

A. INTRODUCTION

The New York City Department of Housing Preservation and Development (HPD) and Phipps Houses (the “Applicants”) are seeking several discretionary approvals to facilitate the demolition of the Lambert Houses buildings in the West Farms area of the Bronx (see **Figure S-1**), and the redevelopment of the Development Site with a combination of affordable housing, retail, and a possible school.

B. PURPOSE AND NEED

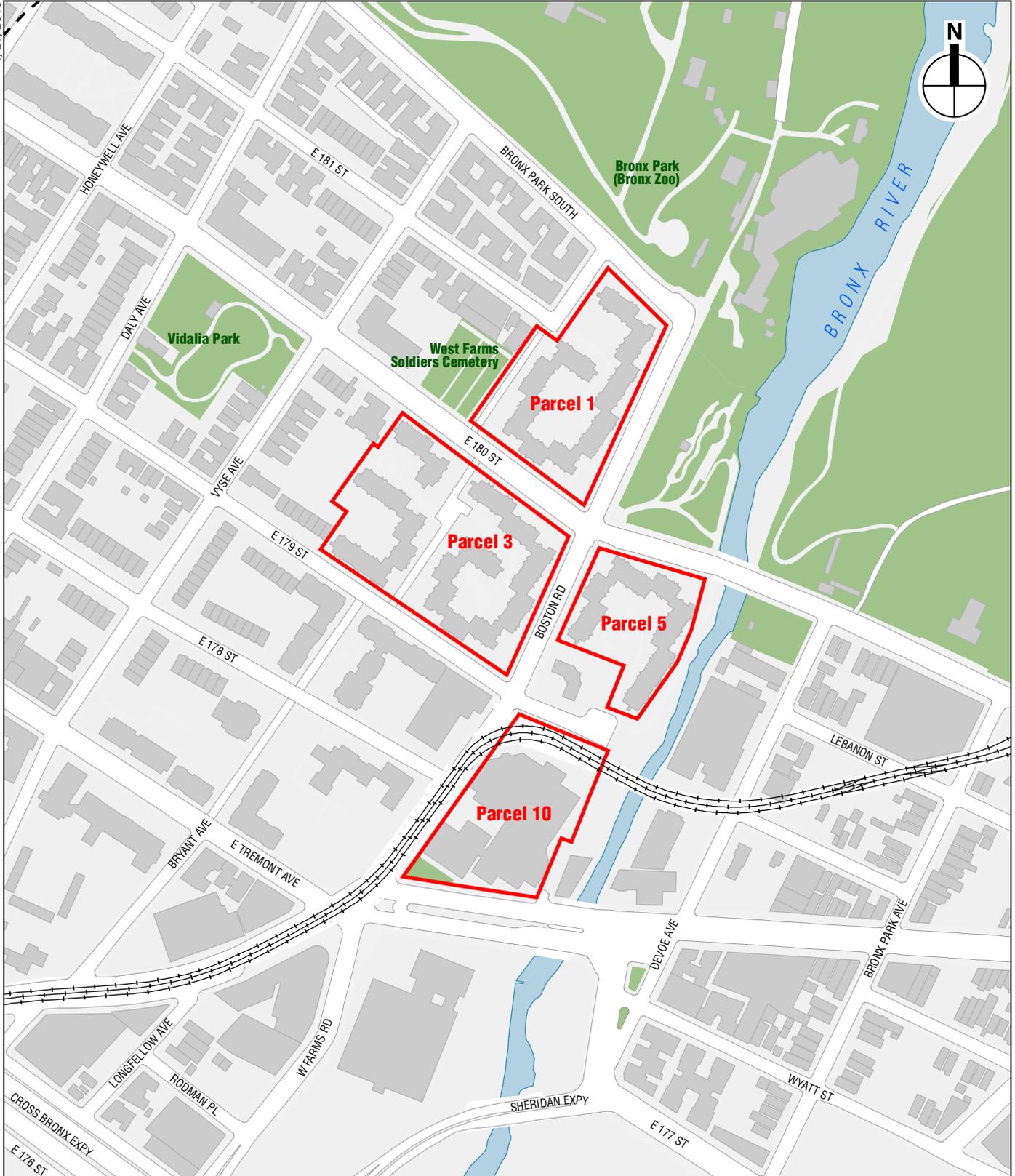
The current Lambert Houses development is the product of an urban renewal initiative undertaken by the City of New York. The Development Site land was acquired through eminent domain by the City in 1970 under the Bronx Park South Urban Renewal Plan and conveyed to Lambert Houses Redevelopment Company, a Phipps Houses entity, for nominal consideration. The land was subject to a Land Disposition Agreement, which required the conformance of the project to the Bronx Park South Urban Renewal Plan, which was adopted in 1965, revised in 1989 and 1998, and has since expired. The goal of the plan was to revitalize the neighborhood through strategic redevelopment of blighted, vacant, or underutilized parcels. The Bronx Park South Large Scale Residential Development (LSRD) was created to facilitate the development, and the Development Site was designated as Parcels 1, 3 5, and 10 of the LSRD that encompasses the Urban Renewal Area. Since the Bronx Park South Urban Renewal Plan is now expired, the Bronx Park South Large Scale Plan remains the only land use control on the Development Site other than zoning.

The proposed project is intended to improve the quality of life for current Lambert Houses residents while increasing the number of affordable housing units on the Development Site. The Development Site is underdeveloped, with less floor area than even the current zoning districts allow, and less density than much of the surrounding neighborhood. The Development Site buildings were constructed between 1970 and 1973 and have outdated and inefficient building systems. Furthermore, the configuration and circulation plan of the buildings, with multiple entrances and egresses, compromise building security by making control of access difficult. The retail space currently on the site is poorly designed, with storefronts set back far from the street wall, little or no street frontage, and inadequate storage space for merchants.

The proposed project would increase density of development on the Development Site and more than double the number of affordable housing units, with ancillary commercial and community facility space. By creating nearly 1,000 more affordable housing units than are currently located on the site, the proposed project would make a substantial contribution to the housing production goals of the Mayor’s *Housing New York: A Five-Borough, Ten-Year Plan*.

The proposed site plan would allow for buildings with fewer, securable points of access/egress, better fire egress, and improved security. It would better integrate Lambert Houses into the

4/21/2016



 Proposed Development Site



surrounding neighborhood by creating a street wall with ground floor uses such as retail and maisonette apartments¹ that activate the streetscape. The proposed project would include more affordable housing units and retail space with a more efficient configuration to better serve neighborhood needs. It would also result in improved open space for current and future residents, and would replace the existing inefficient building systems with modern, more efficient systems. The new buildings would meet current water and energy codes and as required by HPD funding, they would meet Enterprise Green Communities criteria, which mandate energy efficiency and water conservation.

C. SITE DESCRIPTION

The Development Site contains Parcels 1, 3, 5, and 10 of the Bronx Park South Large Scale Residential Development (LSRD) (see **Figure S-2**).² Parcel 1 (Block 3138, Lot 1) is located along the west side of Boston Road between East 180th Street and Bronx Park South. Parcel 3 (Block 3132, Lot 1) is located directly south of Parcel 1, along the west side of Boston Road between East 179th and East 180th Streets. Parcel 5 (Block 3140, Lot 7) is located east of Parcel 3 across Boston Road. Parcel 10 (Block 3139, Lots 1 and 19) is located south of Parcel 5 on the east side of Boston Road between East Tremont Avenue and East 179th Street. The Development Site also contains a small City-owned triangular parcel at the intersection of East Tremont Avenue and Boston Road (Block 3139, Lot 50). The approximately 11.7-acre Development Site contains five groups of six-story buildings containing 731 residential units, and one two-story building containing approximately 39,490 square feet (sf) of retail use and 375 parking spaces. A small public seating area is located on the City-owned lot.

D. PROPOSED ACTIONS

Implementation of the proposed project would require the following discretionary actions:

- Modification of the previously approved LSRD. The proposed actions would remove Lambert Houses (consisting of Parcels 1, 3, 5, 10) from the LSRD. The remainder of the Bronx Park South LSRD (consisting of Parcels 6, 7, 8a, 8b, and 9) would remain in the modified LSRD (see **Figure S-2**).³ Modification of the previously-approved LSRD would require a new Special Permit pursuant to ZR Section 78-312 for minor variations in the height and setback to ensure that no new non-compliances with respect to height and setback will be created on the periphery.

The proposed modification to the previously approved LSRD would cause the areas within the modified LSRD along the south side of East 179th Street and the west side of Boston Road to become areas on the periphery of rather than wholly within the LSRD. To avoid new noncompliances within the modified LSRD, the Applicants are seeking a Special Permit pursuant to ZR 78-312:

¹ Maisonette apartments are individual units that each have their own entrance and are part of a larger building.

² The Bronx Park South Large Scale Residential Development also includes five additional parcels: 6, 7, 8s, 8b, and 9.

³ There is currently a proposal for a new residential development, sponsored by the Second Farms Neighborhood HFDC for Parcel 9 in the LSRD.

- Parcel 6: Along the south side of East 179th Street, an existing building with a height of approximately 71 feet rises without setback at the property line. The R7-1 zoning at this location on a narrow street has a maximum base height of 60 feet within a setback distance of 20 feet, after which a sky exposure plane of 2.7:1 applies. A Special Permit is requested to allow the existing building to exceed the maximum base height by approximately 11 feet and to penetrate the sky exposure plane in this area.
- Parcel 7: The portion of the existing residential building on the south side of East 179th Street rises to a height of approximately 65.1 feet rises without setback at the property line in an area zoned R7-1. A Special Permit is requested to allow the existing building to exceed the maximum allowed base height of 60 feet within 20 feet of the street by approximately 5.1 feet and to penetrate the sky exposure plane in this area.
- Urban Development Action Area Project (UDAAP) Designation and Project Approval and disposition of City-owned property. The small City-owned triangular parcel at the intersection of East Tremont Avenue and Boston Road (Block 3139, Lot 50) would be designated a UDAAP and would be disposed of to the Applicant for incorporation into the development site.
- City map amendment to remove Lot 50 from the mapped street.
- Zoning Map Amendment to change portions of the development site from R7-1 and Parcel 10 from R7-1/C1-4 as follows (see **Figure S-3**):
 - Parcel 1: R8 with a depth of 100 ft. parallel to Boston Road, Bronx Park South and East 180th Street. C1-4 overlay with a depth of 100 ft. parallel to Boston Road. R7-1 to remain on the balance of the parcel.
 - Parcel 3: R8 with a depth of 100 ft. parallel to Boston Road and a depth of 120 ft. parallel to East 180th Street. C1-4 overlay with a depth of 100 ft. parallel to Boston Road. R7-1 to remain on the balance of the parcel.
 - Parcel 5: R8 with a depth of 100 ft. parallel to Boston Road and East 180th Street. R7-1 to remain on the balance of the parcel.
 - Parcel 10: R8 / C1-4 overlay.
- Authorizations under ZR Section 78-311 to allow the following within the new LSRD (these authorizations are described in greater detail in Chapter 8, “Urban Design and Visual Resources”):

78-311(a): To permit distribution of the total floor area permitted by the applicable district regulations without regard for zoning lot lines or zoning district boundaries. This would enable the transfer of 76,000 sf of surplus floor area on Parcel 3 from the R7-1 district to the R8/C1-4 district, and 26,497 sf of surplus floor area on Parcel 5 from the R7-1 district to the R8 district.

78-311(b): To permit the total open space required by the applicable district regulations to be distributed without regard for zoning lot lines or zoning district boundaries. This would allow 12,740 sf of open space to be transferred from an R7-1 district to an R8/C1-4 within Parcel 1 and 17,428 sf of open space to be transferred from an R7-1 district to an R8/C1-4 within Parcel 3. Within Parcel 5, 6,745 sf of open space would be transferred from an R7-1 district to an R8.

78-311(d): To modify the required rear yard setback for tall buildings per Section 23-663 for Buildings 3A and 3C on Parcel 3.

78-311(e): To permit variations in the front height and setback regulations including variation in the maximum height and number of stories of the front wall within the initial setback distance,



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modification of the initial setback distance, and to permit penetration of the sky exposure plane in areas wholly within the LSRD (see Chapter 8).

78-311(h): To permit an interim condition in which the minimum distance between buildings is waived between the new Building 3A and the existing building to the south. The interim waiver will no longer be needed once the new Building 3F is demolished.

- Zoning text amendment to ZR 78-312 to establish that in R7-1 and R8 Districts within Community District 6 in the Borough of the Bronx where a lot line abuts a public park, such lot line may by Special Permit of the City Planning Commission be considered a street line for the purposes of applying the requirements of Section 23-86 (Minimum Distance Between Legally Required Windows and Walls or Lot Lines).
- Special Permit pursuant to ZR 78-312 for minor variations in the height and setback regulations on the periphery of the new LSRD (see Chapter 8) and to permit a lot line abutting a public park to be considered a street line for the purposes of applying the requirements of Section 23-86 (Minimum Distance Between Legally Required Windows and Walls or Lot Lines).
- Zoning text amendment to Appendix F to designate a Mandatory Inclusionary Housing Area.
- Coastal zone consistency determination.
- Site plan approval by the Mayor and City Council pursuant to SCA requirements for the proposed school on Parcel 10.

The proposed project may also use funding from City and/or State agencies including HPD, HDC, HFA, and/or HCR for affordable housing construction. In addition, the project would require approval by HUD of the reassignment of project-based rental assistance contracts, and the proposed project may also request HOME funds or other funding from HUD.

As the project is built out over time, the landscape plans for each parcel will require certification from the Chair of the New York City Planning Commission (CPC).

