a total area of approximately 7,134 sf and is currently vacant.

The Proposed Actions would facilitate the redevelopment of the above-referenced properties with an approximately 1.1 million gross-square-foot (gsf) mixed-use development encompassing five separate buildings ranging from 9 stories to 25 stories in height (referred to as Buildings A through E). Overall, the Proposed Actions would result in the development of approximately 832 units of affordable housing, approximately 160 units of supportive housing, approximately 46,800 gsf of local retail and commercial space, an approximately 50,500 gsf YMCA facility, and approximately 32,700 gsf of other community facility space (collectively, the “Proposed Project”). The Proposed Project would also include an approximately 209-space accessory underground parking garage (beneath Building B), and approximately 426 spaces of bicycle parking throughout the Project Area. The bicycle spaces would be located in either the cellar or ground floor of each building, with approximately 108 spaces located in Building A, 141 spaces in Building B, 69 spaces in Building C, 9 spaces in Building D, and 99 spaces in Building E. In total, approximately 1.26 acres (55,151 sf) of public open space and 1.19 acres (51,906 sf) of private open space would be provided throughout the Project Area. The proposed open space is currently proposed as

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follows: An approximately 41,002 sf courtyard (32,481 sf public, 8,521 sf private) on Parcel A with grass, trees, plantings, cobblestone pathways, sitting areas, and a playground; an approximately 7,134 sf public skate park on Parcel C, an approximately 7,625 sf public rooftop farm on Parcel B, 7,911 sf of other public open spaces, and a total of approximately 43,385 sf of private rooftop and terrace open space (among all five proposed buildings) for residents.

BACKGROUND

The Project Area was formerly within the Bronxchester URA, which was established by the Bronxchester Urban Renewal Plan (“BURP”) in 1989 (and revised in 1995) in order to redevelop the vacant, substandard, and deteriorated buildings and vacant lots in the Bronxchester URA. Specifically, the objectives of the BURP, among others, were to provide new low and/or moderate income housing exhibiting good design in terms of privacy, light, air and open space; provide convenient community facilities, recreational uses and retail shopping; and redevelop the area in a comprehensive manner, compatible with or beneficial to the surrounding area. The URA was generally bounded by East 156th Street on the north, St. Anns Avenue on the east, East 149th Street on the south and Third and Bergen Avenues on the west. The Bronxchester URA was created through a “spin-off” of the South Bronx Neighborhood Development (Urban Renewal) Project and adopted August 17, 1989.

The land use provisions and building requirements of the URP for the northern portion of the Project Area (URA Sites 4, 5 and 6) expired on December 31, 2008. The URP restrictions for Site 7A, which comprises the portion of the Project Area south of Westchester Avenue, expired on March 31, 2015.

A portion of the tax lots comprising the Project Area were mapped as part of East 153rd Street, but never improved as a street. In 1974, a portion of East 153rd Street between Bergen Avenue and Brook Avenue was widened from 50 feet to 80 feet wide and, concomitantly, portions of Block 2361, Lot 26 and Block 2363, Lot 1 were mapped as part of Grove Street, pursuant to CP Report No. 22838, dated November 27, 1974, in conjunction with the South Bronx Model Cities Area. However, East 153rd Street was never widened to the mapped width of 80 feet, and remains built at 50 feet wide. The proposed La Central project will maintain the current width of East 153rd Street at 50 feet.

A demapped portion of East 152nd Street, which is still open to traffic, runs east-west through the central portion of the development site. It is encumbered by a sewer easement mapped by the City of New York in 1974 in conjunction with the Bronxchester URP. The sewer easement is noted on Section 6 of the City Map dated May 1, 1974, which was approved by the New York City Planning Commission pursuant to CP Report No. 22713 on July 10, 1974, and by the New York City Board of Estimate on February 2, 1975 under Plan No. 11919, Calendar No. 10.

PROPOSED PROJECT – BUILDING BY BUILDING BREAKDOWN

Building A would be located on the southernmost Parcel B, would be 12 stories (approximately 125 feet) tall and would be comprised of approximately 215 units of affordable housing (approximately 232,700 gsf), approximately 15,400 gsf of local retail and commercial space, and approximately 52,900 gsf of community facility space. At this time, the building’s community facility space is anticipated to be occupied by an approximately 50,500 gsf YMCA facility and an approximately 2,400 gsf public rooftop farm. The main residential entrance to Building A would be located on Bergen Avenue, while the

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commercial, retail, and community facility uses would be accessible from Bergen and Westchester Avenues.

Buildings B, C, D, and E would be located on Parcel A bounded by Bergen Avenue, Brook Avenue, Westchester Avenue, and East 153rd Street. Each building would be located towards the edges of Parcel A in order to allow for an approximately 41,002 sf landscaped courtyard in the center of the parcel. The majority of the courtyard would be publicly accessible and each building would have entrances facing the courtyard. A portion of the courtyard would be located along the demapped portion of East 152nd Street between Bergen and Brook Avenues, in order to maintain the existing below-grade sewer easement in that location.

Building B would rise to a height of 13 stories (approximately 125 feet) and would have frontage along Bergen, Brook, and Westchester Avenues. The building would be comprised of approximately 281 units of affordable housing (309,600 gsf) and approximately 29,100 gsf of local retail and commercial space. At this time, commercial space in Building B is anticipated to be occupied by a television studio while ground-floor retail space is anticipated to be occupied by local retailers. An underground parking garage with up to approximately 209 accessory parking spaces would be located beneath Building B. The garage would be accessible from Bergen Avenue. Residential entrances to Building B would be located on Brook Avenue and within the courtyard, while local retail and commercial uses would be accessible from Bergen and Westchester Avenues.

Building C would rise to a height of 13 stories (approximately 125 feet) and would have frontage along Brook Avenue. The building would be comprised of approximately 137 units of affordable housing (153,900 gsf) and approximately 8,600 gsf of community facility space, totaling approximately 162,500 gsf. At this time, the community facility space is anticipated to be occupied by a recording studio. Residential entrances to Building C would be located along Brook Avenue and within the courtyard, while community facility uses would be accessible from Brook Avenue.