In connection with the proposed project, a Restrictive Declaration (or declarations) would be recorded at the time all land use-related actions required to authorize the proposed project's development are approved. The Restrictive Declaration(s) would, among other things:

- Require development in substantial accordance with the approved plans, which establish an envelope within which the buildings must be constructed, including limitations on floor area;
- Require that the proposed project's development program be in substantial accordance with the scope of the development scenario analyzed in the EIS; and

Provide for the implementation of "Project Components Related to the Environment" (i.e., certain project components which were material to the analysis of environmental impacts in the EIS) and mitigation measures, substantially consistent with the EIS.

E. PROPOSED PROJECT

CONSTRUCTION SCHEDULE

Construction of the proposed project would occur over a build out period of approximately 13 years. Construction is anticipated to begin in January 2017 and be complete in September 2029.

During construction of the proposed project, current tenants would be relocated from buildings to be demolished to other locations within the Lambert Houses development. Once relocated, the unoccupied buildings would be demolished and construction of new buildings would proceed. Tenants of the next buildings to be demolished would be relocated within the Lambert Houses Development Site to the newly constructed buildings, and the demolition and new construction process would begin again. This process would be repeated through completion of the project. Construction activities would be divided into five building groups, beginning at Parcel 3 with the construction of Building 3A, followed by activities at Parcel 5 with the construction of Buildings 5A and 5B, Parcel 1 with the construction of Buildings 1A through 1D, Parcel 3 with the construction of 3B through 3F, and finally Building 10 at Parcel 10 (see **Table S-1**).

**Table S-1
Preliminary Construction Schedule**

Building	Activity	Approximate Start Month	Approximate Finish Month	Approximate Duration (months)
3A	Demolition	January 2017	March 2017	3
	Building Construction	April 2017	December 2018	21
	Relocation	January 2019	November 2019	10
5A, 5B	Demolition	December 2019	February 2020	3
	Building Construction	March 2020	November 2021	21
	Relocation	December 2021	September 2022	10
1A, 1B, 1C, and 1D	Demolition	October 2022	December 2022	3
	Building Construction	January 2023	September 2024	21
	Relocation	October 2024	August 2025	10
3B, 3C, 3D, 3E, 3F	Demolition	September 2025	November 2025	3
	Building Construction	December 2025	August 2027	21
10	Demolition	September 2027	November 2027	3
	Building Construction	December 2027	September 2029	21

Source: Phipps Houses.

DEVELOPMENT SITE BUILDINGS

Overall, the proposed project would redevelop the Development Site with the following (see **Table S-2**):

- A total of 1,665 residential units at the completion of the project, for an increment of 934 units over the No Action condition. The proposed residential units would all be affordable.
- Approximately 61,100 sf of retail, for an increment of 21,610 sf over the No Action condition.
- A new public school of approximately 86,608 sf on a portion of Parcel 10. It is expected that this school would be a 500-seat elementary school.
- A reduction in the amount of parking at the site, for a total of 110 spaces.

In order to address a projected shortfall of seats in the Development Site’s public schools, the New York City School Construction Authority (SCA) will be given an option to acquire the site of the proposed school (portion of Parcel 10) for a nominal fee. Phipps and HPD are in discussions with the SCA and will continue to work with SCA to determine appropriate terms for the proposed 500-seat elementary school as the phased project is constructed. It is anticipated that these terms will be formalized in a Letter of Intent (LOI). If SCA were to decline to exercise this option and construct the school, a residential building with approximately 55 units would be

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constructed in its place. The environmental impacts of the scenario in which a residential building would replace the school are discussed in the Alternatives section.

~~In order to address a projected shortfall of public school seats in the area, the SCA will be given an option to acquire the site for proposed school for a nominal fee. If SCA were to decline to exercise this option and construct the school, a residential building with approximately 55 units would be constructed in its place.~~

The proposed project will reintroduce the street grid in areas where streets had been demapped as part of the previous urban renewal plan. East 180th Street will be extended through the Development Site between Bryant Avenue and Boston Road as a privately-owned street segment open to traffic and pedestrians, as will the segments of Bryant Avenue between East 179th and East 181st Streets that were previously demapped. The currently-demapped portions of Bryant Avenue and East 181st Street will be restored as private thoroughfares for vehicular and pedestrian traffic, as well as accessory parking for the residents. **Figure S-4** shows the proposed site plan. **Figure S-5** shows the site’s open space areas for building residents. **Figure S-6** shows the proposed massing, and **Figure S-7** shows the streetscape elevations.

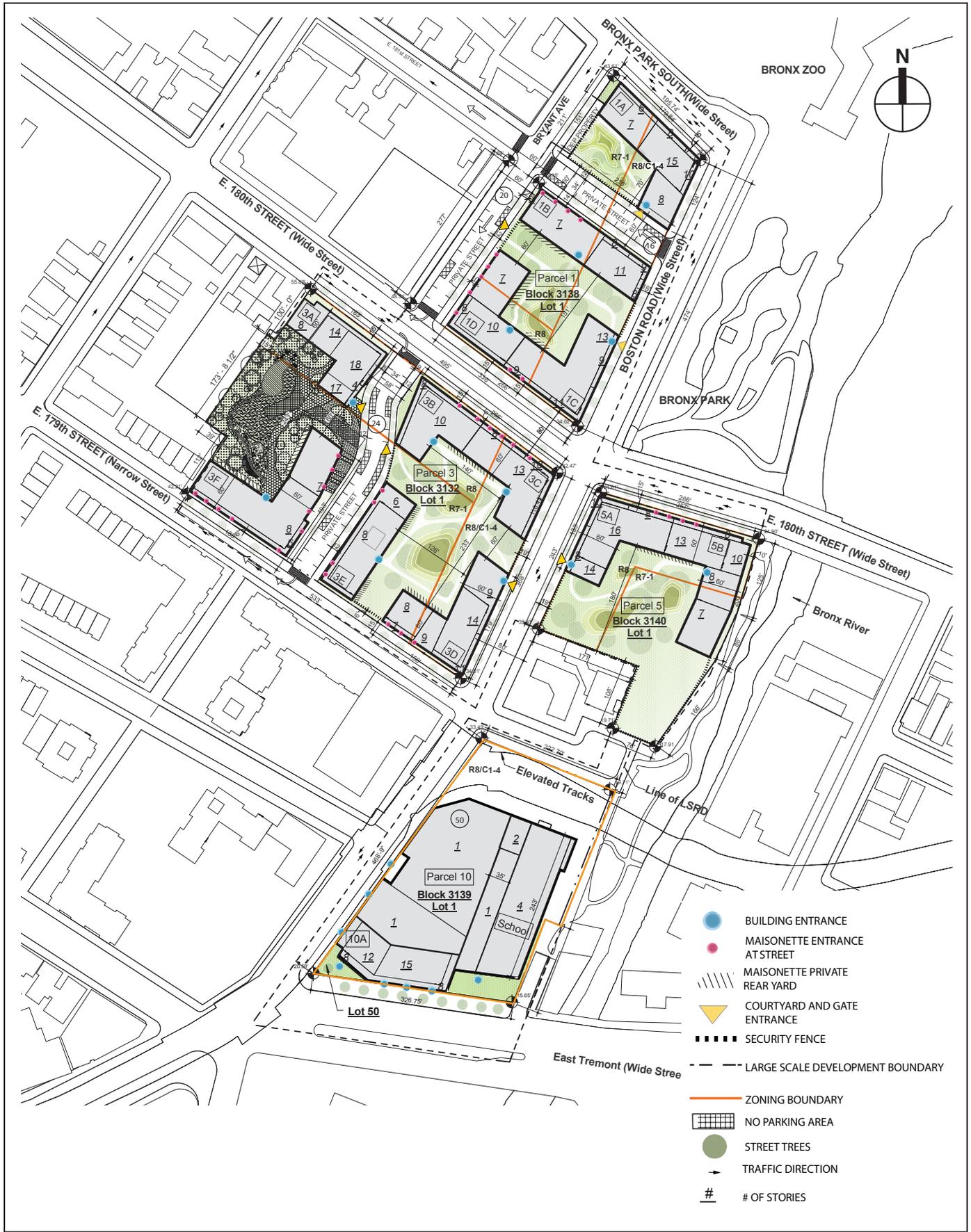
**Table S-2
Proposed Project**

Parcel	Building	Lot Area (sf)	Gross Floor Area (sf)	Zoning Floor Area (sf)	Dwelling Units
1	1A	126,395	148,846	34,590	135
	1B		114,473	111,038	104
	1C		178,363	173,012	162
	1D		101,795	98,742	93
			543,477	527,173	494
3	3A	197,178	162,241	157,373	147
	3B		94,965	92,116	89
	3C		149,846	145,351	136
	3D		173,125	167,932	156
	3E		83,092	80,599	76
	3F		146,335	141,945	133
			809,605	785,316	737
5	5A	79,612	180,872	175,446	164
	5B		151,052	146,520	137
			331,924	321,966	301
10	10A	111,545	146,477	142,083	133
			146,477	142,083	133
Total Residential Area:			1,831,483	1,776,539	1,665
10	Retail	111,545	21,931	21,273	
	School		86,608	84,010	
	Supermarket		22,637	21,958	
			131,176	127,241	
Total Non-Residential Area:			131,176	127,241	
Total Area:			1,962,659	1,903,780	

Source: Phipps Houses.

PARCEL 1

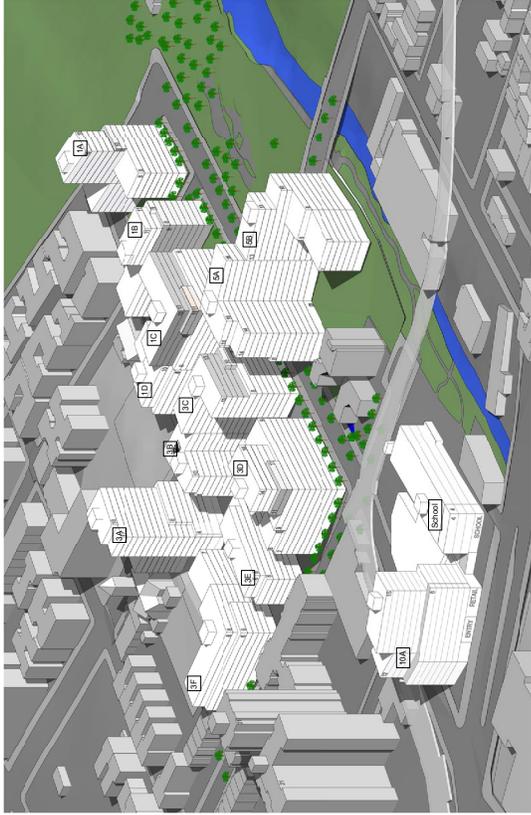
Parcel 1 would include four new buildings, identified as Buildings 1A through 1D, ranging from seven to 15 stories in height and with a total of approximately 494 residential units (see



NOTE: FOR ILLUSTRATIVE PURPOSES ONLY



Source: Dattner Architects



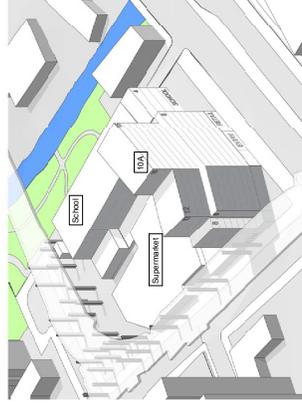
Overall Massing View Looking Northwest



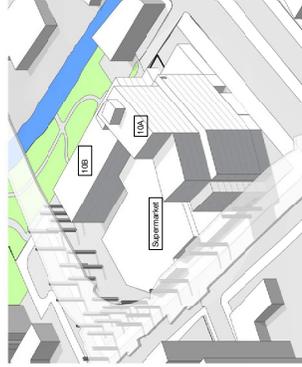
Parcel 5 Bird's Eye from North



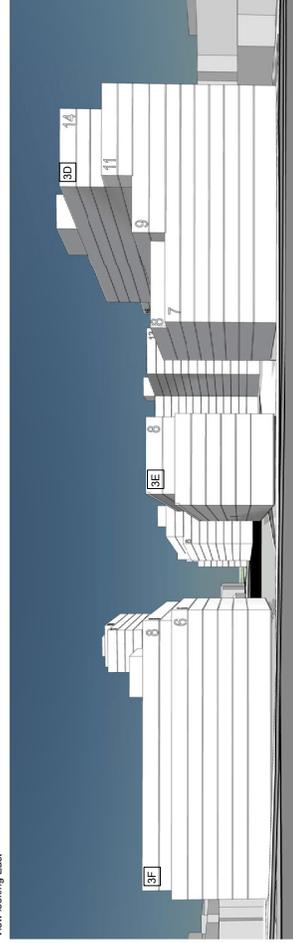
View looking East



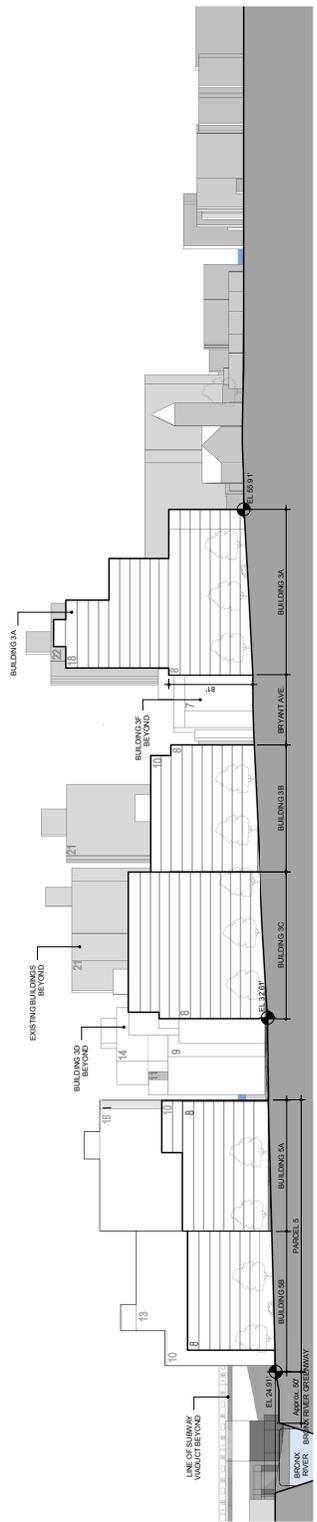
Parcel 10: Option 1: Perspective with School