Building D would rise to a height of 9 stories (approximately 93 feet) and would have frontage along Bergen Avenue. The building would be primarily comprised of approximately 160 units of supportive housing anticipated to be operated by non-profit social service providers Common Ground and Comunilife. Building D would also include approximately 4,400 gsf of other community facility uses on the first floor and approximately 7,300 gsf of office space assumed for Common Ground on the second floor. Entrances to the supportive housing would be located along Bergen Avenue and within the courtyard, while the ground floor community facility space and office spaces would be accessible from Bergen Avenue.

Building E would have frontage along Bergen Avenue, Brook Avenue, and East 153rd Street. At a height of 25 stories (approximately 249 feet) it would be the tallest of the five proposed buildings. Building E would be comprised of approximately 198 units of affordable housing (213,100 gsf), approximately 2,300 gsf of local retail and commercial space, and approximately 10,000 gsf of community facility space. At this time, ground-floor retail space is anticipated to be occupied by local retailers and the community facility space is anticipated to be occupied by a day care facility and other community facility uses. Residential entrances would be located on Brook Avenue and the south side of the building facing the

courtyard, while the retail and community facility uses would be accessible from East 153rd Street and Bergen/Brook Avenues, respectively.

PURPOSE AND NEED

The requested disposition of City-owned property, UDAAP designation, zoning map amendment, special permit for a LSGD, and public financing approval are intended to provide the flexibility needed to develop a substantial amount of much needed affordable and supportive housing (832 affordable units and 160 supportive units), local retail and other commercial uses, community facility uses, and open space compared to what would be allowed under existing conditions. The Proposed Actions would therefore support the City's goals of promoting affordable housing development by maximizing the use of vacant City-owned land and encouraging the continued economic development of this area of the South Bronx. The Proposed Project is also intended to create new jobs (approximately 387 permanent on-site workers, excluding construction workers). The Proposed Actions would help address specific needs of the local community including the provision of affordable housing units, retail, community facility, and open space uses, and would enliven the underutilized Project Area. The Proposed Project would provide 832 affordable DUs, approximately 53 percent of which are expected to contain apartments designed for larger families, reflecting the demographic trends and needs of the area. Furthermore, the proposed mixed-use project would activate long-vacant City-owned sites located along major thoroughfares in close proximity to public transportation and the Third Avenue commercial corridor, extending the pedestrian activity of the Hub eastward.

B. DESCRIPTION OF THE PROPOSED ACTIONS

The Proposed Actions would involve the following actions by the CPC, which are subject to ULURP:

- **Disposition of City-owned property and UDAAP Designation:** HPD is seeking disposition authority for a number of City owned properties (Block 2363, Lot 1; Block 2361, Lots 1, 25, 26, 50; Block 2294, Lot 32) to facilitate construction of the Proposed Project. In conjunction with the disposition, HPD is also seeking designation of the Project Area as an Urban Development Action Area Project (UDAAP) pursuant to Article 16 of the General Municipal Law. Designation of an UDAAP must be authorized by City Council.
- **Zoning Map Amendment:** The Project Area is currently located in two zoning districts: M1-1 and C4-4. The proposed zoning map amendment would extend an existing C6-2 zoning district southward from the east side of Brook Avenue into the Project Area. C6-2 districts permit commercial uses up to 6.0 FAR, residential uses up to 6.02 FAR, and community facility uses up to 6.5 FAR. There are no maximum building heights and off-street parking is typically not required. C6-2 districts have a residential district equivalent of R8 and the Proposed Project would be constructed under height factor regulations. In R8 districts, height factor regulations permit an FAR ranging from 0.94 to 6.02 and an open space ratio (OSR) ranging from 5.9 to 11.9. When utilizing height factor regulations, a taller building may be obtained by providing more open space and there are no absolute height limits. However, buildings cannot penetrate the sky exposure plane, which begins 85' above curb level.

The boundary of the proposed zoning map amendment (the "Rezoning Area") is roughly triangular and comprised of Block 2361 (Lots 1, 25, 26, and 50), a portion of Block 2363 (Lot 1),

and a portion of Block 2294 (Lot 32, and portions of Lots 30, 55, and 1001-1005), generally bounded by Bergen Avenue to the west, Brook Avenue to the east, and a line approximately 90 feet north of East 149th Street to the south. In order to ensure an efficient future zoning map, the Rezoning Area is slightly larger than the Project Area because the area proposed to be rezoned includes small portions of Lots 30, 55 and 1001-1005 (former Lot 60) within southernmost Block 2294. Lot 1001-1005 (former Lot 60), is privately owned and the site of the recently developed Triangle Plaza Hub (completed in August 2015), an 86,645 square foot mixed use retail and office facility. Lot 55, which is owned by the City of New York, contains the elevated IRT #2 and #5 subway tracks and is not developable. Lot 30, which is privately owned, is currently vacant but is planned to contain an approximately 3,000-square-foot commercial building. Future development Lot 30 would be governed by a Restrictive Declaration limiting the amount of floor area to be developed. For these reasons, the additional property on Block 2294 included in the Rezoning Area are not considered “soft sites” and are not anticipated to undergo redevelopment by 2020 as a result of the Proposed Actions.

- **Zoning Text Amendment:** HPD is seeking approval of a Zoning Text Amendment to Zoning Resolution Appendix F to map a Mandatory Inclusionary Housing (MIH) Area throughout the Project Area.

- **Special Permit to Establish a Large-Scale General Development (LSGD):** HPD is seeking three special permits for a LSGD in order to:
 - Permit distribution of total allowable floor area and required open space within the LSGD without regard to zoning lot lines pursuant to ZR § 74-743(a)(1). This waiver is intended to allow the distribution of floor area and open space without regard for zoning lot lines, waive height and setback requirements for each building, and will waive rear yard requirements for Building A. These modifications will facilitate the creation of a site plan that is uniquely suited to the irregularly shaped Project Area, while providing ample open space and keeping buildings close to the street to maintain pedestrian scale;

 - Permit location of buildings without regard to applicable yard, court, distance between buildings, and height and setback regulations pursuant to ZR § 74-743(a)(2). This waiver is intended to permit: exceedances of the maximum front wall height, encroachment of required setback distances, and violation of the sky exposure planes at Buildings A, B, C, and D; obstruction in the required rear yard of Building A; and violation of the sky exposure plane at Building E; and

 - Permit residential and non-residential uses to be arranged without regard for location regulations of ZR § 32-42 pursuant to ZR § 74-744(b). This waiver is intended to permit the placement of a Use Group 10 television studio on the first and second floors of Building B adjacent to residential uses.

Upon approval, the project sponsor would enter into a Restrictive Declaration (RD), a legally binding mechanism tied to the Project Area that governs the provisions of the LSGD.

OTHER ACTIONS

- **Construction Financing:** The project sponsor may seek construction financing for one or more parcels at a later date from city, state, and/or federal sources. At the city level, funding may be requested from HPD and the New York City Housing Development Corporation (HDC). At the state level, funding may be requested from the New York State Housing Finance Agency (NYSHFA) in the form of tax exempt bonds, an as-of-right four percent low-income housing tax credit (LIHTC) and capital funding, and from the New York State Homeless Housing Assistance Program (HHAP) in the form of a subsidy loan, and from the New York State Homes and Community Renewal (HCR) through the Medicaid Redesign Team (MRT) Housing Capital Program. Federal sources of funding may include the U.S. Department of Housing and Urban Development (HUD) financing programs, most likely allocated by HPD.

C. PROJECT-RELATED ENVIRONMENTAL MEASURES

Measures to ensure that no significant adverse impacts related to hazardous materials, air quality, and noise would occur as a result of the Proposed Actions would be incorporated into the Proposed Project. These measures would be incorporated into the design, construction, and/or operation of the Proposed Project and since the Project Area is currently City-owned, HPD would require the project sponsor implement these measures to the satisfaction of the City through the Land Disposition Agreement (LDA) between HPD and the project sponsor, as well as the RD that will be tied to the LSGD.

As detailed in Attachment B of the October 5, 2015 EAS, due to the potential presence of hazardous materials in the Project Area, the LDA between HPD and the project sponsor would require that Phase II testing be performed for all parcels of the Project Area, including DEP review and approval of a workplan/Health and Safety Plan (HASP) prior to such testing. In addition, if remediation is warranted for one or more parcels/phases, a Remedial Action Plan (RAP) and associated Construction Health and Safety Plan (CHASP) would be prepared subject to review and approval by HPD and DEP. Finally, at the conclusion of construction and prior to occupancy of the new buildings, a Professional Engineer (P.E.)-certified Closure Report must be reviewed and approved by HPD and DEP to ensure the required remedial measures were implemented and the new buildings are suitable for occupancy. The project sponsor may elect to explore performing all required testing and remediation plan development through the Mayor's Office of Environmental Remediation's (OER) Voluntary Cleanup Program. Should this be the selected course of action, the LDA would require that all construction and remediation activities be conducted in accordance with OER approvals, including submission of a Closure Report at the completion of such activities.

The proposed new buildings are expected to include natural gas-burning heating, ventilation, and air conditioning (HVAC) systems, as well as small cogeneration units for certain proposed buildings. To avoid the potential for significant adverse impacts related to stationary source PM_{2.5} air quality impacts, the LDA between HPD and the project sponsor would require certain fuel and height restrictions for Buildings A, B, C, and D of the proposed development, which are described in detail in Attachment J of the EAS. These measures would be required through the LDA between HPD and the project sponsor, as well as the RD that will be tied to the LSGD, and would ensure no significant adverse stationary source air quality impacts would occur as a result of the Proposed Actions.

The 2014 *CEQR Technical Manual* has set noise attenuation standards for buildings that are based on exterior noise levels. These values are designed to maintain interior noise levels of 45 dBA or lower for residential or community facility uses, and 50 dBA or lower for commercial uses. The U.S. Department of Housing and Urban Development (HUD) also sets exterior noise standards for housing construction based on exterior noise standards. To ensure that acceptable interior noise levels are provided at the proposed mixed-use buildings on the Project Area, the proposed designs of Buildings A, B, C and E will be required to provide window-wall attenuation ranging from 23 to 37 dBA in order to meet CEQR and HUD requirements, which are detailed in Attachment K of the October 2015 EAS. These measures would be required through the LDA between HPD and the project sponsor, as well as the RD that will be tied to the LSGD, and would ensure no significant adverse noise impacts as a result of the Proposed Actions.

D. ENVIRONMENTAL ANALYSIS FRAMEWORK

The targeted DEIS has been prepared pursuant to City Environmental Quality Review (CEQR). As the Proposed Project is located in New York City, and involves actions requiring compliance with ULURP, the environmental assessment methodologies employed in the targeted DEIS are consistent with those of the 2014 *CEQR Technical Manual*. The environmental review provides a means for decision-makers to systematically consider environmental effects along with other aspects of project planning and design, and to identify and, when practicable, avoid or minimize significant adverse environmental effects. HPD has assumed the lead agency role for this proposal.

An EIS analyzes the effects of a proposed action on its environmental setting in the year that the project would be completed. It is assumed that the Proposed Project would be completed and occupied by 2020. Thus, 2020 is the analysis year for the Proposed Actions. For all technical areas that require detailed

analysis, the assessment in the targeted DEIS includes a description of existing conditions, an assessment of conditions in 2020 without the Proposed Actions, assuming continued use of the site in its current state but accounting for other relevant changes in the area, and an assessment of conditions for the same year with completion of the Proposed Project. The identification and evaluation of impacts of the Proposed Actions are based on the change between the future without and with the Proposed Actions, and where significant adverse impacts have been identified, mitigation measures are proposed.

ANALYSIS YEAR

Development of the Proposed Project would occur in two overlapping phases and commence as soon as all necessary public approvals are granted. Construction of the Proposed Project would occur over an approximately three-year period with an anticipated start date in the second half of 2016 with all components complete and fully operational by 2020. Accordingly, the Proposed Project will use a 2020 Build Year for analysis purposes. As the Proposed Project would be operational in 2020, its environmental setting is not the current environment, but the future environment. Therefore, the technical analyses and consideration of alternative assess current conditions and forecast these conditions to the expected 2020 Build Year for the purposes of determining potential impacts.