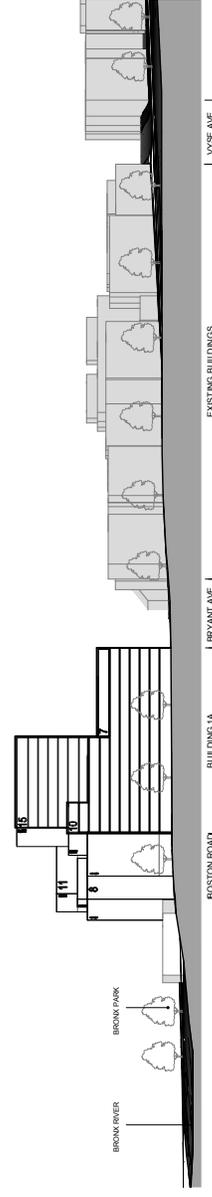
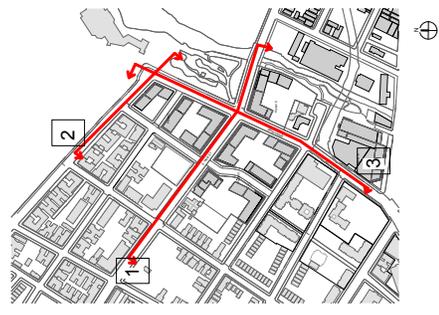
Parcel 10 Option 2: Perspective with 10B



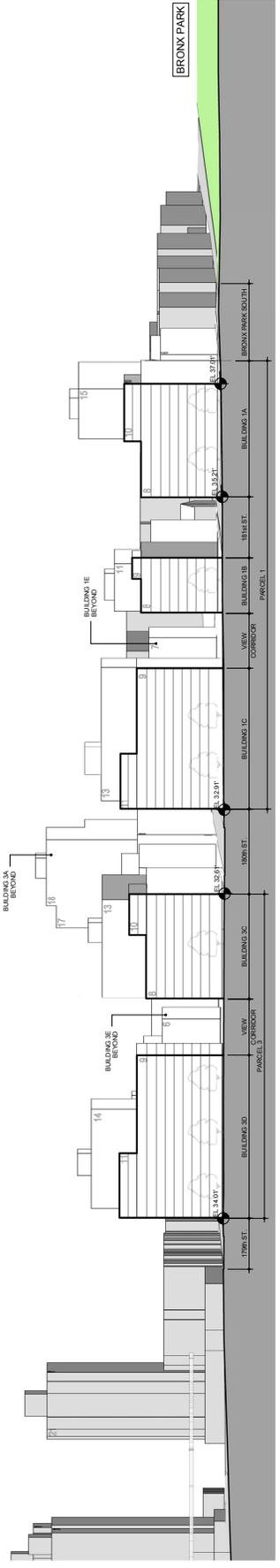
3 Parcel 3 - South section perspective



1 E-W Elevation @ East 180th Street
Looking South
1/800



2 E-W Elevation @ Bronx Park
South Looking South
1/800



3 N-S Elevation @ Boston Road
Looking West
1/800

- Legend**
- Existing Buildings
 - Proposed Lambert Buildings
 - Number of Floors
 - Building Dimension
 - Survey Spot Elevation at Property Line

Source: Datner Architects

Proposed Streetscape Elevation
Figure S-7

Figure S-8). With the reintroduction of East 181st Street through the Development Site, Parcel 1 would be divided into two blocks. The northern block would have an L-shaped building (Building 1A) with frontage on Bronx Park South and Boston Road. The building would reach a height of seven and eight stories along most of the Bronx Park South and Boston Road frontages, with a portion of the building rising to 15 stories where these two streets meet. The southern section of Parcel 1 would have three buildings (Buildings 1B, 1C and 1D) arranged around a courtyard. Building 1B, on the south side of East 181 Street, would have heights of seven and 11 stories and the two buildings (Building 1C and 1D) along the north side of East 180th Street would have heights stepping up from seven to 13 stories.

The demapped segments of Bryant Avenue and East 181st Street that fall within Parcel 1 would be reconstructed as privately owned, unmapped streets open to pedestrian and vehicular traffic; approximately 35 accessory parking spaces would be created along the streets. The existing utility easements that correspond to these two new street segments would be continued.

Maisonette units would be constructed on the ground floor of Building 1B along East 181st Street, Building 1D along Bryant Avenue, and Buildings 1C and 1D along East 180th Street to enliven these frontages and activate the streetscape. These units would have individual entrances along the street and would span the ground floor and the second floor street frontage. The Boston Road frontages of Buildings 1A and 1C would include ground floor spaces for retail or community facility use. It is expected that the Universal Pre-Kindergarten facility that currently operates on Parcel 3 would be relocated into one of these ground floor spaces.

PARCEL 3

Six new buildings (Buildings 3A through 3F) with a total of approximately 737 units would be constructed on Parcel 3. These buildings would be arranged in two groups (Building 3A and 3F to the west and 3B, 3C, 3D and 3E to the east) centered around courtyards on either side of a newly created segment of Bryant Avenue (see **Figure S-9**). Bryant Avenue would be extended through Parcel 3 in the existing easement area between East 179th and East 180th Streets. Like the new street segments on Parcel 1, this segment of Bryant Avenue would be an unmapped street that is open to pedestrian and vehicular traffic. Approximately 25 accessory parking spaces would be created along this street segment.

Buildings 3C and 3D along Boston Road would have base heights of eight and nine stories, with setback portions rising to 13 and 14 stories. Ground floor spaces for retail or community facility use totaling 6,000 square feet would be located along Boston Road at the corners of East 179th and East 180th Streets.

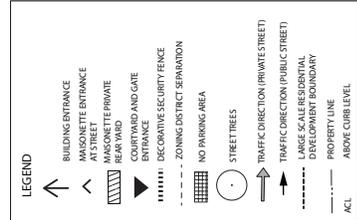
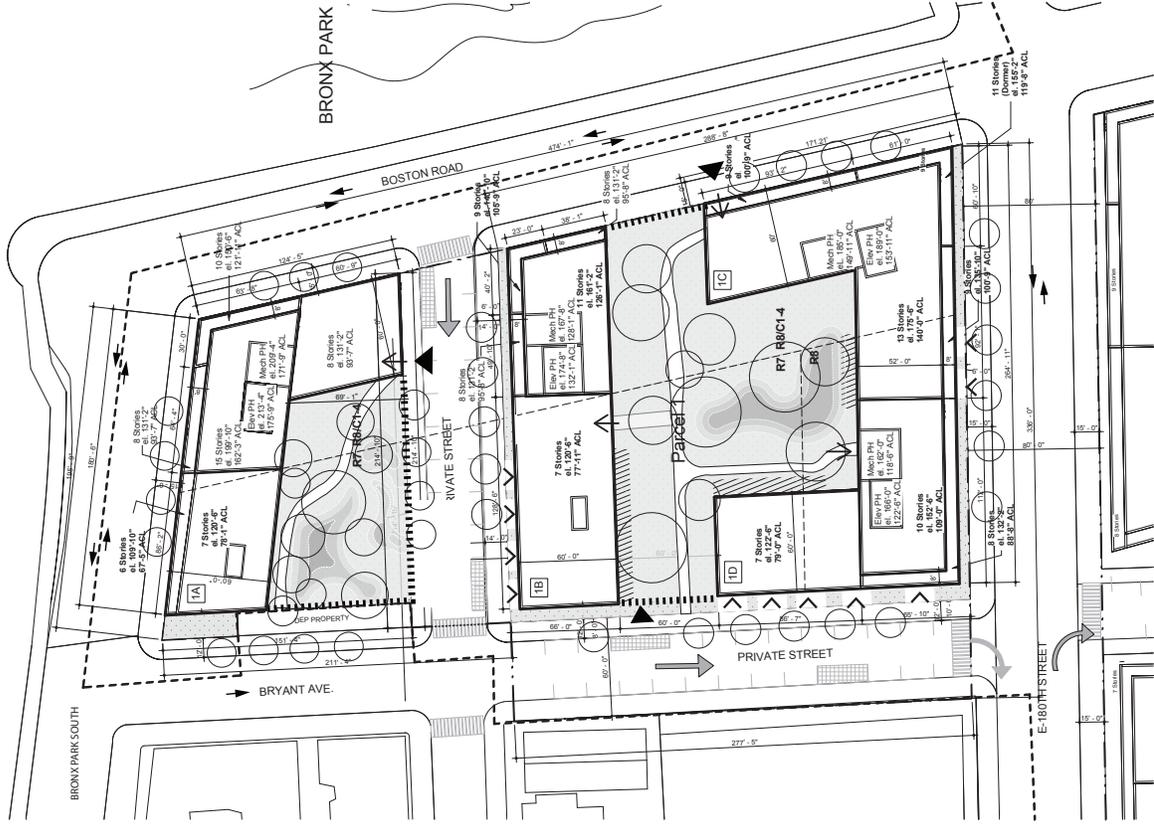
Maisonette units would activate the street frontages along East 180th Street, Bryant Avenue, and East 179th Street. Buildings 3B and 3E along the eastern side of the new segment of Bryant Avenue would have base heights of six and eight stories and overall heights of eight and ten stories.

On the west side of Bryant Avenue, Buildings 3A and 3F would have base heights of six to seven stories. Building F, on the south side of the block along East 179th Street, would reach a total of nine stories, while Building A, on East 180th Street, would have a maximum height of 18 stories. The greater height for Building 3A is necessary to accommodate the overall project's construction phasing, as this will be first building constructed and must accommodate the relocation of residents for the next phase of development.

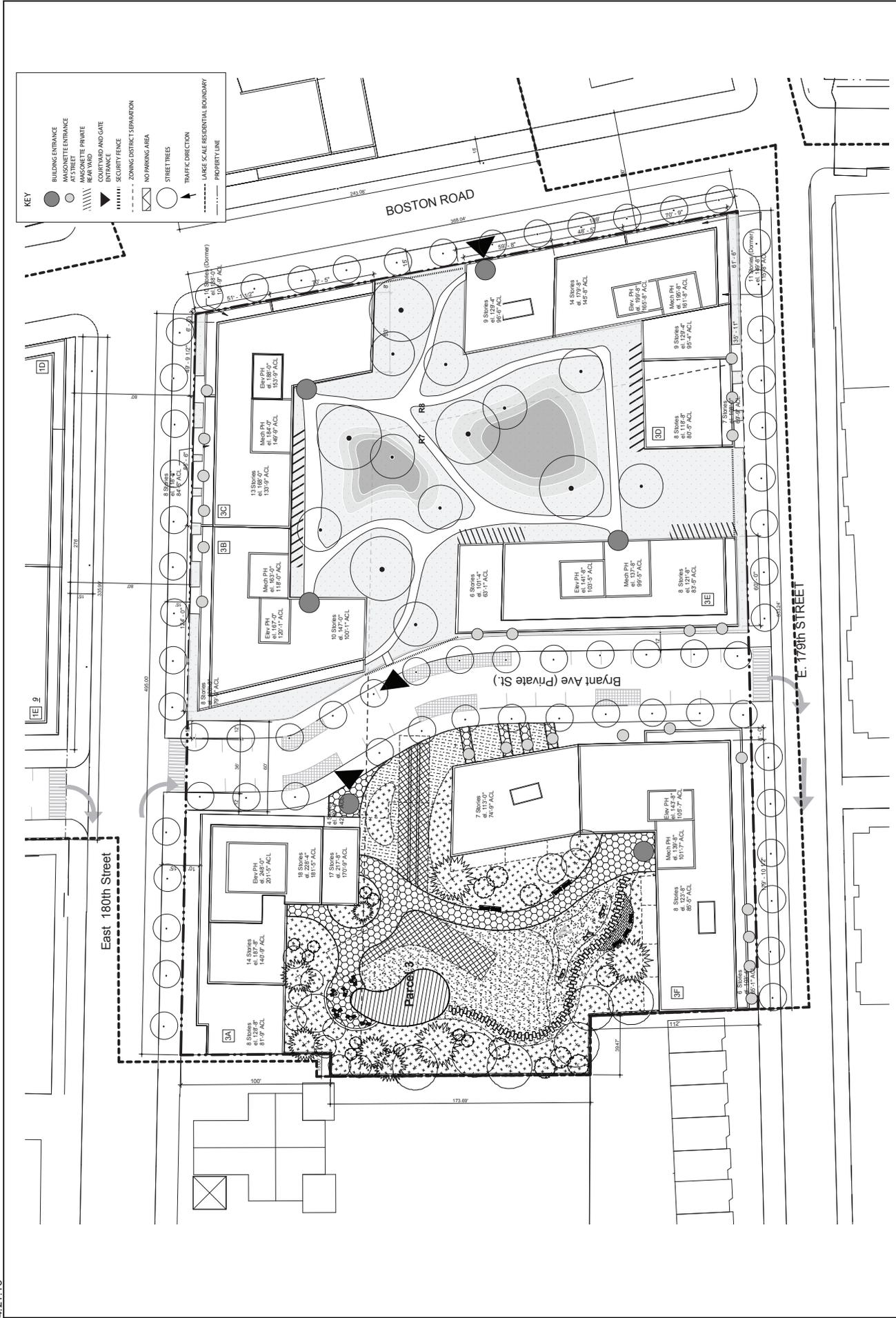
BRONX ZOO

BRONX PARK SOUTH

BRONX PARK



Parcel 1 - Site Plan
Figure S-8



Parcel 3 - Site Plan
Figure S-9

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PARCEL 5

Two new buildings (Buildings 5A and 5B) with a total of approximately 301 units would be constructed on Parcel 5 (see **Figure S-10**). Building 5A, the taller building, would front on Boston Road, with a base height of eight stories, consistent with that of the building across the street on Parcel 3. The overall height of this building would rise to 16 stories at the intersection of Boston Road and East 180th Street. Building 5B, on the eastern portion of Parcel 5, would have a maximum overall height of 16 stories and would step down toward the Bronx River to seven stories. Maisonette units would be constructed at the ground floor level of both buildings along East 180th Streets. An interior courtyard between the buildings would be accessed from Boston Road.