REASONABLE WORST CASE DEVELOPMENT SCENARIO (RWCDS)

In order to assess the possible effects of the Proposed Actions, a reasonable worst-case development scenario (RWCDS) for the Project Area was established for both Future No-Action and Future With Action conditions. The incremental difference between the Future No-Action and Future With-Action conditions will serve as the basis of the impact category analyses in the EIS. For conservative analysis purposes, the Proposed Project is assumed to be the RWCDS for the Project Area and is therefore evaluated in this analysis.

Existing Conditions

The Project Area is comprised of an assemblage of three zoning lots (Parcels A, B, C) containing six City owned tax lots (Block 2363, Lot 1; Block 2361, Lots 1, 25, 26, 50; Block 2294, Lot 32). The Project Area is generally bounded by Bergen Avenue to the west, Brook Avenue to the east, and elevated IRT #2 and #5 subway tracks to the south. The area is primarily zoned M1-1 except for the southern portion of Block 2294, which is zoned C4-4 on East 149th Street.

Parcel A (Block 2361, Lots 1, 25, 26, 50) has frontage on East 152nd Street (demapped in 1975 but currently open to traffic), East 153rd Street, Bergen Avenue, Brook Avenue, and Westchester Avenue. The parcel has a total area of approximately 128,808 sf (including the approximately 1,003 sf portion of the East 153rd Street widening easement) and is currently vacant with the exception of the demapped East 152nd Street which extends between Bergen and Brook Avenues as a functioning one-way westbound street with parking on both the north and south sides. A New York City Department of Environmental Protection (DEP) sewer easement is mapped within the demapped portion of East 152nd Street.

Parcel B (Block 2294, Lot 32) is located across Westchester Avenue to the south of Parcel A. The parcel has an area of approximately 50,551 sf with frontage on Bergen and Westchester Avenues. The parcel is currently occupied by two at-grade public parking lots and a vacant two-story building at 438 Westchester Avenue.

Parcel C (Block 2363, Lot 1) measures approximately 7,134 sf in area and has frontage on East 153rd Street, Bergen Avenue, and Brook Avenue. The parcel is enclosed by chain link fencing and is currently vacant. Adjacent to Parcel C between Bergen and Brook Avenues is a mapped but unimproved 1,152 sf portion of the East 153rd Street widening easement.

Future Condition without the Proposed Actions (No-Action)

In the future without the Proposed Actions, it is expected that no changes to zoning or land use would occur within the Project Area or the Rezoning Area. The additional property on Block 2294 included within the boundaries of the proposed Rezoning Area contains either undevelopable land (railroad right-of-way) or land that is currently undergoing redevelopment absent approval of the Proposed Actions. Absent the Proposed Actions, the Project Area would remain under the jurisdiction of the City and HPD and would remain underutilized and mostly vacant with the exception of Parcel B, which would continue to operate with two at-grade public parking facilities and a vacant 11,000 gsf building. Redevelopment of the Project Area would not be able to occur without the disposition of City-owned property and other discretionary approvals through the CPC.

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Future Condition with the Proposed Actions (With-Action)

In the future with the Proposed Actions, the Project Area would accommodate the Proposed Project as described above, which would be an approximately 1.1 million gross-square-foot (gsf) mixed-use development encompassing five separate buildings ranging from 9 stories to 25 stories in height (referred to as Buildings A through E). Overall, the Proposed Actions would result in the development of approximately 832 units of affordable housing, approximately 160 units of supportive housing, approximately 46,800 gsf of local retail and commercial space, an approximately 50,500 gsf YMCA facility, and approximately 32,700 gsf of other community facility space. The Proposed Project would also include an approximately 209-space accessory underground parking garage (beneath Building B), and approximately 426 spaces of bicycle parking throughout the Project Area. The bicycle spaces would be located in either the cellar or ground floor of each building, with approximately 108 spaces located in Building A, 141 spaces in Building B, 69 spaces in Building C, 9 spaces in Building D, and 99 spaces in Building E. In total, approximately 1.26 acres (55,151 sf) of public open space and 1.19 acres (51,906 sf) of private open space would be provided throughout the Project Area. The proposed open space is currently proposed as follows: An approximately 41,002 sf courtyard (32,481 sf public, 8,521 sf private) on Parcel A with grass, trees, plantings, cobblestone pathways, sitting areas, and a playground; an approximately 7,134 sf public skate park on Parcel C, an approximately 7,625 sf public rooftop farm on Parcel B, 7,911 sf of other public open spaces, and a total of approximately 43,385 sf of private rooftop and terrace open space (among all five proposed buildings) for residents.

As described above, in order to ensure an efficient future zoning map, the Rezoning Area is slightly larger than the Project Area because the area proposed to be rezoned includes small portions of Lots 30, 55 and 1001-1005 (former Lot 60) within southernmost Block 2294. Lot 1001-1005 (former Lot 60), is privately owned and the site of the recently developed Triangle Plaza Hub (completed in August 2015), an 86,645 square foot mixed use retail and office facility. Lot 55, which is owned by the City of New York, contains the elevated IRT #2 and #5 subway tracks and is not developable. Lot 30, which is privately owned, is currently vacant but is planned to contain an approximately 3,000-square-foot commercial building. Future development Lot 30 would be governed by a Restrictive Declaration limiting the amount of floor area to be developed. For these reasons, the additional property on Block 2294 included in the Rezoning Area are not considered “soft sites” and are not anticipated to undergo redevelopment by 2020 as a result of the Proposed Actions.

E. PROBABLE IMPACTS OF THE PROPOSED ACTIONS

The Proposed Actions have the potential to result in significant adverse impacts on community facilities and services (elementary and intermediate school capacity) and transportation (vehicular and pedestrian circulation). These impacts and measures proposed to mitigate them are discussed below. The October 5, 2015 EAS concluded that the Proposed Project would not result in any significant adverse impacts to the CEQR analysis areas of Land Use, Zoning, and Public Policy, Socioeconomic Conditions, Open Space, Shadows, Historic Resources, Urban Design and Visual Resources, Natural Resources, Water and Sewer Infrastructure, Solid Waste, Energy, Air Quality (mobile and industrial sources), Greenhouse Gas Emissions, Construction, and Public Health. As described above and in the EAS, implementation of provisions required through the LDA between HPD and the project sponsor, as well as the RD to be tied to the LSGD, would preclude the potential for significant adverse impacts related to Hazardous Materials, Noise, and Air Quality (stationary sources) that could result from the Proposed Actions.

COMMUNITY FACILITIES AND SERVICES

Pursuant to 2014 *CEQR Technical Manual* guidelines, detailed analyses of potential indirect impacts on public elementary, intermediate, and high schools, public libraries, and publicly funded child care centers were conducted for the Proposed Actions. Based on the 2014 *CEQR Technical Manual* screening methodology, detailed analyses of outpatient health care facilities and police and fire protection services are not warranted, although they are discussed qualitatively. As summarized below, the Proposed Actions would result in significant adverse impacts on public elementary schools and intermediate schools. No significant adverse high school impacts, library impacts, or publicly funded child care impacts would result.

PUBLIC SCHOOLS

The Project Area is located within New York City Community School District (CSD) 7, Sub-district 3. The Proposed Actions would introduce a net increment of 615 total students, including approximately 324 elementary school students, 133 intermediate school students, and 158 high school students.

In the 2020 future with the Proposed Actions, CSD 7 Sub-district 3 would experience significant adverse public elementary school and intermediate school impacts. Elementary schools would increase from a No-Action utilization rate of 119.7 percent to 126.0 percent in the With-Action condition (a 6.3 percentage point increase), with a deficit of 1,335 elementary school seats. Intermediate schools would increase from a No-Action utilization rate of 105.3 percent to 110.8 percent in the With-Action condition (a 5.4 percentage point increase), with a deficit of 263 intermediate school seats. As public elementary and intermediate schools within CSD 7, Sub-district 3 would operate over capacity in the With-Action condition, with an increase of five percentage points or more in the collective utilization rate between the No-Action and With-Action conditions (the CEQR impact threshold), significant adverse elementary and intermediate school impacts would result in CSD 7, Sub-district 3. Based on the RWCDs for the Proposed Actions, an additional 55 elementary school seats and 10 intermediate school seats would be needed in order to reduce the incremental increase in utilization rates to less than the 2014 *CEQR Technical Manual* impact threshold of five percent. Potential mitigation measures that would reduce or eliminate the anticipated significant adverse impacts to elementary and intermediate schools are described in Section F, "Mitigation."

According to the 2014 *CEQR Technical Manual*, the determination of impact significance for high schools is conducted at the borough level. In the future With-Action condition, the Bronx high school utilization rate is expected to increase by 0.2 percentage points over the No-Action condition, for a With-Action utilization rate of 98.2 percent and a surplus of 1,206 seats. As the increase in the collective high school utilization rate would be less than the five percentage point impact threshold, no significant adverse impacts to Bronx public high schools are anticipated as a result of the Proposed Actions.

LIBRARIES

The Proposed Actions would not result in significant adverse impacts to libraries. Three NYPL branches are located within a ¾-mile radius of the Project Area: the Woodstock, Mott Haven, and Melrose Branches. The Proposed Actions would introduce an estimated 2,656 additional residents to the libraries' combined catchment area (compared to No-Action conditions). For all branches, the catchment area

population increases resulting from the Proposed Actions would be less than five percent, which would not result in a noticeable change in the delivery of library services. Additionally, residents in the study area would have access to the entire NYPL system through the inter-library loan system and could have volumes delivered directly to their nearest library branch. Residents would also have access to libraries near their place of work. Therefore, the population introduced by the Proposed Actions is not expected to result in a significant adverse impact on public libraries.

PUBLICLY FUNDED CHILD CARE CENTERS

The Proposed Actions would not result in significant adverse impacts on publicly funded child care facilities. The Proposed Actions are expected to introduce approximately 832 low- to moderate-income units by 2020. Based on the most recent child care multipliers in the 2014 *CEQR Technical Manual*, the Proposed Project would generate approximately 116 children under the age of six who could be eligible for publicly funded child care programs. With the addition of these children, there would continue to be a surplus of child care slots in the study area by 2020 (a 99.5 percent utilization), and the Proposed Actions would result in an increase in the utilization rate of approximately 1.7 percentage points over the No-Action condition.

According to the 2014 *CEQR Technical Manual*, a significant adverse child care impact may result, warranting consideration of mitigation, if an action would increase the study area's utilization rate by at least five percentage points and the resulting utilization rate would be 100 percent or more. As the Proposed Actions would result in a 1.7 percentage point increase in the study area child care facility utilization rate in the future With-Action condition, and the resulting utilization rate would be less than 100 percent, the Proposed Actions would not result in a significant adverse impact to publicly funded child care centers.

POLICE, FIRE, AND HEALTH CARE SERVICES

The 2014 *CEQR Technical Manual* recommends a detailed analysis of indirect impacts on police, fire, and health care services in cases where a proposed action would create a sizeable new neighborhood where none existed before. The Project Area is located within an existing and well-established community that is served by existing police, fire, and health care services. Therefore, the Proposed Actions would not create a neighborhood where none existed before, and a detailed analysis of indirect effects on these community facilities is not warranted.

TRANSPORTATION

VEHICULAR TRAFFIC

Weekday AM, midday, and PM, and Saturday midday peak hour traffic conditions were evaluated at a total of five intersections generally bounded by Bergen Avenue to the west, Brook Avenue to the east, and Westchester Avenue to the south. These five intersections are where vehicular traffic generated by the Proposed Project is expected to be most concentrated. The vehicular traffic impact analysis concluded that there would be the potential for significant adverse impacts at one analyzed intersection, Brook Avenue at Westchester Avenue, during the weekday AM and PM peak hours. Section F, "Mitigation," discusses measures to mitigate these significant adverse traffic impacts.

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Analyzed Intersections with Potential Traffic Impacts

Intersection	Peak Hour			
	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday
Brook Avenue at Westchester Avenue	X		X	

Notes:

X – Denotes potential for significant adverse traffic impact

TRANSIT

Subways

The Proposed Actions would generate a net increment of approximately 468 and 550 new subway trips during the weekday AM and PM commuter peak hours, respectively. The analysis of subway station conditions focuses on New York City Transit’s (NYCT) 3rd Avenue-149th Street (2, 5) station where incremental demand from the Proposed Project would exceed the 200-trip analysis threshold in one or both peak periods.