PARCEL 10

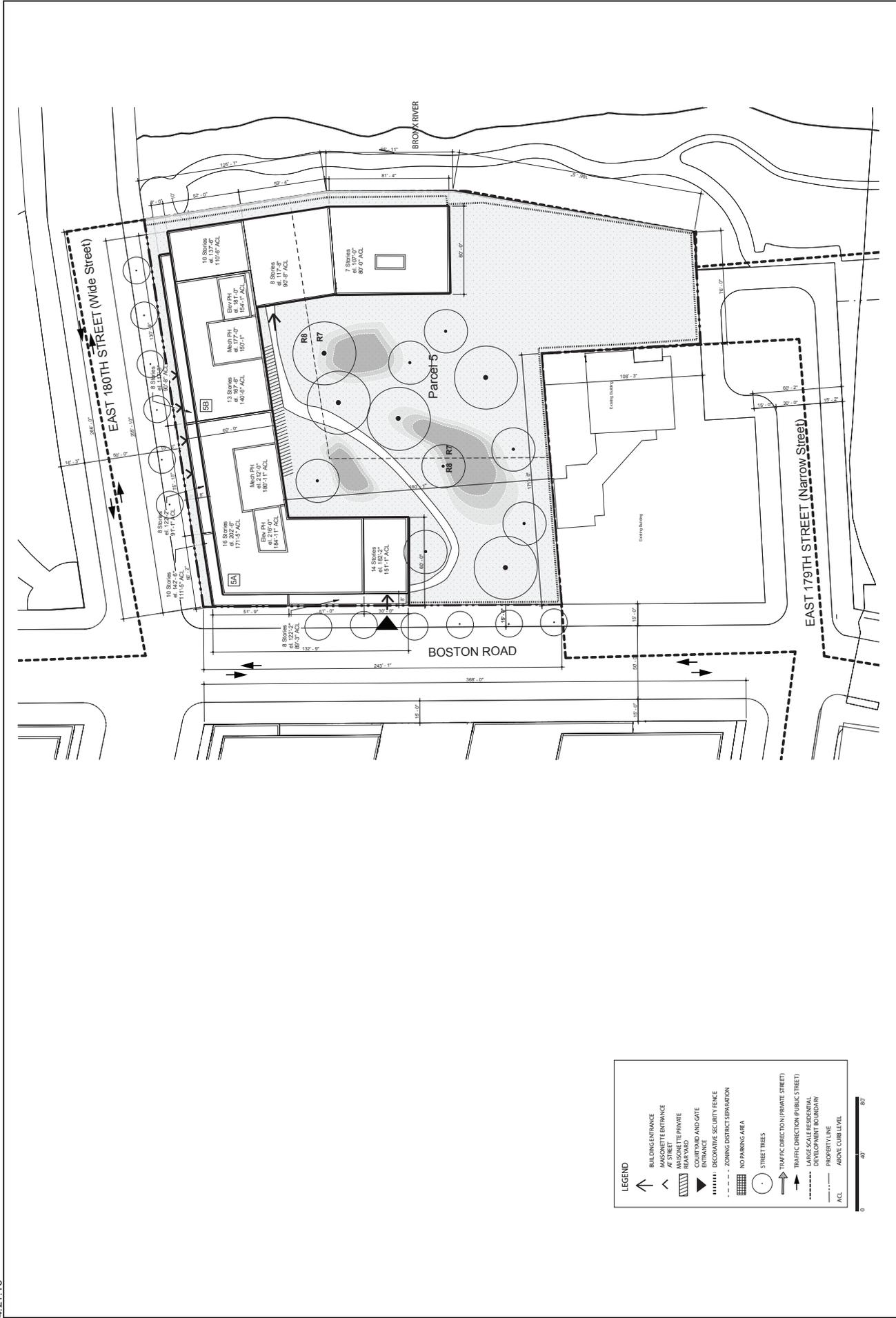
Parcel 10 would be developed with a mixed-use building containing approximately 44,568 square feet of retail space on the ground floor and approximately 133 residential units above (see **Figure S-11**). The building would have a base height of five stories and the upper portion would step up toward the east, increasing from nine to 16 stories, so as to step back from the elevated subway tracks along Boston Road.

New retail space would be created at the corner of Boston Road and East Tremont Avenue, where subway and bus stops create high levels of pedestrian activity. The new retail space would have higher floor to ceiling heights than the existing retail space at the location to improve access to and visibility from the adjacent streets. Approximately 50 accessory parking spaces would be located on the roof of the retail space in the one-story portion of the building along Boston Road.

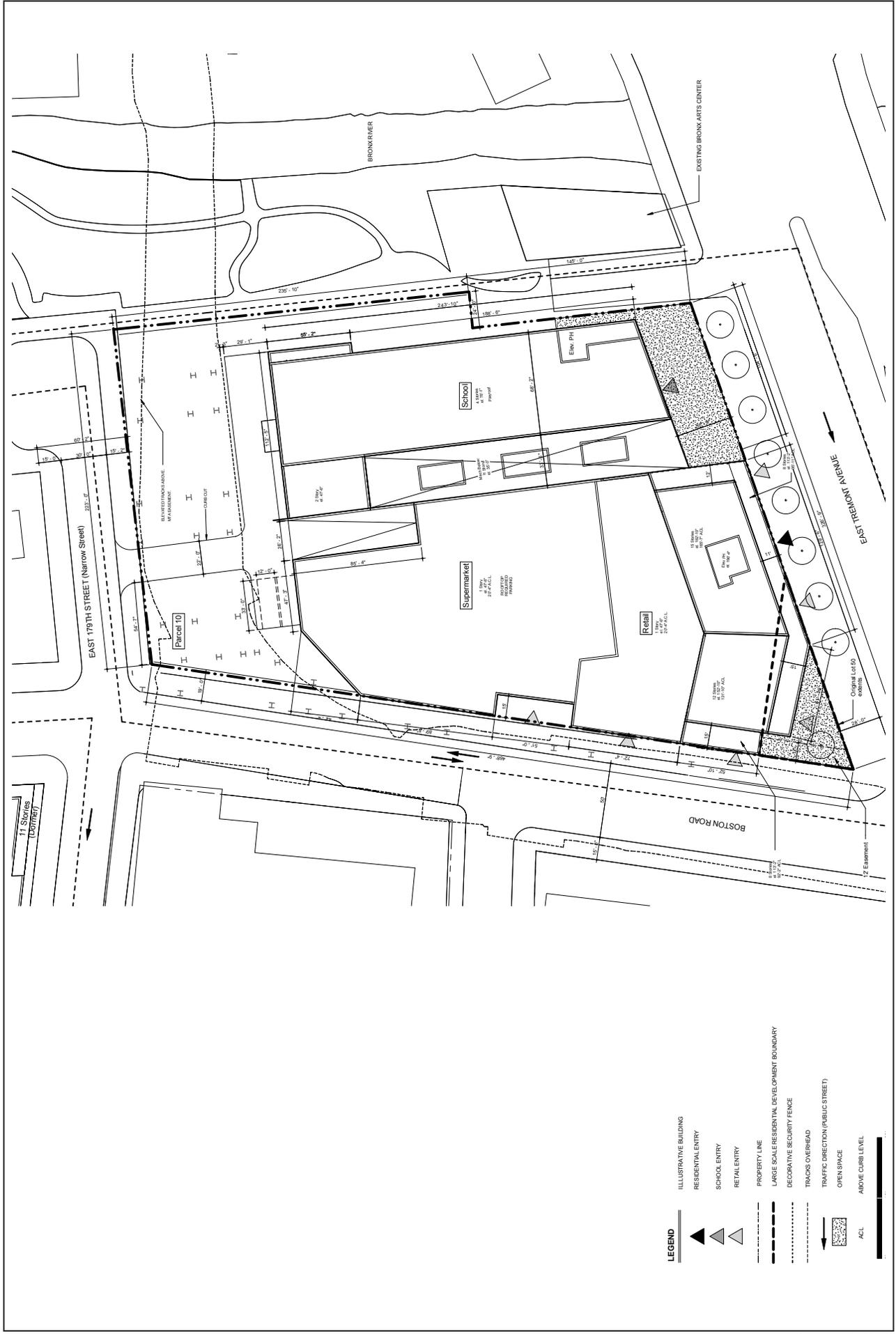
At the eastern edge of Parcel 10, where the Bronx River Greenway intersects with East Tremont Avenue, the SCA will be given an option to acquire the site of the proposed school (portion of Parcel 10) for a nominal fee. Phipps and HPD are in discussions with the SCA and will continue to work with SCA to determine appropriate terms for the proposed 500-seat elementary school as the phased project is constructed. It is anticipated that these terms will be formalized in a Letter of Intent (LOI). If SCA were to decline to exercise this option and construct the school, a residential building with approximately 55 units would be constructed in its place. The environmental impacts of the scenario in which a residential building would replace the school are discussed in the “Alternatives” section. SCA will have the option to acquire land to construct a new school to accommodate the projected increase in the number of public school students on the Development Site and in the surrounding neighborhood. If constructed, the public elementary school would have approximately 500 seats and approximately 84,726 square feet of floor area. If the SCA chooses not to construct the school, this portion of the Development Site would be developed with a five-story residential building containing approximately 55 units.

F. ANALYSIS FRAMEWORK

The *CEQR Technical Manual* will serve as guidance on the methodologies and impact criteria for evaluating the proposed project’s potential effects on the various environmental areas of analysis. The analysis year for the EIS analyses is 2029.



Parcel 5 - Site Plan
Figure S-10



Source: Datner Architects

Parcel 10 - Site Plan
Figure S-11

THE FUTURE WITHOUT THE PROPOSED PROJECT (NO ACTION CONDITION)

For the purposes of the EIS, it is assumed that in the future without the proposed project (the “No Action” condition), the proposed Development Site will continue in active use as in the existing condition. For each technical analysis in the EIS, the No Action condition will also incorporate approved or planned development projects within the appropriate study area that are likely to be completed by the analysis year.

THE FUTURE WITH THE PROPOSED PROJECT (WITH ACTION CONDITION)

For each of the technical areas of analysis identified in the *CEQR Technical Manual*, conditions with the proposed project will be compared to the No Action condition (see **Table S-3**).

**Table S-3
Proposed Project**

Parcel	Residential (units)		Retail (sf)		Community Facility (sf) ^{1,2}		Parking (spaces)	
	Proposed	Increment	Proposed	Increment	Proposed	Increment	Proposed	Increment
1	494	257	10,500	10,500	2,250	2,250	35	35
3	737	412	6,000	6,000	0	-2,250	25	25
5	301	132	0	0	0	0	0	0
10	133	133	44,568	5,078	86,608	86,608	50	-325
Total	1,665	934	61,100	21,610	88,858	86,608	110	-265
Notes: 1. The existing early education facility on Parcel 3 would be relocated to Parcel 1. 2. An approximately 86,608-sf school would be constructed on Parcel 10. Source: Phipps Houses.								

The EIS will analyze the following increment: an additional 934 residential units, an additional 21,610 sf of retail space, an 86,608 sf school, and a reduction of 265 parking spaces.

G. ENVIRONMENTAL REVIEW PROCESS

HPD is the CEQR lead agency, and several other agencies are involved or interested agencies in the environmental review, including the New York City Planning Commission (CPC), the SCA, and HUD. This EIS has been prepared in conformance with all applicable laws and regulations, including CEQR, SEQRA, and NEPA. In addition, the discretionary actions required for the proposed project are subject to the city’s Uniform Land Use Review Procedure (ULURP), requiring approval of the CPC and the City Council.

H. PROBABLE IMPACTS OF THE PROPOSED PROJECT

LAND USE, ZONING, AND PUBLIC POLICY

The proposed actions would facilitate the proposed redevelopment of the Lambert Houses building, resulting in a total of 1,665 affordable housing units at the completion of the project (for an increment of 934 units over the No Action condition); approximately 61,100 sf of retail uses (for an increment of 21,610 sf over the No Action condition); a possible new public school of approximately 86,608 sf, with seats for 500 students; and a reduction in the amount of parking in the Development Site to 110 total spaces.

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The proposed new buildings would be compatible with the uses currently present in the study area, which is characterized by residential apartment buildings, many with ground-floor retail uses. The proposed project would improve quality of life for current Lambert Houses residents by remedying several design and operational constraints currently present in the existing buildings; in addition, the proposed project would introduce a substantial number of new affordable housing units to the study area. The proposed project would include a special permit that would avoid new noncompliances within the modified LSRD, and other than this special permit, the zoning actions would apply only to the Development Site and would have no effect on zoning elsewhere in the study area. The proposed project would also be consistent with the relevant policies of the City's WRP, and would contribute to *Housing New York's* goal of building and preserving affordable housing.

Therefore, the proposed project would not result in any significant adverse impacts to land use, zoning, and public policy.