In the future with the Proposed Actions, there would be no potential for significant adverse impacts at any analyzed street stairs or fare arrays at the 3rd Avenue-149th Street station in either the AM or PM peak hours. Additionally, incremental increases in subway line haul demand would amount to less than five additional riders per car direction at any one route in both the AM and PM peak hours. Therefore, the Proposed Actions would not result in significant adverse subway station or subway line haul impacts based on 2014 *CEQR Technical Manual* criteria.

Buses

The Project Area is served by a total of seven MTA local bus routes including the Bx2, Bx4, Bx4a, Bx15, Bx19, Bx21, and Bx41 Select Bus Service (SBS). The Proposed Project would generate a total of approximately 136 and 181 bus trips (including some bus-subway transfer trips) in the weekday AM and PM peak periods, respectively. As these trips would be distributed among seven bus routes, project-generated bus trips are not expected to exceed 50 or more passengers per hour in the peak direction on any one route. Therefore, the Proposed Actions would not result in significant adverse impacts to local bus service based on 2014 *CEQR Technical Manual* criteria.

PEDESTRIANS

The Proposed Project would generate a net increment of approximately 440, 1,276, 852, and 900 walk-only trips during the weekday AM, midday, and PM, and Saturday midday peak hours, respectively. Persons making their way to and from subway station entrances and bus stops would add approximately 604, 469, 731, and 629 additional pedestrian trips during these same peak periods, respectively. Peak period pedestrian conditions were evaluated at a total of 41 pedestrian elements where the Proposed Project would potentially generate 200 or more new trips in one or more peak hours. These elements—9 sidewalks, 16 corner areas, and 16 crosswalks—are primarily located along Westchester and Bergen Avenues in the vicinity of the 3rd Avenue-149th Street subway station and a number of MTA bus stops. As shown in the table below, based on 2014 *CEQR Technical Manual* criteria, a total of three pedestrian elements would be significantly adversely impacted as a result of the Proposed Project, including two corner areas during the Saturday midday peak hour and one crosswalk during the weekday PM and

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Saturday midday peak hours. Section F, “Mitigation,” discusses measures to mitigate these significant adverse impacts.

Analyzed Pedestrian Elements with Potential Impacts

Intersection	Impacted Element	Peak Hour			
		Weekday AM	Weekday Midday	Weekday PM	Saturday Midday
Third Avenue/E. 150 th St.-Westchester Av.	West Crosswalk			X	X
Third Avenue/E. 150 th St.-Westchester Av.	Northwest Corner				X
Third Avenue/E. 150 th St.-Westchester Av.	Southwest Corner				X

PARKING

The parking analysis documents changes in the parking supply and utilization within a ¼-mile radius of the Project Area under both No-Action and With-Action conditions. There are a total of 11 public parking facilities within a ¼-mile radius of the Project Area. After accounting for new project-generated parking demand, it is estimated that compared to the No-Action condition, incremental parking demand would total approximately 135 spaces at off-street public parking facilities and on-street in the weekday midday period, 173 spaces during the weekday overnight period, and 125 spaces during the Saturday midday period. In addition, a total of 74 existing parking spaces in an off-street public parking facility currently located on Parcel B within the Project Area would be displaced. The analysis concluded that all project-generated parking demand could be accommodated at existing off-street public parking facilities in the surrounding area. Furthermore, the Proposed Project is expected to provide approximately 209 additional accessory parking spaces on-site. In addition, on-street parking spaces would also be available in the surrounding area to accommodate project demand. Therefore, no significant adverse parking impacts are anticipated.

VEHICULAR AND PEDESTRIAN SAFETY

Crash data for the traffic and pedestrian study area intersections were obtained from NYCDOT for the 3-year reporting period between January 1, 2011, and December 31, 2013. During this period, no intersections were found to have experienced a total of 48 or more crashes in any one year nor were any intersections found to have experienced five or more pedestrian/bicyclist injury crashes in one year. Therefore, no study area intersections are considered high accident locations. It should also be noted that the Project Area is located within the NYCDOT-designated Mott Haven Senior Pedestrian Focus Area (SPFA), which was identified based on the density of senior pedestrian (age 65+) crashes resulting in fatalities or severe injuries in a five-year period, as well as variables such as senior trip generators, concentrations of senior centers, and senior housing locations. In addition, the Vision Zero Bronx Pedestrian Safety Action Plan, released in early 2015, identifies Third Avenue between East 183rd Street and East 138th Street (one block to the west of the Project Area) as a “Priority Corridor,” and the intersection of Third Avenue and East 149th Street (two blocks to the southwest of the Project Area) as a “Priority Intersection.”

NEIGHBORHOOD CHARACTER

The Project Area and surrounding area are located in the Melrose neighborhood of the South Bronx in close proximity to “the Hub,” which is the point where East 149th Street intersects with Third, Melrose, Willis, and Westchester Avenues. The study area is characterized by retail establishments, particularly along Third Avenue and its side streets, pockets of light manufacturing and medium-density residential

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uses are also common. The Hub is also characterized by its transit accessibility, with multiple subway lines and MTA bus routes converging in the area. As described elsewhere in the October 2015 EAS, the Proposed Actions would not result in significant adverse impacts in the areas of land use, zoning, and public policy; socioeconomic conditions; open space; historic and cultural resources; or urban design and visual resources. The significant adverse transportation (traffic and pedestrian) impacts would not affect any defining feature of neighborhood character.

The Proposed Actions would facilitate the development of a mix of residential, commercial, and community facility uses that would be consistent with the mixed-use character of the surrounding area. With the Proposed Actions, new mixed-use development would activate long-vacant City-owned sites located along major thoroughfares in close proximity to public transportation and Third Avenue, extending the commercial corridor and pedestrian activity of the Hub eastward. The Proposed Project would complement the existing built character of the surrounding area under the proposed C6-2 zoning district. In addition, the affordable housing units would help to ensure that a considerable portion of the new households would have incomes that would more closely reflect existing incomes in the study area and help ensure that the neighborhoods continue to serve diverse housing needs.

While the Proposed Actions would result in increased transportation activities and significant adverse transportation (traffic and pedestrians) impacts, the resulting conditions would be similar to those seen in the study area and would not result in density of activity or service conditions that would be out of character with the surrounding area.

F. MITIGATION

The Proposed Actions have the potential to result in significant adverse impacts on community facilities (elementary and intermediate schools) and transportation (vehicular traffic and pedestrians). The following sections describe measures to mitigate these impacts.

PUBLIC SCHOOLS

Under the RWCDs, a net increment of 832 affordable units (compared to No-Action conditions) would be introduced within CSD 7, Sub-district 3. The proposed 160 supportive housing units would be single-room units for seniors living with HIV/AIDS, single veterans, and individuals earning less than 60 percent AMI. Therefore, it is anticipated that these 160 units would not introduce any children to the study area. As such, these units were excluded from the analysis of public schools, in accordance with the guidelines provided in the 2014 *CEQR Technical Manual*. The incremental increase of 832 dwelling units would result in significant adverse impacts to elementary and intermediate schools within the sub-district.

To avoid the significant adverse elementary school impact, the number of incremental dwelling units that could be developed in the sub-district would have to be reduced to 657, generating 256 elementary school students, as compared to No-Action conditions. This would represent a decrease of 175 DU (21 percent) in CSD 7, Sub-district 3. To avoid the identified significant adverse intermediate school impacts in Sub-district 3 of CSD 7, the number of incremental dwelling units that could be developed in the sub-district would have to be reduced to 763, generating 122 intermediate school students, as compared to No-Action conditions. This would represent a decrease of 69 DU (8 percent) in CSD 7, Sub-district 3.

Alternately, based on the RWCDs for the Proposed Actions, an additional 55 elementary school seats and 10 intermediate school seats would be needed in order to reduce the incremental increase in utilization

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rates to less than the 2014 *CEQR Technical Manual* impact threshold of five percent. To eliminate these impacts in CSD 7, Sub-district 3 (projected to occur in year 2020), the following mitigation measures could be applied in conjunction with the City's monitoring of capacity: a) restructure or reprogram existing school space under DOE's control in order to make available more capacity in existing school buildings located within CSD 7, Sub-district 3 b) relocate administrative functions to another site, thereby freeing up space for classrooms; and/or c) create additional capacity in the area by constructing a new school(s), building additional capacity at existing schools, or leasing additional school space constructed as part of the Proposed Project. These preliminary mitigation options will continue to be explored between the DEIS and issuance of the Final Environmental Impact Statement (FEIS). Absent the identification and implementation of feasible and practicable mitigation measures, these significant adverse impacts would remain unmitigated.

TRANSPORTATION

VEHICULAR TRAFFIC

The Proposed Project would result in significant adverse traffic impacts at one study area intersection during one or more peak periods; specifically the southbound approach at the intersection of Brook and Westchester Avenues during the weekday AM and PM peak hours. Implementation of traffic engineering improvements such as signal timing changes or traffic modifications to curbside parking regulations would provide mitigation for the anticipated traffic impacts. Specific details related to the implementation of the recommended traffic engineering improvements is subject to review and approval by the New York City Department of Transportation (NYCDOT) and will be further refined between the DEIS and FEIS. If, prior to implementation, NYCDOT determines that an identified mitigation measure is infeasible, an alternative and equivalent mitigation measure will be identified. No unmitigated significant adverse traffic impacts would remain with implementation of the recommended mitigation measures.

PEDESTRIANS

Incremental demand from the Proposed Project would significantly adversely impact a total of two corner areas and one crosswalk in one or more peak hours. Recommended mitigation measures to address these impacts are discussed below. Specific details related to the implementation of these measures will be further refined between the DEIS and FEIS through coordination with NYCDOT. If, prior to implementation, NYCDOT determines that an identified mitigation measure is infeasible, an alternative and equivalent mitigation measure will be identified.

Corner Areas

Two of the 16 analyzed corner areas would be significantly adversely impacted by the Proposed Project—the northwest and southwest corners at the intersection of Third Avenue and E. 150th Street-Westchester Avenue during the Saturday midday peak hour. To address this impact, the construction of new 5' curb extensions on the northwest and southwest corners would be coordinated between the project sponsor, HPD and NYCDOT. HPD would require the project sponsor implement these measures to the satisfaction of the City through the Land Disposition Agreement (LDA) between HPD and the project sponsor, as well as the RD to be tied to the LSGD. No unmitigated significant adverse corner impacts would remain with implementation of the recommended mitigation measures.

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Crosswalks

One of the 16 analyzed crosswalks would be significantly adversely impacted by the Proposed Project—the west crosswalk at the intersection of Third Avenue and E. 150th Street-Westchester Avenue during the weekday PM and Saturday midday peak hour. This impact would be fully mitigated by widening the crosswalk by 2'. No unmitigated significant adverse crosswalk impacts would remain with implementation of the recommended mitigation measures.

G. ALTERNATIVES

A total of two alternatives were assessed to determine whether they would substantively meet the stated goals and objectives of the Proposed Actions while reducing or eliminating its adverse impacts:

- 1) The “No Action” Alternative would maintain the Project Area and Rezoning Area in its current condition and existing uses would remain.
- 2) The “No Impact” Alternative outlines the changes to the Proposed Project that would be necessary to eliminate the potential significant adverse impacts identified in the DEIS.

NO ACTION ALTERNATIVE

The No-Action Alternative examines future conditions within the Project Area, but assumes the absence of the Proposed Actions (i.e., none of the discretionary approvals proposed as part of the Proposed Actions would be adopted). Under the No-Action Alternative by 2020, existing zoning and land uses within the Project Area and Rezoning Area would remain unchanged. It is anticipated that the Project Area would remain mostly vacant with the exception of Parcel B, which would continue to operate with two at-grade public parking facilities and a vacant 11,000 gsf building. Redevelopment of the Project Area would not be possible without the disposition of City-owned property and other discretionary approvals sought through the CPC. The technical chapters of the DEIS have described the No-Action Alternative as “the Future Without the Proposed Actions.”

While the No Action Alternative would avoid all of the significant adverse environmental impacts of the Proposed Actions, the benefits expected to result from the Proposed Actions – including promoting affordable housing development by maximizing the use of vacant City-owned land, encouraging the continued economic development of the South Bronx, and introducing new community resources – would not be realized under this alternative, and the No-Action Alternative would fall short of the objectives of the Proposed Actions.