SOCIOECONOMIC CONDITIONS

Residents within the ½-mile socioeconomic study area have lower incomes than the Bronx- or City-wide medians, and the study area is characterized by a substantial affordable housing stock. All of the proposed new residential units would be affordable; it is expected that the new units constructed with the proposed project, as well as the new population those units would introduce to the study area, as a whole would generally be similar to the existing income profile of the surrounding neighborhood. Further, the study area currently contains a high concentration of rent-regulated units whose tenants are not vulnerable to indirect residential displacement. The residential population within the study area who currently occupy rent-protected affordable housing units would not be adversely affected by the introduction of new housing units.

Therefore, the proposed project is not expected to introduce or accelerate a trend of changing socioeconomic conditions or displace a population of renters living in units not protected by government regulations restricting rents. According to *CEQR Technical Manual* guidelines, further analysis is not warranted, and the proposed project would not result in any significant adverse impacts due to indirect residential displacement.

COMMUNITY FACILITIES

According to the *CEQR Technical Manual*, the proposed project would not trigger the thresholds for an analysis of health care facilities or fire and police protection services, and no significant adverse impacts on these facilities would occur. The proposed project exceeded the threshold for an analysis of elementary and intermediate schools, high schools, libraries, and child care facilities, and a detailed analysis was undertaken for each of these areas.

PUBLIC ELEMENTARY, INTERMEDIATE, AND HIGH SCHOOLS

Elementary and intermediate school utilization would exceed 100 percent in the future with the proposed project. High school utilization would not exceed 100 percent in the future with the proposed project. With the development of the proposed public elementary school on Parcel 10, the proposed project would introduce more new capacity than elementary school students. As a result, the proposed project would decrease the elementary school utilization rate by ~~four~~ 3.55 percentage points (from 124.069.48 percent in the No Action condition to 120.515.35 percent with the proposed project). Therefore, the proposed project would not result in a significant adverse impact on elementary schools. The intermediate school students introduced by the

proposed project would increase utilization in Sub-district 2/CSD 12 by eight percentage points compared with the No Action condition (from 163.7518.54 percent in the No Action Condition to 171.7626.54 percent with the proposed project). Therefore, the proposed project would result in a significant adverse impact on intermediate schools.

~~Overall, the proposed project would result in a significant adverse impact on elementary and intermediate schools. The impact on elementary schools would be fully addressed by the inclusion of the proposed elementary school on Parcel 10. Absent the implementation of potential mitigation measures described in “Mitigation,” measures to address the the proposed project would result in an unmitigated significant adverse impact on intermediate schools are discussed below (see “Mitigation”).~~

PUBLIC LIBRARIES

One NYPL neighborhood library, the West Farms Library, is located within $\frac{3}{4}$ mile of the proposed project. The proposed project would result in approximately 2,681 new residents, based on the average household size of 2.87. With this additional population, the West Farms Library would serve 77,628 residents in the future with the proposed project (approximately a 3.58 percent increase over the No Action condition). For the West Farms Library, the catchment area population increases attributable to the proposed project are below the five percent threshold cited in the *CEQR Technical Manual*. Therefore, the population introduced by the proposed project would not impair the delivery of library services in the study area, and the proposed project would not result in any significant adverse impacts on public libraries.

CHILD CARE CENTERS

Based on *CEQR Technical Manual* child care multipliers, this development would result in approximately 130 children under the age of six who would be eligible for publicly-funded child care programs. With the addition of these children, child care facilities in the study area would operate at 100.55 percent utilization. Total enrollment in the study area would increase to 4,393 children, compared with a capacity of 4,369 slots, which represents an increase in the utilization rate of 2.98 percent over the future without the proposed project. The increase with the proposed project would not exceed this 5 percentage point threshold; therefore, the proposed project would not result in a significant adverse impact on child care facilities.

OPEN SPACE

In terms of direct effects, the proposed project would reduce the size of the seating area located south of Parcel 10 from approximately 0.10 acres to approximately 0.04 acres. The open space would be slightly smaller in size as compared to the future without the proposed project, and it would be redesigned. The potential for direct shadows effects on area open spaces is discussed below in “Shadows.”

According to the *CEQR Technical Manual*, because the proposed project is anticipated to introduce more than 200 residents to an area that is considered neither underserved nor well-served by open space, a detailed analysis was conducted to determine whether these new residents would result in significant adverse indirect impacts to open space. The quantitative assessment of open space is based on ratios of usable open space acreage to the study area populations (the “open space ratios”).

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The total, active, and passive open space ratios in the study area would continue to fall short of the City's guidelines in the future with the proposed project. The total open space ratio would decrease by 4.440 percent, the active open space ratio would decrease by 4.400 percent, and the passive open space ratio would decrease by 4.478 percent (to 0.495 acres, 0.239 acres, and 0.256 acres per 1,000 residents, respectively). Although the proposed project would result in a decrease in the total, active, and passive open space ratios from the future without the proposed project, these decreases would not exceed 5 percent, which is the CEQR threshold generally used for a more detailed open space analysis.

It is recognized that the City's guidelines are not feasible for many areas of the City, and they are not considered impact thresholds. As described above, the proposed project has plans to provide open spaces for building residents. The proposed project would include approximately 240,000 square feet of open space enclosed in courtyards surrounded by the proposed new buildings, which would be available to all building residents. The Development Site open spaces are expected to be landscaped with a mix of shrubs and trees; it is anticipated that lawn and seating areas would be provided as well as children's play equipment. One proposed new building on Parcel 10 would also provide approximately 12,655 square feet of open space for residents on its rooftop. In addition, each courtyard block would have an indoor fitness room for residents to use for active recreation. Therefore, these open space amenities would help meet some of the residents' open space needs.

In addition, some of the open space needs of the study area population would be met by open spaces located within and just outside the ½-mile study area boundary, including community gardens, Bronx Park, Crotona Park, and Starlight Park.

Overall, the proposed project would not result in significant adverse impacts on open space resources in the study area.

SHADOWS

A shadows analysis was undertaken to determine the proposed project's potential shadow effects on area resources, which include open spaces (Vidalia Park, West Farms Square seating area, River Park, West Farms Rapids Park, River Garden), historic resources with sunlight-dependent features (Beck Memorial Presbyterian Church, West Farms Soldiers Cemetery, and the New Tabernacle Baptist Church), and a natural feature (the Bronx River).

The shadow study concluded that new project-generated shadows would be cast on several nearby resources of concern. River Park, adjacent to Parcels 1, 3 and 5 of the redevelopment, would receive approximately six hours of new shadows in the mid-day and afternoons of the fall, winter and early spring, and the use of the park during these times could consequently be significantly impacted. In the late spring and summer, new shadows on River Park would be more limited in duration and extent but would still be substantial in the final hour of the analysis day and would cause significant adverse impacts in those seasons.

The east façade windows of the Beck Memorial Presbyterian Church, adjacent to Parcel 3, would receive between two and a quarter and four and a half hours of incremental shadow in the mornings, depending on the season. At times, the new shadow would eliminate the remaining sunlight from the east windows of the church. Therefore, given the substantial extent and duration of incremental shadows, the proposed project could cause significant adverse shadow impacts to the windows, if they are uncovered by shutters and viewable from within a public space in the church interior. The building is currently closed and no information is currently

available regarding plans to re-open the church or make building repairs in the near future or by the 2029 build year for the proposed project.

Several other resources of concern would receive new project-generated shadow, but these shadows would not result in any significant adverse impacts.

HISTORIC AND CULTURAL RESOURCES

An analysis of historic and cultural resources was undertaken to determine the Lambert Houses project's effect on archaeological and architectural resources. In a letter dated August 29, 2014, the New York City Landmarks Preservation Commission (LPC) determined that the Development Site has no archaeological significance. In a letter dated ~~m~~March 17, 2016, SHPO noted it had reviewed the DEIS analysis. No archaeological concerns were raised.

The proposed construction within the Development Site would not entail the demolition of any known or potential architectural resources. Four historic resources are located within 90 feet of the Development Site: the West Farms Soldier Cemetery, the New Tabernacle Baptist Church, the Beck Memorial Presbyterian Church, and the former Peabody Home for Aged and Indigent Women. To avoid direct, physical impacts on these resources, a Construction Protection Plan (CPP) would be prepared and implemented prior to demolition and construction activities on the Development Site. Project-related demolition and construction activities would be monitored as specified in the CPP. The CPP would be prepared in coordination with SHPO and LPC and implemented in consultation with a licensed professional engineer.

The proposed project would not isolate any architectural resource from its setting or visual relationship with the streetscape, or otherwise adversely alter a historic property's setting or visual prominence. The proposed buildings would be of a comparable height to the existing taller buildings in the surrounding area, and of a comparable footprint to the structures currently located within the Development Site itself. The proposed new buildings within the Development Site would not introduce incompatible visual, audible, or atmospheric elements to a resource's setting. The proposed residential, retail, and school uses of the development are comparable with the use of many of the historic buildings in the study area. The proposed project would not eliminate or screen significant publicly accessible views of any architectural resource.

As described in "Shadows," the east façade windows of the Beck Memorial Presbyterian Church (S/NR-eligible, NYCL-eligible), adjacent to Parcel 3, would receive between two and a quarter and four and a half hours of incremental shadow from the proposed project in the mornings, depending on the season. At times, the new shadow would eliminate the remaining sunlight from the east windows of the church. Therefore, given the substantial extent and duration of incremental shadows, the proposed project could cause significant adverse shadows-related impacts to this historic resource, if the windows are uncovered by shutters and viewable from within a public space in the church interior. The building is currently closed and no information is currently available regarding plans to re-open the church or make building repairs in the near future or by the 2029 build year for the proposed project. As detailed in "Shadows," and "Mitigation," since no mitigation measures can be identified at this time to address the potential shadows impact on the church, the impact would remain unmitigated.

Overall, with the potential exception of the incremental shadow on the Beck Memorial Presbyterian Church, the proposed project would not be anticipated to have any significant adverse impacts on historic and cultural resources with the preparation and implementation of a CPP for architectural resources located within 90 feet of the Development Site. ~~The project~~

~~sponsors are also undertaking continuing consultation with OPRHP pursuant to Section 106 and Section 14.09.~~

UBRAN DESIGN AND VISUAL RESOURCES

The new buildings within the Development Site would be built with more rectilinear footprints and closer to the lot lines of the site than the existing buildings, and thus would create cohesive street frontages and stronger streetwalls throughout the Development Site. These stronger streetwalls would be expected to enhance the pedestrian experience along adjacent sidewalks. The proposed project would not result in any changes to buildings, natural features, open spaces, or streets in the study area. The proposed project would notably alter the visual character of the study area, but this character is already changing through the buildings currently under construction and renovation in the No-Action condition. At built FARs of 1.27-4.17, the density of the new development within the Development Site would not be out of scale compared to the surrounding area. The lower portions of the proposed buildings would be consistent with some of the shorter apartment buildings in the surrounding area, and the taller portions of the proposed buildings would be most consistent with the NYCHA and West Farms Square towers. The proposed project would create improve the Development Site's open spaces, which would enhance the pedestrian experience in the surrounding area, and would reintroduce the street grid in areas where streets had been demapped.

The proposed project would not partially or totally block a view corridor or a natural or built visual resource. The addition of new, taller buildings within the Development Site would alter certain views in the surrounding area. The new buildings would change the immediate context of the Bronx Park, as well as nearby historic resources. This change to context would not result in any significant adverse impacts, as the buildings and park would continue to be visible from existing nearby vantage points.

In conclusion, the proposed project would not significantly adversely affect urban design or visual resources.

NATURAL RESOURCES

The condition of groundwater, floodplains, wetlands, aquatic resources, terrestrial resources, and threatened, endangered, and special concern species within the Development Site and study area would remain generally unchanged in the future with the proposed project. The proposed project would include mixed-use redevelopment of residential/commercial lots that presently contain minimal natural resources other than small areas of manicured lawn with trees, ruderal vegetation, and disturbance-tolerant wildlife species that are ubiquitous in urban areas. Protective measures, including erosion and sediment control and stormwater BMPs, as well as landscaping and planting within the Development Site would prevent adverse impacts to natural resources and improve conditions within the Development Site post construction.

HAZARDOUS MATERIALS

Based on the potential hazardous materials concerns identified by a Phase I Environmental Site Assessment conducted in accordance with *ASTM Standard E1527-13, Standard Practice for Environmental Site Assessments*, the Development Site parcels would be mapped with an "E" designations on the zoning map for hazardous materials [E-393]. The "E" designation constitutes an institutional control to require these measures on the privately owned parcels. Phase II investigations would be conducted in accordance with Sampling Protocols that would be pre-

approved by New York City Mayor's Office of Environmental Remediation (OER). Based on the results of these investigations, Remedial Action Plans (RAPs) and associated Construction Health and Safety Plans (CHASPs) would be developed and submitted for approval to OER for implementation during the subsurface disturbance associated with construction, to reduce the potential for human or environmental exposure to any identified (by Phase II Investigations) or unexpectedly encountered contamination during and following construction of the proposed project. Each RAP would address requirements for soil stockpiling, soil disposal, and transportation; dust control; vapor control measures (if any); dewatering procedures; quality assurance; and procedures for the closure and removal of any unknown petroleum storage tanks should tanks or contamination be unexpectedly encountered. Each CHASP would identify potential hazards that may be encountered during construction and specify appropriate health and safety measures to be undertaken to ensure that subsurface disturbance is performed in a manner protective of workers, the community, and the environment (such as personal protective equipment, air monitoring including community air monitoring, and emergency response procedures). In addition, demolition of the existing structures would follow applicable regulatory requirements pertaining to asbestos-containing materials (ACM), lead-based paint, polychlorinated biphenyls (PCBs), and chemical disposal. As described in more detail in this chapter, with these measures, the proposed project would not result in any significant adverse impacts related to hazardous materials.

WATER AND SEWER INFRASTRUCTURE

The proposed project would result in an increase in water consumption and sewage generation at the Development Site. The proposed project would not affect the existing water and sewer infrastructure serving the Development Site, as the new buildings on the Development Site's parcels would continue to be served by the combined sewer system directing wastewater flow to regulator CSO28 and the Hunts Point Wastewater Treatment Plant (WWTP). During wet weather, combined sewer overflow (CSO) would continue to be directed to outfall HP-004. The analysis finds that the proposed project would not result in any significant adverse impacts on the City's water supply or wastewater and stormwater conveyance and treatment infrastructure.

The proposed project would generate 497,781 gpd of daily sanitary sewage, an incremental increase of 278,278 gpd above the existing buildings in the Development Site. This incremental increase in sewage generation would be approximately 0.23 percent of the average daily flow at the Hunts Point WWTP and would not result in an exceedance of the plant's permitted capacity. Therefore, the proposed project would not result in a significant adverse impact to the City's sanitary sewage conveyance and treatment system.

The overall volume of stormwater runoff and the peak stormwater runoff rate from the Development Site is expected to decrease slightly due to the decrease in fully impervious rooftop area on the Development Site's parcels. With the incorporation of selected stormwater source control best management practices (BMPs) that would be required as part of the site connection approval process for the proposed new buildings, subject to the review and approval of the New York City Department of Environmental Protection (DEP), the peak stormwater runoff rates would be reduced.

Since publication of the DEIS, the Applicants have continued to meet with DEP to review the conveyance system serving the Development Site and to determine the scope of the ~~Between publication of the Draft and Final EISs, a hydraulic analysis that will be undertaken that to~~ considers the Development Site's proposed zoning and the conveyance system's adequacy in

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meeting future projected flows with the proposed project. The Applicants will continue to meet with DEP and, Based on the hydraulic analysis, DEP will identify the potential need for conveyance system upgrades that would ensure the conveyance system is adequately sized to accommodate wastewater flows from the proposed project. ~~The Applicants will continue to meet with DEP to review the results of the hydraulic analysis.~~

Overall, the proposed project would not result in significant adverse impacts on the City’s sanitary wastewater treatment or stormwater conveyance infrastructure.

TRANSPORTATION

TRAFFIC

Traffic conditions were evaluated at 16 intersections for the weekday AM, midday, and PM peak hours. In the 2029 With Action condition, there would be the potential for significant adverse impacts at seven intersections during the weekday AM peak hour, three intersections during the weekday midday peak hour, and five intersections during the PM peak hour.

Table S-4 provides a summary of the impacted locations by lane group and analysis time period. Potential measures to mitigate the projected traffic impacts are described in “Mitigation.”

Table S-4
Summary of Significant Adverse Traffic Impacts

Intersection		Weekday AM	Weekday Midday	Weekday PM
EB/WB Street	NB/SB Street	Peak Hour	Peak Hour	Peak Hour
East 180th Street	Boston Road	WB-LTR SB-LTR		WB-LTR SB-LTR
East 180th Street	Devoe Avenue	EB-TR		
East 178th Street	Boston Road	EB-LR		EB-LR
East Tremont Avenue	Daly Avenue	SB-LTR		
East Tremont Avenue	Boston Road/West Farms Road	WB-LTR NB-LTR (Boston Road) SB-DefL	WB-LTR NB-LTR (West Farms Road) NB-LTR (Boston Road) SB-DefL SB-LTR	WB-LTR NB-LTR (West Farms Road) NB-LTR (Boston Road) SB-DefL
East Tremont Avenue	Devoe Avenue/East 177th Street	NB-L	NB-L	NB-L
East 177th Street/Sheridan Expressway	Devoe Avenue/East 177th Street	SB-LT SB-R	SB-LT	EB-LTR SB-LT
Total Impacted Intersections/Lane Groups		7/11	3/6	5/10
Notes: L = Left Turn, T = Through, R = Right Turn, DefL = Defacto Left Turn, EB = Eastbound, WB = Westbound, NB = Northbound, SB = Southbound.				

TRANSIT

The preliminary screening assessment summarized below concluded that a detailed analysis of station elements at the West Farms Square/East Tremont Avenue subway station was warranted. Based on the results of the transit analyses, the proposed project would not result in any significant adverse impacts on circulation and control area elements at the West Farms Square/East Tremont Avenue subway station.

PEDESTRIANS

Weekday peak period pedestrian conditions were evaluated at key area sidewalk, corner reservoir, and crosswalk locations. Based on the detailed assignment of pedestrian trips, 15 sidewalks, 8 corners, and 6 crosswalks were selected for detailed analysis for the weekday peak hours. Significant adverse impacts were identified for two crosswalks during at least one weekday peak hour: both the northern and southern segments of one of these crosswalks would be impacted during the weekday AM, midday, and PM peak hours, while the other crosswalk would only be impacted during the weekday AM and PM peak hours~~two segments of one crosswalk during the weekday AM, midday, and PM peak hours.~~ Table S-5 provides a summary of the impacted locations by analysis time periods.

**Table S-5
Summary of Significant Adverse Pedestrian Impacts**

Intersection	Pedestrian Element	2029 With Action		
		Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour
East Tremont Avenue and Boston Road	North Crosswalk	X		X
	East Crosswalk (North Segment)	X	X	X
	East Crosswalk (South Segment)	X	X	X
Total Impacted Pedestrian Elements		32	2	32

Note: X = Impacted.

Potential measures, including widening crosswalks, were identified to mitigate the projected pedestrian impacts, as described in “Mitigation.”

VEHICULAR AND PEDESTRIAN SAFETY

Crash data for the study area intersections were obtained from the New York State Department of Transportation (NYSDOT) for the period between ~~May 1, 2011~~ and ~~April 30, 2014~~. During this period, a total of ~~14334~~ reportable and non-reportable accidents, zero fatalities, ~~15743~~ injuries, and ~~5243~~ pedestrian/bicyclist-related accidents occurred at the study area intersections. A rolling total of accident data identifies two study area intersections as high accident locations in the 2011 to 2014 period; these are East Tremont Avenue at Boston Road/West Farms Road and East 180th Street at Boston Road. A summary of the identified high accident locations, prevailing trends, project-specific effects, and recommended safety measures is provided in Table S-6.

Table S-6
Summary of High Accident Locations

High Accident Intersections	Prevailing Trends	Peak Hour Project-Specific Effects	Recommended Safety Measures
East Tremont Avenue and Boston Road/West Farms Road	None	Incremental trips: 175 vehicles and 320 peds	Restriping faded crosswalks
East 180th Street and Boston Road	None	Incremental trips: 130 vehicles and 340 peds	Restriping faded crosswalks
Source: NYS DOT crash data; May 1, 2011 to April 30, 2014. <u>Crash data for the intersection of East Tremont Avenue and Boston Road/West Farms Road provided by NYCDOT for the period from January 1, 2011 to December 31, 2014.</u>			

In addition to the above recommended safety measures at the two high accident locations, the Bronx Vision Zero Pedestrian Safety Action Plan also identified priority corridors (including the East Tremont Avenue corridor in the study area) and intersections with the highest rates of pedestrian fatality and severe injury, and in combination with safety engineering improvement projects, community outreach and education, and police enforcement, seek to eventually eliminate pedestrian fatalities and severe injuries across all boroughs.

PARKING

The proposed project would displace 325 spaces from the existing 375-space Parcel 10 parking facility and would create 60 on-street parking spaces on the new private streets. The future parking supply on the Development Site would total 110 parking spaces. Accounting for the reduction in parking spaces at Parcel 10, a credit applied to the Parcel 10 parking facility for the relocation of existing parking demand to other areas, the creation of on-street parking spaces on private streets, and the incremental parking demand generated by the proposed project, the With Action public parking supply and utilization analysis shows that there would be parking shortfall during the weekday midday and overnight periods within the ¼-mile parking study area. However, based on the magnitude of available and total parking spaces within ½-mile of the project site (minimum of 670 out of more than 5,000 spaces), it is anticipated that the excess demand could be accommodated with a slightly longer walking distance beyond the ¼-mile radius. Furthermore, the proposed project is located immediately adjacent to multiple transit options, including the Nos. 2 and 5 trains, and multiple local bus routes (Bx9, Bx21, Bx26, Bx40, Bx42, and Q44). Therefore, the potential parking shortfall would not constitute a significant adverse parking impact.

AIR QUALITY

The analyses conclude that the proposed project would not result in any significant adverse air quality impacts on sensitive uses in the surrounding community, and the proposed project would not be adversely affected by existing sources of air emissions in the Development Site.

The maximum predicted pollutant concentrations and concentration increments from mobile sources with the proposed project would be below the corresponding guidance thresholds and ambient air quality standards. Therefore, the proposed project would not have significant adverse impacts from mobile source emissions.

Analysis of the emissions and dispersion of nitrogen dioxide (NO₂), and particulate matter (PM) emissions from the proposed project’s fossil fuel-fired combustion sources indicate that such emissions would not result in any significant adverse impacts on air quality. At certain project

buildings, restrictions on fuel type, stack location and/or minimum stack heights would be required to ensure the proposed developments would not result in any significant air quality impacts from fossil fuel-fired heat and hot water systems emissions. These restrictions would be required through the mapping of an “E” designation for air quality [E-393] on each parcel.

In addition, there would be no significant adverse air quality impacts from industrial facilities on the proposed project. The analysis of nearby large and major sources of emissions determined that there would be no significant adverse air quality impact on the proposed project.

GREENHOUSE GAS EMISSIONS

The *CEQR Technical Manual* defines five goals through which a project’s consistency with the City’s emission reduction goal is evaluated: (1) efficient buildings; (2) clean power; (3) sustainable transportation; (4) construction operation emissions; and (5) building materials carbon intensity.

The building energy use and vehicle use associated with the proposed project would result in up to approximately 16,500 metric tons of carbon dioxide equivalent (CO₂e) emissions per year.

The applicant is currently evaluating the specific energy efficiency measures and design elements that may be implemented, and is committed to meeting the requirements for certification under the Enterprise Green Communities program. All new construction and substantial rehabilitation projects receiving funding from HPD must comply with a 2011 version of the Enterprise Green Communities Criteria (EGCC), a green building framework for affordable housing tailored to New York City. The applicant is committed at a minimum to achieve the mandatory EGCC energy efficiency requirements. The project would be required to exceed the energy requirements of ASHRAE 90.1-2007 by 15 percent, which is expected to also exceed the New York City building code (currently the same as ASHRAE 90.1-2010). The project’s commitment to building energy efficiency, exceeding the building code energy requirements, ensures consistency with the efficient buildings goal defined in the *CEQR Technical Manual* as part of the City’s GHG reduction goal (see Section F), and would be specified and required under.

The proposed project would also support the other GHG goals by virtue of its nature and location: its proximity to public transportation, its reliance on natural gas (rather than heating oil), commitment to construction air quality controls, and the fact that as a matter of course, construction in New York City uses recycled steel and includes cement replacements. All of these factors demonstrate that the proposed development supports the GHG reduction goal.

Therefore, based on the commitment to energy efficiency and by virtue of location and nature, the proposed project would be consistent with the City’s emissions reduction goals, as defined in the *CEQR Technical Manual*.

NOISE

The proposed project would not have the potential to result in noise level increases at nearby noise receptors that would be considered significant according to *CEQR Technical Manual* impact criteria, either as a result of mobile-source or stationary-source noise. A building attenuation analysis was undertaken to determine the level of attenuation needed to achieve both the CEQR and the HUD interior noise level requirements. The analysis found that between 22 and 39 dBA of building attenuation would be needed to meet HUD criteria and between 22 and 45 dBA to meet CEQR criteria. To ensure that the proposed project would achieve the necessary

building attenuation requirements, an “E” designation for noise [E-393]s would be mapped for the Development Site parcels. With the prescribed levels of attenuation and alternate means of ventilation, interior noise levels at the proposed project buildings will be within the ranges considered acceptable according to CEQR and HUD noise exposure guidelines.

PUBLIC HEALTH

Public health is the effort of society to protect and improve the health and well-being of its population. Many public health concerns are closely related to hazardous materials, water quality, air quality, and noise. The *CEQR Technical Manual* defines as its goal with respect to public health “to determine whether adverse impacts on public health may occur as a result of a proposed project, and if so, to identify measures to mitigate such effects.”

According to the *CEQR Technical Manual*, for most proposed projects, a public health analysis is not necessary. Where no significant unmitigated adverse impact is found in other CEQR analysis areas, such as air quality, water quality, hazardous materials, or noise, no public health analysis is warranted. If, however, an unmitigated significant adverse impact is identified in one of these analysis areas, the lead agency may determine that a public health assessment is warranted for that specific technical area.

The proposed project would not result in unmitigated significant adverse impacts in any of the technical areas related to public health (hazardous materials, water quality, air quality, or noise) during either construction or operation of the project. Therefore, the proposed project would not have the potential for significant adverse impacts related to public health.

NEIGHBORHOOD CHARACTER

Overall, the proposed project would not substantially alter the character of the neighborhood and would likely have beneficial effects on the study area’s urban design. The character of the study area is primarily defined by multifamily residential buildings and neighborhood retail uses, with taller, larger-footprint buildings in the central portion of the study area and smaller walk-up buildings in the western portion. In addition, the elevated Nos. 2 and 5 trains, which run above Boston Road, and other transportation infrastructure contribute to the character of the neighborhood.