NO IMPACT ALTERNATIVE

The No Impact Alternative examines a scenario in which the density and other components of the Proposed Actions are changed specifically to avoid the significant adverse impacts associated with the Proposed Actions. The Proposed Actions would result in significant adverse impacts related to community facilities (elementary and intermediate public schools) and transportation (traffic and pedestrians).

In order to result in no significant adverse impacts, development within the Project Area would have to be reduced by up to approximately 66 percent, including a 60 percent reduction in the total number of

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affordable and supportive housing units (to 393 DU) and no community facility or commercial uses within the Project Area. As such, the benefits expected to result from the Proposed Actions – including promoting affordable housing development by maximizing the use of vacant City-owned land, encouraging the continued economic development of the South Bronx, and introducing new community resources – would not be realized under this alternative, and the No Impact Alternative would fall short of the objectives of the Proposed Actions.

H. UNAVOIDABLE ADVERSE IMPACTS

COMMUNITY FACILITIES (PUBLIC SCHOOLS)

The Proposed Actions are expected to result in significant adverse impacts to public schools at the elementary and intermediate levels. The Proposed Actions are anticipated to introduce approximately 832 affordable dwelling units (compared to No-Action conditions), generating an estimated 324 elementary school students and 133 intermediate school students. With the addition of these students, elementary schools in the study area would operate at 126.0 percent of capacity, which represents an increase of 6.3 percentage points over the future No-Action condition. Intermediate schools in the study area would operate at 110.8 percent of capacity, 5.4 percentage points over the future No-Action condition. These increases exceed the five percent threshold in the 2014 *CEQR Technical Manual* for a significant adverse impact. Measures to mitigate the identified significant adverse impact on public schools will be considered between the DEIS and FEIS in coordination with the lead agency, the New York City Department of Housing Preservation and Development (HPD), and the New York City School Construction Authority (SCA). Absent the identification and implementation of feasible and practicable measures, these significant adverse impacts would remain unmitigated.

TRANSPORTATION

VEHICULAR TRAFFIC

The Proposed Actions would result in significant adverse traffic impacts at one study area intersection, Westchester/Brook Avenues, during the weekday AM and PM peak hours. Implementation of traffic engineering improvements, such as signal timing changes and modifications to curbside parking regulations would provide mitigation for the anticipated traffic impacts. Specific details related to the implementation of the recommended traffic engineering improvements is subject to review and approval by NYCDOT and will be further refined between the DEIS and FEIS. If, prior to implementation, NYCDOT determines that an identified mitigation measure is infeasible, an alternative and equivalent mitigation measure may be identified. In the absence of the application of mitigation measures, the impacts would remain unmitigated.

PEDESTRIANS

Incremental demand from the Proposed Actions would significantly adversely impact a total of two corner areas and one crosswalk in one or more peak hours. As described above, the identified pedestrian impacts would be fully mitigated through corner and crosswalk widenings. Specific details related to the implementation of these measures will be further refined between the DEIS and FEIS through coordination with NYCDOT. If, prior to implementation, NYCDOT determines that an identified

mitigation measure is infeasible, an alternative and equivalent mitigation measure may be identified. In the absence of the application of mitigation measures, the impacts would remain unmitigated.

I. GROWTH-INDUCING ASPECTS OF THE PROPOSED ACTIONS

The term “growth-inducing aspects” generally refers to the potential for a proposed project to trigger additional development in areas outside the Project Area that would otherwise not have such development in the absence of a proposed project. The 2014 *CEQR Technical Manual* indicates that an analysis of the growth-inducing aspects of a proposed project is appropriate when the project: (1) adds substantial new land use, residents, or new employment that could induce additional development of a similar kind or of support uses, such as retail establishments to serve new residential uses; and/or (2) introduces or greatly expands infrastructure capacity (e.g., sewers, central water supply).

The Proposed Actions would facilitate the development of an approximately 1.1 million gsf, five building mixed-use development consisting of approximately 832 affordable dwelling units (DUs), approximately 160 supportive housing units, approximately 46,800 gsf of local retail and commercial uses, an approximately 50,500 gsf YMCA, and approximately 32,700 gsf of other community facility uses. The projected increase in residential and worker populations is likely to increase the demand for neighborhood services in the surrounding area, ranging from religious establishments to banks and local retail. The Proposed Project would also contribute to growth in the local Bronx, City, and State economies, primarily due to employment and fiscal effects during construction of the development and operation after its completion. However, the Proposed Project is not anticipated to create a critical mass of populations or uses that would induce additional development.

It is anticipated that the consumer needs of the new residential and worker population would largely be satisfied by a combination of the new local retail that would be developed within the Project Area and the existing and planned future retail stores in the surrounding area and the Bronx as a whole. Moreover, the Proposed Project does not include the introduction of new infrastructure or an expansion of infrastructure capacity that would result in indirect development. Therefore, the Proposed Project is not expected to induce significant new growth in the surrounding area.

J. IRREVERSIBLE AND IRRETRIEVEABLE COMMITMENTS OF RESOURCES

There are a number of resources, both natural and built, that would be expended in the construction and operation of the proposed La Central project. These resources would include the materials used in construction of the proposed buildings; energy in the form of gas and electricity consumed during construction and operation of the Proposed Project; and the human effort (i.e., time and labor) required to develop, construct, and operate various components of the Proposed Project. These resources are considered irretrievably committed because their reuse for some purpose other than the Proposed Project would be highly unlikely. Although the Proposed Project would result in an increase in publicly accessible open space and new commercial and residential land uses in the Project Area, the Proposed Project would constitute an irreversible and irretrievable commitment of the Project Area as a land resource, thereby rendering land use for other purposes infeasible, at least in the near term. Furthermore, funds committed to the design, construction, and operation of the Proposed Project would not be available for other projects.

These commitments of materials and land resources are weighed against the benefits of the Proposed Actions, which would transform a large vacant and underutilized site in close proximity to public

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transportation into a mixed-use development with new affordable and supportive housing, local retail and commercial uses, community facility uses, and publicly accessible open space.



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