With the exception of transportation and shadows, the proposed project would not result in significant adverse impacts on any of the technical areas that could impact neighborhood character. As noted above, the potential shadows impact on the east façade windows of the Beck Memorial Presbyterian Church would not affect neighborhood character as the church is closed with no currently available plans to re-open the church or make building repairs in the near future or by the 2029 build year for the proposed project. While there would be a shadows impact on River Park overall, this impact would not affect neighborhood character within the area surrounding the Development Site. Mitigation measures would be implemented to reduce the effects of the significant adverse transportation impacts. While some of the significant adverse traffic impacts would not be fully mitigated, the unmitigated effects would not be substantial enough to adversely impact neighborhood character. As noted above, the thoroughfares and sidewalks in the neighborhood are already heavily trafficked. In addition, the proposed project would not be expected to result in a combination of moderate effects to several elements that could cumulatively impact neighborhood character. Overall, the proposed project would be consistent with the existing character of the neighborhood and would not result in any significant adverse impacts on neighborhood character.

CONSTRUCTION

There would be temporary inconvenience and disruption arising from the construction of the proposed Lambert Houses project throughout the Development Site. Construction is anticipated to begin in January 2017 and be complete in September 2029. During construction of the proposed project, current tenants would be relocated from buildings to be demolished to other locations within the Lambert Houses development. Once relocated, the unoccupied buildings would be demolished and construction of new buildings would proceed. Tenants of the next buildings to be demolished would be relocated within the Lambert Houses Development Site to the newly constructed buildings, and the demolition and new construction process would begin again. This process would be repeated through completion of the project.

As described in detail below, construction activities associated with the proposed project could result in significant adverse construction impacts with respect to vehicular traffic; additional information for key technical areas is summarized below.

TRANSPORTATION

Based on the construction trip projections and comparison with operational analysis results, construction of the proposed project is expected to result in significant adverse traffic impacts and the potential for a parking shortfall during peak construction, as summarized below. However, no significant adverse impacts to transit or pedestrian conditions are anticipated due to construction.

Traffic

During peak construction, the project-generated trips would be less than what would be realized upon the full build-out of the proposed project in 2029. Therefore, the potential traffic impacts during peak construction would be within the envelope of significant adverse traffic impacts identified for the With Action condition. Measures to mitigate the operational traffic impacts were recommended for implementation at five intersections during one or more of the weekday analysis peak hours. These measures would encompass primarily signal timing changes, all of which could be implemented early at the discretion of NYCDOT to address actual conditions experienced at that time. However, as with the With Action condition, there could also be significant adverse traffic impacts during construction at the intersections of East Tremont Avenue and Boston Road/West Farms Road, East Tremont Avenue and Devoe Avenue/East 177th Street, East 177th Street and Sheridan Expressway, East 178th Street and Boston Road, and East 180th Street and Boston Road that could not be fully mitigated during one or more analysis peak hours.

Parking

The anticipated construction activities are projected to generate a maximum parking demand of 134 spaces during peak construction. However, additional parking demand is expected to be generated from background growth, discrete No Build projects, and incremental parking demand generated by the re-tenanting of the Development Site parcels. Although the parking demand associated with construction workers commuting via auto would be temporary in nature, it can be expected that a parking shortfall may still occur within ¼-mile of the Development Site. However, as with the analysis results presented for the With Action operational condition, based on the proximity of multiple transit options to the proposed project, as well as that most of the excess demand is expected to be accommodated by parking facilities outside of the ¼-mile

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parking study area radius, the potential parking shortfall during construction would also not constitute a significant adverse parking impact.

Transit

The estimated number of total peak hour transit trips would be 67, well below the *CEQR Technical Manual* 200-transit-trip analysis threshold. Therefore, construction of the proposed project would not result in any significant adverse construction transit impacts, and no further analysis is required.

Pedestrians

The estimated number of total peak hour pedestrian trips traversing the area's sidewalks, corners, and crosswalks would be up to 191 during peak construction and below the *CEQR Technical Manual* 200-pedestrian-trip analysis threshold for detailed analysis. Therefore, construction of the proposed project would not result in any significant adverse pedestrian impacts, and no further analysis is required.

AIR QUALITY

The local air quality effects would be temporary and would only occur during the construction period. Furthermore, construction activities associated with the proposed project would move from one parcel to another such that no portion of the adjacent community would be subject to the full effects of the construction of the proposed project for the entire construction period. The air pollutant emission levels associated with construction of the proposed project would not be considered out of the ordinary in terms of intensity and are typical of ground-up building construction in New York City. Measures would be taken to reduce pollutant emissions during construction in accordance with all applicable laws, regulations, and building codes. In addition, there would be an increasing percentage of in-use newer and cleaner vehicles and engines for construction in future years, resulting in greatly reduced air pollutant emissions related to construction activities. Therefore, construction of the proposed project would not result in any significant adverse air quality impacts.

NOISE

Construction activities associated with the proposed project would not result in any significant adverse stationary or mobile source noise impacts. Construction of the proposed project would adhere to the requirements of the *New York City Noise Control Code*. While the overall construction period of the proposed project is anticipated to be approximately 13 years, on-site construction activities for each building group is expected to last approximately two years. The noisiest construction activities (demolition, excavation, and foundation work when dominant noise equipment such as hoe rams and pile drivers are used on the construction site) are anticipated to occur for only a portion of the duration—6 months per building group—and would not occur continuously throughout the demolition and foundation stages of work. Noise levels from construction activities typically fluctuate throughout the day and from day to day, and would not be sustained at the maximum noise levels during the entire 6 months of demolition, excavation, and foundation activities for each building group. Superstructure and exteriors work, which would be expected to last approximately 9 months per building group, would require less heavy construction equipment as compared to the demolition, excavation and foundation work.

With the construction noise control measures, maximum $L_{eq(1)}$ noise levels during construction would be expected to be approximately in the mid 80s dBA at 10 to 20 feet from the construction site boundary or the mid to high-70s dBA at 50 to 100 feet from the construction site boundary. These maximum noise levels would occur during the loudest periods of construction, which would be rock removal or pile driving where necessary. Noise levels resulting from construction activity were projected at receptors throughout the study area based on distance and shielding provided by existing buildings or project buildings already constructed. The magnitude of the noise levels predicted to occur at nearby buildings is generally comparable to measured existing noise levels at some locations in the neighborhood due to the elevated rail line that runs through the area. Furthermore, the duration of the elevated noise levels due to construction would be limited to a relatively short time, and/or most of the locations have double-glazed windows and through-wall air conditioners or window air conditioners. Consequently, there are only a limited number of locations that would experience noise levels above the threshold considered acceptable by CEQR noise exposure guidelines, and the exceedances would occur for a relatively short period of time. The predicted noise level increases at nearby receptors due to construction, while they would be noticeable, would not rise to the level of significant adverse construction noise impacts.

Receptors that are located more than 200 feet away from the construction sites with no obstructing buildings or more than 150 feet away with obstructing buildings, would experience construction noise levels no higher than the low 60s dBA, which is lower than the measured existing noise levels throughout the study area. Consequently, receptors outside of these distances would not have the potential to experience significant adverse construction noise impacts.

ENVIRONMENTAL JUSTICE

Consistent with Executive Order 12898 (EO 12989), which requires federal agencies to consider whether actions they might fund or approve may have any disproportionately high and adverse environmental or human health effects on low-income or minority populations, an analysis was undertaken. The analysis identified that the study area's block groups are minority communities, with minority rates ranging from 99.4 percent to 100.0 percent. The majority of the study area's block groups are also low-income communities. Based on a review of the project's environmental effects and given all the facts and circumstances, the proposed project is not expected to result in any disproportionately high and adverse effects on minority and low-income populations. The proposed project would have an overall positive effect by improving the quality of life for current Lambert Houses residents while increasing the number of affordable units on the Development Site.

ALTERNATIVES

NO ACTION ALTERNATIVE

Consideration of the No Action Alternative is intended to provide the lead and involved agencies with an assessment of the expected environmental impacts of no action on their part. The No Action Alternative assumes that the proposed project would not be implemented (i.e., none of the discretionary approvals proposed as part of the proposed project would be adopted), and the Lambert Houses development would remain in its current condition.

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The significant adverse impacts anticipated for the proposed project—in the areas of schools, shadows on historic resources and open space, traffic, pedestrians—would not occur with the No Action Alternative.

The No Action Alternative would not meet public policy goals related to affordable housing, specifically those of *Housing New York: A Five-Borough, Ten-Year Housing Plan* (“*Housing New York*”). With this alternative, the Development Site’s existing affordable housing would continue to be outdated and inefficient and the substantial amount of new affordable housing units would not be developed.

NO SCHOOL ALTERNATIVE

The No School Alternative would result in the same development as the proposed project with the exception of Parcel 10. In the No School Alternative, if the New York City School Construction Authority (SCA) were to decline to exercise the option to build a new public school on Parcel 10, a residential building with approximately 55 units would be constructed in its place.

Because the No School Alternative would be substantially similar to the proposed project and would result in an additional 55 units of housing rather than a school, this alternative is expected to have substantially similar effects as the proposed project in the areas of land use, zoning, and public policy; socioeconomic conditions; historic and cultural resources; natural resources; hazardous materials; water and sewer infrastructure; solid waste and sanitation services; energy; greenhouse gas emissions; noise; neighborhood character; and construction.

The areas where this alternative would result in different effects are discussed in more detail: community facilities; open space; shadows, urban design, transportation, and air quality.

In the area of schools, as compared with the proposed Lambert Houses development, the No School Alternative would result in higher changes in utilization compared with the future without the proposed project for elementary, intermediate, and high schools. The No School Alternative would result in an increase in the utilization rate of more than 5 percentage points for elementary and intermediate schools (~~6.07~~5.75 percentage points and 8.49 percentage points, respectively); therefore, the No School Alternative would result in a significant adverse impact on elementary and intermediate schools. As discussed further in “Mitigation,” the potential for significant adverse impacts to elementary and intermediate schools under this alternative (and under the Proposed Actions) would be fully mitigated through the Department of Education’s (DOE) commitment to monitoring enrollment at both the elementary and intermediate school level during the remaining years of the current Five-Year Capital Plan for Fiscal Years 2015-2019 and the two succeeding Five-Year Capital Plans for Fiscal Years 2020-2024 and Fiscal Years 2024-2029.

Neither the proposed project nor the No School Alternative would result in adverse impacts on either libraries or child care centers.

The No School Alternative would result in an additional 158 residents when compared to the proposed project; neither this alternative nor the proposed project would result in significant adverse impacts to open space ratios in the study area.

The No School Alternative would result in the same development as the proposed project with the exception of Parcel 10, and thus the same effects on urban design and shadows for the majority of the project site and study area. The massing of the buildings on Parcel 10 in this

alternative would differ from the proposed project only on the east side of the parcel and would be limited for both urban design and shadows.

The No School Alternative would generate fewer trips (up to approximately 1,060 fewer person trips and up to approximately 105 fewer vehicle trips) during the weekday AM and PM peak hours and slightly more trips (up to approximately 20 more person trips and up to approximately 2 more vehicle trips) during the weekday midday peak hour, as compared with the proposed project.

For the weekday AM and PM peak hours, since the No School Alternative incremental trips would be of lower magnitudes than that the proposed project would generate, the potential traffic and pedestrian impacts would be within the envelope of significant adverse traffic and pedestrian impacts identified for the proposed project. With the lower magnitude of incremental trips during the weekday AM and PM peak hours, it is possible that significant adverse traffic and pedestrian impacts could occur at fewer locations and of lesser magnitudes than the proposed project. Some of these impacts could be mitigated with the same types of mitigation measures as with the proposed project. For the weekday midday peak hour, with the additional trips distributed across various analysis locations within the transportation network, the individual intersections, subway stairs, and pedestrian elements would experience minimal increases in trips and would be of comparable magnitude in terms of overall trips as the proposed project. As with the proposed project, this alternative would likewise result in impacts of comparable magnitude during the weekday midday peak hour and similar mitigation measures would be needed to mitigate those impacts.

Impacts unmitigatable under the proposed project would also be unmitigatable under the No School Alternative. In addition, the parking shortfall identified for the proposed project would also occur under this alternative; however, as with the proposed project, the parking shortfall would not constitute a significant adverse parking impact due to the proposed project's proximity to multiple transit options and the excess parking demand is expected to be accommodated by parking facilities outside of the ¼-mile parking study area.

The No School Alternative would result in the same development as the proposed project with the exception of Parcel 10. The No School Alternative would generate fewer trips than the proposed project and therefore, as with the proposed project, would not result in significant adverse impacts from mobile source emissions. The massing of the buildings on Parcel 10 in this alternative would differ from the proposed project only on the east side of the parcel and would be limited. Therefore, the No School Alternative, as with the proposed project, would not result in significant adverse air quality impacts on air quality from the proposed stationary sources. Similar to the proposed project, under the No School Alternative, at certain project buildings restrictions would be required to ensure the proposed buildings would not result in any significant air quality impacts from fossil fuel-fired heat and hot water systems emissions. In addition, the No School Alternative, as with the proposed project, would not result in significant adverse air quality impacts from industrial facilities. Therefore, the No School Alternative would not result in significant adverse air quality impacts.

NO UNMITIGATED SIGNIFICANT ADVERSE IMPACT ALTERNATIVE

Public Schools

~~Absent provision of the school on Parcel 10, the proposed project would result in a significant adverse impact on public elementary schools. The proposed project is also projected to result in~~

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~~a significant adverse impact on intermediate schools. To avoid the elementary school impact, development at the Development Site would need to be reduced in size to 806 residential units, which would introduce approximately 314 public elementary school children—the maximum number of elementary students that can be introduced in the sub-district without exceeding the five percentage point threshold.~~

~~To avoid the intermediate school impact, development at the project site would need to be significantly reduced in size to 575 units, which would introduce approximately 92 public intermediate school students—the maximum number of intermediate students that can be introduced in the sub-district without exceeding the five percentage point threshold.~~

~~Limiting the total number of new housing units to these numbers would substantially reduce the amount of new housing that would be created on the Development Site. Overall, this alternative would be less successful than the proposed project at improving the quality of life for current Lambert Houses residents while increasing the number of affordable housing units on the Development Site.~~

Shadows

To avoid the potential impact to the Beck Memorial Presbyterian Church windows and to River Park, the buildings on Parcels 1, 3, and 5 would need to be substantially smaller than currently designed. The reduction in height necessary to eliminate the potential shadows impact would be substantial, and would result in the construction of fewer affordable housing units, and would thus not meet the goals of the project.

Transportation

Of the unmitigatable significant adverse traffic impacts identified for the proposed project, those at the East Tremont Avenue and Boston Road/West Farm Road intersection were determined to be the most severe. Because the impacts at this intersection would involve multiple lane groups/movements, there are limited options available to mitigate every impact. To avoid these unmitigatable impacts, the proposed project would have to reduce to a level such that a detailed traffic analysis could be screened out, thereby concluding that there would not be a potential for any significant adverse traffic impacts.

In examining the programmatic distribution of the proposed land uses, this alternative would likely involve no redevelopment of Site 10 and an overall modest increase in dwelling units among one or more of the other development sites. It is also assumed that this alternative would not result in the introduction of a school, expansion of the existing supermarket, and changes in local retail uses among the various development sites. This alternative would therefore not result in any of the significant adverse and unmitigatable impacts identified for the proposed project.

However, the parking shortfall identified for the proposed project would also occur under this alternative. As with the proposed project, the parking shortfall would not constitute a significant adverse parking impact due to the proposed project's proximity to multiple transit options and the excess parking demand is expected to be accommodated by parking facilities outside of the ¼-mile parking study area.

MITIGATION

As identified in the preceding sections, the DEIS identified the potential for significant adverse impacts to result from the proposed Lambert Houses project in the areas of community facilities (schools), shadows (on historic resources and open space), and transportation (traffic,

pedestrians). Measures are examined to minimize or eliminate the anticipated impacts to the fullest extent practicable. These mitigation measures are discussed below.

SCHOOLS

The Development Site is located in Sub-district 2 of Community School District (CSD) 12. Since the proposed project would result in the introduction of a new residential population, which would create new demands on local school resources, the EIS assessed the effects on school capacity within Sub-district 2 of CSD 12. As discussed in Chapter 4, “Community Facilities,” based on the public school student generation rates provided in the *CEQR Technical Manual*, the proposed project would result in 934 units over the No Action condition. These units could introduce approximately 364 elementary students, 149 intermediate school students, and 177 high school students.

Elementary Schools

The proposed project includes the option to construct a new public elementary school (grades kindergarten through fifth) of approximately 86,608 square feet on a portion of Parcel 10, subject to approvals and requirements of the School Construction Authority (SCA). This school would increase the elementary school capacity of Sub-district 2/CSD 12 by 500 seats and would accommodate all project-generated demand for elementary school seats. With the development of the proposed public elementary school on Parcel 10, the proposed project would introduce more new capacity than elementary school students. As a result, the proposed project would decrease the elementary school utilization rate by approximately ~~four~~ 3.55 percentage points. Therefore, because the proposed action would not increase elementary school utilization rate, the proposed project would not result in a significant adverse impact on elementary schools in the study area.

The FEIS analyzes an alternative (the “No School Alternative”) which replaces the proposed school on parcel 10 with an additional 55 residential units. As described in “Alternatives,” the FEIS discloses the potential for significant adverse impacts to elementary schools under this alternative. To mitigate this potential impact, the SCA will continue its efforts to secure sites for the seats that have already been funded for this subdistrict. Furthermore, elementary school enrollment in Sub-district 2/CSD 12 will be monitored by DOE during the remaining years of the current Five-Year Capital Plan for Fiscal Years 2015-2019 and the two succeeding Five-Year Capital Plans for Fiscal Years 2020-2024 and Fiscal Years 2024-2029. If a need for additional capacity is identified, DOE will evaluate the appropriate timing and mix of measures to address increased school enrollment. The various measures utilized by DOE to address increased school enrollments include: relocating DOE administrative functions to other sites, thereby freeing up space for classrooms; restructuring or reprogramming existing school space within the district and, development of additional public school capacity through new construction or expansion of existing school facilities. If additional school construction is warranted, and funding is available, it will be identified in the Five-Year Capital Plan that covers the period in which the capacity need would occur (see FEIS Appendix 21).

The applicant is in discussions with SCA and will continue to work with SCA to determine appropriate terms for the proposed 500-seat elementary school as the phased project is constructed~~between the DEIS and FEIS~~; these terms will be formalized in a Letter of Intent (LOI).

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Intermediate Schools

As discussed in Chapter 4, “Community Facilities,” the intermediate school students introduced by the proposed project would increase utilization in Sub-district 2/CSD 12 by 8.33 ~~+01~~ percent compared with the No Action condition. The proposed project would result in an increase in the intermediate school utilization rate of more than 5 percentage points, and therefore the proposed project would result in a significant adverse impact on intermediate schools.

To mitigate the identified intermediate schools impact, the SCA will continue its efforts to secure sites for the seats that have already been funded for this subdistrict. Furthermore, intermediate school enrollment in Sub-district 2/CSD 12 will be monitored by DOE during the remaining years of the current Five-Year Capital Plan for Fiscal Years 2015-2019 and the two succeeding Five-Year Capital Plans for Fiscal Years 2020-2024 and Fiscal Years 2024-2029. If a need for additional capacity is identified, DOE will evaluate the appropriate timing and mix of measures to address increased school enrollment. The various measures utilized by DOE to address increased school enrollments include: relocating DOE administrative functions to other sites, thereby freeing up space for classrooms; restructuring or reprogramming existing school space within the district and, development of additional public school capacity through new construction or expansion of existing school facilities. If additional school construction is warranted, and funding is available, it will be identified in the Five-Year Capital Plan that covers the period in which the capacity need would occur (See FEIS Appendix 21). Measures to mitigate the impact on intermediate schools will be explored further between the DEIS and FEIS. Potential mitigation measures for the proposed action’s impacts on intermediate school enrollment could include administrative actions undertaken by DOE, such as shifting the boundaries of school catchment areas within the CSD to move students to schools with available capacity, or creating new satellite facilities in less crowded schools. SCA and DOE could also commit to monitoring conditions in the district and address future needs in the Capital Plan as appropriate. Absent the implementation of measures by SCA or DOE, the proposed project would result in an unmitigated significant adverse impact on intermediate school seat demand if projections prove correct.

High Schools

~~The proposed project would not result in any potential significant adverse impacts on high school seats, and no mitigation is required.~~

SHADOWS

As discussed above in “Shadows,” the shadow study concluded that new project-generated shadows could result in significant adverse shadow impacts to the east façade windows of the Beck Memorial Presbyterian Church, if they are uncovered by shutters and viewable from within a public space in the church interior. Site visits in late 2015 and early 2016 found the structure to be boarded up with plywood and locked, and all its windows sheathed in metal. Additional research found that services are no longer held in the building; that the building has been boarded up and locked for at least four years; and that the windows were covered up because of the building’s generally unsafe condition. No information is currently available regarding plans to re-open or make building repairs in the near future or by the 2029 build year for the proposed project. Therefore, since ~~no~~ mitigation measures can be identified at this time to address the potential shadows impact, ~~Should plans become available for the re-opening of the church between DEIS and FEIS, mitigation measures will be explored at that time through consultation with the New York City Landmarks Preservation Commission (LPC) and the New York State~~

~~Office of Parks, Recreation, and Historic Preservation (OPRHP). Otherwise, the impact would remain unmitigated.~~

The shadow study also concluded that River Park, adjacent to Parcels 1, 3 and 5 of the Development Site, would receive approximately six hours of new shadows in the mid-day and afternoons of the fall, winter and early spring, and the use of the park during these times could consequently be significantly impacted. In the late spring and summer, new shadows on River Park would be more limited in duration and extent but would still be substantial in the final hour of the analysis day and would cause significant adverse impacts in those seasons. ~~Measures to mitigate this impact will be explored between publication of the DEIS and FEIS. HPD, DCP, and DPR explored measures to mitigate this impact between publication of the DEIS and FEIS and concluded that to avoid the potential impact to the adjacent church windows and to River Park, the buildings on Parcels 1, 3, and 5 would need to be substantially smaller than currently designed. The reduction in height necessary to eliminate the potential shadows impact would be substantial, and would result in the construction of fewer affordable housing units, and would thus not meet the goals of the project. Therefore, this impact would remain unmitigated.~~

TRANSPORTATION

Traffic conditions were evaluated at 16 intersections for the weekday AM, midday and PM peak hours. In the 2029 With Action condition, the proposed project would result in significant adverse traffic impacts at 7 intersections during the weekday AM peak hour, 3 intersections during the weekday midday peak hour, and 5 intersections during the weekday PM peak hour. Some of the locations where significant adverse traffic impacts are predicted to occur could be fully mitigated with the implementation of the recommended mitigation measures. However, the significant adverse impacts at the intersections of East Tremont Avenue and Boston Road/West Farms Road, East Tremont Avenue and Devoe Avenue/East 177th Street, East 177th Street and Sheridan Expressway, East 178th Street and Boston Road, and East 180th Street and Boston Road could not be fully mitigated during one or more analysis peak hours.

Pedestrian conditions were evaluated at 15 sidewalks, 8 corners, and 6 crosswalks for the weekday peak hours. In the 2029 With Action condition, the proposed project would result in significant adverse pedestrian impacts at two crosswalks, one of which has two separate segments, segments of one crosswalk during the weekday AM, midday, and PM peak hours. Widening future crosswalks were identified to mitigate the projected pedestrian impacts.

UNAVOIDABLE SIGNIFICANT ADVERSE IMPACTS

Unavoidable significant adverse impacts are defined as those that meet the following two criteria:

- There are no reasonably practicable mitigation measures to eliminate the impact; and
- There are no reasonable alternatives to the proposed actions that would meet the purpose and need for the actions, eliminate the impact, and not cause other or similar significant adverse impacts.

As described in “Mitigation,” a number of the potential impacts identified for the proposed project could be mitigated. However, as described below, in some cases, impacts from the proposed project would not be fully mitigated.

SCHOOLS

Should Parcel 10 not be developed with the proposed elementary school, significant adverse impacts to elementary schools would result. The applicant is in discussions with SCA and will

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continue to work with SCA to determine appropriate terms for the proposed 500-seat elementary school as the phase project is constructed; these terms will be formalized in a Letter of Intent (LOI). ~~For the proposed project's impacts on intermediate schools, mitigation measures are described above in "Mitigation." Absent the implementation of measures by SCA or DOE, the proposed project would result in an unmitigated significant adverse impact on intermediate school seat demand if projections prove correct.~~

SHADOWS

As discussed above, measures to mitigate the proposed project's potential shadows impacts ~~will~~ bewere explored between publication of the DEIS and FEIS; ~~if no measures are~~ are were identified that could mitigate this impact, and the impacts would remain unmitigated.

TRANSPORTATION

As discussed above, the significant adverse vehicular traffic impacts at the intersections of East Tremont Avenue and Boston Road/West Farms Road, East Tremont Avenue and Devoe Avenue/East 177th Street, East 177th Street and Sheridan Expressway, East 178th Street and Boston Road, and East 180th Street and Boston Road could not be fully mitigated during one or more analysis peak hours.

GROWTH-INDUCING ASPECTS OF THE PROJECT

The term "growth-inducing aspects" generally refers to the potential for a proposed project to trigger additional development in areas outside the project site that would otherwise not have such development without the proposed project. The 2014 *City Environmental Quality Review (CEQR) Technical Manual* indicates that an analysis of the growth-inducing aspects of a proposed project is appropriate when the project:

- Adds substantial new land use, new 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
- Introduces or greatly expands infrastructure capacity.

The proposed project would be limited to the Development Site. The project would increase the density of the Development Site by introducing 934 more affordable residential units and 21,610 square feet more retail than in the existing condition; the project would also introduce a new 500-seat public elementary school. These uses would be consistent with the existing uses in the surrounding area. The new units constructed with the proposed project, as well as the new population those units would introduce to the study area, as a whole would generally be similar to the existing income profile of the surrounding neighborhood. The proposed project is not expected to introduce or accelerate a trend of changing socioeconomic conditions.

In addition, the proposed project would not include the introduction or expansion of infrastructure capacity (e.g., sewers, central water supply) that would result in indirect development; any proposed infrastructure improvements would be made to support development of the Development Site itself.

Therefore, the proposed project is not expected to induce significant new growth in the surrounding area.

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

Resources, both natural and built, would be expended in the construction and operation of the proposed project. These resources include the materials used in construction; energy in the form of fuel and electricity consumed during construction and operation of the Lambert Houses project; and the human effort (i.e., time and labor) required to develop, construct, and operate various components of the project.

The resources are considered irretrievably committed because their reuse for some purpose other than the proposed project would be highly unlikely. The proposed project constitutes an irreversible and irretrievable commitment of the Development Site as a land resource, thereby rendering land use for other purposes infeasible, at least in the near term.

These commitments of land resources and materials are weighed against the benefits of the proposed project. The proposed project is intended to improve the quality of life for current Lambert Houses residents while increasing the number of affordable housing units on the Development Site. By creating nearly 1,000 more affordable housing units than are currently located on the site, the proposed project would make a substantial contribution to the housing production goals of the Mayor's *Housing New York: A Five-Borough, Ten-Year Plan*.

CUMULATIVE IMPACTS

The proposed project in combination with the other future development projects evaluated in this chapter and throughout this DEIS would result in changes in the future conditions of the study area, and would result in certain cumulative significant adverse impacts, such as schools and transportation. Measures have been examined (and will continue to be examined) to minimize or eliminate the anticipated impacts and are presented in "Mitigation." The proposed project would also have beneficial cumulative effects by improving the quality of life for current Lambert Houses residents while increasing the number of affordable housing units on the Development Site. *